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ASSOCIATION OF
RAILWAY MODELLERS
FOUNDED IN 2003

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WALLY LEBRET'S DURHAM AND SOUTHERN



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

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USERNAME: gondola
PASSWORD: hopper

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FRONT COVER

PHOTO TOP BY TED RAFUSE: Lake Marianne at Hillside's eastern municipal boundary on Wally LeBret's Durham and Southern, provides drinking water for local citizens and recreational opportunities for members of the community.

PHOTO BOTTOM BY TED RAFUSE: A duo of CPR RDC Dayliner's meander through the yard ladder tracks as they approach Springville Union Station. In the background is a car of the Springville Electric Traction Company which provides streetcar conveyance to the nether parts of the city. This car has its own operating system which provides for hands free back and forth service.



observation platform john johnston: editor

MEMBERS RESPONSE TO COLUMN ON ESTATE PLANNING:

After last months column on estate planning, I received the following letter from member Richard Armstrong:

First, I'd like to thank you for another great issue. I always look forward to reading it. Second, I have a few thoughts on the topic of your article about estate planning. Three of my model railroad friends passed away rather suddenly in the past few years. The first had a small layout with a large rolling stock collection. The family managed to enlist the help of some of his model railroad friends, and they disposed of everything. The second had no layout but lots of stuff; I managed to deal with all of it, but it took me a year. The third had a layout which filled a two-car garage, as well as significant quantities of motive power, rolling stock, & scratch-built structures; it's all still there. I got some key learnings from all this. The most important is to organize your stuff before you pass away, only you know what you have.

The next important thing is to realize that most of your items are not saleable, and should be given away. Even brass seems to be worth very little. There are so few hobby shops now, that taking the collection to them may not be an option. Also, a hobby shop is interested in turnover, not inventory, and may

have little space to display it. Let's face it, we all have too much stuff, accumulated over many years, and it's not obvious what to do. What was supposed to be a pleasant hobby can turn into an unpleasant burden. Maybe I should have spent my money on golf or bowling so I wouldn't have a house full of stuff! It seems that good larger size items (S, O, 1, G) can hold their values better than smaller size items (N, H0).

So, what seems a reasonable path forward? I feel that every estate is different, and requires a customized approach to disposal. Maybe you'll be lucky and find a hobby store to take it all off your hands. Maybe you'll have success with one of those organizations that advertises in a magazine to buy estates. It requires a huge amount of time to sort and catalogue stuff, as well as packing and shipping it all. As well as all this, I feel that my remaining time on this earth is valuable enough to me that it should not be spent dealing with someone else's collection.

Let's be proactive. It took us years to gather all this wonderful stuff. Now, while we still can, let's slowly shrink our collections, until we have left a small number of exceptionally fabulous pieces that will be easy to dispose of when the time comes.

As for the layout itself, it should be constructed in sections/pieces/modules/whatever that can be easily taken apart and given away. Now all I have to do is follow my own advice.

*Keep smiling, never give up, & have fun along the way!
All the best, and keep up the good work!*

Richard J. Armstrong

A Call for Image Submissions for the 2014/15 CARM Calendar

If you have an image that you would like to submit to us for use in the 2015 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 calendar@caorm.org

HOW A 9 YEAR OLD RENEWED HIS 66 YEAR OLD GRANDFATHERS ENJOYMENT OF THE HOBBY

I had reached that stage of layout building where the doldrums had set in. No model building, no scenery, I was in the thick of wiring hundreds of drops, and about 110 tortoise switch machines. My back hurt, my knees hurt, and I was wondering if it was all worth it. Part of this was my own fault. I had started wiring and discovered that having my terminal blocks under the layout was not the easiest way to do it and as a result moved them all to the front. This essentially required rewiring the entire layout but also means that I can sit in a chair in the aisleway and deal with any wiring issue. I am preparing an article for the Winter Issue to explain this.

Last weekend my daughter called and asked if we wanted to have our 9 year old and 7 year old grandsons for the weekend. Like all grandparents we jumped at the chance and I quickly began cleaning up my construction efforts in the layout room as the boys love to run trains.

As soon as the boys arrived they were asking ``Grandpa, when can we run trains``. Within minutes we were in the layout. During this period of construction I have had two trains sitting on the layout, one for each of the boys, which run on about a 110 foot loop of the mainline. The boys could see the wiring materials still laying around and were soon enquiring what I had been doing and I offered them an explanation and indicated that many of the sidings including the large paper mill were now wired up and operational.

At this point, Ethan the older boy asked if rather than running the loop, ``Grandpa, can I switch the paper mill``. To set the stage, the Paper Mill has 2 interchange tracks with the mainline, a small 4 track yard which can hold about 18 cars, and 8 industrial sidings with about a 24 car capacity. A fairly significant industry based on a Proctor and Gamble mill at Mehoopany, PA. I gave him a Digitrax throttle, a Kato CP SD40 and watched him in action.

Keep in mind that Ethan is 9 years old. He started moving cars from the yard into the industrial sidings and vice versa, exchanging like style cars. I had shown him how to use a pick to open the Micro Trains couplers and he took to this quickly and needed no more help from me with uncoupling. I never mentioned engine speed but he never took that SD40 over about a scale 10 mph. He had it crawling through that mill. Some of our clubs so called experienced operators could take lessons from this young man.

His 7 year old sibling, Nathan, who is in constant competition with his brother, seeing Ethan switching, promptly announced that he wanted to switch as well. This would be a little more challenging as like most 7 year olds, Nathan`s attention span is about the length of a z scale engine. I suggested to him that as his mainline train came through the paper mill he could switch cars onto the interchange tracks for his brother to switch into the mill, and suggested to Ethan that he put cars out onto the

interchange track for his brother to pick up. Next trip around the layout that`s what we did. Both boys were tickled.

Among the cars Nathan set out were some two bay covered hoppers and Ethan asked where they went in the paper mill. I told him they were for the salt mine which was in the next town. Next thing I know, off he goes, still at a scale 10 miles per hour, down the main to the salt mine where he promptly switches out the hoppers.

The salt mine and its interchange tracks are about half the size of the paper mill and in looking for names I had decided to call this area Ethansburg after Ethan. Another town on the layout bears the name Nathansville. My electrical boards and busses have labels bearing town names so I can identify wires. Ethan, seeing his name on the town, turns to me, and says ``Grandpa, this yard isn`t big enough, I think the paper mill should be Ethansburg``. Well, what can I say, 10 minutes later everything had been re-labeled.

With a short break for dinner, and the odd snack, we operated in the layout for 6 hours on Saturday, and when they got up Sunday morning we did another hour before going off to spend 2 hours riding trains at the Live Steam Club`s Open House.

During our dinner break, Ethan asked if there was a way I could make him a list so he knew exactly what siding each car was to go on. A 9 year old was asking me to create a switch list for him. Of course, I told him absolutely and added that to my list of things that need to be done sooner rather than later. Along with getting switch machines wired (Ethan`s request), the programming track running so I can get more engines out on the layout (Nathan`s request)

That weekend re-opened my eyes to parts of the hobby I had taken for granted and re-invigorated my desire to get the layout fully operational. Thank goodness for children.

