



# THE "CANADIAN"

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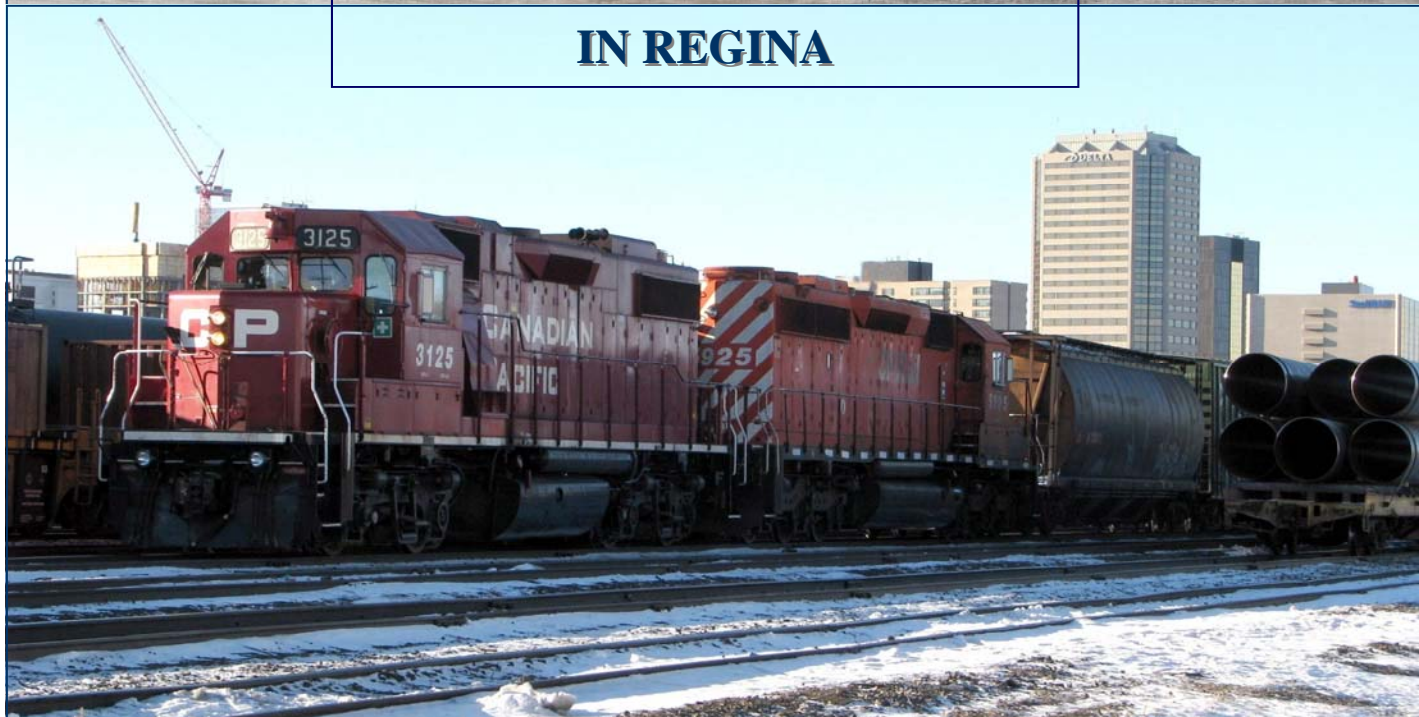
WINTER 2012 ISSUE #38

## LIVING SKIES EXPRESS 2012 REGISTRATION INFORMATION IN THIS ISSUE



CANADIAN PACIFIC RAILWAY

IN REGINA



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



## THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

### OFFICERS

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<b>CHAPTER COORDINATOR:</b>	<b>Gary Baillargeon</b> chapters@caorm.org



### SUPPORT

### CANADIAN RAILWAY MODELLER

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## MEMBERS AREA PASSWORD

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

*Material for the Canadian should  
be sent to:*

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

or by

**e-mail at editor@caorm.org**

### CHAPTERS

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<b>GOLDEN HORSESHOE:</b>	Chair: <b>Anthony Czerneda</b> tczerned@cogeco.ca Secretary/Treasurer: <b>Tom Allan</b> tomallan@mountaincable.net

**HO CNR BUILDERS PLATES  
BY BILL BRADFORD 705 721-5575 or  
email [allandaley@hotmial.com](mailto:allandaley@hotmial.com)**

**2 Types- Montreal Locomotive works covers 1910-1945**

**2 Types - CNR 1- Pt. St. Charles Shops all steam**

**1Type - Transcona Shops all steam**

**1Type - Grand Trunk covers 1880- 1923**

**2 Types - Canadian Locomotive Works Kingston covers  
1907- 1945**

**These plates are sold through selected Train Stores only**

## ESTATE SALE

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even some G-gauge live steam! Lots to  
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# observation platform

## john johnston: editor

### NOMINATIONS AND ELECTIONS OF OFFICERS

The Board of Directors has asked Ian McIntosh of Toronto to head up a Nominating Committee to find candidates to run for the jobs of Webmaster, Treasurer, and Newsletter Editor and to become the new Directors of CARM. As we move towards the end of our first decade there are many challenges facing the organization and new ideas and insights would be a benefit to all of us. I ask you to take a serious look at taking on one of these positions and working on behalf of your fellow members.

### GRAND TRUNK SOUTHERN UPDATE

Well, the changes are well underway and it is quite exciting. Like any layout change, you start from the ground up, which means benchwork. I have made two discoveries as these changes have occurred. Firstly, a chop saw really is an invaluable tool, I don't know how I did without one all these years. Secondly, I removed the stoop under into the layout room. I had convinced myself that the stoop under really wasn't onerous, and until it disappeared I had convinced myself that it wasn't. However, now that it is gone and you walk straight into the room, what a delight. Having had the chance for a do-over I would strongly recommend that anyone designing a layout avoid a duck under or stoop under and at the very least design it as a bridge or a gate.

I received some nice letters from readers and I am publishing a couple of them to share with you.

*In issue 37 (Fall 2011), you lament the lack of material, but I must say that I enjoyed this issue about as much as any. The thought processes, research and planning going into your proposed new layout are indeed intriguing, and I'm glad to see it now has a Canadian connection. For those of us who can't afford travel to far-off conventions, the photos of convention layouts are much appreciated. There is a lot of good work going on out there. Dick Walker*

*Thank you for sharing your thoughts with us in Prototype or Freelance and Birth of a Railroad in the last two issues. The goals and objectives that lead to the choices and overall design of a layout are important. When I heard about your Horseshoe Curve and when I saw it during the Hamilton Convention I was impressed. It's museum quality and I felt like I knew how the real one operated. Later I wondered how you kept enough traffic running to keep a four track mainline busy. Other layouts with a high capacity focal point must raise the same question: How do you feed it? How do you keep the things moving, the focus on the highlight, and the operational interest sustained? In your case, needing at least 8 operators must have been part of the answer. I'm sorry to hear the old is going, but I expect you're right that the new*

*Grand Trunk Southern will be not just fun to research, design and build; it will also be more fun to operate, especially when you're on your own. The layout is dead! Long live the layout!*  
**Ian McIntosh**

Dick Walker alludes to the thought process that go into a new layout and let me share with you another that I am currently trying to cope with. One of the major drawbacks to the Allegheny Division was the need for a four track mainline and the infrastructure required to feed enough trains on to the Curve to make it a viable operation. This made the layout track heavy with little room for structures or scenery other than backdrop buildings. As I began to look at the new layout, and the space that I now had, my first reaction was wow, now I can fit in this and that, and before you know it I had plans that were just as track intensive as the layout I had just torn out. Talk about not seeing the forest for the trees.

I went back to basics, the goals I had set for myself in starting on the Grand Trunk Southern. I have gotten back on track, but it reminded me that building a layout is like every other task in life, set clear goals, articulate them, and then keep them in front of you as you move forward on accomplishing them.

### RESPONSES TO MY REQUEST FOR ARTICLES

What a great response to my request for articles. I have either received or will be receiving material from at least half a dozen of you and it is really appreciated. I now have enough material on hand to keep the Canadian fresh and interesting through most of 2012. My heartfelt thanks.

