

## MEMBERSHIP RESPONSE OVERWHELMING “WE BELIEVE IN CARM’S FUTURE” 98.6%



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#### Cover Photo: Top Left

1/24th scale Government of Canada Cylindrical Hopper passes by as two teens make use of the delay caused by the train: David Winters photo.

#### Cover Photo: Bottom Left

Peter Moffett created this mockup of a small steamship for the S Scale Workshop Modular layout on display at the Copetown Train Show. Based on the quality of the mockup our expectations are high for Peters finished model. Perhaps we can talk him into an article on its construction. David King photo.

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# observation platform john johnston: editor

It has been a very busy winter. Peter's accident meant that I along with my buddies from the Bayview Junction Modular Group took over the management of the Copetown Train Show. Everything appeared to go well and most of the response and feedback has been positive. We made some money for CARM and also for the continuing construction of our modular layout. Our goal is to have it ready for display at Copetown next year.

The Allegheny Division continues to progress and I will report more on some changes I have made next month. My good buddy Justin has decided that his excellent large N scale layout needed some change and after much discussion that change turned into a full scale makeover. The layout is going from 2 levels to 4 levels and will have over a 400 foot mainline run in N scale when it is done. I have been helping him out as much as possible.

The wife and I also made our annual winter trek to Myrtle for a little golf and sunshine. It was interesting to wake up one morning to see Winter Storm Warnings flashing across the bottom of the TV screen. They received some flurries, not enough to even stick on the ground, but it was the big news of the day. By noon it was 60 degrees, so it was a bit of a tempest in a teapot.

Myrtle Beach does not have any mainline train service, however, on the edge of town there is a gravel pit which sees a Carolina Southern train 2 or 3 times a week. I suspect the gravel is used as ballast by either the shortline or by CSX whose mainline is about 50 miles to the west. I had noticed on seeing this train on several occasions that it had an F unit in the lead. There was never an opportunity to photograph it as I was using zipping by on the highway on my way to a scheduled tee time.

F units are so rare these days that I decided this year I was going to find it and document it. Turns out that it is a Canadian unit, originally built November 1952 as the Canadian National #9116, F7A, class GFA-17a, reclassified GFA-15d, September 1954, rebuilt to 9163 April 1973, retired December 1989, sold to Century Locomotive Parts, Lachine QC in 1992, sold to Waccamaw Coastline Railroad, to Carolina Southern Railroad. The unit is painted red and white and is in regular freight service.





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### VANCOUVER ISLAND CHAPTER:

The Vancouver Island Chapter met on Saturday, January 31, 2009 in the Community Centre in Arbutus Ridge. There were 19 members and 4 guests present. There was a short business meeting with a year end financial report and election of 2009 executive. Denis McWilliams was elected as President, Sterling Stump declared that he was willing to remain as Secretary Treasurer.

There was a tremendously informative clinic program arranged by Andy Barber in the morning, a catered lunch, show and tell, and layout tours in the afternoon. Andy gave a clinic on PGE inspection cars and Richard Yaremko gave a clinic on how the Northern Pacific dealt with truck competition in the 1950's. The layout visits were to Andy Barber's HO BC Rail layout, Richard Yaremko's HO NP Montana layout and Peter Gilbertson's HO CPR Durham Sub layout.

The next meet will be at the end of April with possible venues in Nanaimo, Qualicum Beach, or Saanich. Travel distances remain a problem for some members, although car pooling helps. Kudos to Brian Milroy for braving 60 km. of icy roads in coming all the way from Campbell River.



**Above Right:** Andy Barber gives a clinic on BC Rail track inspection cars at the Vancouver Island Chapter meet, January 31, 2009

**Above Left:** Tom Byers brought this freelance HO self propelled crew car to the Show and Tell at the VI Chapter meet. The drive is from a Bachman Galloping Goose. There were a lot of entries generating lots of discussion on building techniques.

**Centre Left:** Bob Thompson brought a kit bashed PGE double door box car to the meet. It was a good example of building up a car to match dry transfers that were on hand.

**Bottom Left:** Denis McWilliams and Dave Tomljenovich enjoy the outstanding scenery and rolling stock on Richard Yaremko's NP layout.

Photos by Ed Warren

# Railfanning with Ed Warren at the Vancouver Island Meet.



I have heard the rumours that a VW Minibus equipped with a Time Warp drive is being sold in British Columbia, however, until these photos arrived of Ed Warren's most recent railfan trip, I hadn't put much credence into them. On this recent railfan tour on his way to the Vancouver Island Chapter Meet, Ed managed to not only take some great shots but he managed to do it in 1965! In the Upper Left Photo we see the North Vancouver yard on a brisk morning (Andy Barber's HO BC Rail layout). Continuing his trip Ed shot the Upper Right Photo of two new SD40's on a CP Rail freight arriving in Durham Yard. (Peter Gilbertson's HO Durham Sub layout). A quick trip to the docks to take the Bottom Left Photo of the Alco switcher. Editor's Note: It has to be 1965 since today security would have you in cuffs for wandering onto the barge to take your photos. (Peter Gilbertson's HO layout) Finally, a quick trip south of the border to catch the North Coast Limited as it headed for Seattle as shown in the Bottom Right Photo. (Richard Yaremko's HO Northern Pacific



## LONDON AND DISTRICT:

The London and Area Chapter held a meeting on Wednesday, January 21 at the home of Dave Minshall. In attendance were: Dave Minshall, Larry Minshall, Eric Blunt, Robert Langlois, Don Wesley, John Kanakos, Bruce Harmer, Jason and Rob Essery, Dick Walker, Alan Gilchrist, Neil Froese and visitors, Richard Patton, Roger James and Lorne James

We were trying a Wednesday meeting to allow members with Tuesday commitments to participate. Member in attendance voted to return to Tuesday.

