

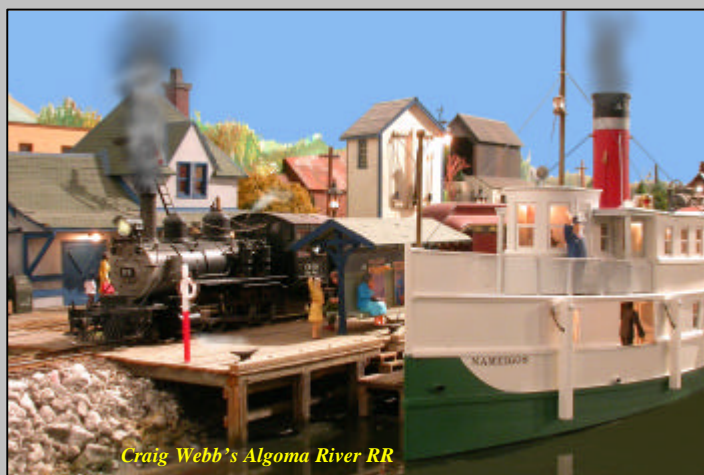


# THE "CANADIAN"

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

MARCH APRIL 2004 ISSUE #2

## NATIONAL CONVENTIONS ANNOUNCED ST. CATHARINES 2004 – WINNIPEG 2005



*Craig Webb's Algoma River RR*

The place to be for model railroaders on the Victoria Day weekend will be St. Catharines, Ontario where the 1<sup>st</sup> CARM National Convention will be held in conjunction with the Canadian Railway Historical Society. A complete schedule of clinics and layout tours are planned as well as lots of opportunity to interact with your fellow members. See the last two pages of this newsletter for more information and a registration form.

2005 will see us moving west to Winnipeg, Manitoba and a joint convention with the Winnipeg Model Railroad Club. The club has also approached the CN and CP Sigs to hold their annual meetings at the same time.

**SEE YOU IN ST. CATHARINES!**

New C.A.R.M. Chat Group has been formed on the Internet. To join go to <http://groups.yahoo.com/group/CAORM/>

Richard Dilley will moderate the group and will provide any assistance you require. Thanks Richard.



*Jim Ellis's Spring Creek Valley Railway*



## FROM THE OBSERVATION PLATFORM

**John Johnston: EDITOR**

Peter, David, Lex and I want to express our thanks to everyone who has offered their support. Feedback is 99% positive, the other 1% questions why I model the PRR on Horseshoe Curve and Lex the narrow gauge in Colorado, neither is Canadian and isn't that inconsistent with the aims of C.A.R.M. Here is my response:

First and foremost CARM is about modelers. It is about celebrating the craftsmanship that exists in the hobby and welcoming modelers of all scales and all prototypes. Some of the best layouts and most interesting prototypes in the hobby are in this country and don't get a lot of exposure. One of our goals is to change that by bringing a focus to Canadian modeling and Canadian prototypes.

My journey in the hobby started when I joined the HOMES Club in 1969. One of the oldest model railroad clubs in North America it is approaching its 60<sup>th</sup> anniversary. (Its newest layout will be open for the 2004 C.A.R.M. convention). Members Bill Matthews, Jim Way, and John Green invited me on a railfan trip. Heading south over a long weekend, that trip remains vivid in my mind to this day and it has influenced what I have done and will continue to do in the hobby.

We headed south to Silver Creek, NY; the Erie Lackawanna shops at Hornell; and Salamanca, NY, home to the B&O in the Southern Tier. The next day we went to Orbisonia and the East Broad Top narrow gauge. We continued south into Maryland, traversing narrow back roads and hiking through woods to the top of the Sandpatch Grade on the B&O. Watching 5 and 6 units lugging coal up that grade I thought I had seen the pinnacle of railroading. Not quite!

Early next morning we headed to a place called Horseshoe Curve. We stopped briefly in Altoona and then we were off along a curving road leading into the mountains. I remember clearly climbing all of those stairs to the top. From the small park, the view down over the valley is breathtaking. Soon I heard the burble of locomotive engines. A coal drag led by 8 units struggled slowly uphill. A horn signaled the downward passage of the Broadway Limited on another track as the rear of the coal train approached with two SD45's on the back pushing for all they were worth. We stayed there all day and into the night. Sometime in the early hours of the morning, I finally saw 4 trains on the curve at the same time. On the inside a downbound train, sparks flying from the locomotives as they tried to hold back thousands of tons of coal, the brake linings on every wheel of every car glowing red, the sound deafening to the ears.

I have enjoyed many other railfan experiences. Boxcab electrics in Montreal; CPR RS3's and FA's at Guelph Junction; everything CN at Bayview; trains in Rogers Pass; standing in the dark at Dundas Station listening to CNR 6060 on a test run with a freight coming up the Dundas grade. For me however, the defining moment occurred in early 1970 in Pennsylvania at a place called the Horseshoe Curve. For others it happened in Colorado watching those little Mikes and Consolidations fight the mountains, or it happened in England in their youth as they saw streamlined Pacifics racing along with passenger trains, or it happened here in Canada as maroon and cream Geeps led the Starlight through Bayview.