### NATIONAL CONVENTIONS

I have spoken to this issue before, but these are really interesting times for National Conventions in North America. Whether you are CARM or the NMRA, a National Convention on this continent means thousands of mile of travel for many of your members, at a time when travel costs are escalating significantly. We have discussed this at the Board level with no clear answers as to how we may proceed. One idea being floated is Eastern and Western one day meets in odd numbered years and National Conventions in even numbered years. While it seems viable, I don't think anyone on the Board is convinced this is the best approach. We have no bids for a National Convention site beyond Regina in 2012 which is clearly another major problem. When we have surveyed the Membership, or we talk to those at National Conventions, the convention is clearly seen as a major benefit of membership and worth retaining. If you feel that way, you need to share with us your thoughts on either leaving it alone, proposed changes, or better still, putting together a group of volunteers to host in 2013.

**John Johnston, Editor**



# APPOINTMENT OF NOMINATING COMMITTEE

At its meeting of December 3, 2011 the National Board of Directors concluded that Elections should be held for the three Directors positions on the National Board. Attempts to hold elections in the past have resulted in no nominations being received and so the Board concluded that a new approach was necessary. The Board asked Ian McIntosh, the National Membership Manager, to chair a Nominating Committee and to appoint at his discretion as many Members as he felt necessary to accomplish the task of finding qualified nominees for the Director's positions. In addition to normal Executive duties such as running meetings, and managing the organization the three positions available for election are also responsible for the following duties:

**Director/Web Manager/Calendar** – nominees should have a working knowledge of managing and editing a website, excellent photo editing skills, and publishing skills

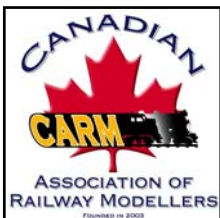
**Director/Treasurer** – nominees should have a working knowledge of basic accounting and skill in Excel

**Director/Newsletter Editor** – nominees should have a working knowledge of publishing, layout design, and photo editing

Once elected the Directors are responsible for appointing a Chair from among their number. The intent is to close nominations on February 28<sup>th</sup>, 2012 and for Ballots to be included in the Spring issue of The Canadian. New Directors would take office at the conclusion of the Annual General Meeting at the Regina Convention.

Interested parties should contact the Chair of the Nominating Committee, Ian McIntosh at [membership@caorm.org](mailto:membership@caorm.org)

**NOTE: IAN IS CURRENTLY PUTTING THE NOMINATING COMMITTEE TOGETHER AND WHEN ITS MEMBERSHIP IS COMPLETE, THE NAMES AND CONTACT INFORMATION FOR THE COMMITTEE MEMBERS WILL BE PLACED ON THE CARM WEBSITE AT WWW.CAORM.ORG**



# CHAPTER REPORTS

## Golden Horseshoe Chapter:

The Golden Horseshoe Chapter held a meeting at the Royal Canadian Legion Branch 36 in Dundas, on Saturday September 24, 2011. This meeting was hosted by the Dundas Modular Railway Club at their new headquarters at the Dundas Legion. To try something different, only one layout was on display and was opened to the members at 9:30 am until 11:00 am, and then we headed to the Legion for our meeting and clinic. This was well received by those present and we will try to do the next meeting this way as well. A clinic was presented by Gerry Wilkinson on Scenery. This was a hands on clinic with those present learning to make a mountain, carve the face of the rock, apply plaster cloth, ground foam, poly fiber and paint to the scenery.

David King, our National CARM Chair attended and addressed the group and told us about some of the changes that would be coming in the near future, based on the survey that

## WORKING AT THE CLINIC



was done by the National earlier this year.

**Next Golden Horseshoe Chapter Meeting**

**DATE;** Saturday April 21, 2012

**LOCATION:** St. Catherine's Library, 54 Church Street, St. Catharines, Ontario

**TIME:** 9:30 AM to 3:00 PM

**INFORMATION:** Tom Allen Email: [thomaseallan@shaw.ca](mailto:thomaseallan@shaw.ca)

We will have layouts on display from 9:30 am to 11:00 am. Meeting will start at 11:30 am. This will be our annual meeting with election of officers. If you are interested in running for Chair or Secretary/Treasurer, please advise Tom Allan so your name can be put forward and voted on. Would also like suggestions for future clinics. Admission \$2.00. Guests welcome. More information to come.

**BELOW: TONY CZERNEDA PRESENTING A CERTIFICATE OF APPRECIATE TO GERRY WILKINSON**



**ABOVE AND BELOW: JOHN JUKES HO SCALE ONTARIO NORTHLAND LAYOUT. BELOW: DIESEL SHOP UNDER CONSTRUCTION.**





## TREASURERS REPORT

**ANNUAL STATEMENT 2011**

<b>Balance Forward from 2010</b>	<b>\$1719.46</b>
<b>Revenues 2011</b>	<b><u>\$9096.19</u></b>
<b>Total Income</b>	<b><u>\$10815.65</u></b>
<b>Newsletter</b>	<b>\$5023.67</b>
<b>Web/PR</b>	<b>\$ 678.96</b>
<b>Membership</b>	<b>\$ 204.64</b>
<b>General Admin.</b>	<b>\$ 107.50</b>
<b>Capital</b>	<b>\$ 486.10</b>
<b>Chapters</b>	<b><u>\$1380.00</u></b>
<b>Total Expenditures</b>	<b><u>\$7880.87</u></b>
<b>Current Balance</b>	<b>\$2934.78</b>
<b>US Account</b>	<b>\$ 412.02</b>
<b>Event Account</b>	<b>\$10833.11</b>
<b>Reserve Account</b>	<b>\$11367.70</b>

*Treasurers Notes: currently unexpensed items in 2011 include the Calendar and the final issue of The Canadian*



## MEMBERSHIP REPORT

**Membership Matters**

Membership had dropped more since the Annual Meeting, but in the five days since “*All Aboard!!!*” email reminders started and three days since the mail went out, the response has been 14 web page renewals, 2 by mail and emails that 3 more are coming. It looks like I’ll be busy, which is good news. We also need new members, so help promote CARM and the hobby. Don’t junk those old magazines – drop some in the reading pile at the doctor’s, dentist’s, barber shop or wherever people wait, preferably with a CARM flyer inside. And when you get your “*All Aboard!!!*” it’s time to get back on board!

*Ian McIntosh, CARM membership*



# CHAIRMAN'S REPORT

## Tis the Season!

That's right, Christmas and winter are here. Now that it is the time of cold weather, snow (just rain if you are lucky) and TRAINS! Yes I said trains, and as the weather turns we tend to move to the warmth of our layout room or the a layout room belonging to one of our friends. While in this room our imagination gets a chance to run wild thinking about new track, new buildings, new scenery, new details and if we are really fortunate we find our self lost in the scene believing that we can see it all in scale. This time of year is truly magical.

If you have little ones in your life it's fantastic to see those eyes opening wide as a train goes rolling by just a short distance away and we can try to re-capture the feeling of our youth through the excitement we witness at that moment with our much older eyes. This can only help to keep you young at heart and in the mind. So take time during this magical season to open your layout and invite others in to see that this crazy older person can create something that is enjoyable to so many others and not just a person who hides away.

Now on to some other business, the website. Located elsewhere in this issue I have written a piece to introduce everyone to the refreshed website with some new features and a major face lift. Many of the items that were in the old site are in the new site but navigating the site should be easier and more fluid. One item you will no longer find is the CRC (Canadian Railway Craftsman) section. During the survey and through other sources it was found that this program was not being utilized by the membership and had proven to be a drain on the resources of the organization. As time marches on we need to be proactive and add features that will benefit the membership and remove those items that detract from the membership or just move too many of our resources in the wrong direction. To that end make sure that have a look at the article and the website and see what you like, what you don't like and how you can contribute to improve it for all. I await you comments.

On my layout I reported last issue that work was progressing and I'm pleased to say that it is still progressing. All of the drywall is up and painted (except for about four linier feet), main lighting is now fully installed, the lumber mill project has almost 10,000 scale square feet of board by board flooring laid on the main level and some of the wall studs have been installed. All of this has taken more time than I would have liked but I have enjoyed doing this. I also had my layout open for a local layout tour in my area (this can sure get us motivated). Getting away from all of the other distractions in life make the times I can be with the layout that much more enjoyable.