There was a discussion of the issues raised by the Board Report in the last issue of The Canadian.

A Status Report was given on the Layout Tour: Chairman and volunteers: Lorne James Chair, Dick Walker and John Kanakos volunteers. Layout Tour Date: Vote Feb 21 LMRA Meeting re: holding 2009 tour and/or date/support

The meeting also reviewed Treasurer's Report, Show participation, Requested a volunteer to be Show co-coordinator who would set-up show participation group. Don will mount large Chapter

Charter for display at shows

Robert Langlois discussed lighting cars on the layout in sequence to limit the current draw. John Kanakos discussed how he modeled a billboard from a picture taken in Kitchener. He used CAD and laser cutting support to create a great looking billboard.

Robert Langlois will update us on Live Steam option for a visit. Robert will set-up a date for road trip and email members with information and get response in order to confirm trip. Don will call re Chapter and layout visits and email

members with information and get response in order to confirm trips. Other possible road trip, Radial Museum and Hamilton Steam.

Next Meeting: April 21/09, 7pm at Bruce Harmer (car pooling) PLEASE NOTE MEMBERS IN ATTENDANCE VOTED TO KEEP TUESDAY AS PREFERRED MEETING DAY.

July 21/09 BBQ to be held at Robert Langlois' details to follow. All 2008 LMRA/CARM/NMRA Layout Tour Plaques have been distributed. Robert Langlois informed group WOD will hold Clinic June/May at Port Stanley's St. John's Pres. Church. Did a round the room on what each member had done in Model Railroading since last meeting.

#### ESSEX KENT CHAPTER:

An Essex-Kent Chapter meeting was held on October 17, 2008 at Don Eastman's house in Blenheim. The tour of Don's Cabin Creek railroad was occasioned by the fact that Don will be dismantling his layout prior to a move to Sarnia.

We felt it was a good time to hold a CARM sponsored evening for folks to get a last view of this master model railroader's exceptional layout. The O scale layout is based on the C&O Cabin Creek Branch in West Virginia as it existed in 1937. Don made many trips to the area and his accurate interpretation of the history of the area combined with his modeling skills has produced a layout that has gained national attention with cover feature articles in Model Railroader and O Scale Modeller magazines.

All of the structures and most of the rolling stock were scratch built by Don. In addition to his layout, Don was recently commissioned by the Chesapeake & Ohio Railway Society to build some forty models in O scale for the new museum that the society has built in Clifton Forge, Virginia. These models represent actual buildings in the Clifton Forge and along the C&O mainline.

Our open house was well attended and coffee and donuts were provided by the CARM Chapter.

## Photos (below) of three of the structures built by Don Eastman for the Chesapeake and Ohio Historical Society's museum at Clifton Forge. Bob Sanford photos.



# THE TORONTO CHAPTER'S MARCH 2 VISIT TO THE RIO GRANDE SOUTHERN LAYOUT OF ART MIDWOOD

PHOTOS BY IAN MCINTOSH



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# Maple Leaf Railway



**Above:** A local B&B is a popular destination. The turret creates an interesting architectural feature of the structure and no doubt sports a fancy cost for renting that room. Judging by the shiny and expensive cars in the parking lot, this is not an inexpensive establishment



**Above:** A separate trolley line operates between the terminal towns of Nook and Cranny. The single truck, 4 wheel, double ended trolley passes Central Auto Works Texaco gas station replete with glass gas fill pumps. The single shingle roof was originally attached to a roof elsewhere!

**Below:** Warren T. Voyd Harley Davidson shop must be an active retailer judging by the stock of motor cycles on the property. That's Warren in the white t-shirt taking a new model out for a trial run.



**Above Right:** A Maple Leaf Rail Road passenger train on the main line loop slowly approaches the Kings Hill Station. The station is scratch built using a variety of techniques and materials. The same is true of the details that adorn the station platform .



**Bottom Right:** Fed by cool mountain run-off, Bear Creek cascades through the route of the MLRR causing the railway to erect several expensive bridges, one of which can be seen to the rear in the centre of this image. Bear Creek also provides an opportunity for fishermen and naturalists who frequent the Boat House and fishing raft.



My neighbour here in Ontario has recently purchased a wintertime property in Zephyrhills, Florida. I had the opportunity to visit him and he and I went for a casual walk. I was surprised to see one of his neighbours had a marvelous G Scale model railway in his front yard. The neighbour, Brad, approached while we taking in the view.

Brad was introduced to model railroading as a youngster by his father who, while convalescing in hospital, constructed an HO caboose. This led to a basement layout. As an adult Brad served in the RCAF, a career choice that was not compatible with model railroading. Posted to Panama City, Florida, late in his career, he was introduced to G Scale railroading. He had visited the now defunct G railway at Cullen Gardens in Whitby but it was a visit to the German Pavilion at EPCOT, which inspired his entry to G Scale model railroading. He exhibits the railroad on a daily open house basis and not just for special occasions. The hazards of branches and leaves falling from three large oak trees, squirrels, armadillos digging holes, and frequent Florida torrential rains are all part of the hobby. He operates it on the "retirement schedule" which is whenever he wants to.