What has this to do with C.A.R.M.? C.A.R.M. was formed to bring Canadian modelers together, to

focus on their skills and accomplishments in the hobby, to draw attention to the Canadian prototype, and to promote the hobby. We also set ourselves the goal of eliminating the pettiness, bickering, "politicking", and competitiveness that has sometimes marred the hobby. To achieve this we will be inclusive and recognize, cherish, and enjoy what our members have accomplished, whether it is N scale in Pennsylvania, TT scale in Wales, O scale in Colorado, HO scale in the Canadian Rockies, or whether it is simply your own imagination that has Santa Fe warbonnet F units running alongside CNR Northerns. It is important that we embrace all aspects of the hobby. Will we focus on Canadian prototypes and layouts, absolutely, will we do it exclusively and exclude good modeling or interesting railroading as a result, absolutely not.

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

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

### COVER PHOTOS

**Upper photo by Pete Moffett:**

Passengers unload from the steamboat Nameigos at Alvandale. Craig Webb scratchbuilt the boat using styrene and brass with a fully detailed interior

**Lower photo by Pete Moffett:**

CNR Mountain #6014 at Grimsby Station, one of the highlights on Jim Ellis's layout

## CHAIR

The Association is continuing to grow and the membership numbers now exceed 380. The Executive has been working hard to keep up with the growth and is continuing to develop the Association. We are getting lots of support and feedback and we have been attending a number of Trains Shows where many of you have taken the opportunity to come up and speak to us. As the year progresses we will be attending shows in Copetown, Lindsay, Toronto, and Cobourg.

**National Conventions:** We are busily organizing for our first National Convention which will be held in St. Catharines, Ontario, at Brock University over the Victoria Day long weekend. It is being held in conjunction with the Canadian Railway Historical Society and promises to be a great time. We have also agreed to jointly run a convention in Winnipeg, Manitoba in 2005 with the Winnipeg Model Railway Club and there is talk of the CN and CP Sig's joining in. By hosting the convention at a university sight we are keeping the costs down to allow as many members as possible to attend.

**Divisions:** We have received a number of requests to create Divisions. This is a tremendous step forward for CARM and we are excited at the possibilities. As an Executive we are quickly developing a framework for these Divisions. If you are interested in creating a Division and don't have Web access, please either call me or drop me a line at the phone number or address shown on page 2 and I will

ensure that you receive the information. We have decided on a model similar to that used by CRHA and a group called the International Plastic Modellers Society of Canada. A small National Board with defined tasks, no Regions, and autonomous Divisions. The Divisions while autonomous are required to operate within the Principles and Policies of the CARM. There will be a single dues structure with a portion of the dues flowing back to the Division for their activities.

### **Craftsman/Craftswoman Program:**

This important program continues to be under development and we will be keeping you up to date with progress. You can provide me with feedback at [john.johnston5@sympatico.ca](mailto:john.johnston5@sympatico.ca)

## WEBMASTER

The first four months has seen rapid growth for the Web site with 100+ pages of content and 3,000+ Web site links. The site began with a Home page that identified the up-coming "Canadian", a "Recruitment" letter, announcements about CARM and some initial Gallery shots of both models and prototypes, all to initiate the first-time viewers to CARM and its aspirations. Memberships could be applied for both on and off line. Jeffery MacHan provided French translations of the content. Other pages of interest, identifying Canadian manufacturers, SIGs, clubs, historical societies, railways, etc., followed. We began advertising souvenirs, such as pins, shirts, caps and jackets to gauge the interest. The Shows page quickly grew with lists of upcoming train

shows across the country, as well as major conventions in Canada and the US. People are now giving me constant updates for a variety of railway events including the schedule of CP's 2816 as it crosses the country. I will illustrate the new Divisions soon.

With the arrival of the first edition of the "Canadian", I placed pdf pages of it on the site for people to download to see an example of what we were offering. I will put future editions on line in colour in a secure part of the site accessed only by members with a new password provided in each issue. We will also offer other features in this secure area for members only. We discovered interest in a "chat group", so I invited Richard Dilley to set up and moderate the site on our behalf and with his help it has quickly grown as a popular communication tool.

We are also catering to the youth, providing them with content of interest from a variety of Web sites of safety, games and education. We see these young people as our future and want to provide them with interesting topics tailored to them. This part of the site is still growing and we invite content from them to share with others.

Finally, with the establishment of the first National Convention, I have created a Web site that includes registration and informs members of the growing program. The Updates page will direct you to what's new on the Web site.

