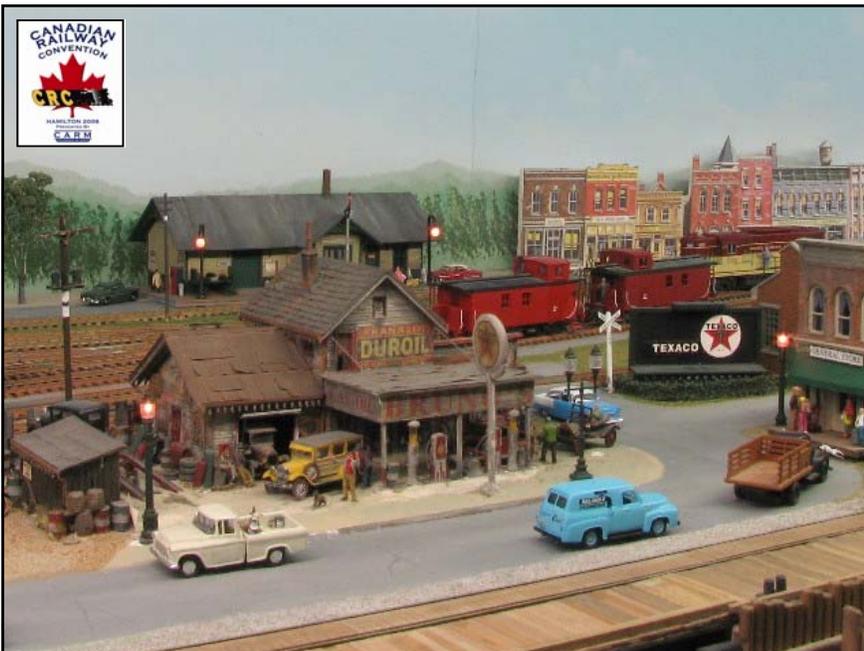


HAMILTON REGISTRATION INFORMATION ENCLOSED



In This Issue

- 3 Observation Platform
- 4 Chapter News
- 6 Ron Robinson's
Canada Atlantic Rail
way (ON TOUR AT
HAMILTON 2008)
- 9 Building a Narrow
Gauge Caboose
- 14 Building a Portable
Display Layout: Pt 4
The Major Waterfront
Features
- 19 Hamilton 2008
Registration
- 23 Coming Events
- 24 Richard Chrysler's
CN Layout (ON TOUR
AT HAMILTON 2008)

Cover Photo: Top Left

Ron Robinson's HO Canadian Atlantic Railway will be on the Layout Tour for Hamilton 2008. John Johnston photo.

Cover Photo: Bottom Left

Ed Warren MMR CRC shows you how to scratchbuild this On30 Caboose in this issue. Ed Warren photo.

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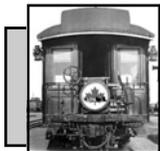
MEMBERS AREA PASSWORD

EFFECTIVE: All of 2007

USERNAME: brake
PASSWORD: valve

Material for the Canadian should be sent to:

Editor: John Johnston, 41 Glenview Place, Hamilton, Ontario, L9C 6H9 or by e-mail at editor@caorm.org



THE OBSERVATION PLATFORM

LEX PARKER

Lex Parker has retired from participation on the CARM Board effective early this fall for personal reasons. Lex's contributions to the start up and success of CARM are numerous. A Founding Member he was the designer and architect of our presence on the Internet and is solely responsible for creating the "face" of CARM through our Logo and various brochures, certificates, and such items as the masthead of The Canadian. He has been a tireless worker and a strong voice for a Canadian model railroad organization.

Lex, along with Pete Moffett was the driving force behind the Canadian Railway Craftsman program. Probably his most significant contributions, however, were the opinions he was always willing to share on CARM's operations and direction. He often offered an alternative point of view and in doing so changed how the rest of us on the Board viewed an issue. His influence was felt and will be missed.

On a personal level, I am going to miss the repartee with Lex. He and I often looked at problems from quite different directions and many useful solutions were found in the compromises between our differing points of view. Through all of it we remained friends, recognizing that we were seeking the same goals. My sincere hope is that one day I can write a piece on Lex's return to an active role in the organization.

A NEW CHALLENGE!

In addition to working on our home layouts and organizing the Hamilton Convention, Justin, myself and 6 of our friends decided to take on the challenge of building a display layout.

We wanted to try something different than N Scale so the display layout will be in HO. We also wanted to model the selected area as prototypically as possible. We have made a number of railfanning trips to Parry Sound and so the first inclination was to model South Parry where the CN and CP come together for a brief distance. This area made it as far as the design stage and a plan was drawn up. It was at this point

that the enduring nature of John Armstrong's Given's and Druther's process reared its' head.

We had a clear desire to run long, modern equipment, and because it was intended as a display layout, there had to be ongoing continuous running if it was to catch the public's interest. Northern Ontario is primarily single track with sidings and we didn't see it as effective for display purposes.

We then began to look at various areas on the double track CN mainline through southern Ontario from Windsor to Toronto and on to Montreal. At various times we had considered Bayview Junction, which is in our own backyard but hadn't spent much time on it since it seemed to large for a display layout.

We began to take a harder look at this concept and began to commit concepts to paper. One of these concepts looked like it had potential and so a group trip to Bayview was arranged and we covered all of the track from Waterdown Road to the CP crossing of the CN mainline on the Dundas Sub.

We started to believe that this was doable and soon detailed drawings started to emerge. The Bayview Junction wye which was the biggest impediment was located in one corner of the layout with the Grimsby sub dead-ending outside the main layout. This leg of the main will also act as our connection to FreeMo should anyone wish to hook up to our layout. A staging yard in the back connecting the mainlines from the Dundas Sub to Waterdown gives us the loop we need for display purposes. All of the major components of the area are included, and the trackwork, including all switches and bridges is prototypically accurate.

CONVENTION BUSSING

Convention Registration Forms aren't the correct place to explain why certain decisions have been made with respect to how a Convention is run.

One such issue is the type of busses which the Convention uses on Tours. In the past we have received complaints when a Convention Committee has used School

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Busses rather than Highway Coaches. An explanation for how this decision is made is in order.

First, one has to recognize that one of the goals set by CARM when it decided to organize Conventions, was that they had to remain affordable for everyone. This has driven a number of decisions, including, restricting it to 3 days in length and staying at Universities to reduce room costs.

The same objective of affordability is applied to choosing the type of bus to use on a Tour. The second factor is the length of tour and the availability of washroom facilities on coaches. If a tour will exceed 45 minutes between stops a Highway Coach is the best choice.

To give you a sense of how cost enters into the equation, the cost differential between a School Bus and a Highway Coach based on a minimum 35 passengers, is \$25. School Busses can be rented for around \$15 a head, Highway Coaches for around \$40 a head.

In the case of Hamilton we will be using both and the tour will specify what type of transportation is being provided. **John Johnston: Editor**

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Fig1. Above: Ed Warren, MMR, CRC, as Chair of the Pacific Rails National Convention, in May 2007, presents a profit share cheque to Dan Saucier, the treasurer of the Mid Island Railway Club, on November 8, 2007.

Vancouver Island Chapter: In the first week of November, Ed Warren, Chair of the Pacific Rails 2007 was able to distribute the proceeds from the National Convention to the participating sponsors. In January 2006 five groups met and agreed to stand behind the convention and act as sponsors- the Canadian Association of Railway Modellers, the Vancouver Island Chapter, The Canadian Railroad Historical Association E&N Chapter, the Mid Island Railway Club and the Victoria Model Railroad Club. They were all taking a financial and personal risk as it was not known how well the event would work out.

Through the efforts of Andy Barber, the Convention treasurer who squeezed maximum value out of every expenditure, and the many volunteers who donated time and materials, we were able to make a profit from the event. That is a good thing, as the sponsor groups are all volunteers, and they didn't want to have to support the event out of their own pockets. The money has been split among the five sponsors, and will be used for promotion of the hobby, equipment restoration, and education. Those that attended the National Convention in Victoria last May had a great time, and by their participation have left a legacy that will continue helping the hobby.

Pacific Rails 2007 National Convention: The convention held last May at the University of Victoria attracted

about 250 total registrants in the categories of Full Registration, Day registration, and Non Rail (wives and children etc.). We had registrants from as far away as Nova Scotia, the eastern and southern U.S, as well as a good turnout from all provinces, especially the prairies, B.C and western states. There were no attendees from Australasia or Europe/ Great Britain, as there often are at this convention.

We had two full buses for the Pt. Alberni and Duncan Forestry Museum tours. One of the reasons we were able to make a profit was that we did not run partly filled buses. As those attractions are in our backyard, we islanders tend to be a bit blasé about them, but our visitors were enthralled. Many of the attendees were visiting the Island for the first time, and our scenery, culture and railways seemed quite exotic to them.

The banquet was very successful and sold out 150 tickets. We were scrambling at the last minute to squeeze in extra seats.

All of the convention bills have been paid, and the profit divided among the five sponsors- the Canadian Association of Railway Modellers, the Vancouver Island Chapter, the Mid Island Railway Club, the Victoria Model Railway Club, and the E&N Division of the Canadian Railroad Historical Association. The Vancouver Island Chapter received \$1847.46

Upcoming Events: Up until now all the efforts of the Chapter have been towards Pacific Rails 2007. We would like to

organize a meet for members this winter so we can start having some other benefits of our membership. Our finances will allow us to hold it at a desirable location- perhaps the Forestry Museum in Duncan, at no charge to members on a Saturday in January or February. We will let members know when that is organized.

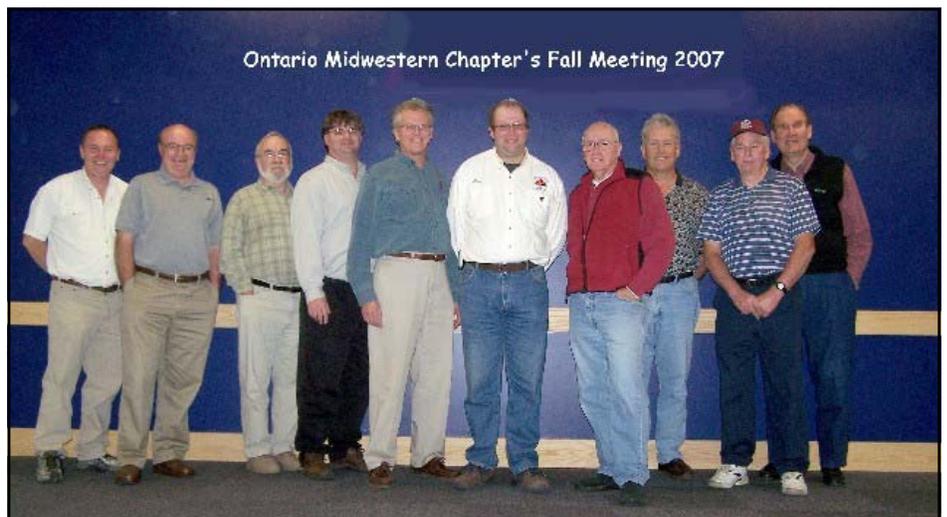
We will need to have a small business meeting then to elect officers and decide on the kind of program we want for the Vancouver Island Chapter. We will be in touch.

**Sterling Stump- President,
Ed Warren- Secretary/Treasurer
Vancouver Island Chapter CARM**

Ontario Midwestern Chapter: The regular fall meeting of the Ontario Midwestern Chapter was held at the Owen Sound Library on October 14th.

In attendance were 10 members from the Midwestern Chapter. Chapter membership stands at 18. Randy O'Hara opened the meeting at 2:30 p.m. with introductions and a welcome to all including new member Randy Schnarr. It was announced the Spring meeting will probably be held again at the Palmerston Train Station.

