



# THE “CANADIAN”

a bi-monthly publication of the  
“Canadian Association of Railway Modellers”  
[www.caorm.org](http://www.caorm.org)

JANUARY-FEBRUARY 2004 ISSUE #1

## NEW CANADIAN ASSOCIATION OF RAILWAY MODELLERS FORMED



Justin Parry's Double Deck  
ATLANTIC SUPERIOR TRANSPORTATION

The new Canadian Association of Railway Modellers was formed in St. Catharines, Ontario on October 15, 2003. Present at the inaugural meeting were Peter Moffett MMR, Lex A. Parker MMR, David King, and John Johnston. The goals of the new organization will be to further the hobby of model railroading in Canada with a particular emphasis on Canadian prototypes.

The new organization will be funded through a single dues structure and will be marketing itself to Canadians from coast to coast as well as model railroaders from overseas. Membership in the first two months has crested the 140 mark and 6 Corporate Sponsors have come aboard to support this effort. Plans are underway for National Conventions in 2004 and 2005

“This has been an incredibly exciting two months since Peter, Lex, David and I met to form the Canadian Association of Railway Modellers”

John Johnston: CARM  
Board Chair



Railfanning Bayview Jct



# FROM THE OBSERVATION PLATFORM: THE EDITOR

Here it is our first issue of the Canadian. The first thing you will note is that we have chosen not use a folded magazine style format. The Canadian is a newsletter. It is intended to be 3 hole punched and stored in a 3 ring binder.

We recommend you purchase a binder with the plastic sleeve on the front. If you go to the website and look under "The Canadian on Line" you will find a PDF of a cover page for your binder. If you don't have Internet access, drop us a note and we will see about getting you a copy.

The appearance, style and content of the Canadian generated a great deal of interest in all of our e-mail chats when we were setting C.A.R.M. up. This first issue is a compendium of those ideas and my own.

**Please provide your feedback so we can improve as we go along.**

**COVER PHOTOS**  
Upper photo: Justin Parry  
layout: photo by David King  
  
Lower photo: Bayview Jct in 1969: photo by Ray Hoadley

The content of the Canadian as it is presently laid out, will include:

- ?? Association news
- ?? A layout article on a member's layout
- ?? A railfanning location
- ?? Info on a Canadian RR author
- ?? A construction or How To article
- ?? Prototype Canadian RR photos

The front cover will be done in colour with the remainder of the newsletter in black and white. The cover will have a photo of the featured layout and the featured railfan location.

Like any other publication we could use your input by way of articles and photos. Here is a brief listing of what we would need.

### Layout articles

- ?? Maximum 3 pages
- ?? Description of layout and theme
- ?? Bio of layout builder
- ?? 4 photos of layout. Digital preferred but other formats ok.
- ?? Layout plan or schematic

### Railfanning Locations

- ?? Location
- ?? Railroads operating through location
- ?? Minimum 4 photos
- ?? Map showing how to get there and best spots for photos

### Author

- ?? Bio of author
- ?? Photo of author
- ?? Cover photo of book
- ?? Description of books subject
- ?? 2 additional photos from book

**Material for "The Canadian"** should be sent to:

Editor: John Johnston  
41 Glenview Place  
Hamilton, Ontario, L9C 6H9  
john.johnston5@sympatico.ca

**Copy Dates for Future Issues**  
March April 2004 – January 15  
May June 2004 – March 15

Commercial advertisers send enquiries to the editor as to rates, deadlines, and other details

## CHAIR

These first months have been unbelievably hectic as we try to get the organization up and running. In this first issue I will touch briefly on each of the issues that the Board has been addressing and give you a status. I also invite your feedback as we move forward. While this is something you hear all of the time, it really is important to us and we hope you take the time to address some of these issues and give us your thoughts.

**Organizational structure:** While this sounds like a very dry topic, it is fundamental to how we operate as an organization. Our first inclination was to set CARM up in exactly the same manner as the NMRA with Regions and Divisions and if you go to the website you will see that concept outlined there. On further reflection, we believe that most model railroaders only attend activities that are within a reasonable driving distance of their home, one to two hours. What is the purpose or need of Regions which cover 100's of thousands of square miles and could take the best part of a day or longer to cross. Here is my first question for you to consider: Should we focus on a National Board supporting small local (division size) organizations?

### National Convention:

We are pleased to announce that our first National Convention will be held on the Victoria Day long weekend in 2004.