### **EFFECTIVE MARCH 5 MEMBERS AREA**

**Username: coach**

**Password: caboose**

Support these proud Sponsors of the Canadian Association of Railway Modellers

### **Miller Models** *Custom Model Builders*

[www.millermodels.com](http://www.millermodels.com)  
email:  
[info@millermodels.com](mailto:info@millermodels.com)

### **Niagara Central Hobbies** *Canada's largest hobby and craft shop*

395 St. Paul St, St. Catharines, On  
[www.niagaracentralhobbies.com](http://www.niagaracentralhobbies.com)  
phone: 905-684-7355  
fax: 905-684-1700

### **Pro-Trak**

*Operations, control & design software*  
[www.protrak.cc/](http://www.protrak.cc/)  
50 Mill St., Baden, Ontario  
email:  
[jim@protrak.cc](mailto:jim@protrak.cc)

## Spring Creek Valley Railway

by Pete Moffett, MMR, CRC

Jim Ellis is a CARM member living in Beamsville, ON, south of Lake Ontario about 30 minutes drive east of Hamilton. Jim has always enjoyed the transition era of the 50s and so you will see lots of steam and a few first generation diesels on his layout. Painting engines is one of Jim's passions and in this area he is both talented and prolific.

Canadian National and Canadian Pacific motive power feature prominently on the Spring Creek Valley as do Canadian varnish. Much of the rolling stock is brass as are the locomotives. Jim has taken great pains not only to accurately detail his engines but also to accurately detail them for the particular idiosyncrasies of one engine in the series. As a result his engines are well detailed and accurate to the prototype.

The layout measures 35' x 12' and runs around the room with the operators in the middle of the room. Access to the centre of the room is by a duck-under. Benchwork is pretty standard using L girder and open grid with plywood for the sub-roadbed. Cork forms the roadbed with individual ties and weathered code 70 hand laid rail.

Scenery is typical of Southern Ontario and in particular the Niagara Escarpment area. Jim created the typical escarpment sedimentary rock by pouring liquid plaster between sheets of glass about 1/8" apart. These sheets of

plaster were then broken into strips and stacked together. This creates a very realistic stratified appearance typical of the escarpment limestone.

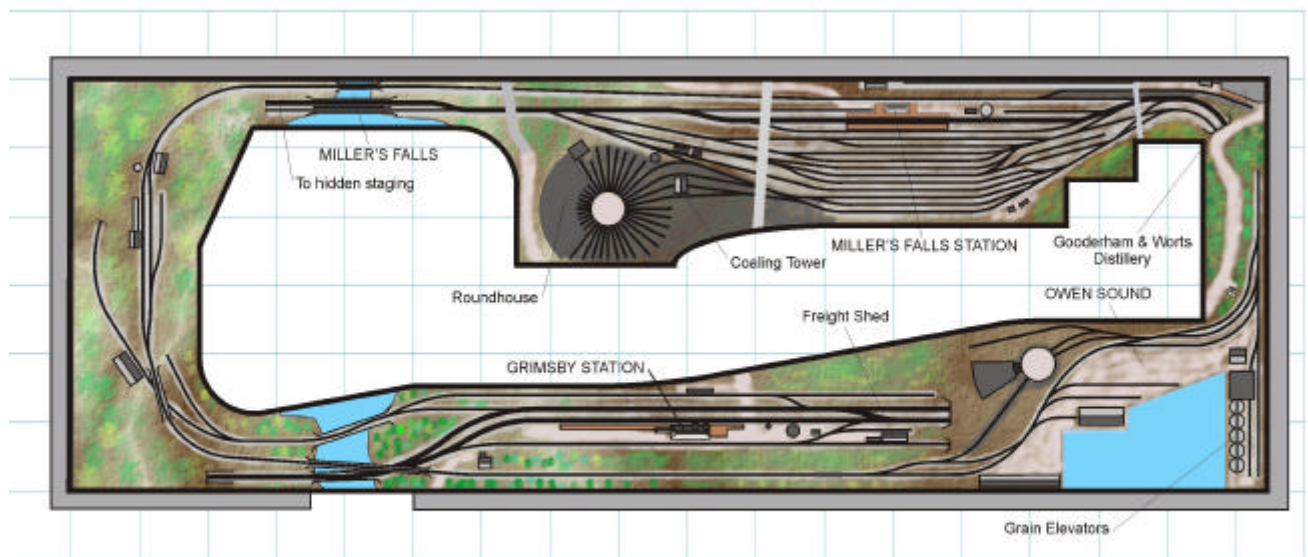
The trackplan is designed as a bridge route between Niagara Falls and Toronto with a branch to Owen Sound. Toronto has a big roundhouse, which covers 12 stalls. The roundhouse tracks extend in a complete circle. This gives Jim a very realistic venue to display his stable of motive power. Also modelled in the Toronto area are the large yards complete with a raised street scene at the back of the yards that captures the feeling of Front Street.

The branch to Owen Sound ends in a model of a huge grain elevator and lake freighter that dwarfs the trains. These are two of Jim's many recent projects.

