



THE "CANADIAN"

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GERALD HARPER ELECTED NEW CARM CHAIR



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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David King, Lex Parker

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FRONT COVER: Andy Mallette built this causeway for his module which is part of the S Scale Workshop.



observation platform john johnston: editor

CONTENT OF THIS ISSUE OF THE CANADIAN

CARM is approaching a crossroads in its existence and last issue I asked for Member input. Much of this issue has been dedicated to sharing with you what your fellow Members had to say. Your thoughts were shared with the Executive Board and after much thought they are considering some significant changes to CARM which will be announced later this year and published in the next issue of The Canadian.

LAW OF UNINTENDED CONSEQUENCES

In life we often do things with the best of intentions and it just doesn't turn out the way we expected.

The same applies to model railroading. Getting the Grand Trunk Southern ready for operations I proceeded to move forward on two programs. The first was to weight all my freight cars, the second was to use JMRI Decoder Pro to speed match all of my locomotives and give them a top speed of 50 mph. By capping the top speed I would prevent operators from running freight trains as if they were Metroliners. Sounds like a good way to proceed, right?

I had previously test run all of my loco sets with my standard train length of 25 weighted cars to ensure that they could traverse my 2.2% helix with no problem. All ran well.

Along comes the operating session and a northbound freight with 25 cars and 2 Kato SD40's on the point, stalls in the helix. Must be dirty track, right? I hand assist the units up the grade and then proceed to reclean the track. The next freight starts out, 25 cars, 2 Kato SD45's on the point, and

CARM NOW ON FACEBOOK

The screenshot shows the Facebook interface for the 'Canadian Association of Railway Modellers' group. At the top, the browser address bar shows the URL: <https://www.facebook.com/groups/148235515376859/>. The group name is 'Canadian Association of Railway Modellers'. The profile picture features the word 'CARM' in large, stylized yellow letters with a black outline, set against a red background with a silhouette of a train. Below the profile picture, there are buttons for 'Joined', 'Share', and 'Notifications'. The group is described as a 'Public Group' with 5 members. A recent post by Jason Essery, dated October 27, says 'Hello all, Feel free to add anyone in CARM or interested in model railroading to the group, and post any railway related items or layout photos to the group.' The right sidebar shows 'YOUR APPS', 'RECOMMENDED GAMES', and a list of 'MORE FRIENDS (1)' including Anthony Fletcher, Barry Oldman, Nora Verkley, Joseph Martin, Pete Walters, Curtis Umbelina, Mike Guertin, and Steve Lucas. The bottom of the screenshot shows the Windows taskbar with various application icons and the system clock displaying 6:58 PM on 12/9/2014.

promptly stalls in the helix.

To continue the operating session I simply reduced the train size to 20 cars and all the trains ran well, but over the next day or so the problem continued to perplex me.

Then I realized the problem I had created. Prototype railroad reduce the top speed of freight locomotives by changing the gearing, leaving the horsepower alone, and thereby increasing tractive effort. In model railroading we leave the gearing alone, but we reduce the horsepower by using a program like JMRI Decoder Pro to limit the amount of voltage going to the motor, i.e. reducing the horsepower. My locos needed that top speed of 80-100 mph in order to have the power to lift over 1 1/2 pounds of N Scale freight cars up a 2.2.% grade.

Oh well, as I said at the beginning, Best Intentions!

**MEMBER RESPONSES TO
DOES CARM HAVE A FUTURE?
ARE YOU WILLING TO GIVE CARM
30 MINUTES OF YOUR TIME?**

John, I can only offer my 2 cents.

I live in Cleveland for 35 years and moved home to Buffalo, my home. Growing up on the border, I always appreciate Canada for not trying to be the world cop. That began a life long interest in Canada, including its railways. My still very much in-my-mind model railroad will somehow combine Buffalo with Toronto. I attended the first (?) CARM convention in St. Catherines. The next one wasn't until Thunder Bay. Both were great fun. We skipped many of the intervening conventions as they were all within a day's drive of Toronto.

In my career, I was in public transit. My agency was one of the few US agencies that also were members of CUTA. We combined trips to their conferences with robust sightseeing. That's what we did to/from Thunder Bay.

CRM does a masterful job - along with the Can-ModTrains list - of reaching people like me - on the wrong side of the border. Since being home, 2011, I've gone to the Copetown show twice. I'll go more often if Ontario does a better job of keeping the QEW clear in snow. I go to the Niagara train shows.

If conventions are in the satellite cities further from Toronto (London, Windsor, Kingston, Bellevue, Sault Ste. Marie, Sudbury, North Bay), we'd be interested in attending. Absent flags, store names and licence plates, I can get enough "how to" articles from RMC + CRM. It's seeing what people have done is what I want to see. And we're all too familiar with the ups and downs (mostly down) for the loon vs. greenback. Generally, it works in our favour.

We moved home to Buffalo to be closer to family. No sooner had we done that, we lost 3 members. Dealing with the fallout of that has become bigger than we ever imagined. Absent that - which we really don't want- I'd love to attend more Golden Horseshoe meetings.

Random thoughts, my take on participation.

Dale Madison


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Hi John:

I guess I have been a member for about 9 or 10 years. I joined because I liked the idea of a Canadian association, and still do. CARM **was** growing and then it turned around, but so did a lot of things. Take a look at the size of Model Railroader magazine, it has half the pages it had 12 years ago. I hope you can find an answer, I don't have a definitive one but I can give you some feed back.

I live in Whitby and I know a number of guys that joined CARM and dropped out because they were getting nothing out of it. I am old enough to remember President Kennedy's famous quote "ask not what your country can do for you". I stayed because I felt that CARM needed support but now I too am feeling "what's in it for me?"

Twice I sent in pictures for the calendar and in both cases I got no reply. If they were not good enough, at least tell me so. My photos have been used in a number of other places so I know that they are not terrible.