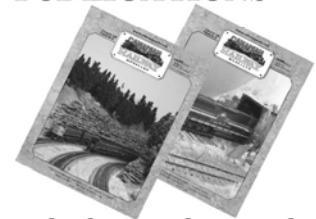
John Johnston, Editor

PROMOTING THE HOBBY OF RAILWAY MODELLING IN CANADA



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LONDON AND AREA CHAPTER:

The London and Area Chapter held their annual BBQ picnic and potluck at the home of Bruce Harmer in Port Franks on July 5th. The weather was astounding, with a bright blue sky, fantastic temperature, which made for a fantastic time. Attendees for the picnic were Bruce Harmer, Rob and Mary Essery, Robert and Gloria Langlois, Mike Walker, Don and Heather Wesley, Dick and Marg Walker, and Neil and Eileen Froese. The food was superb, and the company and friendship made for a very enjoyable night. The group also toured Bruce's N scale CNR layout, which models the CN in and around Stratford in the late 1950s, so as to catch the transition between steam and diesel. The layout is beautifully well done, and is a great inspiration for those who view it. The next meeting for the group will be in October, at the homes the Robilliard and the Essery families.



ONTARIO MIDWESTERN CHAPTER

CARM - OMW Chapter attended the Mount Forest Fireworks Festival. On Saturday July 19 the Switching Challenge Two was at the Train Cellar in Mount Forest promoting the hobby to the younger generation. The lineups were continuous. About 60 Junior Engineer certificates were issued to smiling young engineers.

The original Switching Challenge has now been expanded to include an 8 foot long staging yard and loop ends to join to the original industrial switching layout. The layout can keep three operators engaged... industrial, staging and main line continuous running. It requires three coaches to satisfy the demand. The show was manned by Steve Hoshel, Graydon Hancock, Jade Wassink (orange cap, our youngest CARM member), and Randy Schnarr.



COMING EVENTS

Ontario, Harriston, October 25: Annual "BOOMERS" auction of model railroad equipment and materials at the Harriston Community Centre. Admission \$5. (includes door prize draws). Tables available at 8 am. Auction starts at 10am. For info contact Harold G. Jones, 16 Conroy Cres., Guelph, N1G 2V6 or 519-821-2454. or hgjones@execulink.com

Ontario, Ancaster, November 9: Rail-Ops Club, TH&B Model Railroad Flea Market and Train Show, New Marriott Hall, New Ancaster Fair Grounds, 630 Trinity Road (Exit Highway 403 south at Highway 52 / Trinity Road, on right past Wilson Street / Highway 2/53.) 10am to 3:30 pm. Operating layouts. Over 150 vendor tables. Fare: Adults \$5, under 12 free. Info: John Henwood 905-335-9112

Ontario, Dundas, November 15: Dundas Modular Railway Club Flea Market. Royal Canadian Legion Branch 36, 280 King Street West, second floor (Take QEW to 403 Hamilton to Main Street West exit, left onto Main West, right on Cootes Drive (just past McMaster University) to Dundas where it becomes King Street. The Legion Hall is on the left 2 blocks past Market Street.) Trains, layouts, vendors. Fare: Adults \$3, children under 12 free. Info: home.cogeco.ca/~dmrc

Ontario, Copetown, February 8: Copetown Train Show, 1950 Governor's Road, Copetown, Ontario. 10am to 3:30 pm. Take Highway 403 between Hamilton and Woodstock, to the exit for Highway 52, take Highway 52 east to Governors Road. Canada's Best Kept Model Railway Secret. Layouts, Historical Societies, Scratchbuilding Supplies, and Manufacturers. Admission \$6, Children under 12 free.

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CHAIRMAN'S REPORT

Welcome to the 49th edition of 'The Canadian'! Fall, 2014 already!

That season of new beginnings is here again, time to restart those indoor modeling projects, (or set up the snow or leaf plows, for the garden railroaders!) Check out the schedule of shows and open houses, and then go to them!

There is also, of course, our very own Convention, the first week in October, in Thunder Bay this year. From the list of prototype tours, and clinics, it is going to be a good one!

On the personal side, I am pleased to report that I have recently had success! I cleared off my workbench almost a dozen assorted railcars, either by completing the weathering of some scratch built gondolas, repairing a sticky coupler, repairing a broken stirrup step/grab iron, touching up some paint, etc. Yes, I do accumulate partial projects, and I took pleasure in completing these small but important tasks.

My home layout, sadly, has not progressed since last year at this time. The cleanup is promising, so as soon as I get back from Thunder Bay, the run up to the next level will be under active construction.

Now here is the pitch for your participation in one or more aspect of CARM. CARM is a uniquely Canadian organization, promoting Canadian Railway Modellers, and Canadian Railways, anywhere in the world. We are inclusive, welcoming railway historians, and collectors, as well as builders and arm-chair General Managers.

We are you, and want you to be part of us too! Participate! Send in a photo or two for the Calendar, (it does not have to be a recent one). Invite another modeler to come to your chapter meeting, or even drop a line to me, or the editor of our 'The Canadian'. You can complain, correct, or start something, feel free!

Meanwhile, I look forward to seeing you in Thunder Bay!

Ian MacLeod

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: February 1 Summer Issue: May 1
Fall Issue: August 1 Winter Issue: November 1

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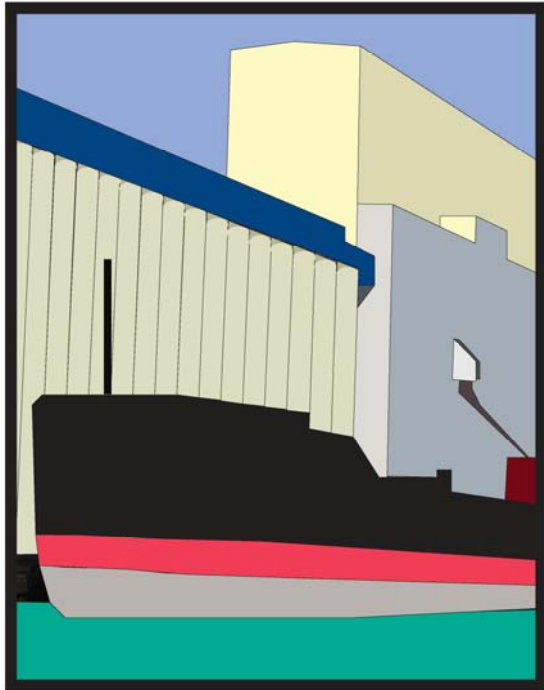
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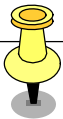
C A R M CONVENTION
THUNDER BAY



SEPT 30, OCT 1 & 2,
2014

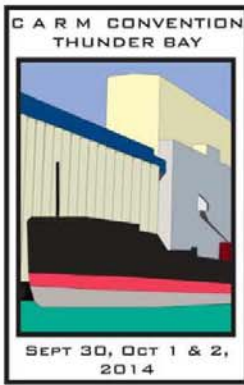
About the Convention

We invite you to join us at *Rails to the Lakehead*, the CARM, national convention for 2014 being held in Thunder Bay, Ontario at the Prince Arthur Waterfront Hotel. There will be 3 days of railroad activities including clinics, prototype tours and railfanning. Planning is well underway and our line up of confirmed prototype and layout tours is going to be one of the best tours experiences of all our conventions. Clinics will also feature an impressive line up of speakers. Finally in another first for CARM the convention will be held in one of the classic railway hotels of Canada. Plan your attendance to coincide with a railfanning experience across some of the most spectacular railroad scenery in Canada at the height of the fall colours.