The recent Day At The Clinics Show, jointly hosted by our friends The Grey Central Model Railroad Club was discussed. General consensus was that the show has developed nicely as a general public event with the focus on introducing the public to MR. To encourage this, it was decided to minimize the MR



clinic part of the show and provide working tables with CARM members demonstrating various aspects of the hobby. DCC demo, decoder install, decal application, building kit assembly etc. are some "Table Topics" we could demonstrate. Randy outlined the chapters FreeMo commitments for the 2008 CARM Hamilton Convention. Members agreed that the list of members can be circulated freely WITHIN the club. Any member not in agreement with this please contact the secretary. The meeting wound up with a clinic by Randy O'Hara on Airbrush Basics.

Toronto Chapter: The fall meeting was held on Monday, November 5 and was hosted by Dave Wetherald.

Dave's 2 1/2 level HO scale layout fills most of a 14' x 24' room. There are lots of trains running on the double track folded dogbone mainline - TH&B, ON, VIA and Rapido passenger, and CN and CP freight. There is a city, and engine servicing area including turntable and roundhouse, and an upcoming forest area. Control is DC, with some sound. Scenery is about 2/3 complete. The duckunder with 6 tracks becoming 7 can be hoisted on pulleys (when not running) and "is a wonder to behold".

Essex-Kent Chapter: The Chapters' fall meeting was held on September 8th and began at Bill Johnson's home.

We proceeded toward Erieau and on the way viewed the historical display plaque with details of the former Chatham Wallaceburg and Lake Erie Railway. Lunch was at the famous "Sandbar" **Editors Note: having eaten there several times, I highly recommend a visit.** After lunch we did a visual tour of the former coal industry

of Erieau and a handout booklet showing maps and photos of the Erieau coal docks was given to the tour attendees.

One of our guests for the day was Alex Jamieson, who was a former C&O employee in the area and he was able to answer numerous questions put to him by the members. We finished the day with layout tours of Dave Ladore's and Don Eastman's layouts.

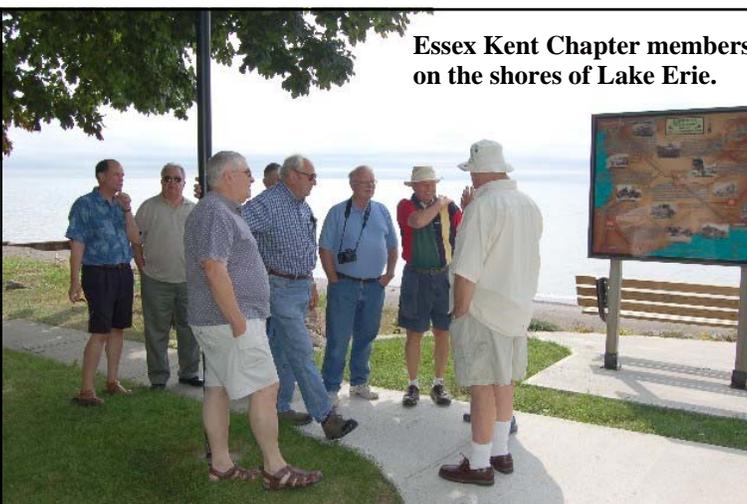
Golden Horseshoe Chapter: The next meeting of the GHC Chapter will take place in Dundas on January 12, 2008 at St. Paul's United Church, 29 park St. West. Take 403 to Main St. W. exit and turn left onto Main St., take the exit for Cootes Drive, then take Cootes Drive into Dundas and go to 5th stoplight which is Cross St. Turn right on Cross St., and go one block to Park St. The

church is on the north west corner. Park in the lot and come in the door to the church off the parking lot. Come down the ramp to the door on you left and that is where the meeting will be held.

The meeting is in partnership with ID-NMRA and CHRA Niagara Division and will be hosted by the Dundas Modular Railway Club. This will be the annual meeting of the GHC and elections will be held for Chair and for Secretary/Treasurer.

There will be clinics in the morning on Operation Lifesaver by Mike Fitzpatrick of the CP Police, FreeMO Modular Standards by Richard Chrysler, and Railroading Old and New by Dave Howard of CHRA. In the afternoon there will be layout visits.

For information contact Tom Allan at: tomallan@mountaincable.net.



Essex Kent Chapter members on the shores of Lake Erie.

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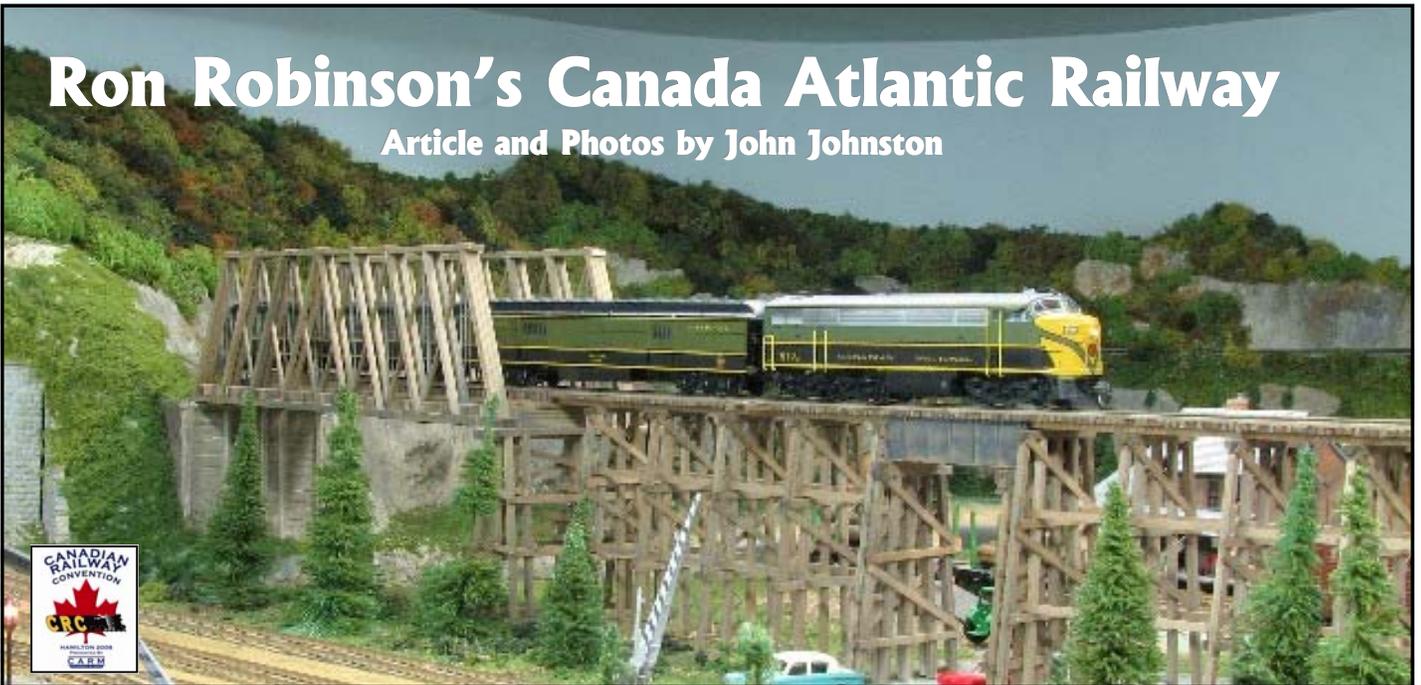
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Ron Robinson's Canada Atlantic Railway

Article and Photos by John Johnston



History of the Railway

The railway was constructed by J. R. Booth, a lumberman with large sawmills in Ottawa. The western section was constructed primarily for access to the large pine forests in the Algonquin area of Central Ontario. It also created a direct water route from Depot Harbour to the Great Lakes ports in the Midwest.

In 1889 the Canada Atlantic was the largest privately owned railway in North America. By 1900, Depot Harbour was the largest grain handling port on the Great Lakes, doubling the capacity of Midland. In 1910, 250 carloads of package goods and grain were shipped daily, resulting in one train being dispatched every twenty minutes.

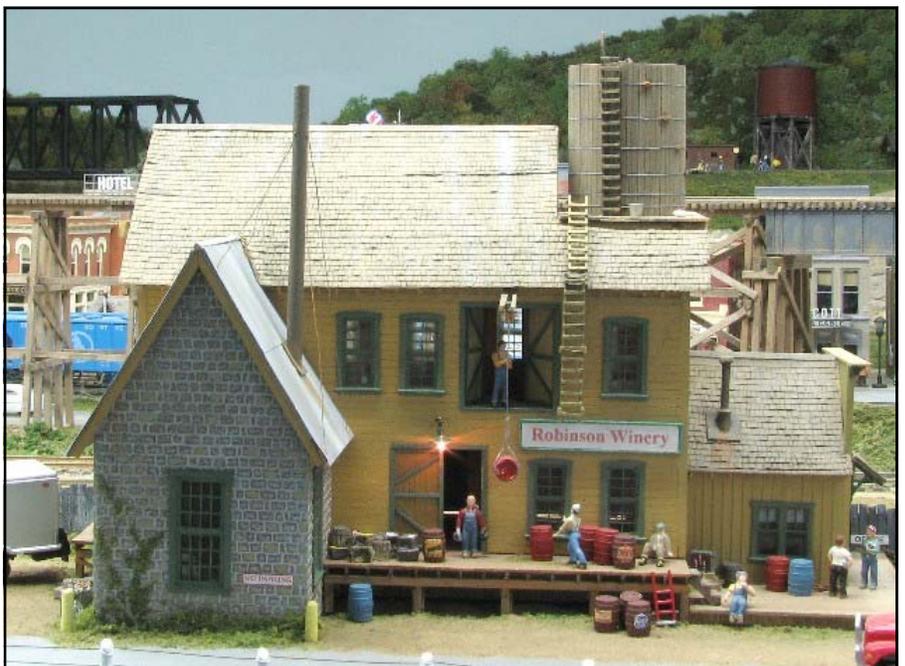
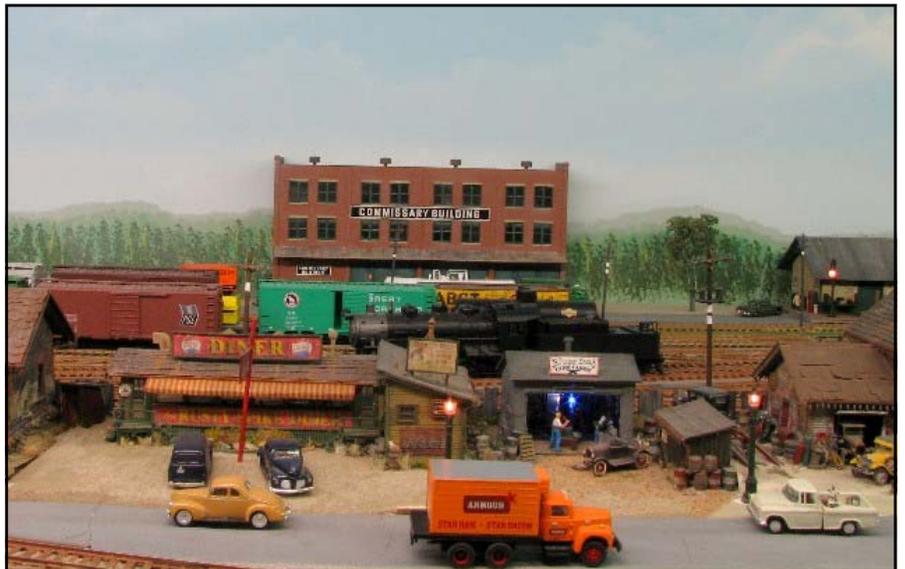
The Western section extending from Ottawa to Depot Harbour, on Georgian Bay, a distance of 264 miles, was completed in 1896 and operated until 1905. It was sold to the Grand Trunk and continued to flourish until the takeover by the Canadian National in 1923.