Another area that he is working on is eliminating tunnel entrances. Tunnels are not prototypical (except in a few spots) of this area so Jim is camouflaging them in various unique and different ways.

Jim has also converted to DCC using North Coast Engineering throttles with a combination of Soundtraxx, Digitrax and Lenz decoders.

You'll have to come and see for yourself because the Spring Creek Valley Railway will be open for visitors at the "Golden Horseshoe Mixed" in May this year.



**Jim Ellis' HO scale  
Spring Creek Valley Railway**  
Scale: 1 square = 2'-0"

Graphic by Pete Moffett



Left: CNR #2616, an N4a switches the freight house at Grimsby. The engine is a just released Overland Imports model that Jim has painted and lightly weathered



Right: Diesel switcher #7948 is an Atlas S4 that has been painted in the early CNR diesel paint scheme.



Above: It's always busy at the roundhouse as this scene attests. This area gives Jim a good location for displaying the many engine he has painted and weathered.

Below: Owen Sound is the end of the branch. A large grain elevator and lake freighter dwarf the trains.



## MEET JIM ELLIS

Jim was born in 1939 in Brampton, Ontario and now lives in Beamsville, Ontario with his wife Mary. Jim and Mary have one son David and are blessed with 3 grand children. Jim's main interests are modeling, prototype railfanning and steam tourist railroads. He is a member of the Ontario and Eastern Railway Modellers who have created a modular railroad based on the CN, CP and TH&B in the transition era in Southern Ontario. Jim is also an aviator and can be found on his 27 foot Searay "MaryJ2" when there is no ice on the lake. Jim's talents include custom painting and he is considered one of the best in the area. When he is not boating or railroading he is lovingly taking care of his '73 Ford F350 pickup. Jim has many friends in the area but he particularly values the help of his nephew Dan Notley, friend Brian Dickey and the inspiration and critique of Terry Hughes

## CORRECTING A MANUFACTURERS ERROR WITH PAINT AND WEATHERING

By Ian Maynard

My passion is the Pere Marquette Railway, which ran in both Michigan and Southern Ontario. I am replicating a portion of this line, as it existed in 1949, from Erieau on the shore of Lake Erie northerly towards Chatham. There is very little Pere Marquette equipment offered in N Scale, thus, I was understandably pleased when just before Christmas a Pere Marquette flat car was introduced. After buying six cars, I discovered that the manufacturer had not completely done his homework, and the new introduction was painted boxcar red instead of the prototypical black.

As this was not a problem caused by my hobby store, it was up to me to try and correct this error. A fine brush, black, grimy black, and concrete paints, and just a bit of time have solved this dilemma.

The ends and two or three of the side sections were plain with no lettering and could easily be painted black. Above and below the reporting numbers and the identification lettering, very small amounts of black and or grimy black were applied. Very carefully, dragging my almost dry brush through this paint I could apply paint around and over the letters. Some of the letters were obscured, but I had planned to weather the model anyway. Using this approach, any boxcar red that showed through would be seen as weathered rust. I would recommend that you don't use too much paint and apply it in a vertical manner to the

sides, trying to simulate a natural multi-coloured streaking. The concrete paint, plus the black and grimy black were applied crossways to the wood decking following the pattern of the modeled wood, attempting to simulate a well used surface. I wanted to accent individual planking but also knew that the overall effect would be a grey appearance. A dry brush technique was used to simulate a very used and dirty deck.

Bragdon Industries produces an excellent fine powder weathering system. Their #FF-60 Four Colour kit contains

Light, Medium, and Dark Rust plus Soot Black. These are very fine powders similar to Talcum powder in texture, and when rubbed on model railroad cars, stick firmly without protective overspray. Taking the now repainted flat cars and using a small quarter inch stiff oil painting brush, I applied the powders to the car. I tend to first use a scrubbing circular motion, but the final brush stroke on the sides are vertical mimicking natural weathering. On the flat car deck weathering follows the direction of the wood boards. Having

finished the body of the car don't forget the trucks and the wheels. Using the Dark Rust I scrubbed the sideframes, wheels, couplers, and underbody of the car. You want to weather all of that non-prototypical shiny plastic.

The end result was a weather beaten car, which appears to have been black when originally put into service.



### Support these proud Sponsors of the Canadian Association of Railway Modellers

#### **Fast Tracks** *Handlaid Track Assembly* *Fixtures*

www.handlaidtrack.com  
email: service@handlaidtrack.com  
fax: 403-398-0579

#### **BECOME A SPONSOR AND SUPPORT CANADIAN MODEL RAILROADERS, AUTHORS, MANUFACTURERS & HOBBY SHOPS**

#### **Robbies Roundhouse**

*Specialist in Canadian  
Prototype models in HO & N*  
www.robbiesroundhouse.com  
email:  
sales@robbiesroundhouse.com  
phone: 705-268-4597  
fax: 705-268-1415

## RESEARCHING THE PERE MARQUETTE

By Ian Maynard

After several years in the hobby, it was time to create my own layout. I was raised not far from the Pere Marquette/C&O Railroad near Chatham, Ontario. This line ran from Erieau on the north shore of Lake Erie, north through Blenheim, Chatham, Dresden, Wallaceburg and on to Sarnia. My next problem was finding out about the line. Much of the right of way still exists so I was able to photograph the line. I decided to model the steam era in the fall of 1949, which complicated matters since sidings, yards, and buildings had changed over the years.