STOP THE PRESS:

CONVENTION FIRMS UP PROTOTYPE
TOURS TO BOMBARDIER PLANT,
RICHARDSON INTERNATIONAL GRAIN
ELEVATOR COMPLEX, AND THUNDER
BAY TERMINALS. SPOTS ARE FILLING UP.
ATTENDANCE WILL BE LIMITED
SO REGISTER AND CONFIRM EARLY



Rails to the Lakehead

The Canadian Railway Convention

www.caorm.org

Sept. 30, Oct. 1-2, 2014

The Prince Arthur Waterfront Hotel and Suites
17 N. Cumberland St.
Thunder Bay Ontario

Registration Form: Part 1: General Information

First Name: _____ Last Name: _____

Address: _____ CARM Membership #(optional): _____

City: _____ Province/State _____

Postal/Zip Code: _____ Country: _____

Phone Number: () _____ Email Address: _____

Mobile Phone Number: () _____

Part 2: Primary Registrant:

Tag Name (First & Last): _____ (postmarked by August 1, 2014) \$ 60.00 _____
(after date of August 1, 2014) \$ 80.00 _____

Note: Preferred rate only postmarked by **August 1, 2014**

Part 3: Additional Registrants (Must be immediate family & same address only please)

Tag Name (First & Last): _____ (postmarked by August 1, 2014) \$ 15.00 _____
(after date of August 1, 2014) \$ 20.00 _____

Tag Name (First & Last): _____ (postmarked by August 1, 2014) \$ 15.00 _____
(after date of August 1, 2014) \$ 20.00 _____

Part 4: Tours (postmarked before Sept. 15th)

Tour A: BOMBARDIER TRANSPORTATION LTD
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Tour B: THUNDER BAY TERMINALS transfer facility # _____ x \$ 45 _____
Tour C: RICHARDSON INTERNATIONAL GRAIN
ELEVATOR COMPLEX # _____ x \$ 45 _____

Tour Preference: 1. ___ 2. ___ 3. ___ (Put tour letter in order of most preferred[1])

Registration Form Details:

Please fill out all information located on the Registration Form

Part 1. If you have an Email address please include this information as it is our preferred method of contact when sending out registration confirmations and other information. If an Email address is not included or is invalid information will be sent by 'snail mail'.

Mobile phone is not required, but useful in case we need to contact you during the convention.

In **Part 2** please complete the name to be shown on your name badge.

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

In **Part 4** please indicate if you want to purchase any of the 3 tours being offered. After you have chosen your tours, please indicate at the bottom of the section your preferred tours, as some tours may fill up quickly and we are trying to make sure tours are available for all convention participants.

Note that the Richardson Grain Elevator tour is limited to 20 participants

In **Part 5**, you can purchase Banquet tickets. Please note any special dietary requirements and we will advise the catering staff accordingly.

In **Part 6**, please place your order – cut off date 1st August 2014. No additional shirts will be available at the convention. The committee cannot give assurance as to the fit of the stated sizes.

In **Part 7** please indicate in some detail items you are bringing for display. A secure area will be provided but we need to know how much space is required.

Finally please complete **Part 8** and mail the registration form and your cheque in Canadian or American funds payable to **Canadian Railway Convention** to the address on the Registration form. Don't delay – do it NOW. It will take just as long to complete if you procrastinate!!

Convention Cancellation Policy

Cancellations must be postdated by August 30th, 2014 for a full refund, by Sept. 15th, 2014 for a full refund minus any food / convention wear. There will be NO REFUNDS after Sept. 21st, 2014. Any refunds will be issued after the convention.

Latest Information

Since this is written in March 2014 things can, and doubtless will, change! All changes will be posted to the convention web site at www.caorm.org.

Please direct enquiries about registration to:

Walter Reid at registrar@caorm.org or the convention committee at convention@caorm.org.

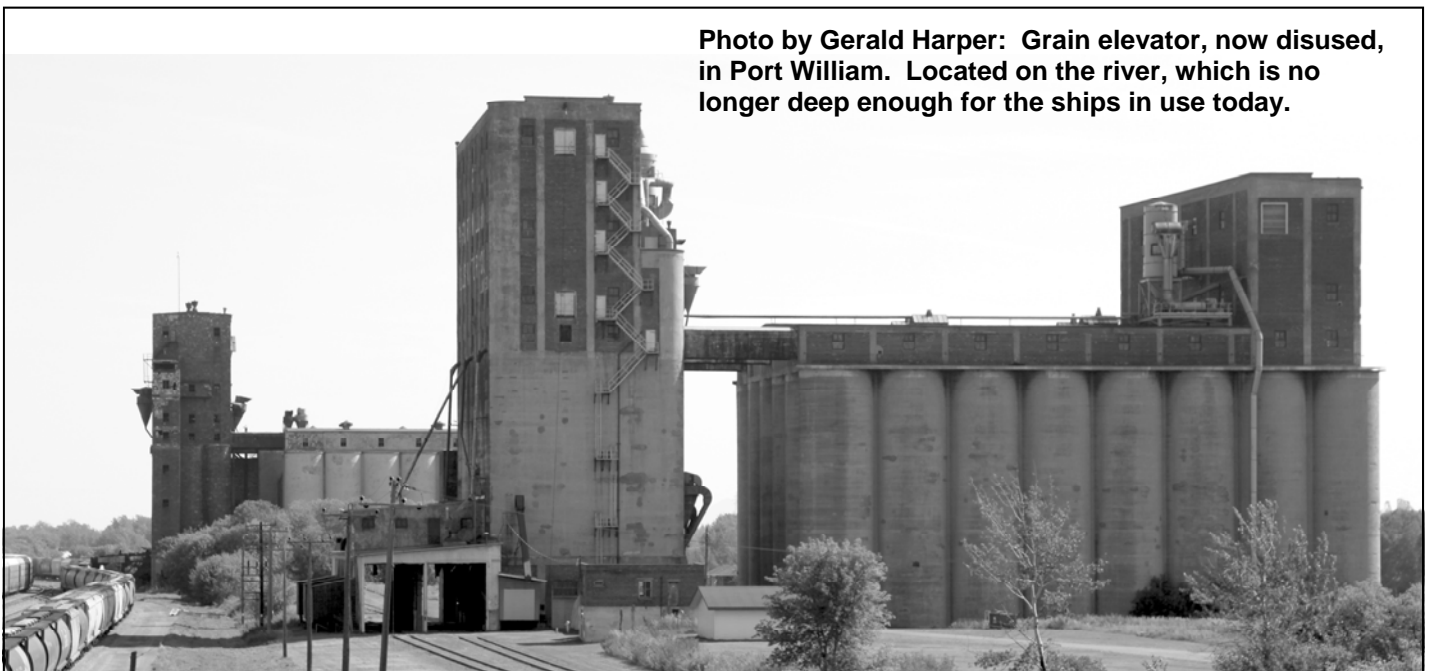


Photo by Gerald Harper: Grain elevator, now disused, in Port William. Located on the river, which is no longer deep enough for the ships in use today.