As the Canadian National Railway, this branch operated between Ottawa and Depot Harbour until 1933. Rail service continued from Ottawa to Barry's Bay, a distance of 108 miles, until 1963.

Fig. 1 Top: A local passenger train west-bound across the scratchbuilt trestle at Parry Sound.

Fig. 2 Centre: The Diner and Welding Shop on Front Street in Depot Harbour.

Fig. 3 Bottom: The Robinson Winery at Rose Point was built from a Campbell kit.



Modelling the Canada Atlantic

The Railway is modelled in HO scale in a 10X50 ft room and the era has been set in 1960. The railway is operated point to point with return loops at each end for open house operations. I am depicting the section from Renfrew to Depot Harbour. The track is Peco with Tortoise switch machines and a mainline run of 250 ft. The scenery is almost complete and there is a day/night lighting system installed. We operate using Digitrax DCC and many of the steam and diesel locomotives are sound equipped. Ship It software is used for car forwarding.

Today the Canada Atlantic Railway is jointly owned by CN and CP and has extensive traffic from Ottawa to Depot Harbour and south to Hamilton. Most locomotives are leased from the owners, and still have the original paint scheme.

With Texaco and Molson building in Depot Harbour, oil and beer have become large shippers, surpassing Eddy paper and the Robinson Winery in daily shipments. Iron ore, cattle, lumber, and dry goods remain important commodities on the line as well.

Regular operating sessions are held by the Group of Seven operators who we meet weekly at either David Lee's or Ron's.

Ron who retired several years ago from his electric contracting business has been in the hobby for 30 years and finds that the two most enjoyable aspects of the hobby are scratchbuilding and the social networking with the many friends old and new that he has made through the hobby. He continues to work on the layout and the latest project is an extension into the family room which will house a Hamilton Steel Mill and some new staging yards.

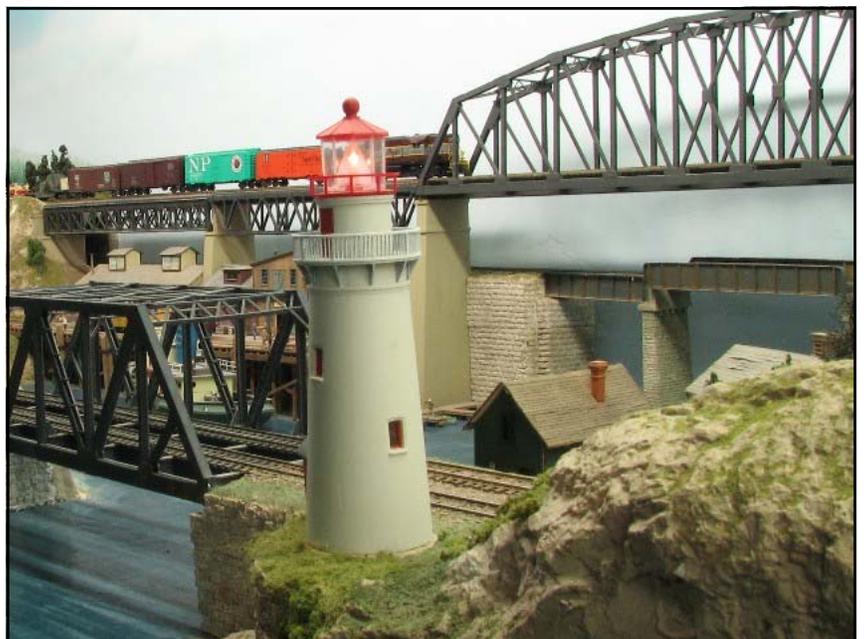


Fig. 4 Top: Great Lakes freighter carrying coal is tied to the wharf at Depot Harbour.

Fig. 5 Centre: Action everywhere this day at James Bay Jct. A tugboat is pulling into the wharf to tie up for the day, while east and westbounds pass on the mainline. The wharf and all of its structures were scratchbuilt by Ron.

Fig. 6 Bottom: Another view of James Bay Junction showing the numerous bridges which crisscross the inlet and the lighthouse to warn ships of the rocky shore and the narrow inlet.

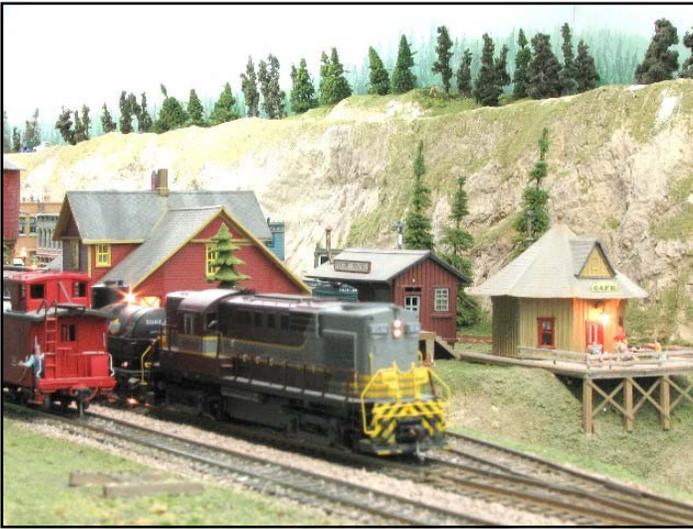


Fig. 7 Above: You can clearly see the small restaurant at James Bay Jct. as two freights highball past the depot.

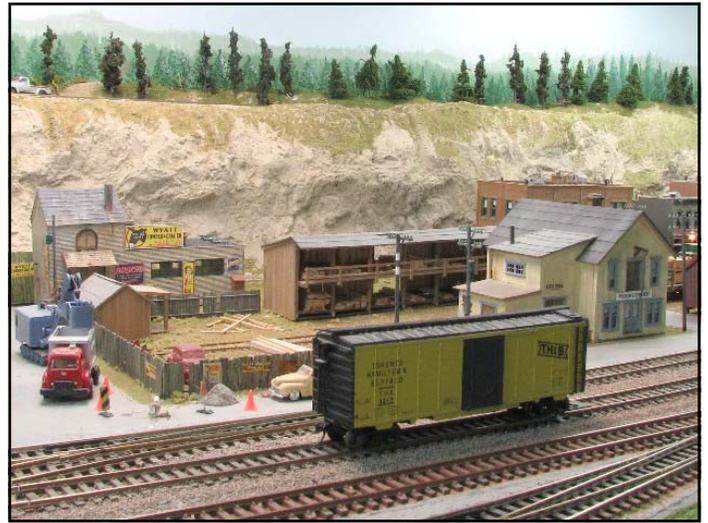


Fig. 8 Above: A TH&B boxcar has been setout by the local opposite Wyatt's Lumberyard.

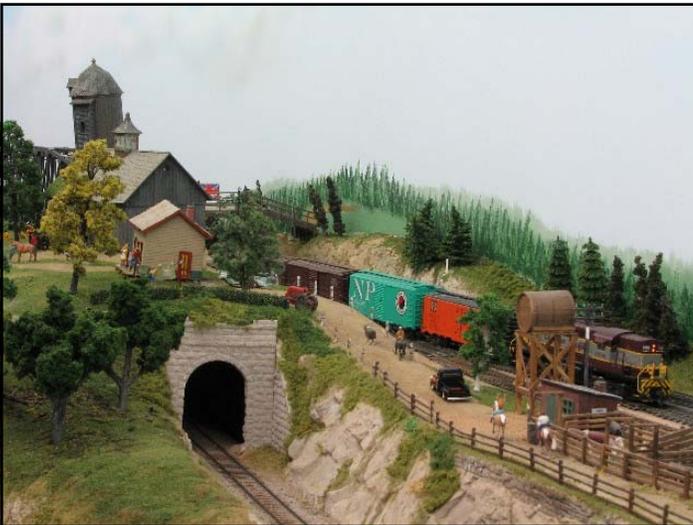


Fig. 9 Above: A Canada Atlantic local freight passes a farm in rural Ontario.

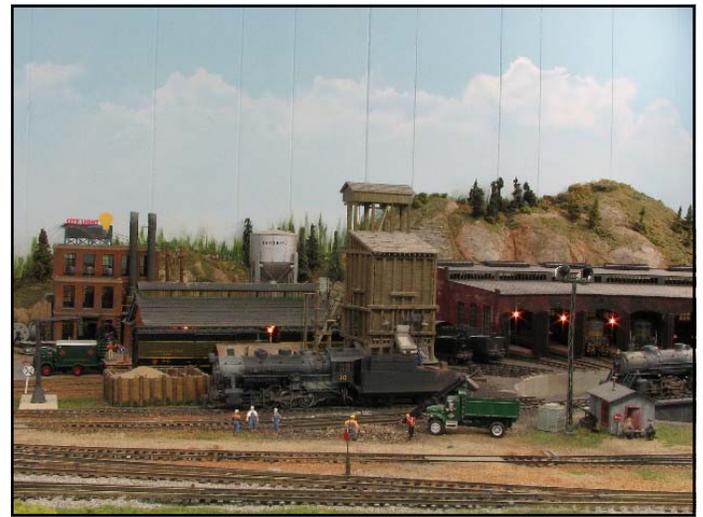


Fig. 10 Above: Yard Power being serviced at the Canada Atlantic Roundhouse in Renfrew.