I had hoped to join a chapter east of Toronto but there isn't one. A few years ago at the Bowmanville show I stopped by the CARM table and asked about a chapter in the area. I was told that there were other members-at-large in the area that were also interested and I got my hopes up. Nothing happened. I was told that the privacy laws hamper you from handing out the names of members in the area, that means that only CARM can get a new chapter going. If there was a chapter in the area, the guys that left would probably come back and more would soon join up.

You have had some really good articles in the news letter and some not so interesting. Some that rambled on to long and some that should have been expanded. You will never please all the people all the time but overall I think you are doing a good job with the news letter.

Coming up with new content must be a challenge. What if there was an incentive to contribute? Perhaps a one year free membership or ????. Ted contributes a lot but the newsletter needs more variety.

The same people have been running things for 12 years. You could use some new blood, new ideas but I am sure you know that. How do you get people to step up? They are not likely to come from the unattached members-at-large, so that brings me back to chapters. The chapter leaders are the ones

in touch with the CARM association leaders and more likely to understand what the jobs entail.

I don't know what you have done in the past in the line of a membership drive, other than a table at the Bowmanville show a few years ago. You need to get out to the clubs and put on a presentation. I am with the Oshawa club and most guys have no idea who you are or what you do. I know that you have tried to get table space at our Nov. show and were turned down. Personally I don't agree with that decision but I am only one voice. I do know that you would be welcome to attend one of our meetings. Our club has come through a very rough period and lost a lot of members because of internal strife but that is behind us and we are growing again. Our membership is back in the 40's and growing. I am sure that these new members have never heard of C A R M .

Trying to run a nation wide organization on a shoe string budget must be difficult. Email is great and so is Skype, but it is not the same as face to face meetings. It appears to me that CARM has become an Ontario organization. It **was** nation wide and it was great to read about what chapters were doing in B.C. or Saskatchewan, but I missed anything from the east coast. Did we ever make head-roads in the Maritimes? How do you get a "mailing list" for people in this country that have an interest in trains? Adding a question about "interests or hobbies" to the national census is probably not going to happen unless we have a lobby group in Ottawa. I don't use Facebook or Twitter, is that a way to get the word out? That brings me to modern times and "social media". I think I am typical of a lot of guys my age (69), I don't want to be tied into Facebook or Twitter. I look at the time others takes to stay on top of it all and it is not for me. I would sooner spend that time with trains. I still want a paper copy of the newsletter, something I can take to the john (sorry John) to read. I realize that CARM must stay up with the times but most of us old farts don't want to much change so don't drop the old way of doing things as you move toward the future.

The idea of having conventions in different provinces was a terrific one. What a great way to pull the country together and make CARM national. It seemed to start out well. I only made it to the one in Port Hope. I realize that it is a lot of work for the executive to take on and do it year after year, I applaud your efforts in running 2 in a row. To be a national organization, the convention must be held across the country, not just in Ontario, but I am sure you know that. That brings me back to chapters

again. With strong chapters you would have people to take on the convention organization.

East of Toronto there are a lot of clubs. These clubs meet at shows at least once a month from Sept. to April. We may not know each others names but we know each others faces. To meet together as a chapter should be easy, but someone has to take the initiative to get it started. I think that "leadership" initially has to come from CARM. I was told that with the privacy laws, only CARM can use the contact list to speak to the "members-at-large". Run the chapter until it starts to cohere and members are comfortable enough to take over. Get the chapter going first, then go to the clubs and make a presentation on what CARM is all about, what it offers, and invite the people to the next chapter meeting. I think that you would soon have enough people to split into 2 chapters, or more.

I started out by saying that I don't have an answer, but maybe I just stumbled onto one in my ramblings.

Doug Smith

Does CARM have a future?

Certain Chapters seem to be supplying all the entries in the CARM magazine. Could the CARM executive request from the non-reporting Presidents of those chapters in Canada, for an update on activities in their areas?

I would like to see a "Buy & Sell" column or page, in the CARM magazine, where members can list items they need or wish to sell. (I am looking for a CPR SS Bag-Dorm car. None to be had on Vancouver Island.)

Quite a few of CARM members are ex railroaders, I am sure. It would be nice to see a column where they could send in stories for the interest and/or amusement of fellow members, of situations that have occurred to them.

**Dave Ames
Duncan, BC
#884-1**

Hello John and Greetings from Winnipeg!

I read your editorial in the latest "Canadian" and have to say that your concerns about the future of

CARM, and the future of active model railroading as 'groups' in Canada in general, are very valid ones.

I've noticed that the trend today is to simply 'join' somebody's blog spot or chat group (Facebook, Twitter, Instagram, etc. page) which does not require any actual participation as to its content on a modeller's behalf. Somebody else is doing the work to produce the information and those that seek that information simply 'join' the group and get the benefit - all for free, of course. The blogs (and other groups above) ARE the new model railroad clubs and associations. The 'club' or association newsletter is the blog itself. Participation as for content is limited to the person running the blog and the followers are the club or association members.

The Internet, and all that is associated with it, in my opinion has basically made the majority of people lazy. Information is so easily accessible and almost instantaneous now, and there's so much of it, that who needs to bother with physical clubs and associations? The Internet has made people isolated to the point that they no longer need to bother going out to a club meeting or association meeting - they can do that by signing into their favourite blog. And the 'big show of the year' is the local train show(s) if your area has one. No need to travel any great distances anymore.

When it comes to conventions, there is a lot of work involved to put one on. In fact, it's a huge amount of work! I've done a couple of them here. If you've got two or three people who don't mind doing the work, that's great. But as I said earlier, the Internet has made people lazy and they just can't be bothered volunteering any more. Mind you, they like going to conventions and train shows as long as it isn't them who have to do the physical work needed to put one on.

The Internet is also very, very time consuming. For instance, I could have called you on the telephone and chatted to you about these issues but I'm on my computer, typing to you instead which takes time away from other things I could or should be doing. Yes, the Internet, although it has opened up a vast source for knowledge, has become a huge time waster. However, it's time wasted without much actual physical effort. And of course, the fact that there are not many young people interested in model railroading is another huge factor. How many closet, young modellers do you think there are that go on the blogs because they like trains but you'll never see them join a club and get involved.