ACCOMODATIONS

The Convention Hotel will be the Prince Arthur Hotel. Built in 1911 by the Canadian Northern Railway it became part of the Canadian National hotel chain after the nationalisation in 1917 and has continued to this day as one of the elegant "railway" hotels gracing all the important railway cities of Canada. The hotel overlooks the Canadian Northern Port Arthur station, the CN and CP mainline tracks and Lake Superior on the east side, while to the west one emerges right into the heart of the northern commercial district of Thunder Bay, convenient to shopping, restaurants and the casino.

Located at 17 North Cumberland Street, the hotel itself has an interesting history. Over a century ago, the idea for a Canadian Northern Railway hotel came up during a poker game between several big players travelling in a private rail car to Winnipeg. John James Carrick, the Mayor of Port Arthur, and Sir William Mackenzie, President of the Canadian Northern, and Sir Donald Mann, wielded the cards around the table and bet on a winner when they made a deal resulting the erection of the Prince Arthur Hotel in 1910. It's a wonderful story and it would be even better if there was any proof it was true. Unfortunately, Carrick's story was told for the first time in 1962 when he was 89 years old.

The Prince Arthur Hotel officially opened march 14, 1911 at a cost of \$850,000. It was described as one of the best furnished and appointed hotels on the continent. Today the Prince Arthur can be described as the only hotel in Thunder Bay that can offer a spectacular view of the Sleeping Giant. As tales of old are spun, one can enjoy the hotel's recent updates. It's newer interior meets the needs of both corporate and traveling clientele without compromising its century old charm.

One event held at the hotel stands out above all others. Meeting at the hotel in 1921 the Great War Veterans Association of Canada made the decision to adopt the *Poppy* as a remembrance of those who died. On November 11, 1921, *Poppies*, were distributed in Canada for the first time.

Rooms at the convention rate of \$90.00 CDN. Per night will be available until Monday, 15 September, 2014. For information on the hotel see the website: <http://www.princearthur.on.ca/> . To book rooms, call the hotel (Toll Free: 1-800-267-2675, Local: (807) 345-5411 and cite code number 184141 and CARM to obtain the convention rate.

CLINICS

CONFIRMED CLINICIANS

Bill Skrepichuk, "An Overview of CPR Construction 1883-85 along the North Shore of Lake Superior"

The presentation includes an Image rich account of the section between the Nepigon River and Pic River highlighting major Bridge works, Cuts Curves and Tunnels, Quarries, work Camps, and others.

Ed Freeman, "Port Arthur's iron mining past"

A review of the impact upon Port Arthur of railway construction and iron mining.

Gerald Harper, "Thunder Bay area railway bridges - something for everyone"

The rugged terrain of the north shore of Lake Superior combined with the deltaic environment of Thunder Bay has created the topographic environments for every conceivable style of engineered railway bridge. From high trestles to bascules and swing bridges this presentation will highlight the why's and where's of these bridges and provide insights on what and how to model.

William Waithe, "The CN Weston Subdivision : Modelling freight operations of an urban industrial area"

A brief description of the subdivision as it was in the past and as it was in 2000 when we began operations will be followed by a description of the (proto-freelance) layout and how its design was retro-fitted to simulate the prototype.

Mike Walton, "Prototypical British Operation on the Lostock Junction Railway."

Windermere is a terminal station in England's Lake District. In the summer of 1953, a weekday's operation started at 5:10 a.m. with the arrival of the 23:05 from London Euston. At the end of the day (23:05 p.m.) 20 trains had arrived, been reversed and sent back down the line. On the "OO" gauge Lostock Junction Railway, these operations are replicated at a model of Windermere Station. There are mainly passenger trains but two goods trains arrive daily to be shunted according to daily train orders and sent back down the line. Simultaneously up to 10 trains weave their way around the 45' x 25' layout. In all it takes 10 skilled operators to run the layout. It has taken 12 years and over 140 op-

erating sessions with several control system upgrades to develop this integrated method of operation. The presentation will include an overall description of the railway (prototype and model), a description of the method used to compress the schedule and some insight into the traffic control methods.

Dave Battistel, "Rails into the Wilderness-The Port Arthur, Duluth and Western Railway"

This presentation focuses on the early history and construction of the PAD&W Railway. Political and financial intrigues will be highlighted, as well as the economic motivations for constructing line and will include many period and modern photographs.

Andy Malette, "Painting and Lettering CNR Steam Locomotives"

This will be a description of how CNR steam locomotives were generally painted. Handouts are included.

CONVENTION 2014 TRAIN SCHEDULES

In addition to travel to the convention by VIA, there are train excursions that might be of interest to those travelling to the convention by automobile: The Agawa Canyon Tour train with a view of the fall foliage, and the Sudbury to White River RDC ("Budd car") trip which has been described by Trains Magazine as one of the "must do" tours to take while it still exists. Here are some schedules to consider:

(Schedules are based on Fall 2013 information and will most likely be unchanged for 2014. VIA schedules will be valid for Fall 2014.)		
To Thunder Bay area via VIA:	Travel direction	
Arrive Toronto	From East: Sat. 27/9 dep. 22:00	From West:
Armstrong	Sun. 28/9 21:31	Fri. 26/9 <u>or</u> Mon. 29/9 09:48
Sioux Lookout Winnipeg	Sun. 28/9 23:40 Mon.29/9 08:00	Fri.26/9 <u>or</u> Mon. 29/9 05:02 Thur. 25/9 <u>or</u> Sun. 28/9 20:45
Depart	From East:	To West:
Armstrong	Fri. 03/10 09:48	Fri. 03/10 21:31
Sioux Lookout	Fri. 03/10 05:42	Sat.04/10 00:09
Note: Armstrong is not a regular stop and has no car rental facilities and little or no accommodations. For both stations, a means of transport of several hours is needed to get to Thunder Bay and because of some arrival times, an overnight stay might be necessary upon arrival at these stations.		
Sudbury-White River RDC:		
Dep. Sudbury: Tu., Th., Sat. 09:00	Arr. White River 17:45	
Dep. White River: Wed.,Fri., Sun. 09:00	Arr. Sudbury 18:30	
Agawa Canyon Tour Train:		
Daily, Dep. Sault Ste. Marie 08:00 return 18:00		

The Durham & Southern Railway Wally LeBret's HO Scale Layout

Text and Images by Ted Rafuse

Wally Lebet's interest in model railroading has travelled many miles over many decades. His current layout is in a Central Ontario basement. However his original railway modelling as a child commenced in East Germany. There he watched 'old steam puffers' work the rails. Inspired he built at home a crude HO scale railway. Multiple circumstances in East Germany created many modelling challenges.