Speaking of the distractions, the 2012 Calendar will be going to print soon after writing this and the number of quality images has made the selection though. I hope that you will display your copy of the calendar proudly and show it off to others when the opportunity arises. Thanks to everyone who sent in images as I wasn't able to reply to all of you. That's all so stay on track, enjoy the holidays and continue having fun!

David

### **MLW SERVICES**

**Neat Model Railroad Stuff**

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Wascana Parkway  
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- Excellent meeting rooms
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Convenor: Wayne Wessner  
wwessner@accesscomm.ca  
306-543-9758

### By mail at:

9758 7th Avenue,  
Regina, SK, S4T 0R4

## UPDATES

Visit our website  
[www.caorm.org](http://www.caorm.org)

## ACTIVITIES

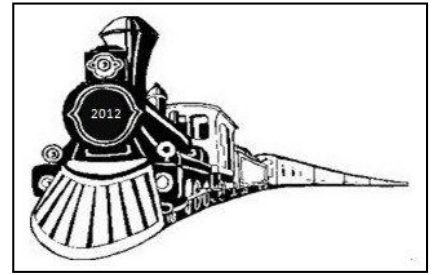
Meet & Greet  
Workshops & Clinics  
Train Show  
Layout Tours  
Venue Tours  
Vendors  
Modelling Display  
Banquet

## VISIT REGINA

RCMP Centre  
Museum Tours  
Floral Conservatory  
Government House  
Science Centre  
Regina Casino  
Art Gallery  
Displayed Steam Engines  
Downtown Mall  
Parks



# TENTATIVE CONVENTION SCHEDULE



*Living Skies Express*  
June 28 - July 1, 2012  
Regina SK

Thursday June 28

- Registration
- Industrial Tour (Consumers' Co-operative Refineries Limited)
- Meet and Greet - Pizza & Beer Nite
- Clinics

Friday June 29

- Registration
- Clinics
- Proto Tours x 2
- Set up for Train Show
- BBQ
- Model with the Experts Tree Clinic (three hours)
- Clinics

Saturday June 30

- Set up for Train Show
- Train show opens
- Clinics
- Layout Tours
- Echo Valley Railroad Guild Club Layout

Sunday July 1

- CARM Annual Meeting
- Clinics
- Proto Tour
- Layout Tours
- Banquet
- Fireworks@ Sundown in Wascana Park



Photo by Ian McIntosh:

The new Ogema Southern Prairie Railway tourist line about an hour south of Regina has acquired this coach built in the early 1920's by Pullman as a commuter coach trailer for the Delaware Lackawanna & Western Railroad, and retired by New Jersey Transit in the 1980's.

They also have a ex-CP Baggage Express car CP 4747, and GE 44 Ton centre cab built in 1945 by General Electric for the Maine Central Railroad.



# tours and clinics

## **Model with the Experts Clinic (Trees and Stumps)**

This clinic will not necessarily give you a new way of making trees but an alternate way of detailing your foreground scenery with detailed trees and stumps. This clinic will be a reasonably priced, limited attendance (approx. 20) extra fare clinic. The clinic will run for three hours and will require those registering for this clinic to bring a limited number of tools. A list of tools will be provided to those registering for this clinic. All materials will be provided. Everyone will take away several detailed foreground trees, a detailed stump, a rotted out log all that you have built, weathered and detailed yourself and if time permits alternate tree ideas and projects.

## **Brandt Road Rail Corporation**

Part of Brandt Industries, Saskatchewan's largest privately owned company, Brandt Road Rail Corporation designs and manufactures a variety of railcar movers, specialized on-track cranes and custom railcars. The equipment is designed and manufactured in Regina, Saskatchewan specifically to address the operating needs of a variety of railway customers, from short line to Class A railways.



The Brandt Power Unit is the only highway - capable switching unit in the world. It can be fitted with a crane for a Maintenance of Way work. With hundreds of units currently in service throughout North America and Internationally, the Brandt Power Unit is a proven alternative to rail-bound locomotive power, being able to move on and off rails in minutes.

The Brandt OTM Tracker can be used in combination with the Brandt Power Unit to provide on track material handling. Distribution of everything from rail ties to tie plates can be handled safely and efficiently.

The Brandt Rail Tool consists of a John Deere excavator equipped with both crawler track and rail wheels. Capable of being moved off and on the rails in minutes, with couplers on each end and an AAR Brake System, the

Rail Tool is able to pull two 100-ton ballast cars to a job-site and perform on-track spot undercutting as well as track side maintenance.

The Brandt Genxt Clean Locomotive is a prototype switching locomotive designed to outperform currently available switching locomotives with respect to fuel consumption, emissions, noise reliability and maintenance ease.

Our tour will visit one of Brandts' Regina manufacturing facilities to learn about product development and the manufacturing process. This will be a bussed tour. Walking tour on site.

## **GE Capital Rail Service**

GE Capital has rail service facilities in Regina, Saskatchewan; Sayer Pennsylvania; and, Waterloo Iowa. The locations in Regina and Sayer are full service facilities which are capable of rebuilding trucks, testing and repairing safety valves, cleaning, painting and lining rail cars and even rebuilding wrecks. Other specialized services include mobile repairs, ultrasonic thickness and corrosion testing as well as certification of tank cars.

Car types that are handled by the Regina facility include tank, box, coal, gondola and hopper cars. Painting capacity is up to 25 cars per week and lining cars is up to 5 cars per week. Switching of cars occurs 5 times per week. The delivering railway is Canadian National.

Our tour will visit the GE Capital Rail Service Regina facility where we will observe the production operation as well as the 250 car yard and two switching machines. This will be a bussed tour. Walking tour on site.

## **Canadian Pacific Railway Yard - MOW, Diesel & Car Shop**

Moose Jaw's CP Yard and Facilities is always a place of great interest to visit. Moose Jaw was selected as a Divisional Point by the CPR in 1881, mainly because it had a



abundant supply of water for the CPR steam locomotives. Moose Jaw has been important to the CPR ever since. They maintain a large shop facility here.

Our visit will be to tour the diesel and car shop. Maybe ride the turntable and maybe even a locomotive. This will be a bussed tour. Appropriate closed footwear required. Walking tour on site. Boxed lunch will be available upon request.

### **Industrial Tour (Consumers' Co-operative Refineries Limited)**

A real gem of a tour. Thanks to one of our members we were able to acquire a tour of this exceptional location. This is one of those locations that we the public never get to access except from outside the fence.

Consumers' Co-operative Refineries Limited (CCRL), the worlds first co-operatively owned refinery, was incorporated on April 1, 1934, with the mission of supplying local co-operatives with quality petroleum products. On May 27, 1935, production of 500 barrels of crude oil began.

Since those early days CCRL has experienced immense growth in its facilities, as well as in the distribution and sales of its petroleum products through the Co-operative Retailing System. CCRL celebrated its 70th year of operation in 2005. Current crude processing rates are typically 100,000 barrels per day.

CCRL is a wholly-owned subsidiary of Federated Co-operatives Limited (FCL) and owns and operates the Refinery facilities. CCRL also operates and manages the NewGrade Energy Inc. Upgrader, which transforms

heavy crude from the Lloydminster area into light synthetic crude, a more easily refined product, for use at the refinery. Its capacity is 55,000 barrels per day.

In January 2008 FCL announced it will be spending \$1.9 billion over the next 4 years to expand the refinery to be able to process 130,000 barrels of oil a day.

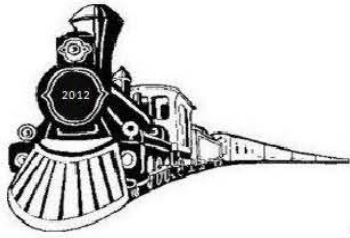
The CCRL Refinery Complex occupies 544 acres of land in north Regina, employs over 600 people on a permanent basis and also employs and contracts over 1,000 additional people during peak maintenance periods and turnarounds.

Our visit will be by a bus touring the facility grounds. You will receive a detailed narrative of the facilities and the refining process. Be prepared to get some great closeup pictures. This is a bussed tour.