It will be held at Brock University in St. Catharines, Ontario and will be held jointly with the Canadian Railway Historical Association. We are also in active discussions with a group in Winnipeg, Manitoba to hold our 2005 National Convention on the prairies. More information on both of these conventions should be forthcoming shortly.

### Craftsman/Craftswoman Program:

One of our goals has been to inspire and encourage quality modelling while at the same time removing the competitive nature from the hobby. To reach this goal we have decided that only model displays will be held at conventions and we will create a Craftsman/Craftswoman program to encourage individual modellers to improve their modelling skills.

One of the key components of this program will be the requirement to give back to the Association and other members in order to achieve recognition as a Craftsman or Craftswoman.

This program is outlined on the next page of this newsletter. Do you agree with the concept of this program? Do you have alternative

ideas? Share them with us and your fellow members by giving us feedback. **Contact me at john.johnston5@sympatico.ca**

## WEBMASTER

This is a proud moment for all of us with not only the launch of a truly Canadian Association, a Canadian website, but also this newsletter; the Canadian. I am pleased to say that once a decision was made to establish the new Association, the logo was developed and a Web site quickly created that has continually developed along with the Association. As new areas in the Association were identified, so the Web site has grown. We have established two areas for the members to participate in; one for photos of prototypes and one for layout photos. In addition, members with their own websites can have their URL's listed for everyone to visit and view. There are pages for News, Shows, Clubs, Historical Societies, and Railways. These pages are always growing, so check them regularly to see what's new. We greatly appreciate the sponsors from both sides of the border who have shown their confidence in this Association so please visit their web pages and show support for them. Most of the Web site has either matching French text or a duplicate French page for our friends in Quebec. If you have any suggestions, or wish to make a **contribution contact me at webmaster@caorm.org**

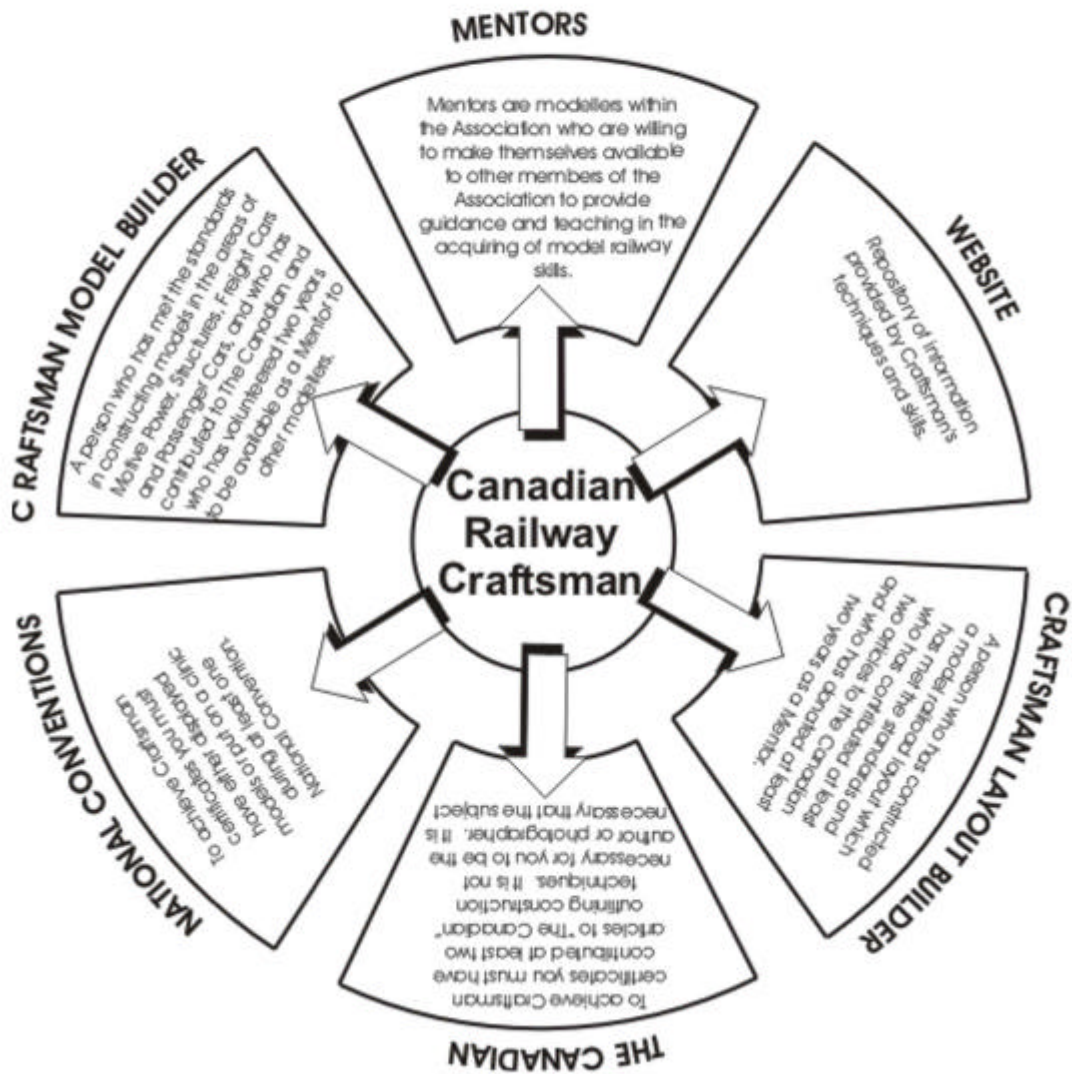
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# CRAFTSMAN/CRAFTSWOMAN PROGRAM