The Maple Leaf Railroad began as a Florida retirement project, more or less on a capricious note, a small Christmas display that got out of hand. Thereafter Brad followed the time honoured DAYGO principle of model construction: Design As You GO. As such the MLRR is a fictional railway based on prototype appearances of the 1950s and 1960s that combines realistic modeling and landscaping with a touch of whimsy. The scale is G but there is a mixture of LGB (1:22.5), Aristocraft (1:29) and scratch built structures (1:24). The farm scene is modeled in 1:32 scale due to the availability of farm equipment in that scale. There are three separate operating lines.

The Maple Leaf Railroad runs from Kingshill station through farmland to the town of Cranny and continues beyond Necklace Lake and over Bear Creek. The lake received its name because after

installing the pond, the surrounding rocks resembled Wilma Flintstone's necklace. A separate trolley line shuttles passengers from Nook to Cranny. A subsidiary of the MLRR, the Seven Dwarf's Mining Company operates a short line railway. In total there is approximately 300 feet of track covering 1200 square feet of space.

The track is primarily Aristocraft with rail joiners screwed to each segment of track with jumper wires attached to the bottom of the track to provide additional continuity. This method has provided problem free operation since 2001. The track is sitting on loose ballast (block screening) from the local quarry. MRC provides motive power while Aristocraft throttles provide control. Most of the rolling stock is stock, with the exception of a few scratch built specialty cars. One car is a MOW leaf blower, which is a modified "Dust buster".

Brad enjoys the modeling part of the hobby more than the actual operation. Scratch built structures display both Brad's imagination and modeling skills. The structures, figures and vehicles are exposed to the elements on a 24/7 basis, so he has chosen materials and adhesives carefully. A master at out-of-the-box thinking, Brad employs a vast array of unusual resources in creating items for his railway. Plywood, Styrofoam, foam insulation and concrete provide building base materials. Pop cans extruded through a paper roller provide corrugated roofing material. An old Bar-B-Que grill allied with discarded curtain track transform into a bridge. Roads originally built with gravel collected too many leaves so the roads have been paved with roofing shingles. A farm fence was constructed from the plastic holders found in boxes of Christmas tree lights. Need a water spout for the water tower? Try using a Bic shaver handle. How about a roof for a barn silo? Try using a toilet tank float. Empty toothpaste tube tops become lampshades. His parts box is bottomless, but his garage is cleaner. His railroading is on a retirement budget, and as such is a challenge to his imagination.

Insightful landscaping provides the

viewer more than 25 separate scenes, each vignette providing subtle detail to encourage repeat visits. Amongst these are a dinosaur dig, a tree house, a shoe-house and several Disney characters. Visitors are encouraged to find Waldo and Mickey Mouse. An Inukshuk stands vigilant over the railway.

Brad uses a variety of local vegetation including dwarf holly, boxwood, mosses, sedums and annuals to provide 'tree' texture to the scene and chives, thyme, parsley and rosemary are grown on the farm scene to provide 'ground foam' for the railroad and variety for his wife's culinary prowess. Bonsai techniques have been used to keep the plants in scale. When Brad returns to spend the summers in Kingston, he packs away the details of the village, but leaves the track in place. The Florida summers are subject to hurricanes and heavy rains, providing an ideal environment for weed growth. Upon his return he is greeted by shoulder high non-prototypical vegetation. After a few hours work, with Susan's help, his railway is back in operation.

Equally important to the MLRR landscaping is its rockwork. Florida is known for sand, not rocks; therefore to build Necklace Lake, the rocks had to be non-native. Brad has collected stones during various trips and visitors have donated some. Stones from Alaska to Key West, from the top of Pike's Peak to the bottom of the Great Salt Lake, from NORAD's underground complex in North Bay to the beaches at Dieppe, from all across Canada, Europe and the Caribbean are part of the layout scenery. Stones from the beach at Dieppe France create a memorial panorama honouring the Canadians who landed on that beach in 1942. The rocks for the Inukshuk are from Greenland. My visit was all too short, but perhaps Brad will share some of his modeling techniques with readers in a future article for The Canadian.

Brad also has a N scale layout in Kingston, Ontario. This was also built on a budget. And a future issue will showcase that layout.



**Above Left: Recognizable Canadian Icon, Tim Hortons.**



**Above Right: Passenger local passes feedmill.**



**Left: Most rail enthusiasts even if they don't know much about steam locomotives are aware of the device on the front of such a locomotive known ubiquitously as a cow catcher. However on the Maple Leaf Rail Road such a device serves a different purpose and is known as a Gecko catcher whose operating performance is illustrated here.**