**Photos by Ian McIntosh: Bottom left is a photo of Canadian Pacific locomotive Northern #3101 on display at the Evraz steel mill on the outskirts of Regina. Top left is a photo of CN#5093 in downtown Regina. The photo on right is the former CP station, now restored and operated as the Casino Regina.**





**Regina 2012**  
**Living Skies Express**  
**The Canadian Railway**  
**Convention**  
[www.caorm.org](http://www.caorm.org)



**June 28, 29, 30 and July 1, 2012**  
**University of Regina, 3737 Wascana Parkway, Regina, Saskatchewan S4S 7K2**

**Registration Form: Part 1: General Information**

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ CARM Membership # (optional): \_\_\_\_\_

City: \_\_\_\_\_ Province/State \_\_\_\_\_

Postal/Zip Code: \_\_\_\_\_ Country: \_\_\_\_\_

Phone Number: (    ) \_\_\_\_\_ Email Address: \_\_\_\_\_

**Part 2: Primary Registrant:**

Tag Name (First & Last): \_\_\_\_\_ (postmarked by April 30, 2012) \$ 85.00 \_\_\_\_\_  
 (after date of April 30, 2012) \$ 105.00 \_\_\_\_\_

**Note:** Preferred rate only up to **midnight April 30, 2012**

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

Tag Name (First & Last): \_\_\_\_\_ (postmarked by April 30, 2012) \$ 15.00 \_\_\_\_\_  
 (after date of April 30, 2012) \$ 25.00 \_\_\_\_\_

Tag Name (First & Last): \_\_\_\_\_ (postmarked by April 30, 2012) \$ 15.00 \_\_\_\_\_  
 (after date of April 30, 2012) \$ 25.00 \_\_\_\_\_

**Part 4: Prototype Tours / Clinic Advance Registration**

Tour #1: Consumers' Co-operative Refinery – Thursday, June 28, 2 – 4 :30pm # \_\_\_ x \$ 30 = \_\_\_\_\_  
 Tour #2: GE Capital Rail Services – Friday, June 29, 8:30 – 11:30 am # \_\_\_ x \$ 20 = \_\_\_\_\_  
 Tour #3: Brandt Road Rail Plant – Friday, June 29, 1 – 4 pm # \_\_\_ x \$ 20 = \_\_\_\_\_  
 Tour #4: CP Rail Yard - Sunday July 1, 10am – 2 pm # \_\_\_ x \$ 50 = \_\_\_\_\_  
 Clinic: Model With the Experts (Trees and Stumps) # \_\_\_ x \$ 20 = \_\_\_\_\_

**Total Registration Costs for Page 1: \$ \_\_\_\_\_**

Bring Forward the Total Registration Costs from Page 1: \$ \_\_\_\_\_

### Part 5: Convention Banquet & Lunch Options

Convention Banquet: Buffet Dinner (Beef and Chicken) Sunday, July 1 # of meals \_\_\_ x \$ 40 = \_\_\_\_\_  
Barbeque: Hamburgers, hot dogs, and salads Friday June 29 # of meals \_\_\_ x \$ 20 = \_\_\_\_\_  
Box Lunch: For CP Rail Yard tour Sunday July 1 # of meals \_\_\_ x \$ 10 = \_\_\_\_\_  
Breakfast: Hot buffet available: Saturday, June 30 # of meals \_\_\_ x \$ 15 = \_\_\_\_\_  
Sunday, July 1 # of meals \_\_\_ x \$ 15 = \_\_\_\_\_

**Note:** Please advise us of any special dietary requirements and the University will make every effort to accommodate you: Special Requirements: \_\_\_\_\_

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### Part 6: Companions' Concierge Service:

There will be no pre-arranged Companions' events. Instead, we are pleased to provide a concierge service. Hosts and hostesses will be available to plan and coordinate tours, meals, shopping and other activities in Regina and the surrounding area. Specific activities will be at the request of the registrants. Contact information and assistance will be available at the registration desk. Please indicate your interest in this service on this form.

Yes, \_\_\_\_\_ persons are interested in this service

### Part 7: Display Items You Are Bringing

I plan to bring: \_\_\_\_\_ Structure models \_\_\_\_\_ Rolling Stock models \_\_\_\_\_ Photographs \_\_\_\_\_ Other  
Please describe in the space below the nature of the items you are bringing for display:

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### Part 8: Convention Costs Total: (Add all dollar values from Parts 2 to 5 above) \$ \_\_\_\_\_

Registrations must be **received** no later than **June 15<sup>th</sup>, 2012**. After June 15<sup>th</sup>, 2012, registrations will only be accepted at the convention. Send your payment by cheque or money order in Canadian or US funds from Part 8, payable to the "**Canadian Railway Convention**", and mail to:

**Canadian Railway Convention**  
c/o Walter Reid, CARM Convention Registrar  
2219 Council Ring Rd., Mississauga, ON L5L 1B6  
Canada

*Please complete this form in full and submit by fax to 306-585-5457 or e-mail as an attachment to [residences@uregina.ca](mailto:residences@uregina.ca).  
 Do not email credit card information.*

**Guest Details**

Last Name:		First Name:		Title:	
Email Address:					
Conference or Group Name:					
Phone Number:		Fax Number:			
Date of Arrival:		Date of Departure:			
Time of Arrival:		Time of Departure:			

**Requested Accommodations:**

Configuration	Cost Per Person Per Night	Select
Single Occupancy : (1 person per bedroom; 1 single bed)	\$49 (plus GST & PST)	<input type="checkbox"/>
Double Occupancy: (2 people per bedroom; 2 single beds)	\$34 (plus GST & PST)	<input type="checkbox"/>
Triple Occupancy: (3 people per bedroom; 1 single bed & 1 bunk bed)	\$29 (plus GST & PST)	<input type="checkbox"/>

**Bedroom Roommate Request:** *Please Note: unless your roommate is part of your billing, the requested roommate must also request you on their registration form before you will assigned to the same suite. You may request a maximum of 12 roommates (triple occupancy; one, 4 bedroom suite).*

Name	Gender	Include On My Billing
	M <input type="checkbox"/> F <input type="checkbox"/>	<input type="checkbox"/>
	M <input type="checkbox"/> F <input type="checkbox"/>	<input type="checkbox"/>
	M <input type="checkbox"/> F <input type="checkbox"/>	<input type="checkbox"/>

*Please provide credit card information to complete your reservation. Without a credit card number on file, your room(s) **will not** be booked.*

American Express       Visa       Mastercard

Card Number:		Expiry:	
Name on Card:			
Mailing Address:			
Signature:			

**Terms and Conditions:** Prices are in Canadian Dollars and do not include taxes. Full term of accommodation will be debited from the credit card supplied at time of booking. Cancellations may be made before 4:00 PM (Regina, SK local time) 2 days prior to arrival date. Cancellation after this time will result in one night's fees being assessed to the credit card on file. Check-in time is 2:00 pm, Check-out time is 12:00 pm. Accommodation is subject to availability.

**I agree to the Terms and Conditions of this booking form.**

Signed:		Date:	
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# Registration Form Details

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

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

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

In **Part 4** are the four Prototype tours & the Model with the Experts (Trees and Stumps) clinic. This clinic has restricted numbers. These will be available to all convention attendees, both CARM members and non-members. Registration will be on a first-come, first-served basis in the order in which registrations are received. Since the events will likely be filled quickly, early registration is recommended.

In **Part 5**, please indicate any special dietary requirements and we will advise the University accordingly. The Luther College cafeteria, on the campus a short walk from the residence building, and the University food court will be open on Thursday and Friday for breakfast and lunch. These facilities will not be open on Saturday, Sunday or Monday, being a holiday weekend. As indicated on the form, arrangements have been made to have the Luther College cafeteria provide a hot buffet breakfast for convention delegates on Saturday and Sunday. Please sign up on the form for these breakfasts.

Other food outlets are located in the Kramer Crossing mall, across the street from the south-west corner of the University. These include Subway, Trifon's Family Restaurant and McDonald's. Additional restaurants are located on Albert Street, a short drive from the campus.

In **Part 6** please indicate your interest in the companions' concierge service.

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

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

## Accommodations

Convention accommodation will be available in the North Residence tower at the University of Regina. This residence building is a modern high rise located in the centre of the university campus. It is adjacent to the convention clinic rooms and gymnasiums (for the train show) and close to the food service facilities. Please note that breakfast is not provided with the residence rooms. It will be available separately at Luther College, in a campus building located a short distance from the residence tower. Additional information regarding the residence, including floor plans for the units and a video virtual tour, is available on the university's website at [www.uregina.ca/residences](http://www.uregina.ca/residences).