## Power Supply Temperature Management by Andy Panko

Whether you use DC or DCC, and no matter your scale, model railroad power supplies usually operate best when kept cool. For example, Digitrax suggests that the 5 amp supplies shown here in Figure 1, along with their counterpart 5 amp and 8 amp boosters, should be kept below about 24C.

The method of keeping this equipment cool that I have chosen for my layout came prepackaged at my local hardware store. I am sure there are other brands, but this particular one did the trick with no modification. Start with four Rubbermaid 2\* Linen Shelf Kits (61 x 31 cm). Add to this a Rubbermaid Wood Shelf (25.0 x 60.5 cm), and that is all you need.

Install the linen shelves against a suitable wall as per the instructions and add the wood shelf to the bottom. I attached my wood shelf with cable ties directly to the wire linen shelf, through small holes drilled in the wood shelf. The whole thing takes about half an hour to install.

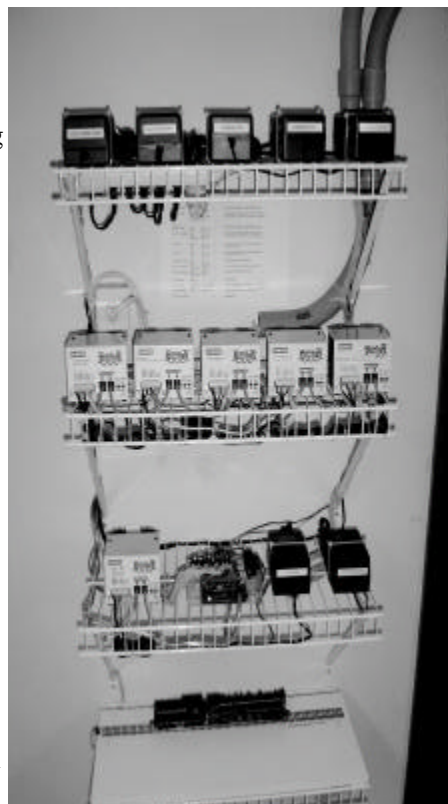
The advantages of this system, include:

1. As there is no "floor" to the wire shelves, this allows free flow of air past power supplies and boosters
2. Low cost
3. Readily installed
4. No need to install a fan
5. Allows wiring to be attached directly to wire shelves with cable ties, keeping this potential nightmare neat and organized.

This is especially true for DCC, where much of the cabling comes directly from the boosters, as there is no conventional control panel per se. Each layout being different, will command its own configuration of just what goes where.

I chose the Power Supplies to go on the top shelf, as these are never touched once installed, Boosters, Command Module, and Power Management on the two middle shelves (along with two additional Power Supplies), and the bottom shelf for my Programming Track and a small decoder installation workspace.