While living in East Germany, Wally attended school in West Berlin during the period prior to the building of the Berlin Wall. In West Berlin he was able to purchase model equipment. When he returned home on the weekends to East Germany he worked on his DC layout.

Time passed and Wally immigrated to Kitchener (changed to Berlin in 1916) Ontario. More time passed; marriage followed. Again more time passed and his former hobby interest resurfaced. His first layout in the new world was HO but

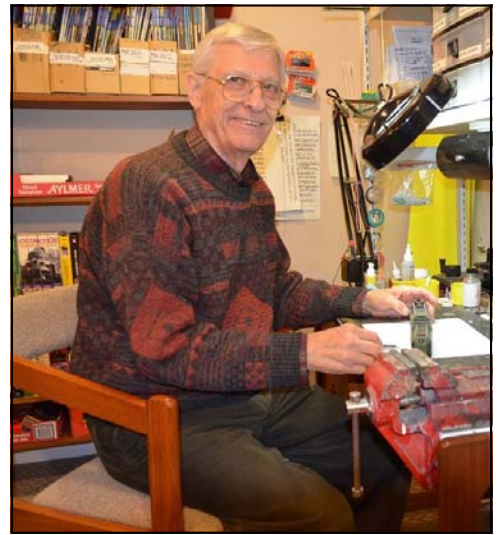


Photo Above: Wally Lebet, the Durham & Southern Railway's chief executive officer, turns to the camera lens during a locomotive maintenance session.

Photo Below: Lead by shark nose CLC engine units, CN's green and gold Lakeshore Express waits patiently on track 2 at Springville Station. Beyond and parallel to the tracks runs the aptly named Station Street which witnesses much vehicular and pedestrian traffic. The crane trucks are attending to a fire complete with flickering flames and crackling sounds, but for layout safety sake is devoid of smell. As evening darkness approaches lights illuminate the passenger platform. Interior coach lights provide for the safe boarding and unloading of travelers.



interest quickly waned and he changed to N scale. The new scale fostered a much larger layout but, over time, interest in it dissipated as well. A move to central Ontario and a gift from his son of a President's Choice Camel Back train set led to the construction of an L-shaped layout based on two 4 x 8 foot plywood sheets. As in previous incarnations this layout had a short life, disappearing during a refurbishing and refinishing of the basement. In spite of all of the above disruptions and disappointments over many years the current, and to this date final, layout began construction in February, 2006.



Photo Above: This panoply of Springville occupies most of one long side of the Durham & Southern layout.

By this time Wally knew that the 28 by 11 foot dimension layout would be as permanent as it would ever be. A time frame of the 1950s through the 1970s was selected for rolling stock. A track plan was designed to allow for three train DCC operation. Cork and carpeting were laid for landscaping immediacy. Code 100 Atlas flex track was laid joined to Peco and Atlas turnouts many of which are motorized. Turnouts near the front of the layout are operated by hand throws.

The layout has no legs to the floor: rather angled braces are mounted on wooden plates attached to the wall. The braces rise to the outside bottom of the layout. The layout base is ¼ inch plywood strengthened by using an "I" beam type lateral support. The track plan is a simple double track oval with a removable bridge section that allows easy entry into the middle of the oval for operations.

Four towns on the layout provide railway interest. The major yard and community is at Springville: other stations occur at Hillside, Oakdale and Rockville. Each town holds a passing track and multiple spurs where rolling stock is placed or picked up. By the end of October 2006 the layout was 80% 'finished.' Then followed the details! And more details! And yes, more details!

Lights are everywhere. Street lights, factory lights, vehicle lights, even bon fires, provide a visual sensation of living. Many road crossings are protected with flashing lights. All passenger cars have lit interiors. Track signals abound on the layout providing indication of switch position and train occupancy. All passenger cars and vans have their marker lamps illuminated.

In addition to the visual sense stimulation, sounds provide a variety of audio stimulation. Station 'speakers' announce train arrivals and

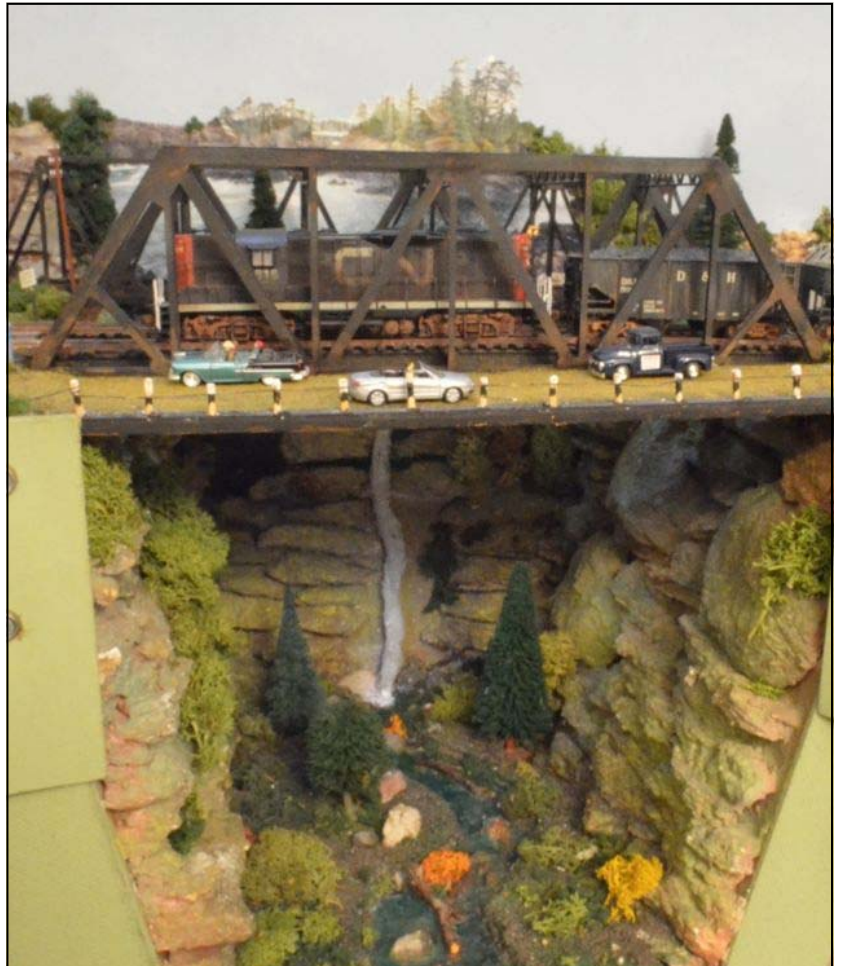


Photo Above: Walter's Falls provides a scenic break in the flat surface of the rest of the Durham & Southern's operating terrain. A post 1961 painted CN diesel leads a freight train across the bridge over the water impediment with road traffic along side. The shimmering waterfall is lit by a hidden LED highlighting this landscape feature.

departures, the wedding march is heard from a church ceremony, rock and roll music emanates from a track-side tavern and fire engine sirens announce arrival at a building conflagration.