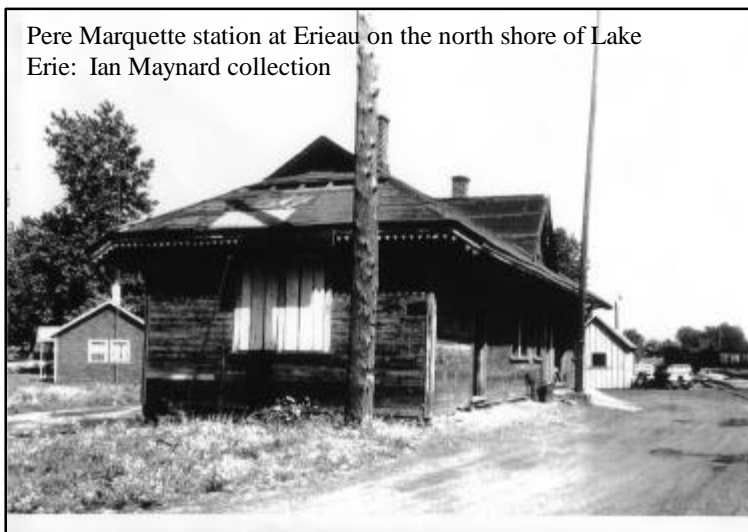
A friend Don Eastman put me in touch with John Cowan who was the "Bridges and Building" man for the C&O Railway for many years. If you are modeling a particular line and can locate one of these old railroaders they are an invaluable resource. John was able to supply me with 1945 railway drawings of the railway, tracks, sidings etc. This helped to answer many of the questions I had concerning the era I was modeling. The shape and size of many railway and associated buildings was shown. I was able to tape my discussions with him about working on railway in the forties and fifties.

I still needed pictures of rolling stock and went to train shows looking for photos for sale. As I was concentrating on one line in a specific area this took a while. Eventually, a collection of steam engine photographs started to accumulate. Many of these pictures also showed me details of surrounding buildings needed to complete particular scenes.

A visit to the local museum provided additional items. Many small towns and cities had professional photographers, who took photographs of seemingly everything. If you are lucky photographs of town buildings and industrial complexes will show industries associated with your railway. I again was lucky, as the photographer I found had taken aerial views of the roundhouse area I needed. Local authors are another source of information and have often accumulated photographs, and other material on railroads in the area you are interested in. Finding these sources will mean a trip to the area you are modeling.

While you are there, check out bookstores and libraries. In addition to these locally produced books, libraries often have newspapers on microfiche. Joining a railway historical group has resulted in broadening my appreciation and understanding of my favourite railroad, and is a fantastic source of information. They can be questioned on all aspects of your railway line, thus filling in more of this jigsaw puzzle. This research can become so intriguing that it becomes a whole new hobby. We were supposed to be modelers! Now that I have talked to many interesting individuals, visited museums, libraries, newspapers, bookstores, attended train shows, and joined and supported historical societies, I better get down to the basement, and work on my Pere Marquette railroad. If you wish, I might be persuaded to talk about my eighteen-year search for plans of a steam-fired ship, which I need for my layout.

Pere Marquette station at Erieau on the north shore of Lake Erie: Ian Maynard collection



### Support these proud Sponsors of the Canadian Association of Railway Modellers

**DVG Scale Models**  
*Canadian Signs & Billboards*  
[www.dvg-scalemodels.com](http://www.dvg-scalemodels.com)  
 email: [info@dvg-scalemodels.com](mailto:info@dvg-scalemodels.com)  
 phone: 416-444-0006  
 fax: 416-444-1742

**D.R. Custom Model Railways**  
*Custom designed and built model railroads*  
 Email: [bscott122@hotmail.com](mailto:bscott122@hotmail.com)

**Hunterline**  
*Wooden Trestle Kits*  
[www.hunterlinekits.com](http://www.hunterlinekits.com)  
 email: [hunterline@golden.net](mailto:hunterline@golden.net)