[ A. W. Panko, 2003]



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## ATLANTIC SUPERIOR TRANSPORTATION CO.

by John Johnston: photos by David King

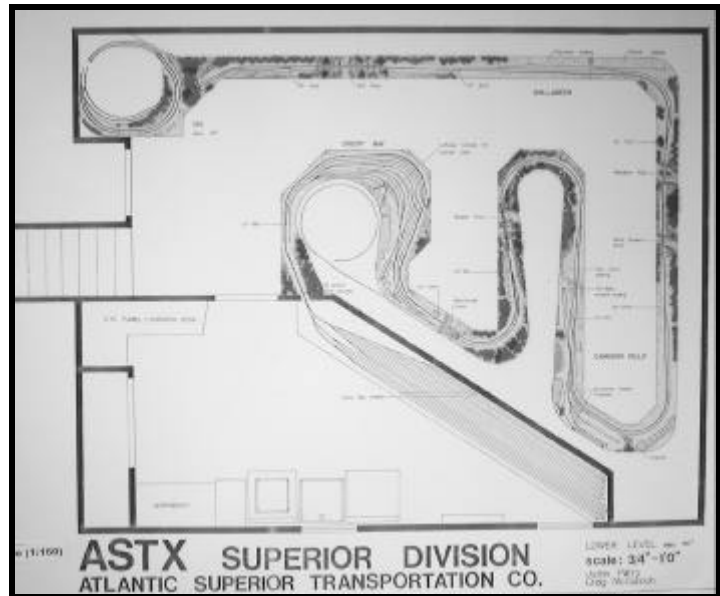
The ASTX is a 28ft by 24ft N scale double deck layout designed for operation. Operation on the freelanced ASTX represents high density modern mainline railroading between Shebandowan, 38 miles west of Thunder Bay to Orient Bay, 88 miles east of Thunder Bay. ASTX has developed a working partnership with Union Pacific and a great deal of UP power can be seen intermingled with ASTX diesels. Canadian Pacific has running rights on ASTX track but in recent months CP crews have complained about the low priority being given them by ASTX dispatchers regardless of their consists.

Three levels of staging yards in an adjacent room feed mainline trains onto the single track mainline. North Bay at the lowest level has 18 tracks, Duluth and St. Ignace in the middle have 9 tracks and 3 tracks respectively, while Winnipeg on the highest level has 12 tracks joined by the 5 tracks of the Thunder Bay docks. Helixes at either end allow trains to transition from one level to the other.

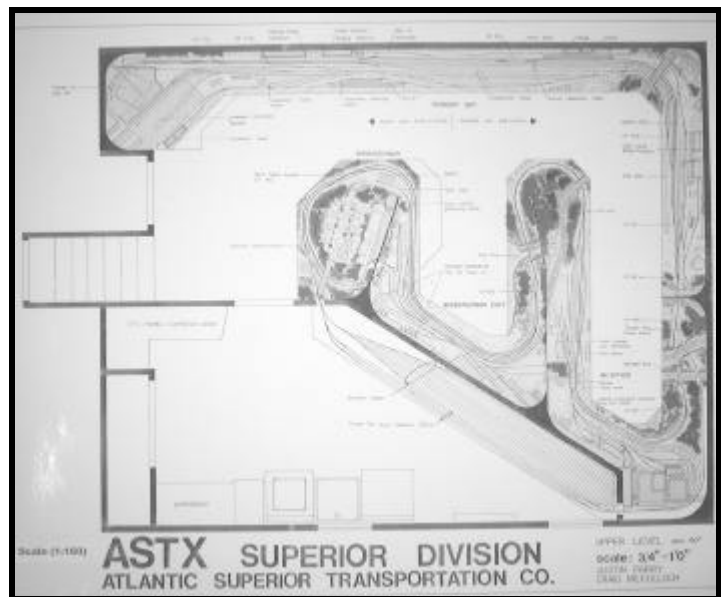
The main yard on the layout is Thunder Bay, Ontario which is a division point for ASTX crews and which is in the middle of the point to point operations. Intermodal traffic makes up the bulk of the trains with pulp and paper and unit coal trains intermingling with the odd mixed freight and passenger.

Justin is a member of the Rail Ops Club, which is a group of 12 modellers who visit each other's homes and operate the layouts. The majority of these members were in N scale but recent developments have seen 3 of the members convert to the new On30. The rest of us can't wait to operate those sound equipped Shays! Operation on the ASTX is governed by a Dispatcher located separate from the railroad who communicates with train crews and yard personnel by radio. A Digitrax DCC system installed and maintained by Craig McCulloch who is assisting Justin in building the layout is used to operate the layout.

Trackwork is complete throughout the layout and scenery construction has begun and is about 30% complete. A car forwarding system purchased from CARM Sponsor ProTrak is in use.