As for the future of CARM - the association faces the same fate as our magazine does in many ways. We both depend on others to supply us with what we think Canadian modellers want to know but they are not interested in doing the work necessary to 'distribute' that information. Yes, like you, we have our 'regulars' who contribute and they truly believe in what we are both trying to accomplish. But the new guy getting into the hobby simply jumps on his computer or I-pad or whatever, and away he goes. Type in 'How to make HO trees' and up pops 100 ways! And our method of getting the information out to others is changing, too. Our antiquated method of using the post office as our distributor is suffering serious setbacks as it's quite obvious Canada Post doesn't want to be in the physical mail deliver business any longer. They are making it pretty difficult to prepare our mail and distribute it. But I don't want to get into that subject here.

The future of CARM? As with most things in today's world, CARM will need to have an Internet presence with a Facebook page (which, thanks to Jason Essery, has happened) and a blog site. From there, communication will be linked-up to what a lot of people are using to communicate today. As for a future in other parts of Canada - it appears that modellers think that CARM is a southern Ontario-only organization and perhaps with Facebook and a blog, that could change. But for now, it may be to CARM's advantage to turn the Copetown show into a CARM convention-type of meet where members meet each year to exchange ideas.

Unfortunately, we are not attracting enough new model railroads to take the place of those leaving the hobby (some, not by choice) and the fact that it is becoming somewhat expensive, especially as DCC technology advances. The price of a new DCC locomotive will put quite a bit of food on the table and pay monthly bills that continue to go up all the time. Our generation has to make choices, like it or not.

Anyway, John, that's sort of my take on things. Hopefully you hear from enough interested people and are able to reach a positive outcome with this situation.

Morgan Turney - Canadian Railway Modeller magazine Winnipeg

John:

I received the summer edition of the Canadian a week or so ago. It takes awhile for paper mail to cross the border to the US. I have been a CARM member since the beginning, membership # 152. I saw your request for comments in the "Observation Platform" article.

CARM is in the same boat as many of the big names in model railroading such as the major magazines, the major organizations and clubs. There are truly fewer folks in the hobby so your potential base is getting smaller. You do have a strategic advantage in your favor. You are focused on Canadian model railroading which can be the most interesting in the world. There are both large nationwide rail systems and small regional rail systems throughout Canada. They have interesting operations, physical structures, motive power, rolling stock and an endless variety of scenery. To help your membership capture more of that great "Canadian Flavor" on their home layouts, you could start a new photo article series focused on railways in Canada from the beginning of time to today. The two major railways in Canada have Special Interest Groups that write very detailed articles covering unique topics for their railway. What is being suggested here is a collection of railway prototype photos taken across Canada during any time period. The photo must have the location identified and hopefully the date or approximation (1970's). The photo submission should include as much detail information as known. Two photos per page in the CARM Canadian would be an acceptable format. If the original publication is lacking detailed information, the editor could request CARM members submit additional information to be published in a later issue. The photos would also be listed in the member's section of the CARM web site. If the original photo was in color, it could be displayed in color on the web. You could also allow members to add comments to the web photo details since they may have more information than the original photographer had. This basic idea has two things going for it: It allows CARM to focus more newsletter space on actual Canadian railway information and it gets the members more involved submitting photos and adding information about what the photo has captured. A member does not have to be modeling the railway shown in the photo to get prototype information from the photo. I model a fictitious line called the Northern Vermont Railway. It interchanges with the CNR and CPR since both railways entered Vermont in 1954, the time period being modeled. I like to add CNR & CPR specific details to my layout which adds more reality to the scenes. I know in the past,

CARM has had difficulty getting members to submit photos for the calendar but if the article can be presented to the membership as a membership benefit (a source for more prototype Canadian railway knowledge) it could evolve into a significant part of the newsletter while helping CARM to grow its membership.

I hope that you have received lots of comments from the membership. Enjoy your summer and keep the CARM faith.

Paul Allard, Milton Vermont USA

Dear Mr. Johnston,

Yesterday Issue #52 of The Canadian appeared in my mail box. This afternoon we had torrential rain, so, instead of going outside, I read the issue from cover to cover. Thank you and your contributors for another very interesting issue. Don't give up yet. Remember, the farther you fall, the higher you bounce! Now for a few thoughts. Sorry in advance if they're a bit disconnected, but anyway, here goes.

First, let's decide exactly what the problem is. For starters, let's assume that it is declining membership. Perhaps that is a symptom of a deeper problem. But, it's a place to start our analysis. So, let's continue.

Second, let's determine our target audience, i.e. our potential membership. Some possibilities that come to mind are teenagers, young adults, mature adults, middle-aged adults, retired adults.

Third, let's investigate attention spans. These days, most individuals can't seem to make the time to spend an hour or so reading a periodical. The model railway magazines are shrinking.

Fourth, spare time seems to have almost vanished. Most people rush around seven days a week, overfilling their lives with commuting, computers, and television.

Fifth. So much for the environment that we find ourselves in. We can't change it. Let's use it to our advantage. It's called leverage, to employ an over-worked term.

Sixth. Delivery. At one time, a mimeographed paper periodical was it. Now, it isn't. Yes, you can still produce a paper copy, but perhaps we shouldn't. Let the paper people print a copy if they want it. Just think of how many different ways there are

of viewing CARM material: desk top personal computer with a large screen, lap top computer with a medium-sized screen, tablet computer with a small screen, & hand-held telephone with a tiny screen. Each one of these devices mandates a different approach in the delivery of CARM literature. After all, you can't read a page of The Canadian on a hand-held telephone without endless horizontal & vertical scrolling, which is ridiculous.

Seventh. Content structure. All viewable material should be composed in pieces small enough to fit on a hand-held computer screen without necessitating scrolling. Bigger viewing screens would show more than one piece. Chopping up a big page to fit on a little screen doesn't work; the material should be created in small pieces right from the word go.