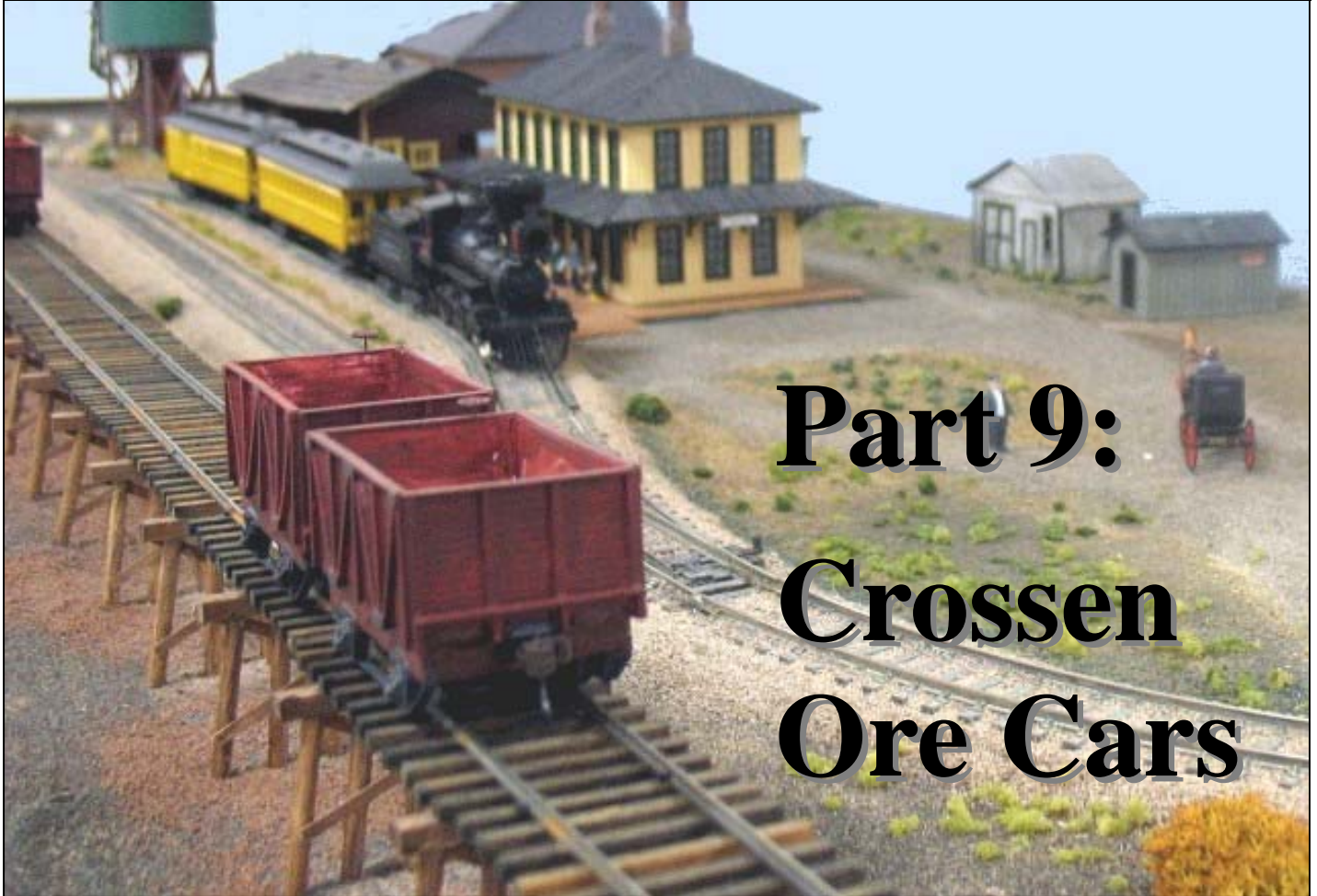
**Below Left: Sawmill**

**Below Right: Railbus in a rural setting.**



# Designing the Cobourg & Peterborough Railway

Article and Photos by Ted Rafuse



## Part 9: Crossen Ore Cars

One hundred ore cars were used on the CP&MR&MCo. These were the first railway cars built by James Crossen owner of the Ontario Foundry, a manufacturer of agricultural implements. Several years later he created the Crossen Car Company of Cobourg, Ontario, a firm which subsequently became Canada's largest independent manufacturer of wooden railway cars. Linking a Cobourg car manufacturer to a Cobourg railway was, as a Cobourg resident, a must. (For more on the Crossen Car Company visit [www.canrailpub.com](http://www.canrailpub.com).)

The appearance of these ore cars is largely unknown save for the fact they were 4 wheel cars. Tichy ore cars are late 19<sup>th</sup> century representations and therefore not era appropriate. A friend showed me an old Red Ball catalogue in which an 1870s 4 wheel coal jimmy kit was offered. One known fact regarding the Crossen ore cars were that they were a 4 wheel design and the Red Ball catalogue illustration created a basis for

what I thought might be an appropriate style to model.

However the inability to locate a truck/journal that came close to matching those depicted on the Red Ball model frustrated my attempt to construct a model. Patience was eventually rewarded as a Bachmann Bobber caboose was inspected closely. Inspiration followed. By removing the van portion of the caboose, the frame, wheel yoke and wheels, served as a starting point for an ore car. A hopper/gondola side using the Red Ball illustration as a guide could be built and added to the frame. With an inexpensive model to start with, the project began.

Using a screwdriver, the couplers and coupler boxes were removed from the underframe. Four friction pins, two at each end on the underside, held the van body to the frame. With these removed the frame and body came apart easily. The van body was placed in the parts

box.

Major modification to the frame followed. Using a model saw the end steps and platforms were removed from both ends and these parts relegated to the parts box. The strapping support that runs between the two journals on each side as well as the tool box on one side were removed and discarded. The small curls on either side of the journals were removed by knife and filing so that the frame beam was flat.