Structures reflect several processes: some are kit built by following instructions, some are kit-bashed, and others are scratch built. Wally's preference is wood as a construction material, but there are also a variety of styrene edifices as well. But these structures are not set in a static lifeless scene.

Miniature inhabitants abound. They are everywhere. People provide life to multiple mini scenes throughout the layout: workers at factories, travellers on platforms, passengers in coaches, pedestrians on sidewalks, track crews inspecting rails, railway personnel servicing locomotives in yard surroundings, swimmers at the beach. Everywhere eyes are besieged with meticulous panoramas depicting a vital miniature life.

Not wishing to be static in his modelling, Wally initiated a major change to the Durham Southern. He became entranced with DCC operating potential. The more he thought the more he knew DCC would take place on his layout. DCC reduced the number of wires he required and increased the operational possibilities of his layout.

Wally opted for the MRC Prodigy DCC sound system appreciating its ease of installation. His throttles have the ability to operate six different locomotives so he has three such throttles. Newer MRC throttles have the ability to operate more locomotives.

Wally installed many older locomotives with DCC receivers, some locomotives were fitted with soundless receivers. Newer locomotives were purchased with DCC receivers. These modifications enhanced his operating satisfaction.

Previously he utilized a card system which he found

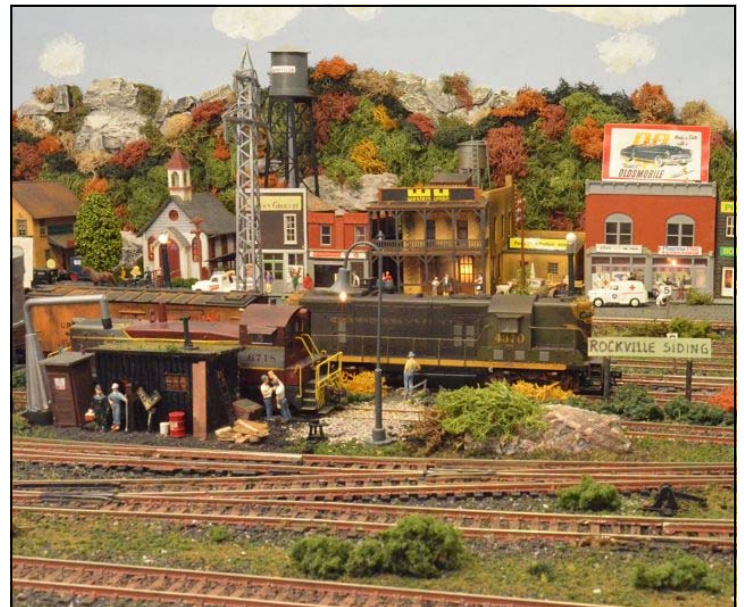
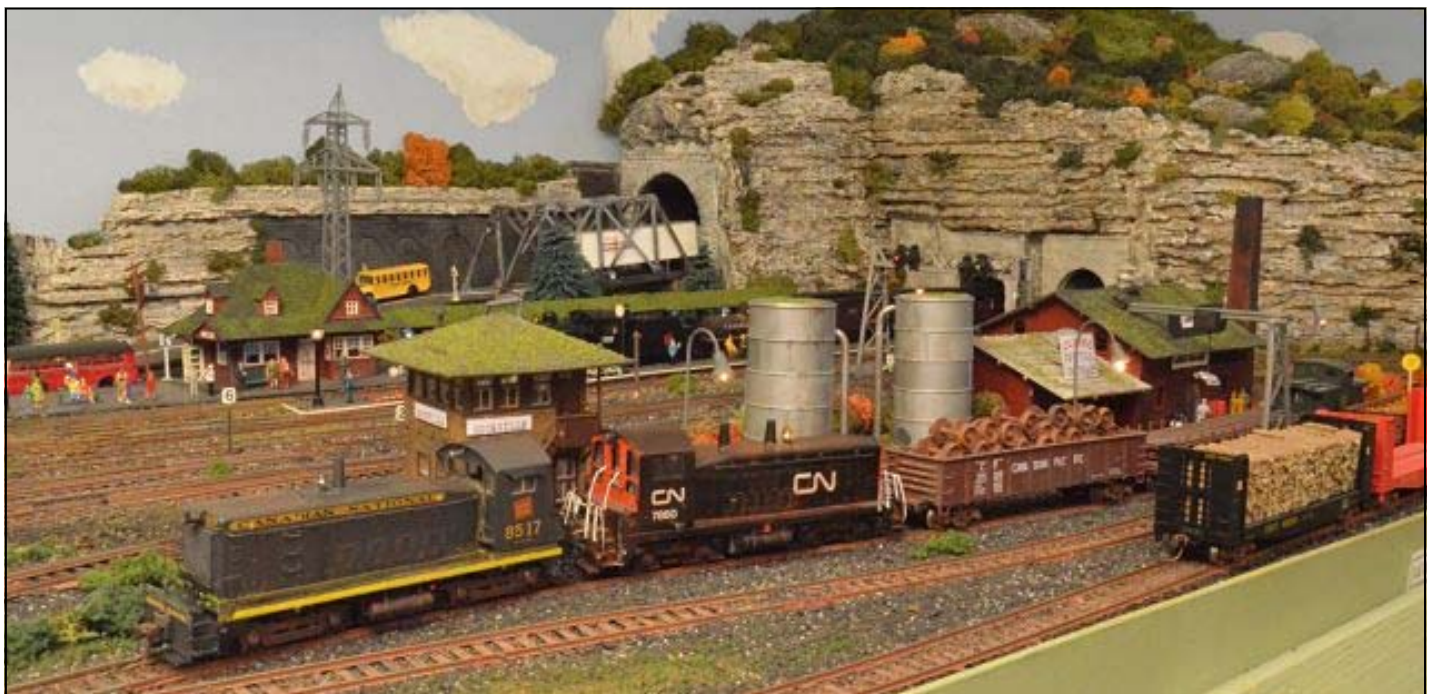


Photo Above: An arriving CNR freight train arrives at Rockville Siding. The CPR switcher is indicative that the town is served by both major Canadian Railways. For ease of railway operation the yard tracks are near the edge of the layout while the main lines are beyond. Main Street runs the length of the yard providing much entertainment for pedestrians and a potential dangerous distraction for motorists. Wally is aware of many details – note the hand painted weathered rail.