Eighth. Content. The material should concentrate on topics that are not covered or even mentioned in the U.S. hobby literature. So, if you want to model a real-life or fictitious Canadian railway, you'll have to join CARM to reference the appropriate information.

Ninth. Topics. Here, we get into the meat-&-potatoes, finally. For example, there is a difference between U.S. and Canadian track ... ties, rail, signs. Also motive power, rolling stock, structures, regulatory practices, and operating procedures. These could be documented & explained to the modeller. Next, there could be outlined how to start building a Canadian railway from scratch, avoiding travelling down a non-Canadian path on the way. It would also be nice to have a current list of Canadian manufacturers, hobby stores (on-line, mail-order, and storefront). Perhaps the Canadian Railway Modeller magazine could be part of all this; I don't know.

**All for now.
Richard J. Armstrong**

Gentlemen:

As far as I can recall, when I first heard of CARM I heard someone say it rose out of a general discontent among Canadian model railroaders that Canadian railroads, both prototype and model, were being ignored or otherwise given short shrift by the NMRA.

I joined both CARM and the NMRA, but after subscribing to Model Railroader, Railroad Model Craftsman and getting the NMRA bulletin, I see little evidence that Canada is being ignored by our American friends. It seems these U.S.-based publications

are quite happy to publish stories and photos submitted by Canadians, and lack of Canadian content in a given month likely just means Canadians haven't sent them anything.

Perhaps I am missing something, but I am happy to learn new techniques, see new products and photos, track plans and stories about anyone's layout, regardless of where it is or what road is modeled. That's why I haven't renewed my CARM membership.

Richard Morrison

Hi John;

I certainly do not know the answer to your question. I would not like to see CARM disappear as I enjoy going to meets. My hat goes off especially to Dave King for him taking the time to run the electronics clinics. I don't know if you are aware of the attendances that NMRA gets as I cannot remember seeing you at any of them, but they get four to five or more times the members out. I especially enjoy their contests as I usually always enter something and since most don't, I usually take home some money or at least get my entry fee back. I would like to see more entries and they also usually have good clinics.

I don't know why our attendance isn't more. If it wasn't for Tony, Tom & Dave I think you could kiss the meetings good-bye as they seem to be the only executive interested in going to them. I know as a group we are a dying hobby, look at the members that we have lost to disease in the last few years and the younger ones are not interested. I know I was upset when the Thunder Bay convention was on that I was going to have to miss a meet as it was scheduled at the same time, but it was cancelled as they couldn't get a presenter. I did do a clinic in St. Catharines. I have thought about joining the executive in the past when they needed someone but I can barely turn on a computer and I definitely will not put my house up at risk as you guys don't have insurance. I find it interesting that when I brought this up at a meet which I believe was in Copetown that it was sloughed off as not being anything worth mentioning but at another convention someone had mentioned to be careful as they don't have insurance.

I thank the guys for having door prizes for most if not all the members attending the meet. I don't expect to be going to many if any of the future conventions as the wife has also retired and doesn't have a pension plan we will be staying close to home. We

loved the conventions but they were expensive.

**Good luck with your decision.
Barry Kelly**

EDITORS NOTE: I contacted Barry to let him know that he been given incorrect information and that Copetown and CARM Conventions all carry insurance coverage.

Does CARM have a future?

I hope so, but...First, my limited qualifications for commenting: My name is Tom Marsh, I live in Houston, Texas, model (or more accurately at this time "collect") in N scale, and have been a CARM member for just a few years.

My interest in Canadian railroading was inspired in the 1980s by several business trips to Atlantic Canada related to the offshore oil and gas industry. I had time to do some railfanning around Halifax, and on one occasion rode The Ocean to Montreal and then the Turbo to Toronto.

I have been a member of the Canadian Railroad Historical Association and a subscriber to Canadian Railway Modeller/Railfan and Canadian Railroad Observations for a number of years. I believe I learned about CARM from an ad in Canadian Railway Modeller.

I joined CARM for the same reason I subscribe to Canadian Railway Modeller, to keep up with Canadian model railroad news and new releases.

I'm a member of various other railroad modelling and historical organizations, and most are facing similar problems, including the "graying" of our hobby and the fact that younger generations are drawn to other interests and activities.

So, does CARM have a future? I hope so, but as other organizations are learning, it won't be easy. However, the NMRA division in the Dallas/Fort Worth area has had success at recruiting, and has offered to share their methods with others. I hope to talk to the people who have organized their effort over the next month or so, and I will be happy to share any info I get with you.

Let's not give up yet!

Tom

John: In response to your request, here are my thoughts:

What is good and essential about CARM:

Local activities shared among a group of modellers. The local organizations (chapters) was the reason I joined (and still is). Like many modellers, I am a long-time NMRA member, but it was not until I joined CARM that I met local railway modellers, some of which have become long time friends and colleagues. The continued activity of chapters is essential if CARM is to survive. That is our strength. It is essential that we have committed, active chapter officers and it is the duty of the CARM officers, whoever they might be, to assure and promote activity at the local level.

We can survive without a national convention, the geographical distances are too great anyway. As has already been mentioned by someone, regional conferences could be held. But the most important activities are those of the chapters.

The newsletter serves an important function: It provides members with a sense of belonging to the organization and, in my opinion, is a major component of membership. At some point, the present editor may decide that he has had enough. We have to think about continuity to assure that the newsletter does not disappear. The continued success and quality of articles of The Canadian is to be praised.

What needs to be fixed:

The most essential item here is membership. Renewals are not being sent out. I have met an ex-member who had been trying to contact, without success, someone so he could re-join. Of course, that member had only to consult the website, but we need an engaged, active person who has the time to devote to the task. This task should include actively seeking new members and new ways to contact modellers so we can tell them about the advantages of CARM. Reminders of expired memberships need to be issued promptly whether this is done by the chapter or the membership director. New members should receive their welcome package within a reasonable period of time. (Why not have more than one person at this task if necessary to share the burden?)