Steel weights hold the metal wheel frame and wheels in place. One was loose on top of the other while the other one was removed by prying one end up and slipping the weight out from the wheel frame. (Only one weight will be used with the ore car.) The wheel frame and wheels were removed from the underside. These pieces were set aside.

Two vertical projections on each side of the frame were removed with a utility

knife even with the outside of the frame. Small square 'posts' at either end of the sides at the top of the frame were similarly removed. The remainder of these projections were filed smooth with the side.

Four scale feet from the frame centred between the two wheels was removed. There is a dimple on the inside top of the frame and this dimple was cut out of the frame. This cut removed most of the cast on brake cylinder as well. The coupler support on the bottom of the floor was filed flat even with the cross piece.

Using liquid cement the two halves were glued together underneath with a piece of .040 sheet styrene cut a scale 7' across by 5' wide. Be sure that this place does not enclose the openings for the metal wheel support. The car will be an approximate scale 12½ feet long. Along the length of the side frame is a designed channel. This channel was filled in using scale 2" by 8" Evergreen Scale Models (ESM) #8208 strip styrene. No attempt to fill in the resulting longitudinal lines was made as this would simply represent built up framing members in the finished car. While this assembly was drying 4 scale feet was cut from one end of the weight. The weight was test fit into its position tabs. The



**Above: In 1980 an original 1867 CP&MR&MCo Crossen built ore car was extracted from the Trent River. This is the only image of a Crossen car known to the author and this reveals little of its construction beyond the fact that it had four wheels. Parks Canada somewhere in one of its warehouses has stored this car since its elevation to dry land.**

projecting nubs above the weight were filed even with the top of the weight and will provide the supports for the floor.

Having shortened the car to provide an appropriate length between the journals, a drop door for the floor was constructed. The cross wise door was made from ESM #2037 Car Siding. It is a scale 4' wide by 6' long with the boards running from side to side. Each side support for the door was made of .020 sheet styrene in a triangular shape with the base 4/ long rising to a height of 1½

feet. Three strips of ESM #8103 1x3" styrene represent the iron strap hinges of the door: one in the middle and one towards each end were added to the doors in a longitudinal plane. These supports extended the full length of each door. When the glue on this sub assembly was dry it was glued to the base of the car centred between the axles and the sides of the car. Unfortunately no description of how this might have operated is known to me so no additional hardware on the car was modelled.

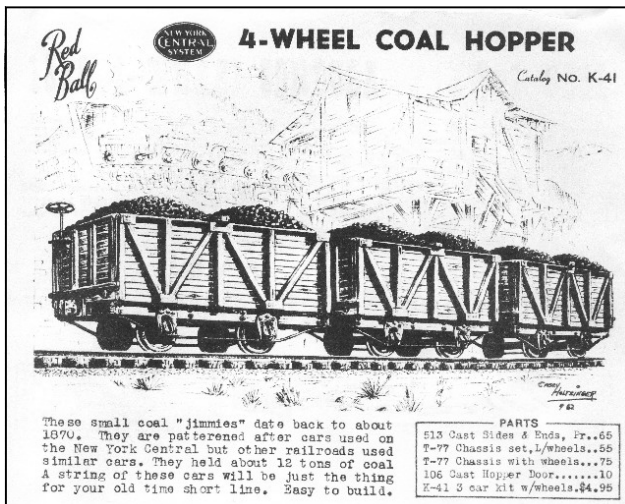
The ends were worked on next and the first step was a non-prototypical installation. When constructed by Crossen this car would have had link and pin couplers fixtures. Not wanting to use this system on the modular layout I opted for a 'newer' system. A KD

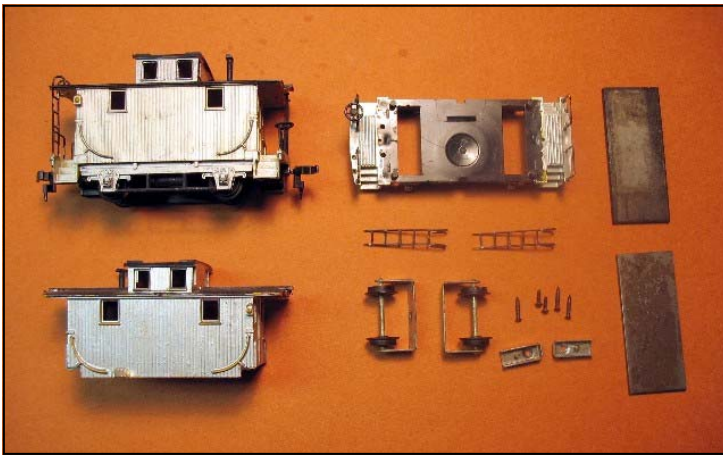
coupler box with the mounting ears removed, with McHenry couplers inserted, was glued in place on the under side of the floor centred on each end. Slight shimming between the top of coupler box and the cross piece may be necessary to raise the coupler to its proper height. Check this with an appropriate gauge. Be aware that once the coupler box is glued in place the wheel holder cannot be removed without removing the coupler pocket.