Lower Level Layout Plan



Upper Level Layout Plan



Above: Hidden Yards



Above: Intermodal crosses the creek between Shebandowan and North Bay

Right: Visitors from the Pine Ridge Club operating



Below: Intermodal on the High Bridge



Scratchbuilt station at Shebandowan



### MEET JUSTIN PARRY

Justin resides in Burlington, Ontario with his wife and a “family” of three dogs. A model railroader for 28 years, his interest was whetted by a trainset he received from his father at the age of 3. Like most modelers he started in HO but switched to N scale almost 28 years ago. A former longtime member of N trak he began his home layout in a previous residence in 1994 and has been constructing the current layout with the help of friend Craig McCulloch since 1999.

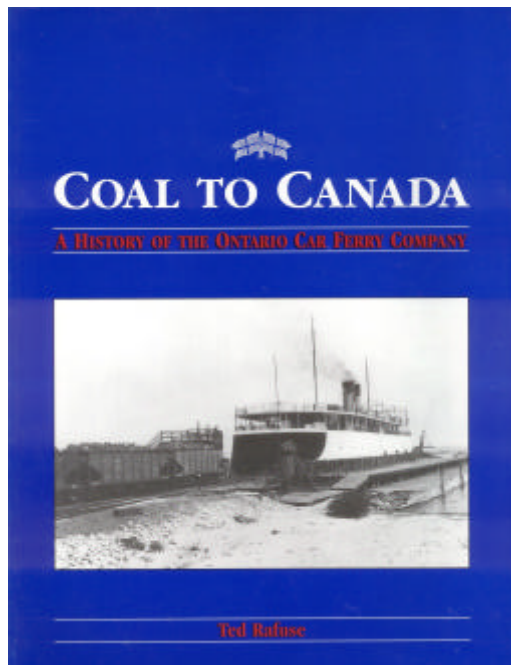


### Coal to Canada by Allan E. (Ted) Rafuse

Ted Rafuse lives in Cobourg, Ontario where he was employed as a high school history teacher and vice principal. He has had a lifelong interest in the heritage of Canadian railways, model trains, and the history of his hometown. He recounts for the first time in print a History of the Ontario Car Ferry Company, which ran from Cobourg, Ontario to Genesee Dock, New York.

The Buffalo, Rochester, and Pittsburgh and the Grand Trunk Railway wanted to link their rail lines and created a marine operation across Lake Ontario. Loaded cars of coal were loaded at Genesee Dock and brought across the Lake to Cobourg. The demand for coal kept the companies' two ships ONTARIO NO. 1 and ONTARIO NO. 2 sailing across the Lake daily throughout the year. During the summer, passengers boarded the ships for daytime or moonlight excursions on Lake Ontario.

Operations began on November 14, 1907 when ONTARIO NO. 1 made her maiden voyage to Cobourg. Operations ended on April 28, 1950 when ONTARIO NO. 2 docked at Cobourg for the last time.



This is an excellent book and an easy read. It is 90 pages long and is in soft cover. If you are interested in rail marine operations either on the Canadian or American sides of the Lake there is a great deal of information including trackplans and lots of photos.

Ted has recounted the stories of many passengers and crew who rode the two ferries.

Ted is currently researching a new book, which will be a history of the Crossen Car Manufacturing Company of Cobourg, erectors of wooden railway freight and passenger cars from 1866 through 1916. Crossen was Canada's largest independent builder of wooden rolling stock. The expected publishing date is early fall of 2004.



**ORDER INFORMATION**

Available from the author through: Steampower Publishing, 54 Walton St., Port Hope, ON, L1A 1N1

\$27.95 CDN \$3 shipping to Canadian addresses  
\$27.95 US to US addresses



# BAYVIEW JUNCTION, ONTARIO

by John Johnston



TH&B Geeps go through Bayview towards Hamilton 1969; photo by Ray Hoadley

This series of articles will focus on railfan locations throughout Canada. Photos will be from the past and the present. Articles submitted for this page should include a description of the location, a map, general description of train movements and several photographs. In considering the first location to highlight, Bayview Jct in my hometown of Hamilton and one of CN's busiest locations immediately came to mind. Bayview Jct is a wye. The base of the wye is the Oakville Sub of the CN (Toronto to Hamilton), the east leg of the wye is the Dundas Sub (Toronto to Windsor) and the west leg of the wye leads to the Grimsby Sub (Hamilton to Niagara Falls). On any given day 30 to 40 trains will pass through Bayview. The majority of the traffic is CN but you can see GO trains, NS auto trains, Amtrak, Via, and CP. The CP line runs up the west leg of the wye. The best viewing location is on the footbridge at the Spring Garden in the Royal Botanical Gardens. Parking is free and the parking lot and footbridge are easily accessible.