We should strive to have officers who are available to fulfill their jobs. I realize that the officers of CARM are volunteers and have other calls on their time, however, if one accepts a post, one accepts the obligation to be available and to be fully devoted to the

tasks inherent in the post.

The future:

There is no reason why CARM cannot continue and in fact flourish if we put our combined efforts into it: Recruit new members: devise ways to accomplish this. Facebook is not, in my opinion, the place to recruit members. I joined Facebook and supported its foundation but find it too "chatty" and there is not much about railroading on the site.

Re-organize the structure (what has become of the plan to revise the constitution?) so that the chapters play the *central role* in guidance and policies.

Review plans to establish a dues-free organisation.

Work on being a twelve month organisation: Officers should be willing and able to be available throughout the year (allowing for a short vacation)

William Waithe

In response to your requests for input regarding the dilemma facing the CARM membership, a few thoughts: First, you are doing nothing wrong. Your appeal is an indication of your earnest leadership.

In my view, the lack of participation stems from two elements endemic to our society: computer/electronic technology and human nature. The computer era, aka Information Age, has proven to be a double edged sword. Computers provide effortless access/communication; however, they preclude personal interaction, and in a very real sense isolate people, which results in greatly diminished social involvement.

Second: Even prior to the advent of computers, social organizations struggled with the problem of having a few members shouldering the burden of the many, the core members who performed the yeoman duties, while the many simply enjoyed the benefits. This is not to criticize. However, this aspect of human nature is greatly magnified by the literal isolation introduced by electronic media. How to remedy the situation? The problem is cultural and my feeling is there seems to be a break between, "rights" and "responsibility", with the emphasis on individual liberty at the expense of personal accountability.

(WANT MORE FROM YOUR HOBBY? TRY GIVING MORE!) I don't think people can be coerced into having fun, but they do need to be made aware

of the value of participation, as well as the effects of not participating. CARM is a worthwhile endeavour, and I applaud your efforts to revitalize the hobby.

Ken White, Pownal, Maine

Hi John, Here are my 20 - 30 minutes you requested. So far, I believe that everything that CARM has done is right. I don't really see anything that is wrong.

RE: Volunteers

The best people are already in place that are giving up their time to promote the CARM in various ways. This is key to any volunteer organization. I don't have or want to make time to give to any volunteer organization. All of my hobby time is committed to putting out kits with the exception of the odd trip to shows for S Scale Workshop and S Scale conventions. So, hats off to all the volunteers at CARM. As the hobby ages, will you get younger people to take over?

RE: Usefulness vs hobby money

One of the problems that I do see that CARM faces is the old school mentality as to preferring the NMRA over CARM. I don't belong to the NMRA for nationalistic reasons. However, I do know many people that still do and will not join CARM since they

really don't see a need to and of course it means hobby money.

Another problem is that CNRHA and CPRHA (and other historical associations) do fulfill the needs of a lot of modellers, especially the CNR one which does gear itself to modellers. The CPR makes sure that it doesn't and wonders why it doesn't attract more people. At any rate, these plus the MR's etc are your competition for hobby money.

RE: Conventions vs time.

Unfortunately, I am rarely available during convention time as I have to pick and choose which events I can show up to. I really wanted to do the Thunder Bay one but the S Scale Workshop was showing at Laval less than a week after Thunder Bay. I need about a week to go over the modules and get them ready for transport.

Also, the HA's mentioned above do have their own conventions as you know from time to time. The last one I was at was Golden Rails 2005. It was great but I was there to promote M.L.W. Services new S Scale CNR K-3 kit.

Keep up the good work on conventions. One of these days I will have the time to go.

Andy Mallette



Photo Left: New CARM Chair Gerald Harper works on his narrow gauge module.



EXECUTIVE BOARD REPORT

The Executive Board met on Wednesday, September 16th. Their first order of business was to elect Gerald Harper to the Board. He was nominated by Gary Baillargeon and seconded by Ian McIntosh. The Board accepted the resignation of Ian MacLeod as Chair. Gerald Harper was nominated as Chair by John Johnston, seconded by Ian MacLeod, he was elected by a unanimous vote of the Board. The Board discussed at some length a number of changes to CARM and has started on an drafting a plan which will be shared with the membership in the Winter Issue of The Canadian.



PAST CHAIRMAN'S REPORT

We on the CARM executive committee are looking to reinvigorate the Association, by taking a more pro-active approach. As part of this process, we have made some internal changes to the administrative organisation of the executive committee. I am turning over the chairmanship role to Gerald Harper, the organiser of the last two, very successful conventions, in Port Hope & Thunder Bay. Gerald is also a well know contributor to a number of Railroad and modeling publications, CP Tracks among them.

I confess that I found the participation as chairman from a distance to be difficult. that being said, I will continue to act as the Zone 1 director (Kingston area and east, plus international members. There will be more developments as we look to providing more to the members, and being more responsive to the members requests and communications. I eagerly look forward to these. **Ian Macleod, Director Zone 1 CARM and Past Chair CARM Exec Committee**



CURRENT CHAIRMAN'S REPORT

These are challenging times for CARM and I am enthusiastic at being given the opportunity to lead CARM and the Board as we move forward with changes to address those challenges. I have been an active member of CARM for more than five years during which time I have been involved with organising CARM conventions, including the Toronto convention in 2010, Port Hope in 2012 and Thunder Bay in 2014. I am very keen to address the issues facing CARM and I look forward to seeing the organisation revitalise itself during the next few years. I am typical of so many railway modelers in that I was fascinated by trains in my youth and then had a forty year period of forced abstinence till nearing retirement when I accepted that I could not maintain the physical pace required by some of my more active sports interests and needed another hobby.

Various attempts at building layouts were less than successful until the challenge of completing one in time for the 2003 Maple Leaf Convention made me focus. That layout "Sweetgrass Subdivision I" had to be torn down when the building it was housed in was slated for demolition. New space allowed for "Sweetgrass Subdivision II" to arise just in time for the 2010 Toronto Convention. This HO, mid 1990s, Alberta – Montana coal mining layout is now mostly finished and provides a lot of pleasure for regular operating sessions and a number of CARM members in the Toronto Chapter area have operated it.