Fig. 11 Below: Ron Robinson

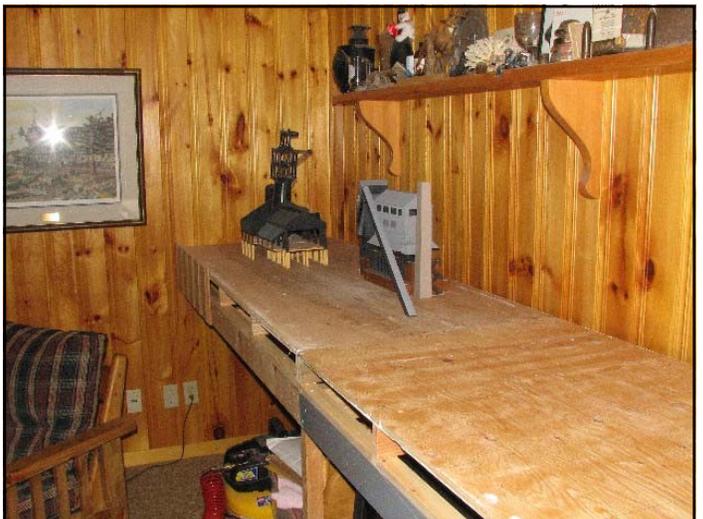
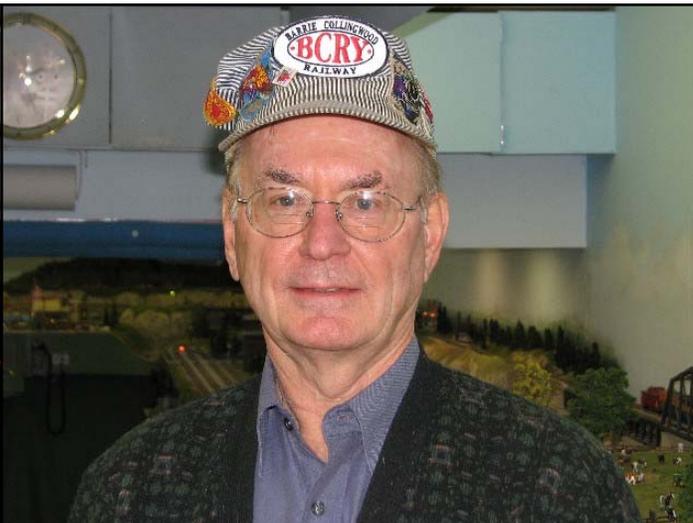
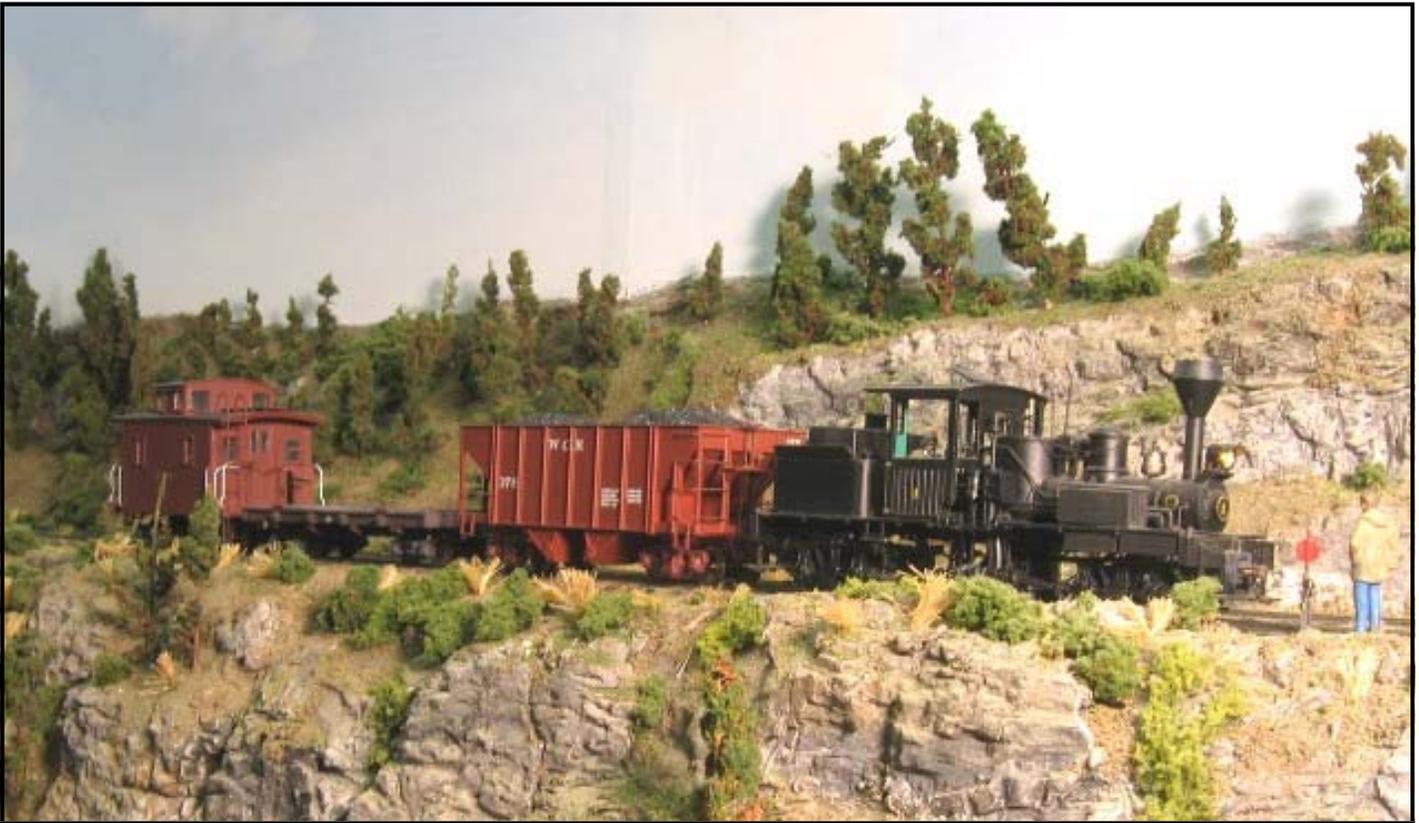


Fig. 12 Below: The beginnings of a new addition to the layout which will showcase the steel industries of Hamilton.



BUILDING A NARROW GAUGE CABOOSE

ARTICLE AND PHOTOS BY ED WARREN MMR CRC

I have been needing a caboose for my On30 branchline on my O scale Esquimalt and Nanaimo layout for quite some time. The line was initially just 10 feet of track with a passing siding that I had laid to play with some of the nice On30 models that Bachmann was releasing and to test HO models for friends. As more and better equipment became available, trains began to run and a caboose was needed. Most of the models available are based on the three foot gauge American prototypes of Colorado Southern, D&RGW or East Broad Top.

Canada had a beautiful three foot line in the Kootenay Mountains of B.C. called the Kaslo and Slocan Railway. Robert Turner and Dave Wilkie published a book on the line in 1994 called "The Skyline Limited" (Sono Nis Press). There are photos on pages 69, 94 and 111 that show the one and only Kaslo and Slocan caboose at the end of a train. Typically, the photographer was focused on the engine, so the caboose is poorly exposed. There has been no other data found about the caboose. The Kaslo and Slocan's boxcars were built by the

railway in 1895 in Kaslo (probably by boat building carpenters), and it is safe to assume that the caboose was built there also. It is not listed in the equipment inventory when the line was taken over by the CPR in 1912, so was probably scrapped by then.

One of the nice things about modelling in On30 is that there was never a prototype in that gauge (except for small, short-lived industrial lines), so you are free to do what you like. We use the three foot prototype for inspiration, but otherwise our imagination and desires lead the way.

The K&S caboose is the perfect shape, style and size for my needs, but judging from the blurred photos and available information, some things needed to be changed. It is not clear whether there were truss rods on the prototype. Probably not, as one photo shows that it may have been a 4 wheel (bobber) caboose so truss rods would not be needed for support. I elected to use two 4 wheel arch bar trucks from San Juan Car Company with 24" wheels, rather than scratchbuild the bobber truck.

The two trucks should hold the track better than a rigid, long wheelbase 4 wheel truck.

The prototype used link and pin couplers, but I chose Kadee #5's set at On3 height. There was probably no



Fig. 1: The painted caboose before final weathering. The end ladders are held down by brass pins in the end beam and roof. A functioning door is simply hung on paper hinges, held with styrene cement.

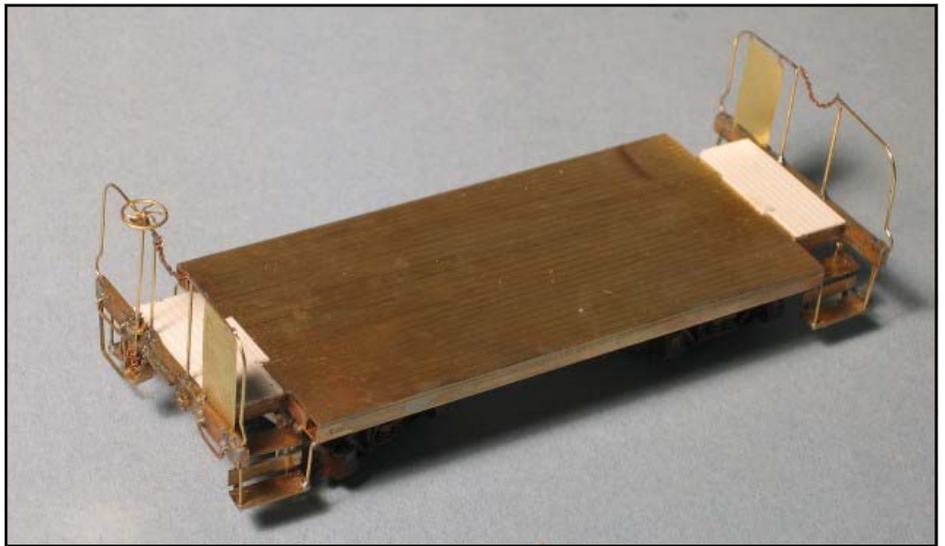
roofwalk, and ladders are not visible on the photos, but I thought the model looked better with ladders and roofwalk, so I installed them on the model.

The K&S apparently did not paint its boxcars, so the caboose was probably unpainted also, and the photos do not show any lettering. But weathered siding is hard to model well, so I painted and lettered the exterior.

These are the liberties you can take with a semi-freelanced model. In order to extract dimensions from the photograph, I started with the assumption that the side would be 6.75 feet tall (6' inside height at the wall and 9" for the floor sill). Using a digital caliper, I measured the distance from the eaves to the window top, the window height, and the distance from the sill to the bottom. Plugging in my 6' 9" foot total height into a simple algebra equation gave me a distance of 1.1' eaves to window, 2' for the window height, and 3.63' for the sill to bottom distance. The cupola measured 2.33' high. I rounded off the numbers for convenience, which I expect the prototype builder did too. It is not so easy to extract lengths from a photograph without some fancy trigonometry or an expensive computer imaging program, so I assumed the sides to be 16' 3" long and the cupola to be 5' 3" long, centred on the body. I made the windows 18" wide with 2" trim, and the body 8" wide with 24" platforms.

I start construction with the underframe. I like to make caboose underframes from brass as they take a lot of wear and tear on the layout and brass is more durable and repairable. But styrene works too.

Lay out the floor from .03 sheet, and the floor stringers from .125 square stock. Trim out the step wells, and add a



solid 3" X 8" end sill. I distress the material with the teeth of a file or razor saw to simulate wood grain. I install the bolsters, couplers and trucks to check for coupler height and truck swing. The thickness of the bolster will depend on the trucks you are using. I attach a pad under the end platform to bring the coupler lower, and drill and tap it 2-56 for the coupler mounting screw. A piece of .02 scribed siding on the platform hides the screw hole.

I make the steps on a jig of stair shaped stacked 9X12 timbers. Bend some .015 X.040 flat brass wire into Z shaped step supports. Spike them down to your jig and solder on the 9X 24 by .01 brass steps. I drill the bottom step and frame #77 to accept some .015 rod for step supports. Once the steps are installed, I add the brake rigging.

Grandt Line makes a very nice Type K cylinder (part # 97) and air hoses (part # 115). See the photo for parts placement. The brake cylinder is the only really visible part, so you can

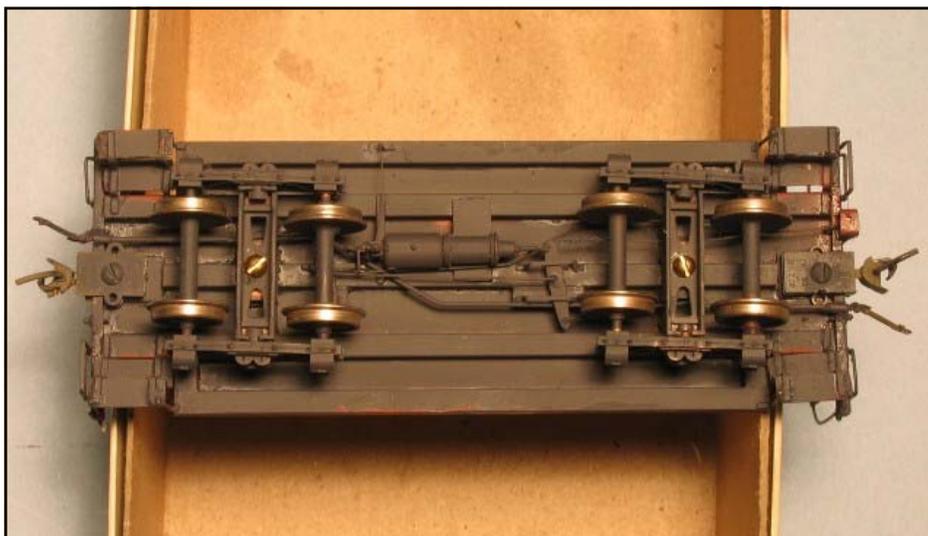
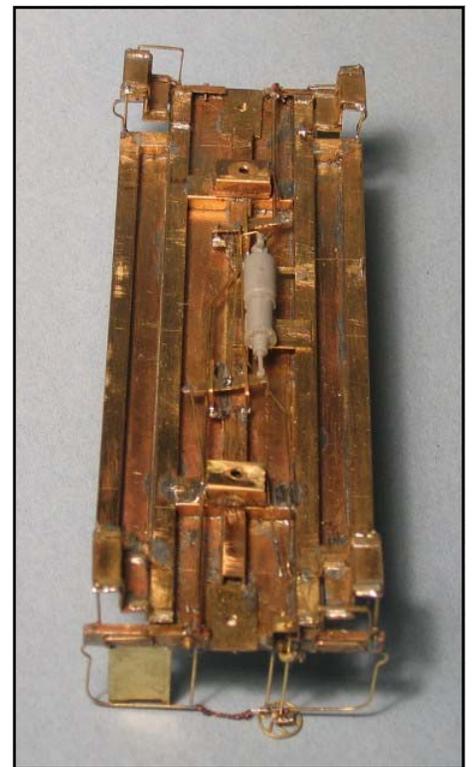


Fig. 2 & 3 Above: The underframe and floor is built up from brass sheet, wire and channel, with styrene parts as needed.