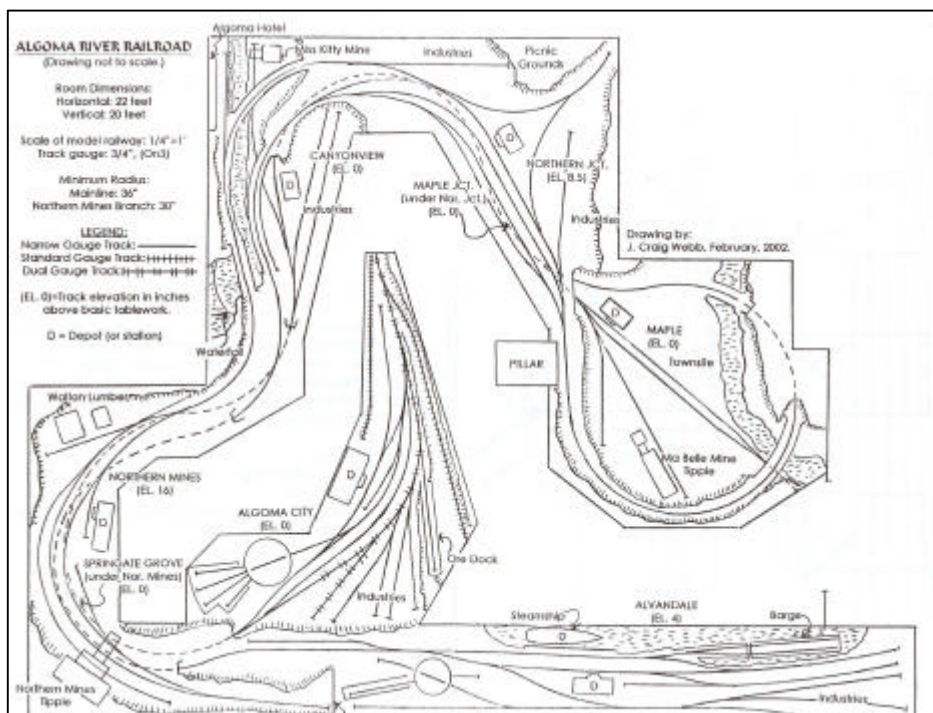
## Algoma River Railroad

By John Johnston: photos by Pete Moffett, MMR, CRC

The Algoma River Railroad is the home layout of Craig Webb MMR CRC. Craig is also a member of the fabled Aberfoyle Junction O Scale Club. Craig's On3 masterpiece was featured in Great Model Railroads 2003 and will be open to visitors during the 2004 CARM National Convention. The railroad is located in the area north of Lake Superior in the late 1920's and early 1930's and features several mines where ore is hauled by the narrow gauge Algoma River RR. to a standard gauge connection at Algoma City. A prolific modeller of passenger cars, Craig's railroad would also feature above average passenger service.

The equipment on the layout is a variety of narrow gauge stock bought on the "used equipment" market and represents scale models from narrow gauge lines ranging from Pennsylvania to the Yukon. All are painted for the Algoma River Railroad or its subsidiary the Northern Mines Railway. The layout features scratchbuilt equipment, locomotives, and structures. A lakeside scene with a beautifully detailed and scratchbuilt mail steamer greets visitors to the layout.

The layout measures 22' x 20' and Craig has installed both a fast clock and a day/night sequence to enhance the realism of its operation. Three brass Consolidations of D&RGW heritage join four scratchbuilt diesels to power



the railroad's trains. Track is handlaid code 100, code 83, and code 70.

The layout showcases numerous scratchbuilt structures from the waterfront at Alvandale to the mine structure at Northern Mines. The latter was built for a contest and Craig wanted a full interior, which could be seen, and so the structure was built as if it was in the process of being re-roofed thus allowing the viewer to see all of the equipment inside. On a recent visit Craig showed me the new Hotel that will be located adjacent to the wye at Northern Junction and the muskoka chairs which he had scratchbuilt and which have 21 parts. All of the structures are lit and many have full interiors.

Craig loves to have the railroad operated and there is a regular group, which comes over twice a month. The layout runs with a timetable on a 12:1 fast clock. The schedule has numerous mine runs, passenger trains, a barge transfer and branch turns. Cars are moved according to a car card system. One of the unique features of Craig's layout is the use of "shadow boxes" to increase the size of the layout by bringing hidden track out into the open. Cutting view sites into the fascia, Craig scenicked the hidden tracks and these miniature scenes are a highlight of the layout. This is a layout that you will not want to miss when you attend the "Golden Horseshoe Mixed" in May this year.

### TORONTO TOY, TRAIN & DOLL COLLECTORS' SHOW



CANADA'S FINEST

*Show & Sale*  
of Antique and  
Collectible Toys,  
Trains and Dolls

**SUNDAY**  
**APRIL 18, 2004**  
**10am to 4 pm**

International Centre  
6900 Airport Road, Mississauga, Ontario

INFO: DOUG JARVIS (905) 945-2775; FRANK STEELE (613) 378-0309

[www.antiquetoys.ca](http://www.antiquetoys.ca)



ABOVE: At the town of Northern Mines a scratchbuilt diesel switches the scratchbuilt mine, which has a fully detailed interior.