The available accommodations are primarily 4 bedroom units. The Residence Registration Form offers single, double and triple occupancy. This is the number of people in each bedroom in a 4 bedroom unit. If a couple wanted to stay in one bedroom, they would indicate double occupancy. If one other person wanted to stay in that 4 bedroom unit, that person would indicate single occupancy in the same 4 bedroom unit as that couple. That person would then be allocated a single bedroom within that 4 bedroom unit. If 4 individuals wanted to stay in the same unit and each wanted their own bedroom, they would each register as single occupancy and indicate the other 3 people in that unit. If you are having difficulty with the Registration Form we recommend that you contact the University at the telephone number provided and seek clarification to avoid confusion when you arrive. If you wish to stay in a different sized unit, you should discuss this with the University directly.

The Residence Registration Form states that check in is not until 2 pm. The University has advised the Convention Committee that early check in will not be a problem. This could apply to people who are arriving on Thursday morning to go on the refinery tour in the afternoon.

## Convention Cancellation Policy

Cancellations must be received at the Mississauga address by May 28<sup>th</sup>, 2012 for a full refund, by June 21<sup>st</sup>, 2012 for a full refund minus any food or the Model with the Expert clinic. There will be NO REFUNDS after June 21<sup>st</sup>, 2012. Any refunds will be issued after the convention. University of Regina cancellation policy will apply for accommodation cancellations.

## Latest Information

Since this is written in December 2012 things can, and doubtless will, change ! All changes will be posted to the convention web site at [www.caorm.org](http://www.caorm.org). Please direct enquires about registration to:

Walter Reid at [registrar@caorm.org](mailto:registrar@caorm.org) or the convention committee at [convention@caorm.org](mailto:convention@caorm.org).

# CALL FOR CONVENTION SUBMISSIONS

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

Wayne Wessner, Convention Coordinator

## Clinicians Needed



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

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# COMING EVENTS



## 2012 CARM NATIONAL CONVENTION Regina, Saskatchewan

June 28th to July 1st  
University of Regina  
[livingskiesexpress2012.ca](http://livingskiesexpress2012.ca)



**Ontario, Copetown, Feb 12, 2012:** CARM & RAPIDO TRAINS PRESENT THE COPETOWN TRAIN SHOW, Sunday, February 12, 2012, 10 am to 4pm Copetown and District Community Centre 1950 Governor's Road, just east of Hwy. 52. Operating Canadian prototype layouts. Displays by model craftsmen. Railway Special Interest Groups. Canadian Model Manufacturers Displays and Sales. Photo Vendors. Refreshments available on site.

**Ontario, Woodstock, January 8:** Woodstock Model Train Show, Oxford Auditorium 875 Nellis Street, Woodstock, Ontario, 10am to 3pm. The show will feature over 160 vendor tables of Model Trains of all scales including Train Sets, Locomotives, Transformers, Rolling Stock, Track, Structures, Photographs, Videos, DVD's, a large selection of tin signs and Railroad Memorabilia. Worth the drive from anywhere. The show also features several Model Train Layouts in operation throughout the day. Admission is \$5.00 per person; Children under age 12 will be admitted for Free when accompanied by an adult. Check the website for directions. For information contact Ian PM Phone; 519-426-8875, Email: [toyshow@kwik.com](mailto:toyshow@kwik.com) Website: [www.woodstockshow.com](http://www.woodstockshow.com)

**Ontario, Paris, January 15:** 2012 Paris Junction Model Train Show, Paris Fairgrounds, Silver Street, Paris, Ontario 10am to 4:pm Multiple operating layouts, dealers and craftsmen. Admission: General \$4.00 per person, NMRA and CARM members \$3.00 per person, children under 12 free with an adult. Directions: Take highway 24A northbound through downtown Paris and turn left on to Silver Street. The fairgrounds will be on the right side of the street. For information contact John Moseley Phone: 519-455-1311 Email: [j.moseley@sympatico.ca](mailto:j.moseley@sympatico.ca)

**Quebec, Gatineau, January 21 & 22:** Mont Blue Hobby and Miniature Festival, Mont Bleu FORD, 375 Boul. Maloney Ouest, Gatineau, Quebec, 10am to 4pm, Free admission and parking. Wheelchair accessible. Model train layouts, Z,N,HO,O,G scales. Diecast models, RC models (planes, helicopters & cars), Vendors and Exhibitors, Pin collectors, Train books, puzzles, etc. Model train set raffle. Directions: MacDonald Cartier Bridge Northbound from Ottawa. Autoroute 5 to Exit#2 for Autoroute 50 (Direction Montreal). Exit Maloney Blvd.(Hwy148) Follow Maloney Blvd eastbound for approx. 4kms. Mont Bleu FORD is on your left after the "S" curve. Turn left at traffic light for Rue Saint Louis. Follow road through parking lot to Mont Bleu Ford. For information Mario Beauregard 819-671-2354 Email: [erablierebeauregard@sympatico.ca](mailto:erablierebeauregard@sympatico.ca)

**Ontario, Ancaster, January 29th:** TH&B Flea Market, Marritt Hall, Ancaster Fair Grounds, Ancaster, 10am to 3:30pm, over 120 tables including vendors of new and used equipment, book, memorabilia, many special interest groups, and more. Admission \$5.00 Children under 12 Free. Directions: Take Highway 403 between Hamilton and Woodstock to the exit for Highway 52/Trinity Road. Head south on Trinity Road to 630 Trinity Road. For information contact John Henwood 905-335-9112

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

**Ontario, Niagara Falls, March 4:** Niagara Falls Model Railway Show, Optimist Park Hall, 4751 Dorchester Road, Niagara Falls, 10am to 3:30pm, over 8,000 square feet of vendors, layouts and displays. Admission: \$5.00 per person, children under 12 free when with an adult. Free parking, drinks and food available. Directions: Take the QEW Niagara and exit at Thorold Stone Road East. Turn right onto Dorchester Road (south). Turn right at the second set of traffic lights. Optimist Park is on the right side. For information 905-357-6539 Email: [info@nfrm.ca](mailto:info@nfrm.ca) Website: [www.nfrm.ca](http://www.nfrm.ca)

**Ontario, Toronto, March 17:** Toronto Prototype Modellers Meet, Humber College, North Campus, Hwy 27 & Finch Ave. W., rooms B201 & B202, Toronto, 9am to 4:30pm Clinics by prototype modelers Model display & "show & tell", Admission: \$10, Free Parking For information contact Brian Gauer Email: [bdgauer@rogers.com](mailto:bdgauer@rogers.com)

**Ontario, Burlington, March 18:** Burlington Model Train Show, Holiday Inn, 3063 South Service Road, Burlington, 10am to 3pm, over 90 vendor tables featuring model trains of all scales, train sets, locomotives, track, rolling stock, transformers, structures, photos, videos, dvd's and railroad memorabilia. Also featuring operating layouts. Admission \$5.00 per person, children under 12 free. For information contact Ian 519-426-8875 Email: [toyshow@kwic.com](mailto:toyshow@kwic.com) Website: [www.burlingtonshow.blogspot.com](http://www.burlingtonshow.blogspot.com)

**Ontario, Kingston, March 25:** Kitchener Model Train Show, Bingemans, 524 Bingemans Centre Drive, Kitchener, 10am to 3pm, over 150 tables of vendors selling Model Trains of all scales including Train Sets, Locomotives, Transformers, Rolling Stock, Track, Structures, Photographs, Videos, DVD's and Railroad Memorabilia, Model Train Layouts Admission is \$5.00 per person; Children under age 12 will be admitted for Free when accompanied by an adult. For information, Ian 519-426-8875 Email: [toyshow@kwic.com](mailto:toyshow@kwic.com) Website: [www.kitchenertrainshow.blogspot.com](http://www.kitchenertrainshow.blogspot.com)



# THE NEW CARM WEBSITE

## By David King: Webmaster

As the world of the Internet evolves we need to keep our CARM website fresh looking and more importantly fresh in content. About a year ago a ballot was sent out to all the membership and the executive was looking for some direction on where to advance the organization to best serve you, the members. One of the items that seemed to have great importance was the website. With that in mind the website was improved and expanded to meet these needs. Let's have a look at the new and improved site.