The end frame, with the coupler box

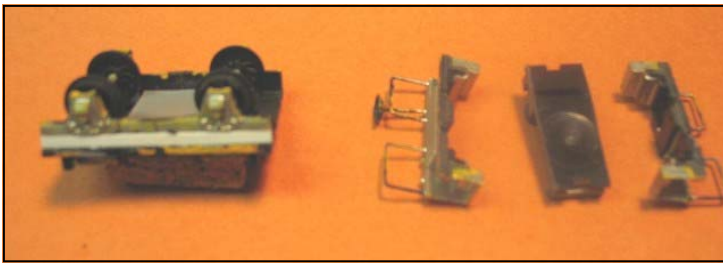
**Below Left: When first contemplating the construction of a mid 19<sup>th</sup> century ore car, this Red Ball Models catalogue ad was the only reference available. It became my guide for constructing a Crossen car.**

**Below Right: The friend who showed me the Red Ball ad acquired a model of the coal jimmy. This provided me with additional inspiration to attempt construction of a representative Crossen ore car for the modules. What most appealed in the model were the unusual journals and these caused me to search long for an appropriate model with this feature.**

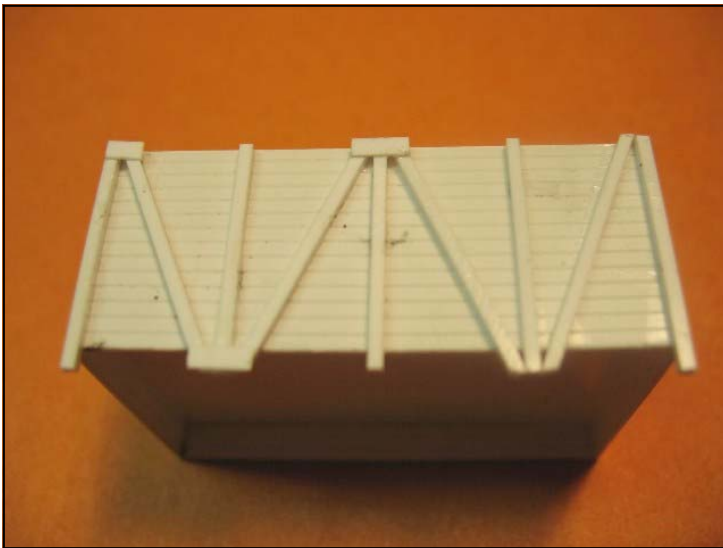




Above: The starting point for this project was a Bachmann bobber caboose. The intact model, painted silver by a previous owner, is in the upper left of the photo. The ladders were removed, the cabin lifted, the weights removed, and the couplers disassembled prior to beginning the major alterations.



Above: The step and platforms have been removed from each end of the frame, the frame has been shortened in the centre by 4 scale feet and the two resulting halves of the frame have been glued back together. The gray area in the bottom of the frame is a joint of .040 styrene and the white along the frame is a channel filler strip of scale 2x8" styrene strip.



Above: With the basic box of the ore car completed, scale 4" square styrene strips were added to simulate wood bracing. All braces extend below the bottom of the box and will rest on the top beam of the frame. Three of the five gussets made from scale 1x6" styrene strip are shown.

installed, was completed to represent a continuation of the sides. These 'wooden' frame ends were fashioned from ESM #147 .040x.156 strip styrene which was scribed in the centre, a scale 7¼' length was cut, filed and test fitted. An opening was cut in this piece and filed in the centre to fit around the coupler box. The depth of the opening is determined such that the frame mates with the bottom member of the floor and clears the coupler pocket. When finished this strip should be even with the bottom of the side frame. When all fit properly, the new end frame was glued in place.

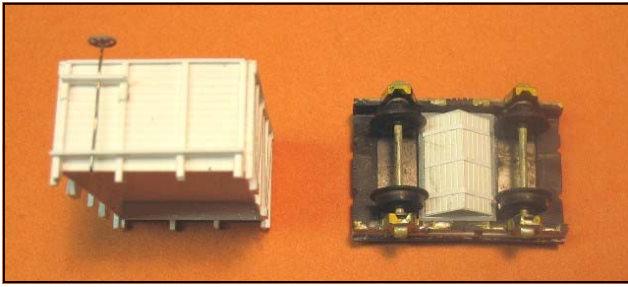
Journal straps were installed on both sides of the car using scale 1x6 inch strip styrene (ESM#B106) cut 16 feet long. This was centred on the underside of the two side journal boxes and glued in place and allowed to dry. When firmly set, the ends of the straps were bent upward to the end of the side frame and glued in place with about a scale 9" extending up on the end frame. Excess styrene was cut/filed when the glue was dry. With the end completed the frame assembly was set aside.

The 'ore box' was constructed using ESM #2050 V-grooved siding styrene. The long walls are 12½ feet measured to the length of the side frame. The ends are 8½ feet wide less two widths of the siding material. The height of the box walls is 5 feet. Before cutting the sides the grooved styrene was turned over and using a dental pick and a ruler lines were scribed to suggest the inside board by board construction. The four pieces were then cut and glued together, with liquid plastic cement, to create a rectangular box. A sheet of scribed styrene was cut for the floor with the scribe running the width of the car. The floor was glued to the plastic nubs filed earlier on the top of the frame assembly. This allows the floor to rest on top of the wheel/weight assembly. At each inside corner a 4x4" styrene post (ESM#B404) was glued above the floor to the top of the car.

External braces provide a unique appearance to the car. Five 4x4 inch styrene posts 5½" long were glued to the outside of each side at each end, one in the middle, and one each equidistant between each of the panels formed by the first three posts. These posts extend below the car side to the top of the second longitudinal framing member, the one filled in earlier. From the bottom of each post above the middle of each panel a 4x4 inch post was angled to the end of the side and to the middle post of the side.