ABOVE: An overview of Craig's layout shows it is well lit and chocked full of detail. The layout operates by timetable and has a day/night transition so that crews have to operate by the light of the moon and any other light available from the buildings, a challenge to say the least.



### MEET CRAIG WEBB MMR CRC

Craig is a retired school teacher who resides in Hamilton, Ontario. A member of Aberfoyle Jct since 1975 he models in On3 at home. Craig earned his MMR in 1996 and is renowned for his well researched scratchbuilt passenger cars, rolling stock and structures. See his layout at the 2004 Convention.

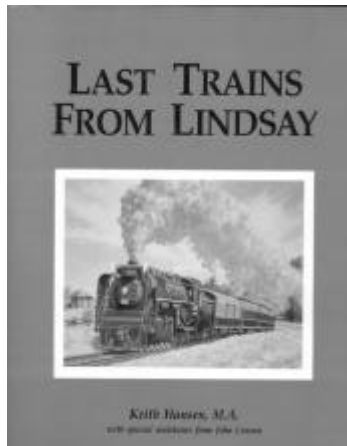
RIGHT: Craig scratchbuilt this railroad ferry. It provides interesting operational headaches for the operators here because they have to load the ferry evenly to prevent tipping.



ABOVE: One of Craig's scratchbuilt diesels is switching in the town of Northern Mines. The chassis of this diesel is an HO mechanism. Craig widened the wheel gauge and scratchbuilt the cab.

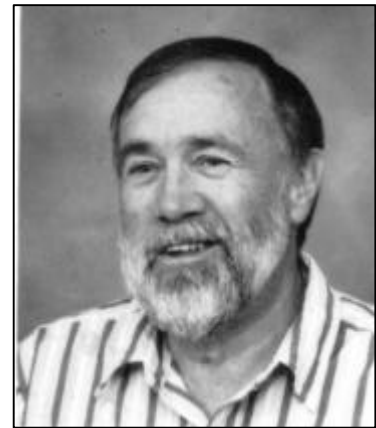


## CANADIAN AUTHORS



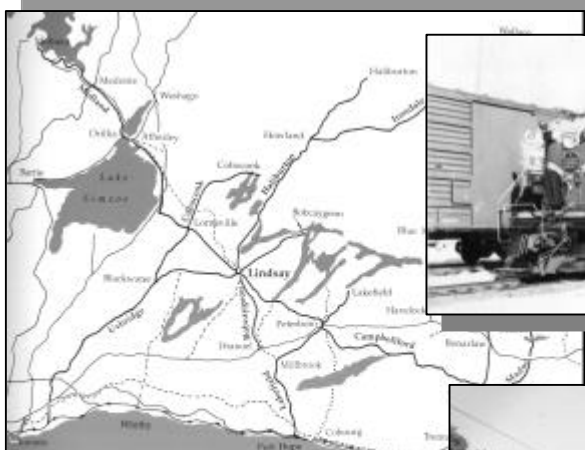
Last Trains From Lindsay explores in detail the mesh of secondary rail lines that once existed in the area bounded by Toronto, Midland, Haliburton, Maynooth, Madoc, Belleville and Picton. Beginning with the ill fated Cobourg and Peterborough Railway (1854) and the successful Port Hope Lindsay and Beaverton (1857) this part of Ontario was soon alive with different companies building lines into the interior from Lake Ontario's shore. By the late 1800's most of them were pulled into the newly formed Midland Railway. Lindsay became the focal point of the Midland's operations. Soon after the Midland was swallowed by the Grand Trunk and a little further on in time it was the CNR's turn. Meanwhile, the Prince Edward County, later Central Ontario, stood alone in the east only to be scooped up by the Canadian Northern and ironically become the first into the new Canadian National Railway. Through all this Lindsay held sway as the main terminal for most of the lines covered in this book. The one notable exception is the CPR branch that passed through Lindsay. Through text, numerous photos (b&w and colour), air photos, track diagrams, employee anecdotes and timetables the story of Lindsay terminal and nine subdivisions is presented in 480 pages between hard covers.

**The Author:** At a very young age in the summer of 1940, my attention was drawn by the wail of a whistle wafting up from the valley to the south of my grandfather Chamber's farm. In time a thin trail of black smoke would be seen rising above the trees as the train made its way east to Eldorado. Those happenings marked the beginning of a life long interest in trains, both real and, later, models. The interest was enhanced further a few years later when my father took employment with the CNR. Trips to the station, Belleville mostly, provided many opportunities to see trains in action. Later, when my father rose to foreman, came the weekend trips to our motel at trackside - the B&B boarding cars. Railroading (section hand, signal maintainer's helper, swing bridge operator) helped greatly with the cost of attending Peterborough Teachers College and Queens University. Before those endeavours though came a very brief stint as a locomotive fireman out of Hornepayne Ontario (laid off) and a short career as an RCAF navigator. Since university teaching in secondary school has predominated with a few breaks; executive director for Orienteering Ontario and putting Last Trains From Lindsay together. Work is well along on a book about the Northern Alberta Railway using the same format. On the horizon are videos as well.



