
Purpose: construction of a modular, O scale Narrow Gauge layout following the
Free-MOn30 Module Standards.

Theme: Amalgamation of several narrow gauge short lines to form a common carrier railway.

Era: Early to mid-twentieth century.

Scope: Southern and near northern Ontario oriented scenery, locations.

Style: inspired by Free-mo (see <http://www.free-mo.org>).

Goal: uniformity with respect to trackwork, benchwork, and overall scenic treatment.

In reality, the Canadian government legislated the Broad Gauge Act as an addendum to the Guarantee Act of 1849 which forced any railroad receiving public funding to be build to the gauge of 5-feet-6-inches. It was during a very brief window of time at the end of the 1800's that the law softened and charters were granted to the Toronto & Nipissing Railway and the Toronto, Grey & Bruce Railway which were both built with a 42-inch gauge. Then the government stepped in once again to legislate the standard gauge of 4-feet-8-½-inches.

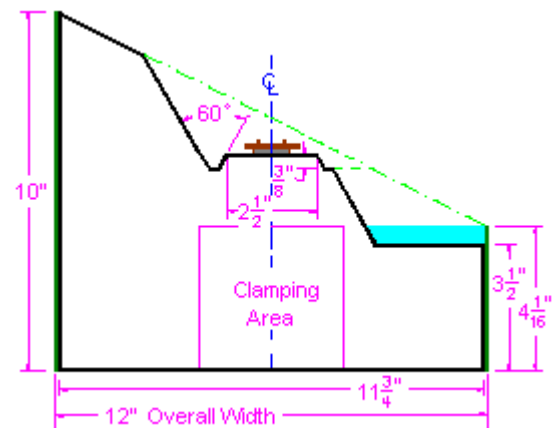
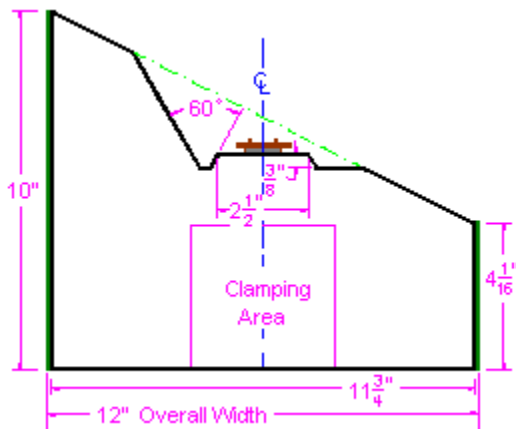
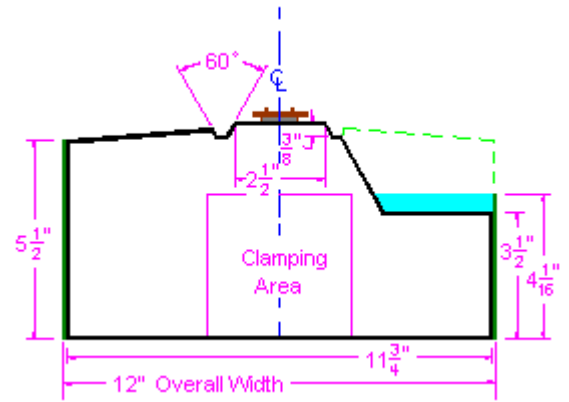
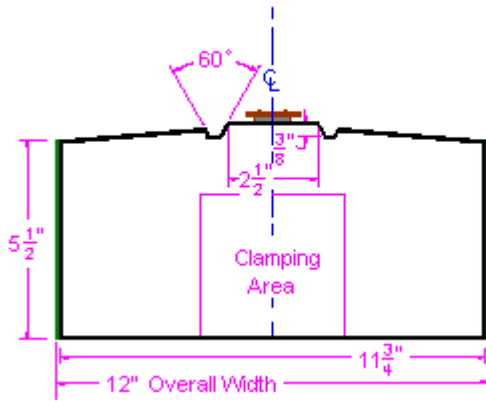
In our revisionist history, there was the **Graduated Rail Gauge Act** which provided public funding for building more affordable narrow gauge railroads and then additional funds to broaden the more successful and lucrative lines. Many narrow gauge lines were built throughout the province. Some of which were broadened and absorbed into the transcontinental railroads while others muddled along serving their local communities and industries.

With the increased traffic demands generated during the Great War, the Upper Canada & Algonquin Ry. was formed to amalgamate several narrow gauge lines forming a network in Southern and near Northern Ontario. Founding railways include the Lake Lillian Railway & Navigation Company, the Keg Harbour Railway & Navigation Company, the Algonquin Short Line Railroad, the Upper Canada Railway and the Humber Valley & Simcoe Railway with a branch into the territory of the Temagami Lumber Company.