Fig. 4 Left: The completed underframe. The trucks are from the San Juan Car Co. They are slightly smaller than those from Bachmann

leave out all the rods, pipes and hangers if you want.

The body is made using Evergreen 3047 .030 scribed passenger car siding. I laid out the sides by marking and cutting the window openings with a square, as well as the ends. Remember to make the ends 3" narrow to allow for a butt joint with the sides.

The end arch is about 4" in radius. I cut interior walls from 4067 scribed siding. The two layers give a 3 1/2" thick wall that is scribed inside and out that should resist warping. Trim the windows with .01 X .04 strip styrene. A NWSL Chopper speeds the cutting. I made the paneled doors from three layers of .01 styrene. They are hung on paper hinges with a dab of styrene cement. A small brass nail makes the door knob.

The roof is made from .02 V groove #2060 scribed styrene cut 8'6" by 20' 6". Use an old metal paint can as a form. Hold down the roof sheet with metal straps (.02 by .25 brass strip) clamped with elastic bands, and pour over boiling water from the kettle. After it cools, the curve will hold in the plastic. I trimmed the edges with 1 X 4, forming the end curves with gentle finger pressure.

The cupola is built the same way as the walls, but designed to be only 82" wide to nest inside the walls. It is only one layer thick. Cut the main roof out to accept the cupola, and cement it in place. Leave it on a flat surface lightly weighted over night so it dries without warping. The roof is covered in a layer of single ply tissue, held down with yellow glue over paint primer. The primer keeps the glue from lifting off the plastic. Trim it to the roof sheathing edge with a very sharp blade.

The smoke stack is made from 1/8" brass tubing with a brass shim rain cap soldered on. I put a short piece of 5/32 tubing nested on the base as a heat shield and used epoxy to glue it in a 1/8" hole. I like to install the .02 brass wire grab irons and railings into #74 holes with ACC and then drill #72 right next to the wire and install styrene NBW castings- I used Grandt Line #62 because they were in my parts box. This gives the illusion of a flattened bent grab end bolted to the body. The prototype photos don't give much information about the railing or grab placement, so I used common sense and common practice for their placement.

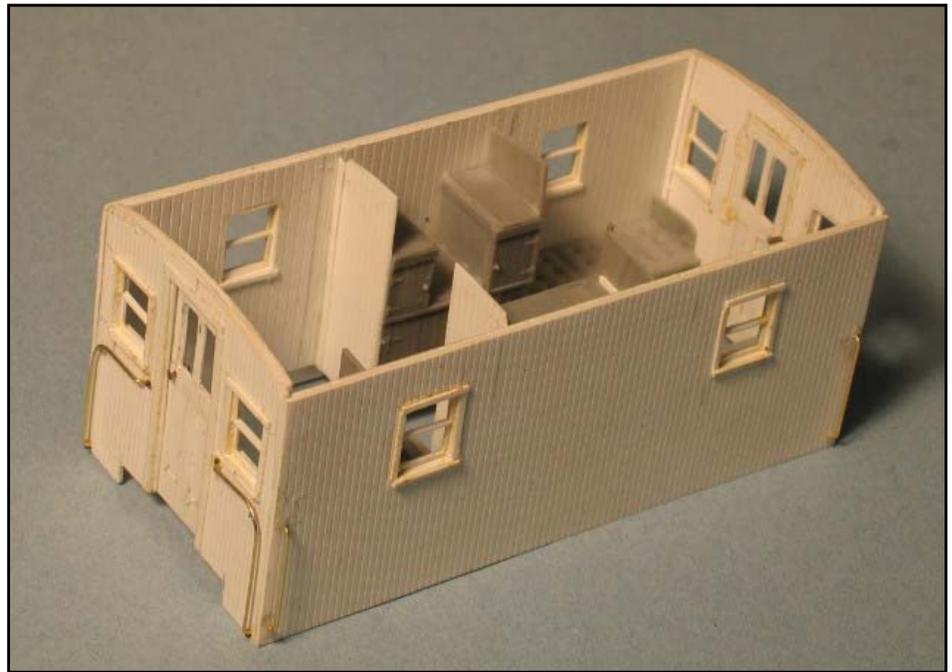


Fig. 5 Above: The body is built up from styrene sheet, with dimensional strips for trim. The interior is a Grandt Line kit, rearranged to fit the space.

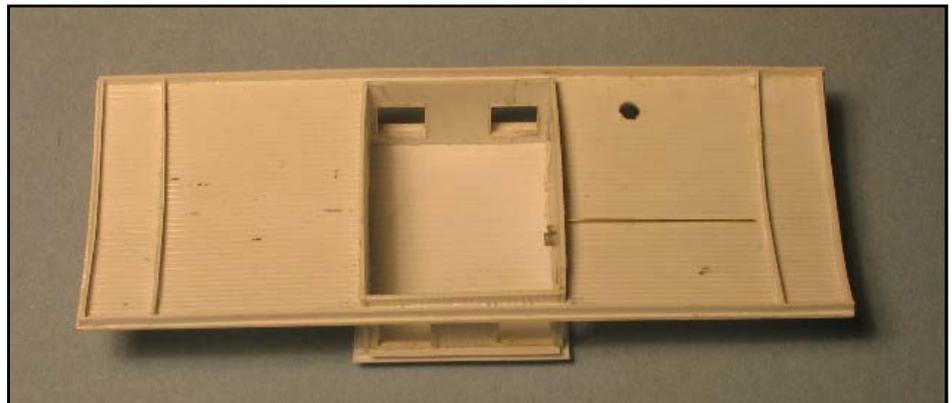


Fig. 6 Above, Fig. 7 Below: The roof and cupola are made from styrene. A tight fit by trim holds the roof in place.



The ladders are scratch built, but you can use commercial ladder stock. My method for making ladders is as follows; Cut four lengths of Detail Associates #2528 .015 X .042 flat brass wire about 3" long. Bend the end into a half inch curve, holding the flat with pliers and gradually forming the curve as you work your way down to the end. Make sure the curve matches on all four, and then solder together in pairs. Drill #78 holes for the rungs every 18". Unsolder the pairs, then thread .015 wire into the holes, and touch with a pencil iron. Drilling the ladder sides as pairs insures even, square spacing. I put a 90 degree twist on the bottom, drilled #74 and soldered on .02 mounting pins for mounting on the end sill. They are attached to the roof with small angles and pins. This holds the roof on. You could also ACC the ends into slots cut in the roof or make a bend on the end and glue it down.

I used a Grandt line #3069 C&S caboose interior kit. The photos show the parts placement.

I airbrushed the styrene with Polly-S primer and the brass parts with Floquil red primer. The interior is airbrushed CP grey. When dry, I covered the window openings inside with masking tape and sprayed the exterior with Floquil boxcar red. The roof, underframe and trucks are sprayed with grimy black, while the floor is rail brown. The decals are from a silver Walthers Railroad Roman letter set. I spray with flat finish and lightly weather with chalks and dilute paint, and finally glaze the windows.

The test of the design you have extrapolated from photos comes when you put the finished model on a train. If it evokes the feelings you got when you looked at those 100 year old photos, you are a success.

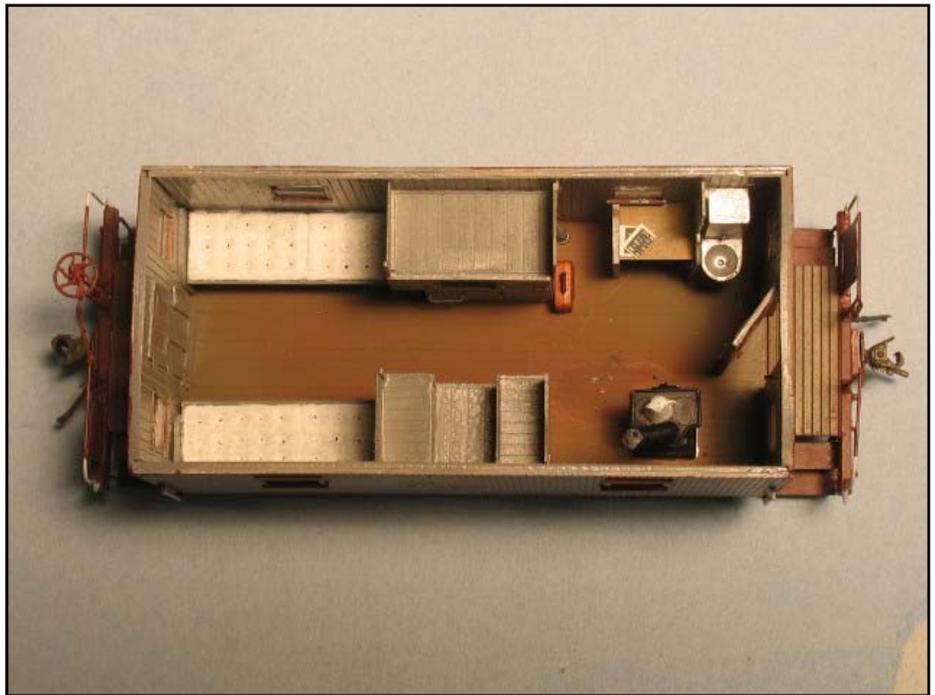


Fig. 8 Above: The interior uses Grandt Line parts, arranged to suit the space.
Fig. 9 Below: The finished caboose ready to be put into service.



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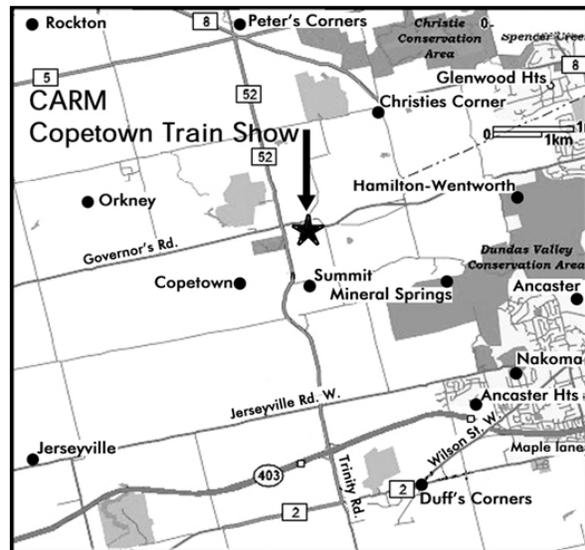
A Showcase of Canadian Railway Modelling

- WHEN:** •Sunday, February 25, 2007, 10 am to 4 pm
- WHERE:** •Copetown & District Community Centre
•1950 Governor's Rd., just east of Hwy. 52
- WHAT:** •Operating Canadian prototype layouts
•Displays by model craftsmen
•CNR, CPR, TH&B, Special Interest Groups and more..
•Canadian model manufacturer's displays and sales
•Photo vendors
•Refreshments available on site

**Admission:
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Designing the Cobourg & Peterborough Railway Part 4: Building the Major Harbourfront Features at Cobourg

Article and Photos by Ted Rafuse

The station, harbour walls and raised trestle at Cobourg harbour are critical features to the illusion of representing the area during the early 1880s. A quick and simple plan to construct the harbour walls was sought. Scribed wood and dowel material proved to be the solution.