Rectangular gusset plates of scale 1x6 inch styrene strip (ESM#B106) were cut 1¼ scale feet long to fit over the joint near the wheels and at the end middle top joint as well. Two gussets each a scale ¾ feet long were added to each end at the top joint. A 1x6" cap board was attached to the top of the sides to cover the sides and posts.

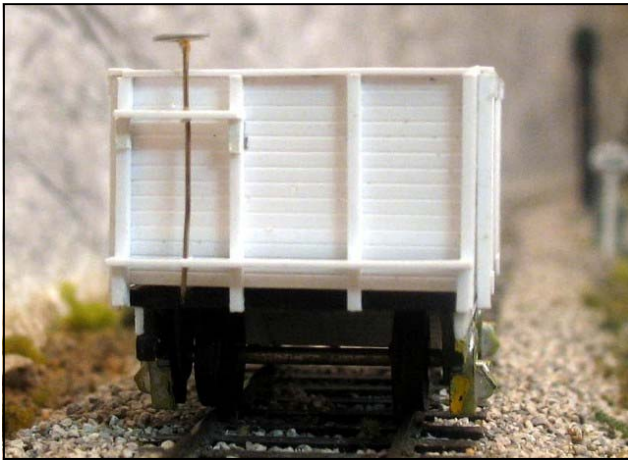
At the brake end, a scale 2x8" styrene walkway was glued to the car above the coupler pocket. Four 4"x4" styrene supports, each ¾ foot long were placed on the 4 end braces as a support for the walkway. The bottom of the support posts and the bottom of the walkway supports are even. A brake wheel platform of 2x8" strip styrene was glued between the two left most posts was similarly attached one foot below the top side and braced similarly to the bottom walkway.



**Above:** To the left the brake end of the car has its bracing, wooden walkway, brake staff platform, brake staff and brake wheel in place. To the right the fabricated drop doors on the bottom of the car floor are illustrated. The couplers and end framing have yet to be added.



**Above:** All side bracing, gusset places and added frame beams are in place on the finished but unpainted side.



**Left:** All end braces, the walkway, the brake staff and wheel and brake staff platform support are in place. Couplers and the end of the car frame have yet to be added. These additions are described in the text.

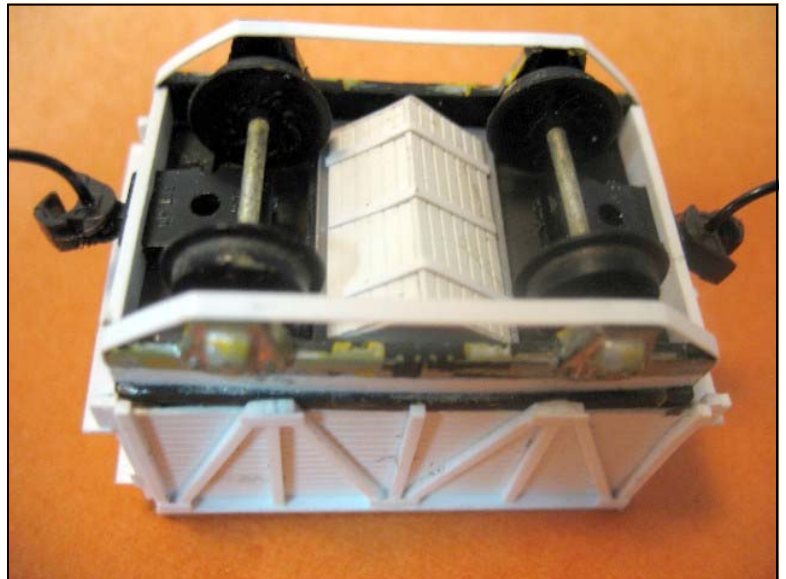
**Below:** The car underframe.

When all was dry #76 hole for the brake staff was drilled. The staff was made from brass wire in my parts box. Attached to the top of the shaft is a brake wheel (Tichy) also from my parts box. Any old style brake wheel will provide the illusion. On the opposite end a similar walkway was installed minus the brake staff and wheel.

Due to my lack of knowledge several features on the model car have are not modelled. Reference was made to the few Civil War era images available to me for guidance, but these few images lacked car detail. Although a brake wheel is represented on the model, no representation of the brake system is made. I suspect that some type of beam brake system was used but what its appearance was is unknown to me.

No grab irons or stirrups are applied to the model as again in the Civil War images available to me these features were indistinct or non-existent. On one flat car that gave detail it was obvious that no grab irons or stirrups were attached to the car. If any reader can confirm the appearance of safety appliances on mid 1860s freight cars, perhaps they could share that information with all of us in a letter to the editor.

All sides of the ore car were brush painted Floquil Polly S mineral red. The gussets, frame and underbody were painted



Polly S weathered black. When dry the journals were weathered with a rust mixture. The box was set on the frame and a successful test run followed. I chose not to glue the floor to the frame but should you wish to do so the four lugs projecting up from the floor will allow a liquid cement bond to be made.

On the layout, the unusual Crossen inspired ore cars frequently initiate a conversation with observers interested in their local railway heritage.