Figure 1 shows the new home page. It is less cluttered, cleaner and easier to read. Right away you should notice that the menu has been moved to the left side and it is an interactive menu. As you move your mouse pointer over the menu selections many of them expand to a list of sub-menus and others even go two levels deep for quicker navigation through the site. If for some reason you don't see any of the menu items expand make sure that you have Java enabled in your browser of choice. Since I mentioned the browser all of the screen captures shown here are done using Firefox 8. The menus and features of this web site should work well with all browsers but there can be differences with the detailed look depending on the browser in use, the version of the browser and which plug-ins have been selected. Refer to your browser help files for more details.

FIGURE 1



Figure 2 shows us the expanded menu choices in the "About Us" menu and the "Chapters and Locations" sub-menu. This should help visitors to the site to find out more about the organization. To those of you that visit the web site regularly you will see that this information is the same as it was before except the layout of the chapters has slightly changed to include all of Canada.

FIGURE 2



Figure 3 shows us the first new area of the redesigned web site, "Product Reviews". Here is a chance for you to write a review on an existing product or a new product that you have seen, used or tried. We will be accepting reviews from members for sharing with anyone that reads the reviews. All you need to do is follow the instructions on the web page to submit your review. We will also be willing to accept items from manufacturers that wish to have us review their products. Instructions for manufacturers are also on the web page but basically they can contact us and we will let them know where to send the item for review. These reviews will be posted on the website as well as we may use some of the reviews as articles in the Canadian.

FIGURE 3:

FIGURE 4:

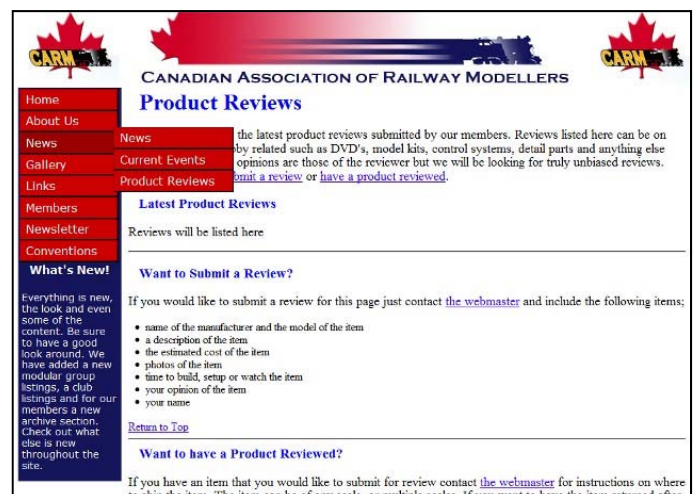


Figure 4 shows us one of the new categories in the "Links"



menu that includes new sub-menu items "Club Listings" and "Modular Group Listings". As can be seen in the image a couple of groups have started to take advantage of this area. In this area you can find out about modular groups that have layouts and how willing they are to travel around to display these layouts. You can also find out if they are accepting new members which would be helpful if you are interested in joining one of these groups. The requirements for joining are not listed here but contact information is included so that you can get the conversation started. Also if you are involved in organizing a show this modular group listing could help you find the next great layout to have displayed at your event.

The other new item in "Links" is the "Club Listings". Similar to the modular group listings you can search through the listings for clubs in your area that may fit with your idea of how you may wish to expand your time in the hobby. Contact information is included so that you can contact the club. If you belong to a club or modular group you can talk to your members and see if they would like to be listed on the this website.

FIGURE 5:



Figure 5 shows us the updated "Members Only Area" of the website. On the members home page there are links to four areas, "The Canadian", "Members Layouts", "Prototypes Archives", and "Expanded Articles". Each of these areas has their own function and content. As before you will need to log in to this area to access this information.

FIGURE 6:

Figure 6 shows us the page for "The Canadian". To make



finding that missing issue or to get an electronic copy of a newsletter an image of the front cover for each issue has been added. Sometimes those visual clues are helpful. Look in the newsletter for the username and password.

FIGURE 7:

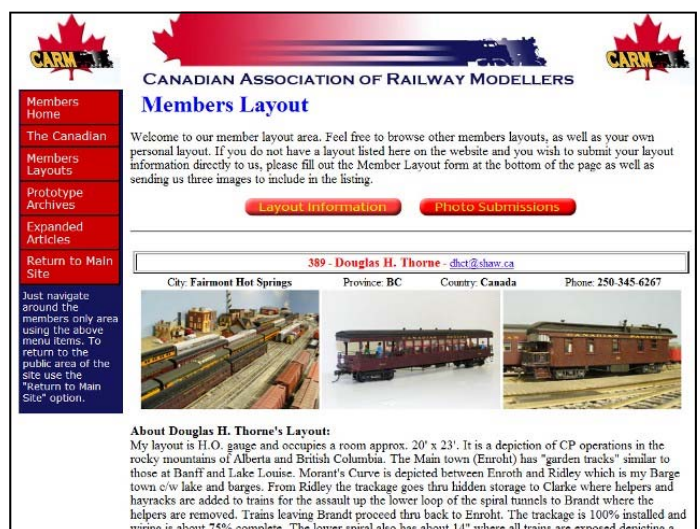
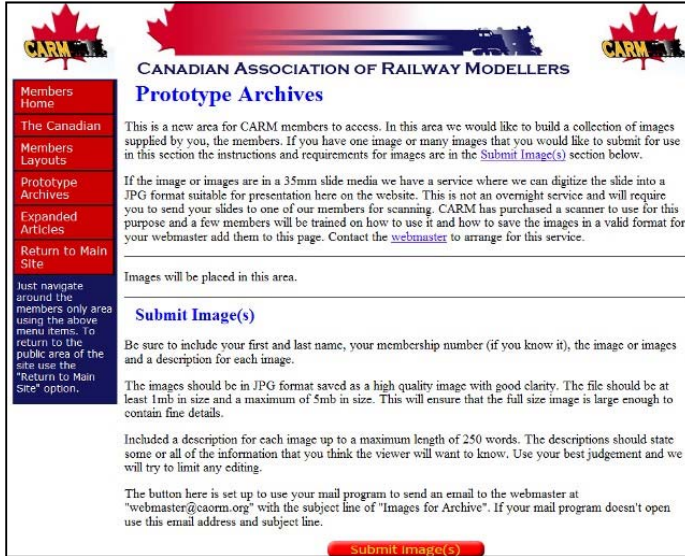


Figure 7 shows us the "Members Layouts". A few of the members have added their home layouts to this area. I would encourage you to add your layout for other members of CARM to enjoy. Contact information is added if the member is willing to have visitors to their railway. Just make sure you contact the member to make arrangement to visit before showing up. I have no problem with guests when they are expected but not so much when they just show up, I'm sure most of us have

a similar feelings. This listing could be helpful if you are travelling around our great country and have some spare time in an area to take in a layout. Just remember to contact the layout owner early, be gracious and if the layout owner can't accommodate you at this time maybe a future visit could be arranged.

**FIGURE 8:**

Figure 8 shows us a new page, "Prototype Archives". Here is a



chance for you to share some of your best images with the membership. Many of the members will have images that were taken using 35mm slide film but have had no way to share those images with others. We have made progress in this area and we will be training a small group of volunteers to scan these images using a new scanner purchased by CARM for this purpose. Some guidelines for having images scanned into digital format are listed on this web page. Once the images are scanned images will be added to this page as thumbnails (small images) that will link to much larger images. These images can be downloaded by our members and used for your personal use only. That means you cannot use someone's images, reproduce them in a publication or use them for any other commercial purpose without the written permission of

the photographer. In Canada the photographer of the image has copyright protection for that image. Also if you have digital images that meet the requirements of this section consider submitting them for sharing with other members.

**FIGURE 9:**



Figure 9 is the last of the new items which is "Expanded Articles". Here we will be looking at adding articles that may have been published in the Canadian but needed to be reduced in size to fit publication. At times John is finding it difficult to find articles for the newsletter and at other times articles that have been submitted are just so large or include so many images that not everything can be printed. Now we can finally do them justice because we have the space. There is also an opportunity to add small articles that could not be published for any number of reasons.