The eight foot high harbour walls are constructed from 1/16" thick HO scale scribed wood sheet material, with the scribed lines running horizontally. The sheets were washed with a stain of Floquil roof brown and Diosol. When dry, I used a folded cloth to apply a thin wash of Floquil grey mixed with Diosol to provide a lightly weathered appearance. Using Walther's Goo, the scribed wood was attached to the foam forming the harbour wall.

Two sizes of dowel, 1/8 and 3/16 inch, were used for the pilings. Each of these piles was scraped longitudinally with a razor saw blade to roughen the surfaces. Each was then stained in the manner described above for the harbour wall. The larger dowel material was cut so that the top extended about 4 feet above the harbour wall. To lend the ap-



Fig. 1: A wider view of the trestle area at Cobourg harbour with the track work completed.

pearance of a pile driver pounding on the top of the pile one end of the dowel was gently tapped with a hammer while the other end rested on a hard flat surface. (Be careful not to put too much force on the hammer or the impact might

bend or splinter the post.) Using a bead of yellow carpenter's glue I positioned a larger dowel in each corner of the harbour wall which effectively masked the joint between the two walls. Other larger piles were added to mask locations where one scribed wall joined to the next.

The smaller dowel was cut to extend no more than two feet above the harbour wall. These were painted and hammered in the manner described above. Arbitrarily two of these were positioned at equal distance between the larger dowel posts previously glued to the harbour walls. As a cap to the wall I cut a two board width the length of the scribed material and placed the resulting strip along the top of the wall section. This provides a distinct demarcation between the wall and the harbour land.

After researching various pile bridges in several sources, drawings retained from a Scotia Scale branch line trestle kit were selected as the plans for the trestle bents. These plans appeared to be in keeping with an 1870s structure. More modern trestles generally used six piles per bent where the Scotia Scale drawing used five. The Cobourg harbour site required 22 pile bents. I did not rel-



Fig. 2: Made from stained scribed lumber the harbour walls were cut to the height of the foam and glued directly to the foam with yellow carpenter's glue. To the right two short posts and one long post are visible. Beyond the wall is the inclined approach track with its stepped retaining walls fashioned after the same manner as the harbour walls. Ballasting was added after the photo was taken.

ish the task of building so many so to ease and quicken the task the original plan was scanned multiple times until six drawings were on one regular sheet of paper. This sheet was tucked into a clear plastic folder so that the carpenter's glue would not adhere to the surface and would leave the paper drawing intact.

The wood material for the pile trestle construction was prepared next. The bents were made of scale 12 by 12" timber. The pilings were made of 1/8" scale dowel, all scraped with a razor saw to provide some texture to the piling. Scale 2x8" lumber was used for the braces on each pile. Stringers were made from scale 6x12" timber. With the same paint mixture mentioned above all required lengths of wood were pre-stained, but the grey stain step was omitted.

Using a razor saw in a model mitre box all bent material was cut to length save for the stringers. The top of the bent measures a scale 12' 6" long, the pilings a scale 8 feet long and the braces a scale 13 feet long. With the material pre-cut, assembly moved quickly. A small dab of yellow carpenter's glue was placed on each bent, the bent situated on top of the clear plastic and over one of the drawings. Except for the centre pier which met the bent at a level plane, an emery board was used to file the top of the other piles so that they would meet the bottom of the bent on a flat plane. The two outer piles require marginally more sanding than the inner two pilings. This sanding is not crucial as the glue will generally hold all in place. With one set of piles attached to the bent the process was repeated five more times to coincide with the six plans on one page. Once the glue was dry on all bents, I glued a brace on the up side of each bent. When these were dry the bent was turned upside down and the second brace was glued to the pilings such that it ran in the opposite direction to the first one. The bent at the end of the berm had a series of scale 2x8" planks built up on one side to represent the retaining wall at the end of the berm. This bent was built at this time but the plank end was added later.

The stringer lumber came in 24" lengths but my trestle was a real 44" long. This meant the material had to be joined longitudinally by using small spacers. Starting at one end, a scale 2x10" spacer was centred every 15 feet where the pile trestle would be. Each of these spacers was 2 scale feet long ex-



Fig. 3: The inclined approach and the retaining wall are in place and the track to the raised trestle is ballasted. The track ends have yet to be cut to length. To the left the doweling used as posts on the esplanade can be seen. The nearest and farthest are larger in diameter and taller than the smaller two intervening posts. The cap wood strip along the harbour wall can also be noted.

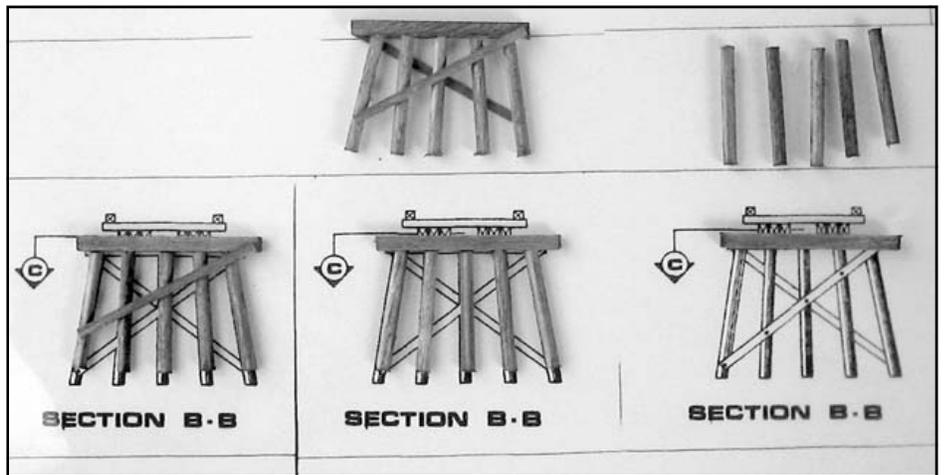


Fig. 4: Not relishing building numerous trestle supports, a multiple template was created using a scanner, computer and printer. Plans from a Scotia Scale trestle kit (no longer produced) were replicated to produce the template. A clear plastic folder held the template so glue would not attach to the paper pattern. The cross support was glued to the plastic and a bevel sanded on the 4 outside posts. All 5 posts were then glued to the crosspiece. A cross support was then glued in place. When dry, the assembly was flipped and the second cross support was glued in place. This process was repeated until all 22 were complete!

cept at the longitudinal joint where the spacer was 5 scale feet long. With the stringer completed the next step was to join the bents to the stringers.

Two pencil marks were placed on

each bent, one on each side of the top of the bent to correspond to where the centre of the rail would be. On the bottom of the stringers, including the end trestle, a pencil mark every scale 15 feet indi-

cated where each pile would be located on the stringer. In succession a little carpenter's glue was placed on the top of the bent and located the pencil marks between the space of each pair of stringers. When two or more bents were positioned a weight was placed on the piles and the assembly was allowed to dry.

This bent to stringer assembly was repeated until all the were in place.

Glueing pre-stained wooden ties to the top of the stringers was the next step. Fortunately many years ago I had purchased a tie jig which allowed me to lay a 36" strip of ties at a time. Carpenter's glue was added to the top of the

stringers and the tie strip was then laid on top.

Weights were placed on top of the strip to assist in the adhesion.

Assuming that at some unknown future time I might remove the trestle for another layout, code 70 weathered rail was positioned on the trestle. With an appropriate drill bit, a hole was drilled on the outside of one rail and a rail spike was set partially in the hole. The rail was positioned against the spike shank and the spike was driven down to set it. The process was repeated on the other side of the same rail. Using two track gauges to set the rail head distance, the spiking process for the second track was duplicated.

Unfortunately the rail spikes extended through the stringers. To remedy this the trestle was turned upside down and the spikes were set in place with ACC glue. Using a Dremel tool with a sanding disc the portion of the spikes protruding beyond the stringers was removed.

With the trestle work completed the approach track required consideration. As originally put in place it was level with the other tracks. However it needed to be raised so that the rails on this section would match the height of the trestle. To accomplish this elevation several pieces of road bed were "sanded" with a Surfoam tool to a taper of about 6" in length. To ensure a level joint between the two tracks the final two inches of the approach track were left level.

Retaining walls for the approach track were constructed from scribed lumber. These were pre-stained then cut to length and height, working backwards from the highest point. The end result is that the wall gradually lessened in height for the length of the incline. A wall was made for each side. Yellow glue was placed on the back of the retaining walls and T pins held the walls in place against the inclined roadbed. When the glue on the walls was dry retainer posts, cut to length from 6x6" scale lumber, were glued vertically at each change in elevation along the wall. Intermediate posts were cut and placed at intervals of 6 to 8 feet.

Code 100 rail joiners were attached to the end of the approach track rails and the extended portion crimped to allow the code 70 rail to join at the correct height. With a soldering gun these ends were tinned. Code 70 rail on the trestle was cut to the appropriate



Fig. 5 Above: Half the required bents are in this view as are the two stringers for this section of the trestle.



Fig. 6 Above: This photo depicts the first placement of the completed elevated wood trestle, less track. The bents, stringers and ties are all in place. The bents do not rest even with the surface at this stage but when glued in place and held with scenic material the whole structure will appear to be built into the topsoil.



Fig. 7 Above: From above the track has been fixed to the trestle as described in the text. Some scenicking has been added including harbour dirt and spilled iron ore beneath the tracks and between the bents.

length. The bottom of the rail was cleaned and test fitted on top of the crimped code 100 rail joiner. Satisfied that the length was correct, the tip of the soldering gun was placed on the top of the code 70 rail and in seconds one rail was joined to the corresponding code 100 rail. The process was repeated for the second rail.

Apprehensively a 4-4-0 locomotive with several cars with large wheel flanges were pushed up the elevated track and onto the trestle. Much to my surprise, nothing derailed. This was fortunate as a derailment would have plunged the train into the harbour water!

To prevent the approach track from shifting, Woodland Scenics (B82) medium gray ballast material was glued in place. A different colour and a different grade was used on the approach track reasoning that when this trestle was erected more than a decade after the original harbour tracks were placed in

service, civil engineers would have used a better grade of ballast.

The second major structure that would complete the illusion of the harbour about 1880 is the C&P station. Its construction will be described in a future article. In the next installment some scenery applications will be described.

Fig. 8 Right: A bird's eye view of the completed 44" long trestle. The scale ruler provides a sense of its length. Although the trestle rail is code 70, a test run of my large flange locomotives ran the length of the trestle without derailment.