However that HO layout is not by any means my entire interest. I am Diesel Motive Power editor for "CP Tracks" and have written a number of articles on the engineering history of railroad construction in Canada, with a focus on

CP. I am also fascinated by narrow gauge railways and have been building a portable On30 layout for some time centred on the 1930s mining camps of mountainous south eastern British Columbia and highlighting the "Knob Hill Mine". While parts of this portable layout have been seen by attendees at the Schomberg Narrow Gauge Show the first full display of it will be at the Narrow Gauge Convention in Augusta, Maine in September 2016. Longer term plans include an 1830s live steam, 2 foot gauge, 1:19.3 scale, Welsh slate mine railway and completion of two books that may yet become e-books. The focus of my railway modeling on mining scenes is not surprising as I am semi-retired from a career in the mining industry which has taken me all over the world. Those travels have given me great opportunities to photograph railways of every size and scale. I enjoy talking of those experiences and my train room walls are lined with pictures. from this railway photographic record.

More of my spare time, enthusiasm and energy will now be devoted to CARM and the interests of its members. There was a very active discussion at the most recent Board meeting about potential changes and we are currently reviewing and planning how these can be accomplished .I would like to thank all the members who responded to the request for feedback in the last issue of the Canadian. It was very helpful to our discussions. I hope we can provide a full report in the Winter Issue of the Canadian. One change I can announce is that we will be returning to issuing a Calendar in 2016.

Gerald Harper, Chair



CHAPTER REPORTS

MID WESTERN ONTARIO CHAPTER:

There was a bit of excitement in Owen Sound this morning as the long awaited CN 1953 dining car made its way to the new site at the Owen Sound museum. The photos tell the story. Kudos to the new museum management who brought this project to life.



A tour of the museum shows a new emphasis on the rail portion of the space. I have booked the dining car for our fall meeting on October 18, 2015. Please mark your calendars now and advise of any conflict.

Randy Schnarr



TORONTO CHAPTER

Editors note: due to an oversight I missed this report for the Summer Issue. Better late than never as they say.

Thanks to our new Chair, the chapter has been provided with many interesting activities. In January a meeting was held at City Hall where Gerald Harper presented a talk entitled "Trains small and smaller at Warley and Wales" based on his recent visit to the UK and Willie Waithe presented an illustrated talk about his (former)

CN Weston Subdivision and his plans for his new layout. In February Chapter members were given the opportunity to pay another visit to Art Midwood's extensive and well scenicked On3 layout.



Art Midwood layout visit: Photo: Ian McIntosh. Left: Toronto chapter Chair, Joan McIntosh and at right, David Browne (Hornet Hobbies) and Ed Freeman.

In March, Gerald Harper kindly opened his layout for another operation session for chapter members and in April the Chapter provided publicity for CARM at the second of two bi-annual Lakeshore Model railway Association flea markets.



LMRA flea market: Photo: Ian McIntosh. Gerald Harper, Ian McIntosh and Toronto chapter Chair Joan McIntosh at the CARM table.



Willie's layout visit: Keith Martel, Willie Waithe, Gerald Harper, Ben DeVos, Walter Reid, Harold Kemp (rear view) and Joan McIntosh discuss track plans for the layout.

On 26 April, Chapter members, and other modellers, visited the site of Willie's new layout (under construction) located in a separate condo unit in the building to which he and his wife recently moved.

William Waithe, Secretary

LONDON AND AREA CHAPTER

The London and Area Chapter held their annual summer potluck at the home of Dick and Marg Walker on July 25th. The group had a great time despite the weather, which although very stormy provided quite the nice light show and rain for the evening. The group also toured Dick's fantastic HO-scale CPR Melrose subdivision. The layout is spectacular as it shows years of hard work and dedication, and the group would like to thank Dick and Marg for hosting this years potluck.

Jason Essery



GOLDEN HORSESHOE CHAPTER

The next GHC meeting will take place at the Royal Canadian Legion, 280 King Street West, Dundas, Ontario L9H 1W1 on Saturday November 21, 2015.

Meetings start at 12:00 pm. Admission \$2.00. Guests welcome. John Johnston will be doing a presentation on layout operations followed by a practical session at John's home.

Refreshments: Coffee, water and cookies homemade by Tom's wife.

Door prizes

For information contact:

Tom Allan at:
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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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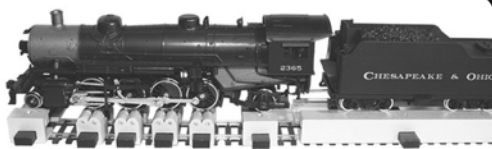
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Bruce Harmer's N scale CNR Stratford Division

By Jason Essery, photos by Bruce Harmer and Jason Essery

The year is 1958, and the division point of Stratford, Ontario is a bustling junction in the heart of the Southwestern Ontario CNR lines. Stratford is a hub of activity, with local freights, mainline trains, local passenger and express trains all passing through the yards and station platforms. With the local city industries keeping local crews busy, and the always chaotic "big shops" also providing many opportunities for large motive power to move in and out of the engine facilities as well as the mainline track. Sleepy farms and small businesses are woken early in the morning by the rush of traffic on the lines, while the staff in the roundhouse prepare the locomotives for their days' work. Mainline passenger trains arrive from Toronto and London to disgorge passengers while small local passengers, many with self-propelled railcars wait to take those passengers to their smaller destinations. As the day winds on, the traffic continues to flow. As night falls, the last trains leave and the city once again falls into a quiet state of being, before the rush of the night trains begins.