Well that's about it. The website has gone through some big changes, had new sections added and had sections removed that no longer fit with our organization. Now it is up to you to help make this the website that will become your first stop when looking for anything dealing with railroading in Canada no matter if it deals with model railroading or prototype railroading in the past, present or future. It is our hope that this website will continue to evolve as time goes forward so let us know your opinions, thoughts and ideas to make it even better.

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# You'll Fall for this Water Fall Project

By Malcolm Anderson

Animation is something that has been around for years. Everything from working semaphores to a brakeman swinging his lantern. Water falls have been a sore point with me for years. A perfectly sculpted waterfall frozen in time while moving trains pass by. Streams and lakes are not much of an issue as they frequently look still even when moving. Fast moving falls however just has to move like our trains. Moving water has always been an issue since real water doesn't look real at all in miniature. Plus you have the pesky leaks and mold issues. One day I started experimenting with cushion stuffing material. I stretched it out and laid it in place up against the rock work were I want falls to be. Looks great except that it doesn't move.

I was looking at an old article about an animated ski hill. Skiers would appear at the top of the mountain and ski all the way down. They disappear behind some trees soon to reappear at the top of the mountain again. I'm not sure what mechanism was but it was clear that a looped belt was involved driven by a small motor gear drive.

Always tinkering, I set up a frame about 10 inches tall. I set up two old sewing spools on axles at the top and bottom of the frame. A 12v toy gear box and motor from Princess Auto surplus dept. hooked up to the bottom spool got power to the project. So far so good but what to make the belt out of. I tried everything out craft box I could find from elastic to leather and nothing worked well let alone looked like water falling. One day my wife brought home some packing tape from work that we needed for some boxes. This was no ordinary tape though. Clear and about two and half inches wide, it was at least 3 time thicker than your garden variety tape. It turned out to be book binders tape. I light bulb went off in my head and I took a length of the tape and cut a strip off it the width I needed for the spools. I wrapped the tape, sticky side out and overlapped about an inch. This made a snug but not binding fit over the spools and slowly applied power. 3volts then 5. 7 volts seems right. At last,

working water! Adjusting the upper spool axle helped keep the belt on track. But something was missing. Water falls are white with frothing water, not clear and flat. I pulled the stuffing off my scenery and slowly stuck it to the sticky surface of the tape and presto. Semi transparent white frothy water falling before my eyes.

Now how to apply this new found contraption to the layout. Conveyor belt all seem to need a flat surface to work on and so I thought that I could use a flat rock surface to go behind the falls. Multiple out croppings and twists wouldn't work

with this idea. I made a large twelve inch long by about 5 inch wide flat rock mold. Just enough relief to make it interesting by not enough to snag the belt. I laid the mold out on a flat surface and mixed enough plaster to fill the mold about a 1/4 inch thick. Next, I laid a piece of 3/16 plywood onto the surface of the wet plaster. Careful to release air bubbles but not to squeeze out any plaster. I let this sandwich dry hard before pulling off the mold. The plywood I used is typically used for model aircraft construction. I found



mine at Micheal's crafts. Nest it was off to the scroll saw to cut out a square notch at the top and bottom of the plaster slab. This is big enough to just clear the spools. I also squared up the rough edges. A course tooth blade in the saw with work nicely. If you don't have a scroll saw handy, a 1/8 blade in a band saw will work as well. Back frame made out of the same plywood are cut next. About an 1 1/2 wide and a foot long for this example will work fine. Stack the two pieces together and drill the axle holes. This should ensure parallel holes for the axles. Both axles must be parallel to each other or the belt won't track properly. The idea is to have both spools mounted such that belt will be just at the top of the rock casting and that the belt will travel just off the surface of the casting. I coloured the rockwork and then applied two coats of gloss medium to "wet" the surface of the rock wall under the falls and to either side. Now its time to make the belt and cover it with

stuffing. Just a bit of it mind, you don't want it to look like a rope! Just enough to disguise the tape but not cover it completely. Make the fiber thick and thin as you go around. Turn on the power and make any tracking adjustments and your good to go. I had no idea how long the tape would last. Five minutes or five years. So far I have over 70 hours of operation over a number of years with no problems. I think the motor drive will wear out before the belt does!

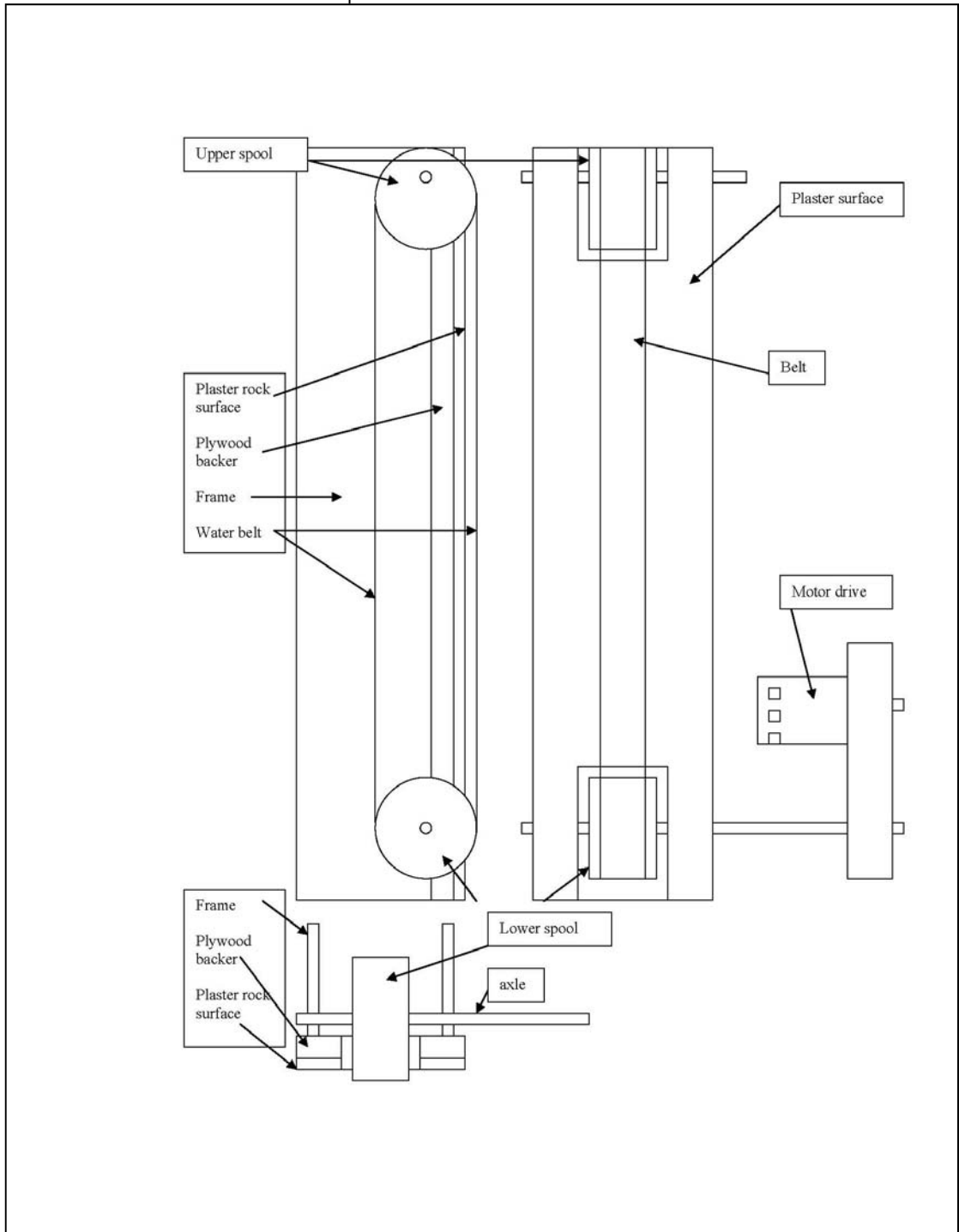
Well the hard parts done now its time to put it in place. I made up a canyon scene with a flat top area for the upper falls and a flat lower area for the water to leave the scene. A tall open slot was left for the falls mechanism to mount to. I applied all my rock molds to the area and when dry, I cut away the ragged edges around the opening to make a flat edge to mate with the falls. I made a shelf for the fall mech. to sit on and put it in place. Lots of fiddling ensued to get everything lined up. Colourful language was heard far and wide but once done it was wonderful. I made it so the mech. could be removed for repairs. Lichen scenery was used to cover the gap between fixed rocks and the mechanism.