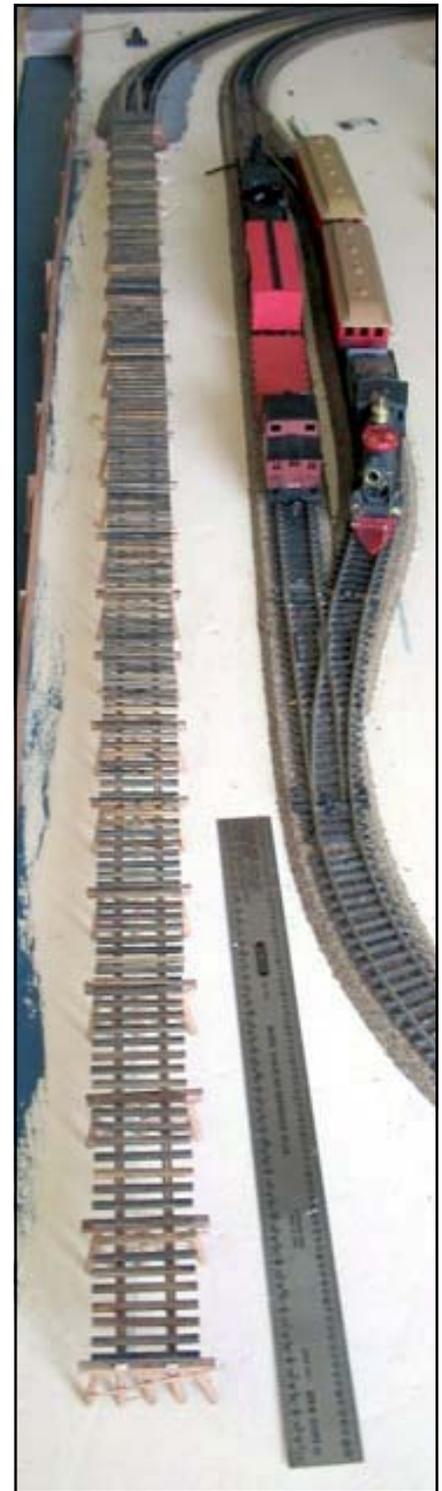


Fig. 9 Left Centre: Only a hint of Cobourg's centre pier is modelled. But from this pier millions of board feet of lumber was shipped initially to England but later most went to the United States. The middle track from the switch rises to the ore trestle while the 'main' line in the background curves towards the station.

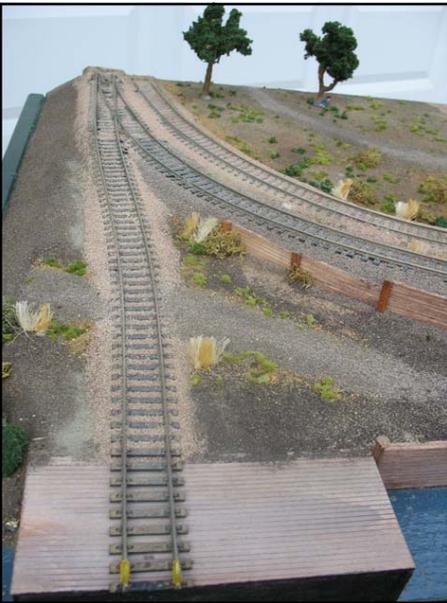


Fig. 10 Left Bottom: The west end of the harbour appears in the above image. The water tank is of unknown heritage and is one focal point for this area. The completed landscaping illustrates the use of a variety of materials which will be described in a later chapter.

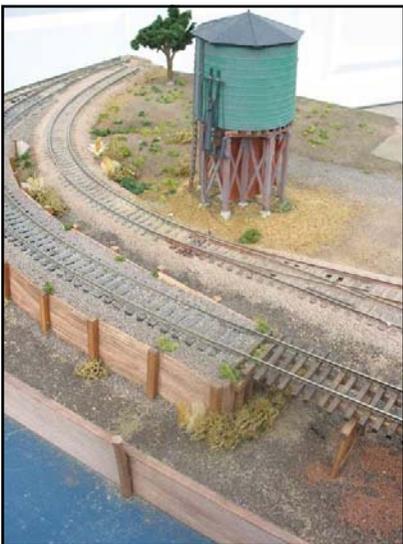
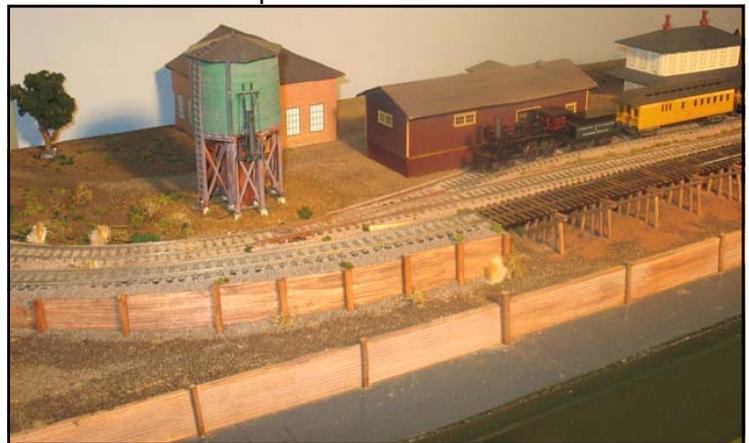


Fig. 11 Right Bottom: The water tank is a permanent structure while the station and roundhouse are cardboard mock-ups. (Making mock-ups helps me to visualize the final appearance of the area.) The freight shed is 'on loan' from my basement layout, but will be used on the module when it is displayed. The passenger train is on the siding, electrically isolated from the rest of the layout by Peco turnouts. The smaller buildings are permanent and are in keeping with the appearance of the harbour at the time.



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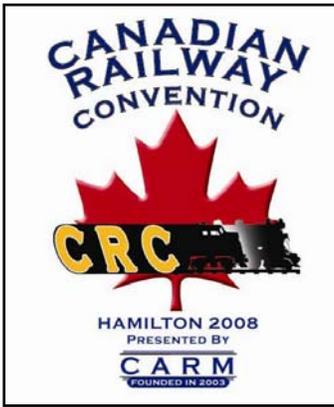
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Hamilton 2008

Canadian Railway Convention

May 16-18, 2008

McMaster University

This year's convention is being held in Hamilton, Ontario, Canada. Sponsored by the Canadian Association of Railway Modellers and hosted by the Hamilton 2008 Convention Committee; with the participation of the CRHA; CN, CP and TH&B Sigs, and many other devoted individuals too numerous to name. The Convention is open to everyone whether you are a member of any of the above groups or not. Please see the inserted registration form for details.

Location:

McMaster University is located very close to the downtown core of Hamilton. The University is serviced by both public transit and regional transit. Parking is free on weekends. The clinics, display rooms, registration, buffet facility, and accommodations are all located within close proximity of each other. The train show is located within a 10 minute walk. For those who do not want to eat at the university, there are a number of restaurants just outside the university grounds to choose from. Maps will be provided to help conventioners find their way around.

Hamilton itself is a thriving city of vibrant neighbourhoods, each with a distinct character. Westdale, Ancaster and Dundas offer culturally rich and exciting areas for dining, visiting galleries, and shopping. In downtown Hamilton, James Street North is a bustling engine of artistic energy with new galleries and emerging artists making their homes here. Locke Street is the place for antiques, collectibles and cafes, while Hess Village, with its cobbled streets, upscale dining and funky club scene swings till the wee hours. The Waterfront district has become a Mecca for hikers, boarders and water sport enthusiasts. In the East end, there is a cornucopia of ethnic cultures, whose food stores and shops, like the bargain-priced fabric emporiums on Ottawa Street, are a buyer's delight. Circling the cosmopolitan pleasures of the city are some of the best urban pleasures to be had in Ontario – the splendour of Canada's most important gardens, the Royal Botanical Gardens, the famous Bruce Trail, and an abundance of conservation areas, water parks and walking paths. Overlooking the waters of Lake Ontario, and extending up over the protective circle of the Niagara Escarpment, this is a city whose proximity to Toronto (68km) and the Niagara Peninsula makes it an ideal destination for the traveler who wants to get close to the heart of the real Ontario.

Getting Here:

Visiting Hamilton has never been easier. Situated in the cluster of highways, train lines and airports that service Southern Ontario, this is a city that can be reached with ease by many different means.

If you are traveling by air, John C Munro International Airport will come as a very pleasant surprise. It's one of the easiest airports to navigate, with ample and affordable parking, short walking distances and quick exit times. There is an Airport Shuttle Service, taxis and a limousine-on-demand service, as well as car rentals that will make the approximately twenty minute trip into Hamilton from the airport easy. WestJet and Air Canada Jazz are its two main passenger carriers. There are frequent flights from British Columbia and the West, as well as from most point east, like Ottawa, Montreal, Halifax, Moncton, St Johns and from international destinations. International passengers can use Pearson International Airport in Toronto, and pick up a rental car for the forty-five minute drive to Hamilton.

By road, Hamilton is just a short detour from the Queen Elizabeth Way (QEW). Travelers from Buffalo, Fort Erie and St. Catharines can take the QEW over the Skyway Bridge to Highway 403 which will take you into the centre of the city. Those coming from Toronto will exit at Highway 403 in Burlington, before the Skyway Bridge.

If you are coming from the Detroit-Windsor London area along Highway 401, you can take the Highway 403 exit near Woodstock which will get you to downtown Hamilton.

Bus lines offer regular service to Hamilton from many different locations, and the new buses are a comfortable and relaxing way to travel. Via Rail brings train travelers from across Canada to the station in Aldershot, a short distance outside the city in neighbouring Burlington. GO Train and GO Bus Services make regular trips from Toronto Union Station to Hamilton.

Accommodations:

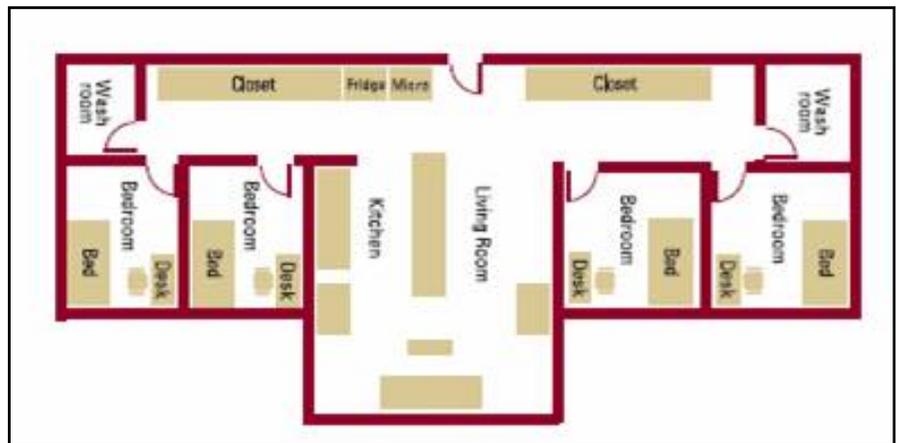
This year, we have obtained suite style accommodations using the Mary Keyes residence, completed in 2003. These accommodations also include breakfast. Rooms can be booked directly from the University at the rate of \$55.00/night per person. You can extend your stay before and/or after the convention at this same reasonable rate.

Forms for room bookings at McMaster can be obtained after February 1, 2008

online at <http://housing.mcmaster.ca/confs/FORMS.htm>

or by phoning (905)525-9140 ext. 26898 Attn. Danielle.

Each suite is 4 independent bedrooms, 2 washrooms, a living room and a kitchenette. Bedrooms measure approximately 8'10" by 12'2" and include Captain's bed, desk with bookcase and light fixture, desk chair, drapes, garbage can, built-in closet, telephone handset and internet and phone service. On each floor of the residence are lounges with television and VCR. Hopefully these will become gathering spots to share your experiences of each day. In the same building is the Bistro, an 8000 sq.ft. dining facility where breakfast, as well as anyone participating in the meal packages we are offering this year, will be served. Beyond the University, there are many accommodations options available in the Hamilton area.



Meals:

McMaster University is very much a city within a city and while there are many restaurants in the area, none are within walking distance. To allow conventioners to maximize their participation in events, we are offering 2 meal plans that can be booked through our registration form. Meals will be served at the East Meets West Bistro which is located in the Mary

Keyes Residence which is being used for accommodations. The first package will include on Saturday both and Lunch buffet and Dinner buffet for the cost of \$35.00. The second package will include a boxed lunch on the Sunday for an additional \$10.00.