This is an average day on Bruce Harmer's N scale Stratford Subdivision layout. The layout is centred around the city of Stratford, Ontario, and it loosely models the city as it would appear in and around the year 1958. Bruce started building the layout in 2007, and it has since been completed, with the layout taking between seven and eight years to build. The room is approximately 12 feet by 13 feet, with the track running along a wall and forming a

centre peninsula with the yard in the middle. The scenery on the layout has been fully completed, with many detailed and wonderful scenes to keep the viewer entertained for hours. The layout includes many famous landmarks that those who are familiar with Stratford would recognize. Though they are not in their actual locations, Bruce has tried to model them as accurately as possible, while maintaining effective space for other functions of the layout. The Kroehler Furniture factory is an important industry on the line, with service provided several times per day. St. James Church, has a prominent position on a hill overlooking the rest of the city, including the local cemetery and the main street. The Beacon Herald and Walkers Department Store also occupy strategic locations on the main street, with numerous pubs and other small businesses dotting the crowded streetscape. The Stratford Armouries have been detailed and constructed to honour Bruce's service in the pipes and drums, and to honour his Celtic heritage. Pipers practice out front of the armouries, and are perpetually annoyed by the rumble of trains close by. Unfortunately due to the size and space constraints of the layout room, Bruce was unable to model the famous "big shops", though to be fair an accurate representation of the shops would require their own layout. However, one of Bruce's goals is to have a realistic backdrop photo of the big shops to include them in the cityscape and to keep their presence on the layout, as well as to add visual interest. Most of the structures on the layout were painstakingly scratchbuilt or kitbashed by

Bruce himself, and most have detailed interiors including figures as well as lighting. Streetlights, yard lights and neon signs light the scenes for night time operations, and provide the viewer with a fantastic view of Stratford at night.

Trains enter the layout from the staging yards in an adjacent room. Trains enter the layout from one staging yard, travel through the city, and then arrive at the opposite staging yard, though most of the action takes place in the city. Several trains originate or terminate at the main yard in Stratford, while others serve as through freights, and do not enter or leave the yard. Several yard crews act to break down and build trains with the use of yard switchers, while other local crews service the industries that include such industries as Kroehler





Furniture, the CNR ice house, freight sheds, an oil depot, a flour mill, and a manufacturing plant. The staging yards are separated into Eastbound and Westbound yards, both comprising of six tracks each that each are around 15 feet long. The yards also have an outer loop which represents off layout destinations that include locations such as St. Marys, London, Sarnia, Toronto, Goderich, Palmerston and other points north. The yards help to keep traffic from piling up on the layout, while also keeping a variety of equipment coming and going throughout the operating sessions.

For equipment and locomotives, Bruce has chosen to model the transition period in 1958 when the last hurrah of steam locomotives was meeting the fresh throngs of first-generation diesels entering the stage to usher in a new era of transportation. This time allows for a variety of locomotives, from steam and diesel yard switchers to streamlined passenger power and brute freight power in terms of Mikados, Pacifics and the RS-18 road switchers.

Smaller passenger units such as RDCs and “doodlebug” type self-propelled cars also serve their purposes with the branchline service to smaller destinations. For control, Bruce originally started with DC and blocks for the operation of trains on the layout, but within the past year he has decided to install DCC in conjunction with the DC and to start the move over to Digitrax Command Control. The DC section still maintains two blocks, but the move is going faster as Bruce is enjoying the enhanced freedoms that DCC offers him. He expects the transition to be completed for all engines as time and funds allow for in the future.

Bruce's layout is a fantastic inspiration for those wishing to model a large and complex layout in relatively small space, as he has shown how much can be incorporated with intelligent design, thorough planning and precise execution that has been wonderfully constructed. Bruce's layout truly captures the spirit of Stratford.







Building A Causeway

By Andy Malette

In 2006, I was asked to join a group of modellers which became the modular group called the S Scale Workshop. I was quite flattered and terrified as the modellers were capable of modelling at a very high calibre. I moved into S Scale in 2000 from HO and the HO layout which I built in the past was not very significant. At any rate, after some specs were hammered out by the Workshop members, I started to build my first module as a single piece of track on a 2 foot by 4 foot frame. At the time, there was no code 83 track available in S Scale, so I opted to use etched tie plates which were produced by fellow member Simon Parent. Now, of course, you can get excellent S Scale flex track in codes 70, 83 and 100 from Tomalco. I foolishly live by the credo, "If someone else can do it, how hard can it be?" The tie plates proved to be an exceptional challenge which I finally mastered the night before I was supposed to bring my module to our first show. Unfortunately, I did not have any time to put in a scenery base so all my module had was a tee frame with track on it going from one end to the other of the frame. If there had been a derailment, the equipment in question would have taken tragic fall. A Red Green solution came to mind in the form of green garbage bags and duct tape. At each side of the track there was now a rippling 'sea' of dark green plastic bag. Of course most of the other members managed to have fairly complete scenery but they hand laid their track in the traditional fashion. When I was questioned about the garbage bags, I simply said they are a stand in for an eventual wetland.

As time went on, I did manage to put in a scenic base and decided to follow through with my story that I was modelling a wetland. Unfortunately, the 'tee' frame the track was on precluded any use of a bridge so I fell back on memories of my cousin and I hiking along the CPR mainline around Coniston, Ontario when we were young. There were a lot of rock causeways that traversed many marshes. A rock causeway was what I decided on to traverse the wetlands. I recall thinking to myself, "How hard could it be?"

I cut some Styrofoam into long triangular shapes and glued them to the sides of the 'Tee' to form a slope. After which I put grey plaster on. See figure 1.

I thought a while about how to do the rocks and decided to use plaster of Paris with black tempura powder mixed in to give a grey colour, not being too fussy about how well mixed it was. I put the mixture into an aluminium cake plate and cured it in my workshop toaster oven. See Figure 2.



FIGURE 2



Next, I put the grey plaster 'cake' into a thick, sealable plastic bag and bashed it with a hammer to break it up into rocks. See Figure 3.

I mixed up some white glue and water with a little detergent and applied this to the slope on the side of the track. Finally, I added the broken pieces of plaster to represent the rocks in a rock causeway. I placed the larger pieces at the bottom and worked my way up to the smaller pieces. See Figure 4.