Two things became apparent right away. There has to be a gap between the belt and the fixed water of the stream. To hide this I used a small fluff ball of stuffing to represent the mist at the base of the falls. Next, the top spool shows. I took Woodland Scenics water effects ( love this stuff!) They have a piece of release paper with the kit. I spread out a swatch of effects on the paper bigger than needed to hide the spool. I goes on white but dries clear. Let it ripple as you apply it. Once dry, peel it off the paper and stick it to a piece of the same tape used for the belt. Adhere the water effects to the top of the falls at the edge of the upper creek water and let the effects curve over the top of the falls upper spool.

I purposely made my falls narrow and at the back of a narrow canyon. This

focuses the viewers eye to the front of the falls and hides the edges. The final touch would be a sound chip to make the experience complete. Maybe a figure in a barrel going over the falls over and over again! Oh lets not go crazy! Children are usually the first to spot the working falls at the train shows and they run to drag the parents to have a look. A timed photo makes the falls blur just like old time photos of real water falls. Magic!

Book binders tape is an industrial product so you won't find it at Staples. My wife got it from the university print shop. I imagine knocking on the door of a major printer should get a roll although you might have to wink and show a little leg.



# ADVICE FROM AN ANTI-MODEL RAILROADER

BY RICHARD MORRISON

My older brother is a non-model railroader, or more accurately, an anti-model railroader. Ever since I built my first under-the-bed layout at age 11 (he was 22) he has mocked the hobby. He didn't want me to use his name here, so I'll make one up. Sourpuss once grabbed one of my model railroad magazines and read something about someone's "pike." When I explained that meant a layout, he doubled over with laughter. Sourpuss had a Lionel set when he was a kid in the 1950s. It was full of animation — switchmen that popped out of booths, mooing cows, refrigerator car doors that popped open, log rollers, rotating beacons and so on. Sourpuss's tinplate toy trains simply went round and round, hurtling through ridiculously tight curves at breakneck speeds until he got tired of putting them back on the track after they derailed. The whole set, likely worth thousands, disappeared when the storage locker beneath his apartment building was broken into in the 1980s.

Like any little brother, I take delight in tormenting him by pointing out what such Lionel collectibles would fetch today. Perhaps for revenge, on his all-too-frequent visits my brother casts a skeptical eye over my layout. "Let's see your pike," he chortled on his last visit, then went on to say my hobby has appeal only for those who are physically or socially challenged, or both — "adult virgins in wheelchairs who live in their parents' basements." I was ready. "Like Rod Stewart," I said, stopping him in his tracks. "THE Rod Stewart?" he asked incredulously. I explained that Rod is essentially a model railroader who sings on his breaks away from his layout, insists on having his model-building equipment with him on tour, and said he was more excited about being on the cover of *Model Railroader* than any music magazine.

Before showing Sourpuss my layout, I decided to show him what was arguably the best model railroad ever built. I grabbed my treasured copy of *Model Railroading* with John Allen and handed it to Sourpuss. Over the next hour he sat with the book, looking at the Gorre & Daphetid and whispering "holy cow" every few minutes.

Through with the book, we went to look at my layout, where, true to form, he leaned over to look at a street and poked his finger at a Woodland Scenics vehicle. "Why isn't this car moving?" he snapped. "If a model of a car doesn't move, it should be parked." I explained that Faller, a German manufacturer, sells a system that allows vehicles to move, but they are modern, German vehicles. "All vehicles should move," he said. Then he looked at the figures. "If they aren't moving, they should be sitting down or dead," he said. "Where are the streetlights?" he asked. "Telephone poles? Sewer grates? Fire hydrants? Mail boxes?" I started jotting things down in a notebook. My brother actually seemed to admire one of the two rivers on my layout, and we agreed that real water wouldn't work. Dead calm water is okay, he said, but the ripples have to move. "Jell-O," he recommended. "I'll give it a try," I lied. I mentioned my plan for a hidden staging yard. "What are you hiding your trains for? Isn't that where you make up your

trains?" he said, pointing to the very visible yard. Next came the idea for a second level. "Up in the sky?" I scratched out both ideas.

I mused that my layout, measuring about 135 square feet, was as large as I would want it, since by the time I improve one area, another spot needs work. "You guys should use a formula," Sourpuss said. "It's like estimating contracts for a business." "How many hours a week do you have to spend playing with your toy trains?" he sniffed, taking out his calculator. "I have about 10 hours a week to work on my layout." He tapped on his calculator. "These look complicated," he said, pointing to a turnout. "How many of these do you have?" "Forty-one," I answered. "Your table shouldn't be any more than 100 square feet and you shouldn't have more than 40 switches," he said. He'd multiplied the available time by 10 to determine the square footage, and multiplied the time by 4 for the turnouts. Someone who had a little more than three hours a week to "play with their trains" should have a four-by-eight sheet, with no more than a dozen turnouts, he announced. At the other end of the spectrum, a retiree who spends 40 hours a week on his hobby could have a 400-square foot layout with 160 turnouts. I had to admit he might have something there.

Unfortunately, his calculator stayed out. Tapping away, Sourpuss determined that my "little plastic people" could walk from town to town in a few minutes, and zip from one end of the layout to the other in a minute on a bicycle. I explained that model railroaders have to use "imagineering" to compress things and capture the important points of the real roads they're trying to model. In HO, modeling a modest five miles would require a building more than 100 yards long, which most of us don't have. Sourpuss watched carefully as I demonstrated how on a scale model railroad, a train slowly arrives at siding, the caboose is cut off and then a car is carefully spotted at a sawmill. "Hah!" he said, pointing to the caboose that had been left on the mainline. It was rolling downhill. The part of the layout where the sawmill was had originally been planned as a mountain, with the mainline curving around it on a 2% grade. The mountain idea was later dropped in favour of the sawmill. I forgot about the grade. "Ya better get some chocks for the wheels," Sourpuss chuckled. The caboose rolled down the grade until it finally stopped on level track, which, unfortunately, was a scale 1,000 feet away at the station in the next town. "Is there supposed to be anybody in the caboose?" Sourpuss asked with a grin. "Yes. It's all part of the plan," I said. "The brakeman and conductor wanted to have lunch at Fred Harveys." He frowned. "Look it up" I said.

## Epilogue:

On a recent visit to Sourpuss's home he invited me downstairs, where what looked like model railroad benchwork was under construction. Storage benches? A place for potting plants? "For the grandchildren, um, I thought maybe they, uh, might want a train." We'll see.



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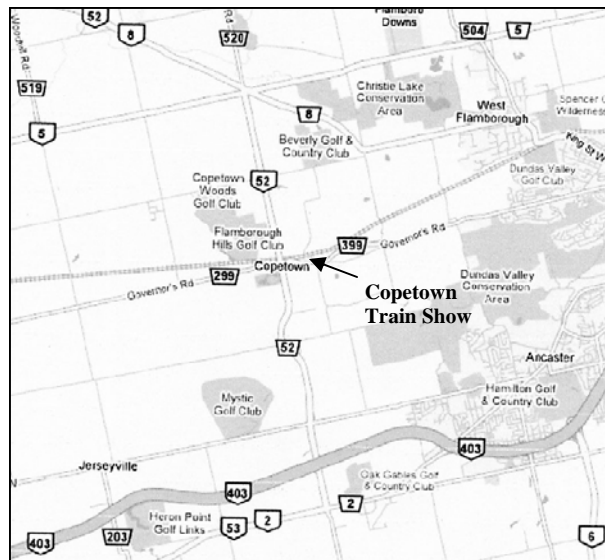


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SEE RAPIDO TRAIN'S NEW *CANADIAN* AT THIS SHOW



Photo courtesy of Brian Schuff



## Prairie Skies

Ted Rafuse took a fan trip out west in 2011. A complete photo essay of his journey will be in a future issue. Here are two photos from Saskatchewan for those of you going to the Regina convention.

**Photo Above:** From under the wide eaves of the Humboldt, SK, station, CN locomotives 2124 and 5732 manoeuvre prior to coupling to the covered hoppers in the background.

**Photo Below:** CN units 2680 and 2257 near Oban, SK, are about to split the standards of the signal targets as they head west along the Wainwright Subdivision.