Non-Rail:

There are many tours planned for the non-rail attendees. A trip to Hamilton would not be complete without a tour of the historic Dundurn Castle and the Royal Botanical Gardens. For the more adventurous, we are also offering a combined tour of Niagara Falls and the wineries of the Niagara Peninsula. Beyond the organized activities, tour books will be available to guide people to the many shopping and cultural activities available in the Hamilton, Niagara Falls, and Toronto area.



Railfan and Modelling Activities:

The committee has created a diverse and rich program of events catering to the multitude of needs conventioners are looking for.

The clinic program will be held at the James Taylor Centre for Mathematics (Hamilton Hall), only a short walk from the Mary Keyes residences. Over 25 different clinics are being offered, including prototype operations, electronics, building laser kits, digital photography, railfanning and a Free-mo primer to describe a few. Updated lists of clinicians appear on the website at <http://www.caorm.org/2008%20Convention/Pages/clinics.html>.

Layout tours have also been organized, divided into geographical areas, to allow conventioners to visit as many as possible during their time. Scales to view include N, HO, O On3, On30 and G, but others may be added before the convention begins. Combined with the Halton tour will be a visit to Aberfoyle Junction, one of the finest O scale layouts. Prototype tours include a visit to the VIA Mimico maintenance facility, a tour of Union Station in downtown Toronto and the John Street Roundhouse, and an excursion to the Halton County Radial Railway; Ontario's largest and oldest Radial exhibit with 2km of operating track (see more details at Halton's website www.hcry.org). After the highly successful Meet and Greet last year, we are continuing the tradition by having the function on the Friday night after the tours have returned. This should allow for conventioners to mingle and kick-off a weekend of activities. To wrap up the weekend, we have booked the 18,000 square foot Braley Centre and are putting together what will be one of the largest display of operating layouts ever seen in Ontario. This is not your traditional train show, it is all about operating trains in every scale. We already have numerous commitments and space is filling up fast. This should be an exciting opportunity to see most scales in action at the same time and we will be opening to the public on Sunday to give a Family Friendly showcase of our hobby.



Schedule of Events:

Friday May 16th									
Location	Time	11-12	12-5	5-7	7-8	8-9	9-10	10-11	
Keyes Lobby		Registration							
Keyes Lobby			Halton Radial / Aberfoyle Tour		Layout Tours				
Keyes Lobby			Railfanning bus Tour						
Keyes Lobby			Royal Botanical Gardens Tour						
Keyes 2 nd Floor				Meet&Greet					
Clinic Room 1					Full steam Ahead: Make & Take				
Clinic Room 2						Railfanning S Ontario	Canadian National	Back-drops	
Clinic Room 3						JMRI Show&Tell	Prototype Model/Oper	CN Car Ferries	

Saturday Morning / Afternoon May 17th									
Location	Time	9-10	10-11	11-12	12-1	1:00-1:30	1:30-2:30	2:30-3:30	3:30-4:30
Keyes Lobby		Registration							
Keyes Lobby		Via Rail Mimico Shops Tour				TBA Tour			
Keyes Lobby		Dundurn Castle Tour				Niagara Falls / Winery Tour			
Keyes Lobby						Layout Tours			
Keyes 2 nd Floor		Model Display							
Bistro					Lunch Buffet				
Clinic Room 1		RC Control O&G Scale	Railroad-Work Stelco	Wood to Steel Passenger			CPR Pass Car History	150Yrs Union Station	Russ Milland
Clinic Room 2		Diesel Switchers	Digital Photography	TH&B Freight Equipment			Hamilton Street Railway	Build Laser Kits 101	Pick Vehicles Time Period
Clinic Room 3		C&O Cabin Creek	Riding the last Hudson's Bay Special	Free-mo Primer					
Braley Centre		Train Show Facility Open (Setup Only)							

Saturday Evening May 17th					
Location	5-7	7-8	8-9	9-10	10-11
Keyes Lobby		Layout Tours			
Bistro	Dinner Buffet				
Theatre		Movie Night			
Braley Centre	Train Show Facility Open				

Sunday May 18th											
Location	Time	8:30-9	9-9:30	9:30-10:30	10:30-11	11-11:30	11:30-1:00	1-4	4-5	5-7	
Keyes Lobby		Union Station / John St Roundhouse Tour						Layout Tours			
Bistro							Box Lunch				
Clinic Room 1		AnnualMtg	Andy Panko		Clinic TBA						
Clinic Room 2		AnnualMtg	Steve Tuff		Clinic TBA						
Clinic Room 3		AnnualMtg									
Braley Centre		Train Show Facility Opens				Train Show Open to Public			Train Show Teardown		

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**Canadian Railway Convention
Hamilton, Ontario
May 16 to 18, 2008**

COMING EVENTS



British Columbia, Vancouver Island Chapter, CARM, will hold a meet on Saturday January 26, 2008. Place: The Duncan Esquimalt and Nanaimo Railway Station Meeting Room, Canada Avenue, Duncan, B.C. Time: 9.30 AM to 4.00 PM Clinics, show and tell displays, layout visits. Lunch provided. Contact Ed Warren, 250-752-4857 or e.a.warren@telus.net



Ontario, Copetown, February 24: CARM presents the Copetown Train Show 2008 Sunday, 10 am to 4 pm, admission \$5.00, Copetown & District Community Centre. 1950 Governor's Road, just east of Hwy. 52. Operating Canadian prototype layouts, Displays by model craftsmen, Railway Special Interest Groups, Canadian model manufacturer's displays and sales, and Photo vendors. Refreshments available on site. For more information contact Pete Moffett at 905-934-6575 or petemoffett1@cogeco.ca

Ontario, Woodstock, January 6: Woodstock Model Train Show, in the Oxford Auditorium on the Woodstock Fairgrounds, at 875 Nellis Street in Woodstock. Hours 10 a.m. to 3 p.m.. Admission: \$4.00 per adult; Children under age 12 admitted for free when accompanied by an adult. Featuring over 100 vendor tables plus several operating layouts. For vendor space or information contact Ian Ward at 519-426-8875 or email toyshow@kwic.com.

Ontario, Paris, January 20: Paris Junction 2008 Model Train Show. 10:00Am - 4:00 PM, Paris Fairgrounds, Silver St. Admission: Gneral-\$4.00, WOD-NMRA member-\$3.00, Children under 10 - free. Contact Gord King (519) 583-0975 or email sln@nor-del.com

Ontario, Ancaster, January 27: TH&B Flea Market, Marritt Hall, Ancaster, ON, 10 am to 3:30 p.m. Adults \$5, Seniors \$4, Children under 12 Free. Over 120 tables. For information: 905-335-9112

Quebec, Gatineau, January 26 & 27: Club Ferroviaire En Voiture 6th Annual Hobby and Miniature Festival. Mont Bleu FORD, 375 Maloney Blvd West, Gatineau, Quebec. 10am to 4pm both days. Free admission and parking. Model Trains, Diecast Models, Static Displays, Vendors and Exhibitors, RC planes & helicopters, plus more. Model Train set raffle (tickets \$1). Information: Mario 819-671-2354.

Ontario, London, February 2: London Model Railway Association, Winter Meet. 7:00PM to 9:30PM at the East London Anglican Ministry, 2060 Dundas St. East. Admission free to members, others \$5.00, Students and Children accompanied by an adult: free. The Program: Clinics by Roger Chrysler on "Operational Layouts" and by John Kanakos on "Layout Design". Prize table with \$200.00 in prizes. The Dicker table will be active: Bring items you wish to sell. Display tables for your models at "Bring and Brag" Night.

Ontario, Dundas, February 9: Dundas Modular Railway Club Flea Market, 10 am to 3 pm at St. Paul's Church, 29 Park St. W., Dundas. Admission \$3, children under 12 free, model trains, books, snack bar, operating layout. For more details: <http://home.cogeco.ca/~dmrc> or 905-387-5669

Ontario, Burlington, February 9: Burlington Model Railway Club, Model Railway Display and show, 10AM to 4PM, Cost \$5.00, children under 12 free when accompanied by an adult. Saint John's Anglican Church Hall, 2464 Dundas Street, Burlington. For more information call Godfrey Hall @ (905) 528-2774 or Jim Torrance @ (905) 335-1177.

Ontario, Cobourg, March 1: Cobourg Model Train Show sponsored by Cobourg Model Railroaders. Lions Community Centre, Elgin Street East, Cobourg, ON. Saturday only, 10 am - 4 pm. Adults \$5, Seniors (65+) \$4, Children (12 & under) \$1. Info Ted Rafuse, 905-372-8375 or tedrafuse@yahoo.ca

Ontario, Niagara Falls, March 2: 8th Annual Niagara Falls Model Railway Show will take place at the Optimist Park Hall, corner of Dorchester Rd & Morrison Rd in Niagara Falls. Show runs 10:00am - 3:30pm. The show features model railway vendors, layouts, and museum displays. Lots of parking, and food/drinks are available. Admission Adults: \$4.00 Seniors/Students: \$3.00 Under 12 free. For show information, or table bookings, please contact us at info@nfrm.ca, 905 357 6538 or our website at <http://www.nfrm.ca>

Ontario, London, March 8: Thames Valley Central Modular RR Club, 19th annual model RR show & sale, Sat. Mar. 8 2008. 10am - 3pm, \$4 for adults \$2 for children over 12. Lambeth Community Centre Beattie St. Lambeth (London ON) Directions From 401 & 402 head north on #4 Hwy. turn left at the first set of traffic lights in the middle of Lambeth. Contact Bob Drake (519) 269-9750 email- quakr@netscape.ca

Ontario, Kitchener, March 30: Kitchener Model Train Show, at Bingemans (Ballroom), at 425 Bingemans Centre Drive in Kitchener. Hours 10 a.m. to 3 p.m.. Admission: \$4.00 per adult; Children under age 12 admitted for free when accompanied by an adult. Featuring over 100 vendor tables plus operating layouts. For vendor space or information contact Ian Ward at 519-426-8875 or email toyshow@kwic.com

Ontario, Cambridge, April 5: The 25th Anniversary Doubleheaders Model Railroad Club Self-Guided Home/Club Layout Tour. Registration 9:00Am to 3:00PM at Hespeler Arena, 640 Ellis Rd., Cambridge, Ontario. Tour Hours are 9:00AM to 9:00PM. Admission \$5.00 per person. 40+ layouts in the Kitchener-Waterloo-Cambridge-Guelph areas. For more information, please visit the website www.trainweb.org/doubleheaders/dhsite.htm or call 519-578-7546 or email dhtour@gmail.com

Ontario, Lindsay, April 12 & 13: The 34th Annual Lindsay Model Railway Show. Featuring Historical Displays; also Planes, Boats and Automobiles. Saturday 10 to 5, Sunday 10 to 4:30 at the Victoria Park Armory. Adults \$5, Seniors and students with ID \$4, Children 6 to 12 \$2, under 6 free. For more information contact Wayne lamb (705) 324-5316, Don McClellan (705) 454-2746 or P.O. Box 452, Lindsay, ON, K9V 4S5 email: ldmclub@hotmail.com or on the web at <http://www.trainweb.org/ldmr>

Ontario, Ottawa April 25-27: The Bytown Bobber the 2008 Niagara Frontier Regional convention hosted by the St. Lawrence Division. 12 to 16 clinics presented over three days, participant limited hands on backdrop painting workshop, 25 layout tours covering a full range of scales, subjects and style, judged and appearance model contests, awards banquet with speaker, NFR raffle and fellowship spread over three days. For further information, registration forms and teasers please visit the web site, www.bytownbobber.org or contact Chair Grant Knowles gd.knowles@sympatico.ca or Registrar Greg Montague gm.montague@rogers.com



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