Photo Below: The town of Rockville is on the opposite side of the room from Springville and is much smaller, but still an active railway town. Two switchers, in two different paint schemes, softly murmur while awaiting the arrival of the freight which will drop a number of cars to be switched to local industries. The rock formation in this scene was made from ceiling tile, the type no longer manufactured. However it does convey well a limestone rock formation.



repetitive and consequently boring. Imagination led him to devise his own printed card system that allows one person to operate the layout. Even though he does not consider himself to be a Luddite, he prepares the switch list for each operating session, not on a computer keyboard, but on the keys of a typewriter! No matter what device is used for paper preparation, it is this system that works for Wally. To aid switching operations industrial and commercial sites are identified by signs along the layout fascia.

There are many rail videos, movies, recordings, DVDs, and CDs, that are available to be viewed in the adjacent

lounge area of the layout room. Wally with the aid of a friend has even produced his own DVD of the Durham Southern Railway. He is also an avid visitor to operating tourist and museum railways.

The Durham Southern Railway name evolved from the fact that Wally resides in the Durham region and the Southern aspect provided a mythical credibility for his railway beyond the confines of the room. The Durham Southern Railway that sprang from the imagination of Wally LeBret is truly an inspiration in track design simplicity and but with all the complexity of theatrical staging.

Photo Below: The bulky New River Mining complex nestles into a corner ridge at the east end of Rockville. It provides much revenue for CN which is responsible for positioning empty cars and removing loaded cars for distant long hauls to coal consuming industries.



Photo Above: Oakdale rests in a corner along the wall opposite Springville. This cramped site provides the opportunity for much detailing to buildings, railway associated structures and rolling stock and for operators who must plan their moves with care and execute the moves safely in cramped surroundings.

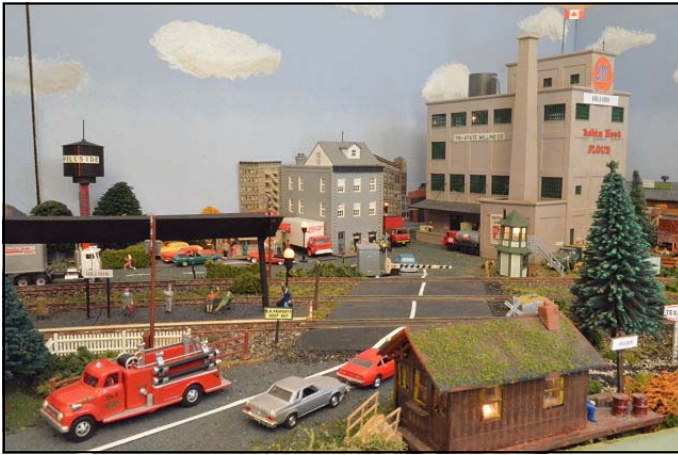


Photo Left: Along the east wall the town of Hillside is nestled along the foot of a rolling hill. Historians suggest that the geography provided the name for the community. Like the other districts on the D& S it has its railway spurs to multiple industries all of which supply revenue to the railway.

Photo Below: The westbound Lakeshore Express speeds through the S curve track at Oakdale. Time has rendered the remnants of the steam era, the coaling tower and water tank, worthless as the diesels roar past the miscellany signs of a bygone era.



OVERVIEW OF THE LAYOUT



AN UNEXPECTED RAILFAN TRIP FROM ONTARIO TO PRINCE EDWARD ISLAND

ARTICLE AND PHOTOS BY JOHN JOHNSTON

Every so often opportunity knocks on your door, and that was the case this Spring when my buddy Justin asked if I wanted to take a drive with him from our home in Southern Ontario to Prince Edward Island to open a vacation home that he owns on the island and rents out. We quickly began to plan out railfanning opportunities during the drive. We would take 2 days down, 2 days to open the house, and then 2 days on the return trip.

It had been many years since I had railfanned in New England so we made the decision to travel on the U.S. side and transit through Vermont, New Hampshire and Maine. We also wanted to try and catch the New Brunswick Southern in St. John, New Brunswick. Here in a photo essay are the highlights of our trip.



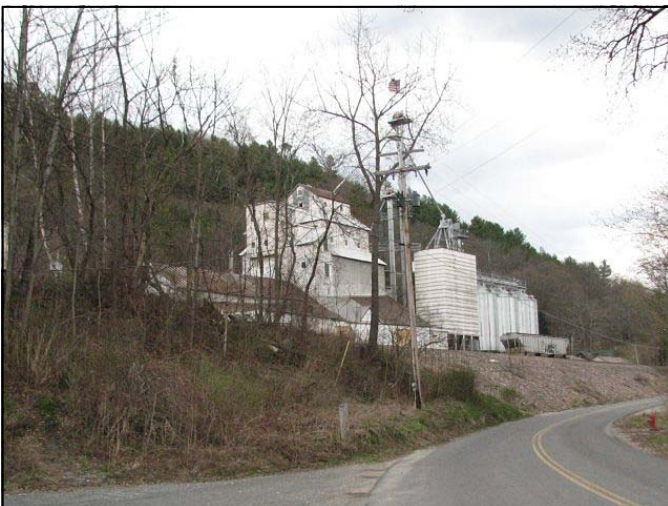
Our first stop on the trip was in Utica, NY, along the NY State Thruway. Ostensibly we had stopped to try and locate the last NYS&W F45 and we did see it in their engine shops but unfortunately couldn't get close enough for a clear photo. We then dropped in to the ex NYC Utica Station which was opened in May of 1914 and is still in excellent condition. We were delighted to find a great deal of Adirondack Scenic Railway equipment which we had not expected. We stopped for 15 minutes and during that time period saw, 2 Amtrak and 3 CSX trains transiting the station. **Photo Above:** CSX #7747 a C40-8W leads 3 sister units on a mixed freight through the station with Adirondack Scenic RR ex Alaska RR F7A #1508 in the background. As we moved along the platform our attention was caught by what appeared to be an FL9 in rough shape. **Photo Top Left:** Ex New Haven, ex Metro North FL9 #2007. Farther down the platform we found ex Baltimore and Ohio heavyweight Silver Springs. **Photo Center Left:** Private car Silver Spring built by the Pullman Company in 1925 for the B&O. On the far side of the station is an ex NYC switcher. **Photo Bottom Left:** Ex NYC 0-6-0 #6721 the only ex NYC steam locomotive on public display in New York State.