CN GP and Tempo Unit 1974  
Photo by John Johnston



CN races the Starlight 1969; photo by Ray Hoadley



CN GP's June 72; photo John Johnston



CN SD40 and leased C&O GP 1972  
Photo John Johnston



## HOW TO GET THERE

From Highway 403 east or west, take Highway 6 north. At the first light, which is Plains Rd, turn right (east) and follow it around to York Boulevard. At the lights turn left (east) and within a few hundred feet, just short of the bridge you will see the entrance to the parking lot of the Spring Garden. Park at the Spring Garden and the footbridge is immediately in front of you. The footbridge is located just east of the wye. (MAP from [www.members.rogers.com/railsintoronto/bayjct.html](http://www.members.rogers.com/railsintoronto/bayjct.html))

**FINAL THOUGHTS**

I understand that the UP plans to air a new Xmas theme TV commercial. It will be a 60 second clip entitled “A Union Pacific Xmas”

Scene 1: opens with a shot of a nice two story home somewhere in the US next to a busy UP mainline.

Scene 2: moves inside and shows little Johnny running downstairs to see what Santa left him for Xmas.

Scene3: Johnny is ecstatic to see Santa left him a new train set with a UP engine, a D&RGW coal car, a MKT hopper, a T&P cattle car, a MP wood chip car, a WP boxcar, and SP tank car, a C&NW coil car, a Cotton Belt gon, and aUP caboose.

Scene 4: Little Johnny begins to play with his train when a knock comes to the door. As little Johnny opens the door we see Sam Elliot dressed in full cowboy attire, six guns, spurs, and Stetson.

Scene 5: Johnny plays with his train as we hear Mr. Elliot’s voice. “For over a 100 years the Union Pacific has helped bring Xmas to the American family, just look a the 15ft spruce Xmas tree, the UP brought it down form the mountains of Idaho. The electricity to power all those Xmas lights is due to the billions of tons of coal that UP brings down from Wyoming. Mom’s turkey dinner came to this family over UP rails from Arkansas”.

Scene 6: a ring on his cell phone abruptly interrupts Sam’s dialogue. The background music stops and there is dead silence. Sam says to the unidentified caller “Omaha....Yes sir.....I understand the situation.....Yes, I know we’re the UP.We’ll handle it.”

Scene 7: Sam turns to little Johnny “Johnny, I’ve got some bad news son. It seems that Santa forgot to pay the UP 4% of his annual earnings for the use of all those UP trademarks on your train. Have you got the 4% to pay me?” Little Johnny looks up at Sam innocently and asks “Whats 4%” “Too late” Sam says as he whips out his UP Special Agent badge. As little Johnny looks on in shock and disbelief, the camera pans down to Sam’s cowboy boot stomping little Johnny’s trainset into the ground.

Scene 8: Sam speaks again “For over a 100 years now UP has brought Xmas to the American family, yes we have too many derailments, and yes we lose the odd top secret military shipment, but we do pride ourselves on having the best corporate trademark lawyers in the nation. Scene changes to a UP freight in the Rockies and the logo. “UP a proud corporate sponsor of model railroading.



The rumours have been around for a while now that UP was trying to licence model railroad use of its logo. Well it isn’t a rumour, it’s a fact. The above letter was sent from UP Legal to a small basement producer of resin models. It is interesting that UP would consider a small basement operation outside the US worthy of attention. They are clearly serious.

I think all of us would recognize the right of a corporation to protect its interests. UP however is taking this to previously unheard of levels. It will be interesting to see whether manufacturers comply and what action UP will take if they don’t. A few manufacturers have complied to date, Kato and Overland amongst the biggest names. You can check out licencees at: [www.uprr.com/newsinfo/modelrail.shtml](http://www.uprr.com/newsinfo/modelrail.shtml)

We should also understand that Union Pacific considers this licensing program to apply to all of its predecessor railroads, which include, Missouri Pacific, C&NW, Southern Pacific, Western Pacific, D&RGW, and presumably the D&RGW narrow gauge lines. That is a pretty broad swath through the model railroad industry.

They have granted an exception to the program and that is for individual model railroaders who model these railroads, so you don’t have to clear space on your wall to put up your UP licence.....yet.