Invitations are sent out to other railway companies in the region to join:

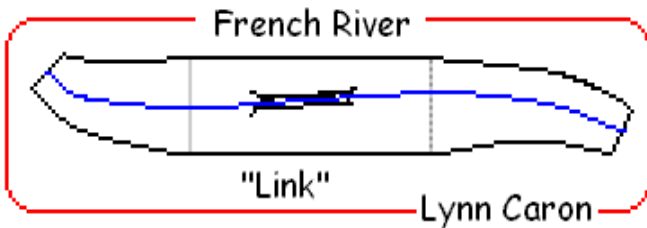
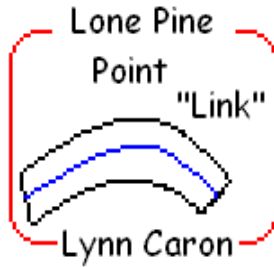
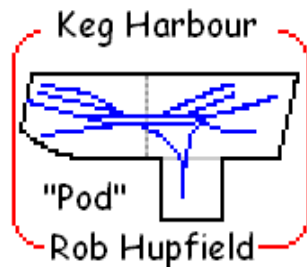
The Upper Canada & Algonquin Railway Forum

Four **Free-MOn30** Scenic Profiles of the Upper Canada & Algonquin Ry.

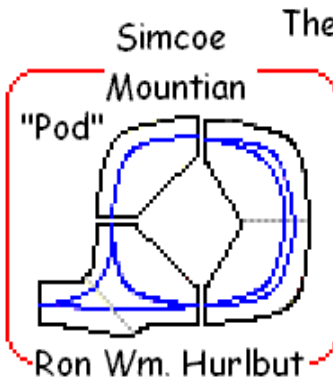


In keeping with **Fremo Oe** and **HOM**, the **Upper Canada & Algonquin Ry.** has been inspired to develop the four scenic profiles above:

- Interface Plates are to be cut to 11-³/₄-inches wide plus two ¹/₈-inch thick Masonite/hardboard fascias for an overall 12-inch width
- Use ³/₄-inch thick G2S plywood
- See diagrams for overall measurements including scenic profiles.
- Other scenic profiles may be applied
- There are advantages to adopting a narrow Interface which are discussed in the **Interface Plate White Paper** and the **Interface Plate Scenic Profile**.

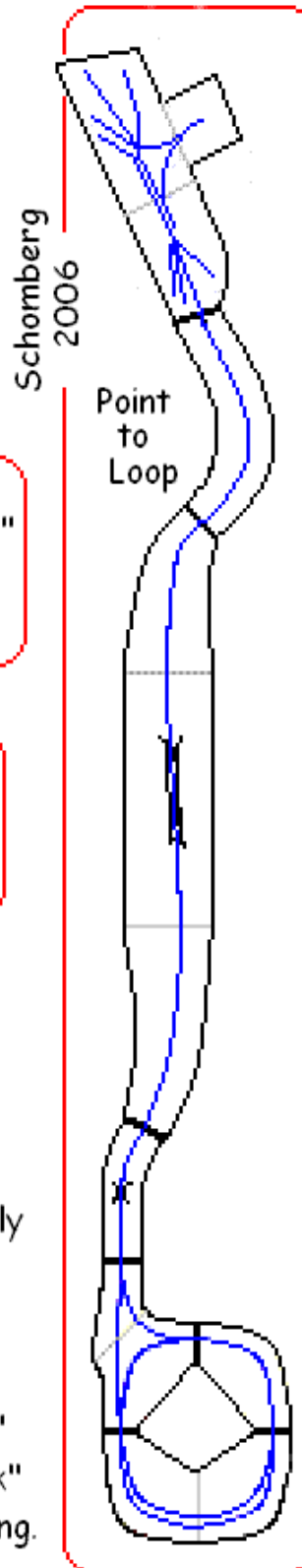


Not exactly to scale



The balloon set is actually 4-Modules-in-1

1. Balloon "Pod"
2. Wye "Link"
3. 90 degree "Link"
4. 180 degree "Link" with passing siding.



Diagrams of the modules that are built and are operational are shown on the left.

This diagram shows how the modules were set up as a Point to Loop layout for the 2006 Ontario Narrow Gauge Show in Schomberg Ontario.

There are several more modules that are currently proposed or under construction.

There are several links in the works including a wye and a switch-back.

There is also a multi-section "Pod" which will depict a Northern Ontario mine.