Once finished, I cleaned up the extra pieces of rock from the wetland floor. I also added pieces of wood and a

FIGURE 3



dead tree lying down to the floor on one side of the causeway. Next I poured Envirotex® liquid resin to the floor. It took a couple of coats to get the 1/8" depth I wanted. When all was dry I followed Doug and Jackie Hole's RMC article of how to build a swamp found in the January 1998 issue. Cutting those little lily pads out of green mottled paper let me watch the entire series of Star Trek Next Generation.

The wetlands, the surrounding area and the causeway were finally finished. I found it to be a lot of fun and really not that hard to produce what I feel is a satisfactory effect.

FIGURE 4



MODELS FROM THE DISPLAY ROOM AT THUNDER BAY

Photos by Steve Hoshel



Photo Above: Fred Headon's CPR small Otis gondola #347255. Fred started with a Custom-scale Models resin body with other details scratchbuilt.

Photos Right and Below: Jane Coxon's N scale layout, "Fiddle Yard". Yes, that's a violin case.

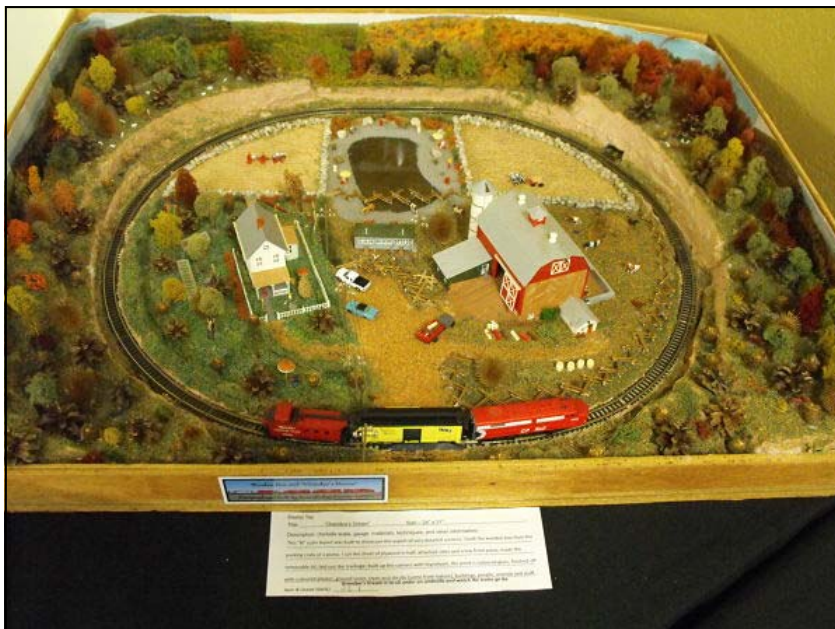


Photo Left:

Jane Coxon's 2 foot x 2 foot N scale layout, "Grandpa's Dream"

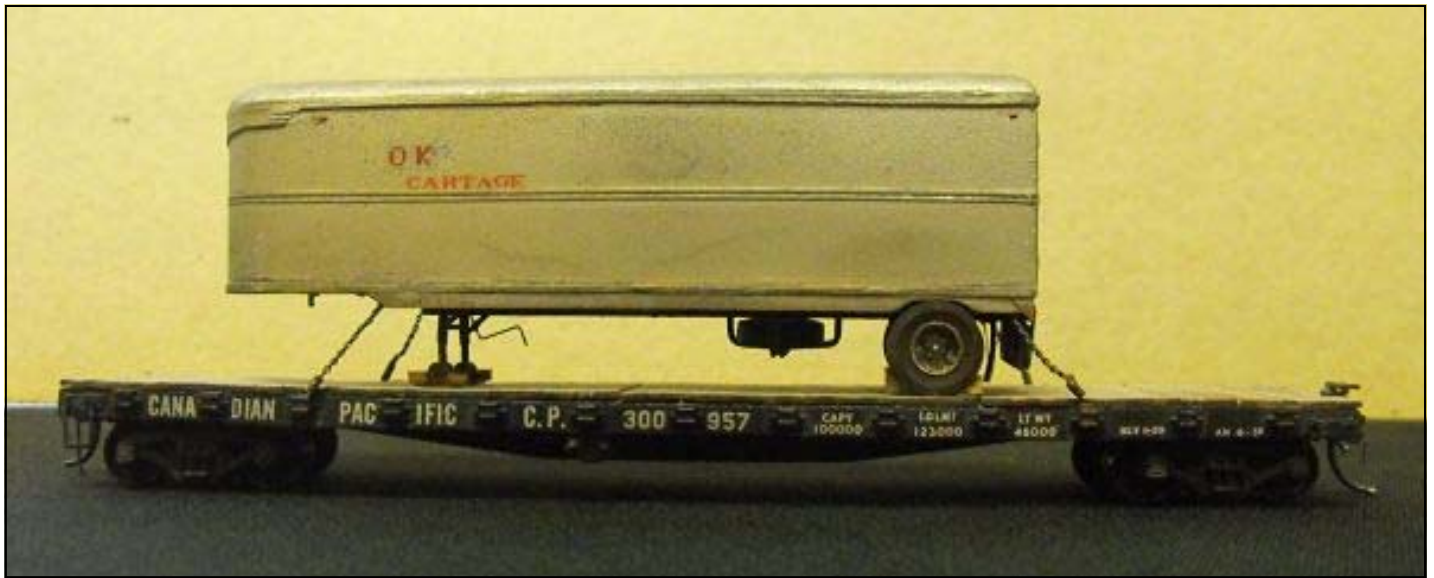


Photo Above: Fred Headon's scratchbuilt CPR Trailer on Flat Car # 300957 with a Bethlehem Model Works cast trailer.



Photo Above: Fred Headon's scratchbuilt CPR Carpenter's car #403925 with lumber load.

Photo Below: Bob Coxon's Small Town Coal dealer. Built from Hamilton Model Works kit with weathering and interior coal piles.



Fred Headon's scratchbuilt CPR snowshed using CPHA drawings



Barry Kelly's scratchbuilt Owen Sound grain elevator.