Ordering information: Check your local hobby shop, Indigo/Chapters or direct from the author

Keith Hansen,  
Sandy Flats Publications,  
274 Sandy Flats Road,  
RR#1,  
Roseneath, ON, K0K 2X0  
\$75 + shipping.





CARM is having its' first National Convention in St. Catharines May 21-23 this spring. We are holding our convention jointly with the National Convention of the Canadian Railroad Historical Association (CRHA). This promises to be a great convention for both groups. CARM will be providing modelling content while CRHA will be providing historical content. You will be able to participate in a variety of interesting events that you might not have seen at previous conventions that were exclusively for modelling. We are trying to find new and innovative ways to make conventions fresh and exciting and we hope that you will come and see for yourselves.

### CLINICS

We are offering a wide range of clinics both modelling and prototype that will be of interest to everyone. There will be some participation clinics that you can join right in and get your hands dirty, prototype presentations where you can see great photos, historical clinics, and of course modelling clinics. You'll be able to see the TRAINZ simulator at work and the list doesn't stop there. For more detailed clinics visit our web site.

### LAYOUTS

There will be plenty of layouts to see at the convention. For a lineup and pictures visit the web site. We are planning to provide a car pool for those who are flying to the convention so will have a way to see the layouts.

### MIXER

The CRHA will be hosting a "Mixer" which will be held in an informal setting on Friday evening from 6-8pm. This will be your chance to meet old friends and make new ones. It will get the weekend off to a great start.

**DISPLAYS**  
We are stressing the non-competitive nature of model displays so there will **NOT** be a "model contest" however, there will be lots of models to see. We encourage you to bring your models to put in the display room where you can see other modellers' work and talk to them about tips and tricks they use. Please bring any of your models to display even if they are under-construction. A room will be dedicated to model displays (no documentation, no judging). We will have popular choice balloting for the models and prizes to offer. So bring some of your models to display and enjoy talking to other modellers about them.

### OPERATING SESSIONS

Two operating sessions will be available on Saturday afternoon for a limited number by sign-up. Justin Parry's N scale Atlantic Superior Transportation Company and Ken Byrne's O scale switching layout will have operating sessions. Sign-up information will be available at registration.

### EXCURSIONS

The CRHA will be coordinating two excursions. One is a railfanning excursion to Bayview Junction on Saturday morning, the other will be an historical railway tour of the Niagara Peninsula Sunday afternoon.

### ACCOMMODATIONS

We will be staying in the residence at Brock University which allows us to offer **VERY** reasonable room and meal rates when compared to hotels. Bed & breakfast and parking are only \$55.61 per night. Contact Brock at 905-688-5550 Ext. 4443 for reservations. You are responsible for your own arrangements.



For more details visit:  
[www.caorm.org/convention](http://www.caorm.org/convention)



The Golden Horseshoe Mixed Convention is held jointly between the Canadian Association of Railway Modellers and the Niagara Division of the Canadian Railway Historical Association. The Convention will be held at Brock University from May 21 to May 23 in St. Catharines, ON. Accommodation is available at the University. The program will consist of historical sites and layout tours, clinics, model display and a banquet. Contact information: registrar@caorm.org or secretary@caorm.org

<b>Name:</b> _____	<b>Spouse:</b> _____
<b>Tag Name (Optional):</b> _____	
<b>Street:</b> _____	
<b>City:</b> _____	
<b>Country:</b> _____	
<b>Postal Code/ZIP:</b> _____	
<b>Tel. No.:</b> _____	
<b>Association:</b> _____	<b>Membership No.:</b> _____
<b>Scale:</b> _____	<b>e-mail:</b> _____

**www.caorm.org/convention**

	<b>Amount</b>
<b>Member Registration Fee (includes Banquet):</b> _____ \$60	_____
<b>Spouse Attendance (does not include Banquet):</b> _____ N/C	_____
<b>Banquet Only, Number of Persons</b> _____ <b>@ \$32 ea.</b>	_____
<b>Saturday Morning: Bayview Railfan Excursion:</b> \$20 ea.	_____
<b>Sunday Afternoon: Niagara Historical Rail Site Excursion:</b> \$20 ea.	_____
<small>Accommodations (includes bed &amp; breakfast and parking if staying on campus, parking \$5.00 extra for visitors) for \$55.61CDN per night/per person incl. tax, can be arranged directly through:            Brock University Conference Services            500 Glenridge Avenue            St. Catharines, Ontario            L2S 3A1            905 688 5550 (ext. 4443)</small>	_____
<b>Total</b>	_____

Make cheques payable to **Golden Horseshoe Mixed**  
 Mail to: Canadian Association Of Railway Modellers  
 CARM Convention Registrar  
 31-120 Quigley Road  
 Hamilton, ON L8K 6L4  
 Canada