Leaving Utica we continued drove through the beautiful countryside of eastern Vermont and headed for our next stop, Rutland, Vermont. We knew that there was only one to two trains a day through Rutland and the chances of catching one were slim but we wanted to see the Town and the railroad infrastructure. Entering Rutland we found the tracks and a small bridge crossing the two yards. Just after walking onto the

bridge we heard the horn of a train blowing for a nearby grade crossing and then the headlight of a Green Mountain RR engine appeared around the curve leading into the yard. As they say "what are the odds". After driving nearly 500 miles we had planned a 30 minute stop, and one of the two daily trains arrives just as we do. **Photo Above: Two GP40's of the Green Mountain Railroad, as subsidiary of the Vermont Railway System, arrive in Rutland, Vermont with a short train of covered hoppers. The train is approaching on the line from Burlington, Vermont. The tracks to the left are Green Mountain trackage to Bellows Falls, while those on the right are the Vermont Railway tracks to Bennington.** We watched as the engines disconnected from their train and proceeded farther down the tracks and we proceeded to follow them to see where they were headed. Low and behold they led us to a small engine facility. **Photo Upper Left: Three Green Mountain units and two leased units sit alongside a small engine house in Rutland. Photo Left 2nd from Top: Leased Unit and two Vermont Railway units with sitting on a siding in Rutland, Vermont with what appears to be a train of kaolin tank cars.**

We left Rutland and continued along the winding mountain roads headed for White River Junction and then Conway, New Hampshire where we planned to stay the night. Some of the sites along the way proved interested. **Photo Bottom left: Farm Co-op along the road in central Vermont.** Arriving in White River Junction we found the local New England Central RR switcher sitting outside the passenger station. **Photo Below: New England Central GP38 #3845, ex Gulf Mobile and Ohio. The New England Central is a Genesee and Wyoming subsidiary which operates the old Central Vermont railway trackage.**



We spent the night in Conway, New Hampshire and rising early on the second morning of the drive we were over at the Conway Scenic Railroad before 7:00 a.m. Of course no one was around and we had the run of the place. It was cool and overcast, but fortunately the rain of the previous evening had passed and we spent a wonderful hour viewing all of the equipment. If you are considering a trip to New England, Conway Scenic Railway is definitely worth a visit. Approaching the railroad the first thing you see is the beautiful Conway Scenic Station. **Photo Top Right: Built in 1874 the North Conway Railroad Station was the northern terminal for the Conway Branch of the Boston and Maine Railroad. Abandoned in 1961, it was re-opened by Conway Scenic in 1974.** Entering the yard the first engine we saw was a GP7. **Photo Right 2nd from Top: Conway Scenic #573, ex Maine Central GP7.** Moving deeper into the yard we see **Photo Below: Bangor & Aroostook RR boxcar with the red/white/blue State of Maine paint scheme which was used for transporting potatoes.** There is also some ex Central Vermont equipment. **Photo Bottom Left: Central Vermont caboose #4011 built in 1910 by the Central Vermont at its shops in St. Albans.** **Photo Bottom Right: Central Vermont wooden snow flanger #4233 built in 1891.** **Photo Right 2nd from Bottom: ex Maine Central caboose.**



As we continued to walk around the yard we came across an ex Maine Central consolidation. **Photo Upper Right: Ex Maine Central #501 a Class W 2-8-0 built by Alco at Schenectady, NY in 1910. The engine was acquired in 1983 from the Steamtown collection and is currently display only.**



At the far end of the yard sits more modern power which is utilized on the daily passenger trains. **Photo Centre Right: Conway Scenic #216 is ex Norfolk and Western #1328 a high hood GP-35. Built by EMD in 1965 it saw service on N&W, Norfolk Southern and Guilford before being acquired by Conway Scenic in 2010 and painted in Maine Central's harvest gold heritage scheme.**



Photo Bottom Right: Conway Scenic #252 was originally Maine Central #252 until it was acquired by Guilford and then bought by Conway Scenic in 2010. The GP-38 was built by EMD at its La-Grange plant in 1966. It has been repainted into the Maine Central harvest gold heritage paint scheme.



Conway Scenic has an entire fleet of passenger cars including a parlour observation, the Gertrude Emma built in 1898 for the PRR, the dining car, Chocorua built in 1929 for the DL&W, the dining car Hattie Evans built in 1949 for the N&W, the café car C.P. Reed, built in 1954 for the CNR, as well as almost a dozen coaches many of CN heritage. One car did catch my eye;

Photo Bottom Left: Built by Budd in 1955 for the Great Northern Railway Empire Builder, the vista dome Dorthea Mae went to Amtrak in 1971 and was acquired by Conway Scenic in 1997. It had also seen service on the Alaska Railroad.



Leaving Conway, New Hampshire, we made the long trek up through Maine in the pouring rain headed for PEI. We did make several stops along the way and saw the odd Guilford unit but the pouring rain made photography difficult. In Waterville, Maine, Guilford has a fair sized yard and engine facility and deep in the facility we could see their Heritage GP9 painted in Boston and Maine colours but unfortunately couldn't get a clear shot.

Crossing New Brunswick we decided to bypass St. John till the return trip as the rain was continuing. Reaching the highway to the island, we saw RCMP cruisers blocking the road. The highway was closed and darkness was falling. Following instructions from the police officer we proceeded on narrow backroads for almost 50 kms in the driving rain in the darkness. Thank goodness for GPS. We made it back to the highway bypassing the accident and proceeded across the new Confederation Bridge. Truly a sight to see and travel on.

Departing the island two days later we headed straight for St. John, New Brunswick to see if we could find the New Brunswick Southern. If you haven't been to St. John it has a harbour with small freight and container facilities and a large paper mill right in the downtown. **Photo Upper Right: Truck loaded with woodchips is elevated on the truck dumper at the paper mill.** We found the New Brunswick Southern Yard only to discover that it was completely surrounded by a frost wire fence topped with razor wire. Serious security. Inside the yard we could see hundreds of tank cars waiting to go to the Irving Refinery. The fencing appeared to be new so whether this was in response to the catastrophe at Lac Megantic or whether there is a security problem in St. John is unclear to me. Feeling somewhat disappointed that we would not be able to see the New Brunswick Southern we headed down the road to find a Tim Hortons and load up with coffee for the long trip south back through Maine. Pulling into the Timmie's parking lot, voila!, there behind the Timmie's were two New Brunswick Southern units just sitting there. A leased unit and one in New Brunswick Southern's green and yellow scheme. It appeared our luck was still with us. **Photo Right 2nd from Top: Leased HCLX #911 a GP38-3. Photo Right 2nd from Bottom: New Brunswick Southern #2612 a GP38-3.**

The trip home was fairly uneventful with the exception of a train we saw headed east in New Hampshire as we were driving west. A quick U turn and we caught it at the next town. **Photo Bottom Right: Norfolk Southern unit leads a Pan Am Railway SD45 on a mixed freight. Photo Bottom Left: This building and bridge configuration looks like a good way to hide a cut through a wall or backdrop.**



Conway Scenic Railway #7470 started life as Grand Trunk Railway #1795 an O-18-a class 0-6-0. It was constructed at the Point St. Charles Shops in 1921. In 1923 when Canadian National Railways took over the Grand Trunk it was renumbered to #7470. The engine is fully operational and has been a mainstay at Conway Scenic, however, it is now due for boiler inspection and its future is uncertain.



Conway Scenic Railway #4268 is an ex Boston and Maine unit, ex EMD Demonstrator #930. The engine is currently undergoing restoration. It is intended to return the unit to service however since it is only a shell, ex New Hampshire Northcoast GP9 #1757 (see photo inset) has been purchased as a donor unit to provide the prime mover, traction motors and any other necessary parts.