**Finished cars operating on the layout can be seen in the photo on Page 12.**



# Designing the Cobourg & Peterborough Railway

Article and Photos by Ted Rafuse



## series finale: transport & display

**The author's two grandsons, Ultan and Shay, check the operation of the modules prior to the doors opening to the public at the 2007 Cobourg Model Train Show. Shay, the eldest at 7, operates the layout while the show is underway and the author of the series talks to the general public. To the dismay of the three year-old Ultan, his mom, after viewing the rest of the show, takes him home!**

Preparation for the display at the Cobourg Model Train Show (or for any other display) commences several days in advance. Several hundred information sheets pertaining to the history and features of Cobourg's Railways are printed and ready for the show. These pamphlets, researched, written and printed by myself, are distributed to those viewers with a more involved interest in Cobourg's railway history. My telephone number and e-mail address are printed on these flyers to encourage people to contact me with any information or photographs they may have of local railways in particular or of railways in general.

The week or so prior to the Cobourg Model Train Show the local press are encouraged to take photographs of the layout and conduct an interview to accompany a pre-show article. If this is done, the modules are set up in my dining room. Often the local radio station conducts an in studio interview to publicize the Cobourg Model Train Show in conjunction with a draw for a free train set. This provides me with an opportunity to mention the layout.

The day before the modules are set up they and the carrier are loaded into my vehicle. Often one of my rail buddies assists to make the effort easier.

The modules are removed from the frame where all has been stored in my basement. With the modules and scenic divider removed, the frame is placed into the back of my rather elderly SUV with the rear seats folded down. Next the modules and scenic divider are inserted into the frame. Boxes containing the power pack, rolling stock, buildings and repair/tool kit are placed alongside the module frame.

Once at the display site the entrance to be used is determined. Before unloading a check is also made to ensure that sufficient tables are set aside for my purpose and that an electrical hookup is available. With help from members of the Cobourg Model Railroaders, set-up takes but 15-20 minutes to accomplish. A test run of the locomotives is made to ensure that all is in working order.

The operator of the display Cobourg & Peterborough Railway is my seven-year old (at the time of writing) grandson. He arrives half an hour before the doors are opened to the public and test runs the trains again. Once the show starts he is in charge of operation (barring any problems) while I am available to the public to answer any questions relating to the modules or the railway history they portray.

Facets of the module still require attention. On the Cobourg module the curved end of a roundhouse needs to be constructed and placed to the west end and projecting from the divider. The freight shed depicted in the images at Cobourg harbour is borrowed from my home layout; a permanent structure for the layout needs to be built and will be placed immediately to the west of the station. (The original was opposite the station and slightly west, but this arrangement is not possible on the module.) Lastly, additional small wooden structures behind the station will be built to complete the scene. More people and horse drawn vehicles will enhance the 'activity' on this module.

Several months after the station at Harwood was completed, a hitherto unknown photograph of the station on site in 1896 surfaced. This photo verifies the shingle roof, the board and batten siding, the placement of some windows and the location on the west side of the track near the shore line. However the building appears never to have had paint applied, it does not sit on a stone foundation, there are three 'people' sized doors along the east facade, and a balcony projects from the second storey on the north side. For those who think the research is done at a given point, a rude awakening will often occur. To be accu-

rate, a second Harwood station will have to be built.

The Harwood station removed about 1910 to Roseneath has recently been torn down but the lumber saved and stored for future erection at Harwood. The Harwood Restoration Society received the old structure as a donation so long as it could be removed from the site. The material is currently stored and the Society is currently working towards erecting a 'new' station using the original 1850s internal lumber.

Additional ore cars need to be constructed to sit on the Cobourg harbour trestle and to be part of the freight train. Several on hand Juneco Scale kits will be modified to construct 28' boxcars and 30' flat (platform) cars. These lengths are more in keeping with the historical era depicted.

Fearing a mechanical breakdown of a locomotive while the modules are on display, a back-up Mantua or Rivarossi 4-4-0 will be purchased at a future flea market or train show. New on board sound systems are becoming prevalent and this feature would be an interesting feature by which to regale the general public.

Additional venues to display the module are numerous. The layout to date has appeared at the Port Hope History Fair and at Northumberland Mall's heritage days exposition. Several local service organizations have expressed interest in the modules as a topic (speaker) for their meetings. Local elementary schools which have a transportation component as part of their curriculum may present another opportunity for display.

All of these situations are an opportunity to extend the knowledge of railways and model railroading to the general public. Perhaps this article can inspire someone to create another example of a module that reflects a facet of their local railway history. If so, take photographs and record your efforts and keep in contact with the editor of *The Canadian*. Thank you for your patience with A Portable Layout Planned for Train Show Display.



**Photo Above:** The carrier, the modules and the backdrop/divider loaded in the back of my vehicle and ready to be transported. Although not shown in this illustration, there is ample room for the few boxes of rolling stock, structures, transformer and other necessities to accompany the layout. The window will shut with room to spare. Before the next showing I will build a 6" extension to the legs which will allow the transporter to be raised above the wheel well projection which will allow use of the right rear passenger seat to be used..

**Photo Below:** During the course of the day many people focus their attention on the operation of the modules or on reading the information text or viewing the images on both sides of the divider. Witnessing the interest of the public with the display is the reward for the author in creating A Portable Layout Planned for Train Show Display.



# Government of Canada Cylindrical Hopper

Article and photos by David Winters



**A 1/29th scale beauty**

## History:

In the early 70's the Bonnyville Sub-division was still quite active. Freight and passenger service served the region with everything from 36 foot outside braced grain boxcars to newer 50-foot boxcars and tank cars going to Canadian Forces Base Cold Lake, to RSD3's headed into Grande Center. At that time I hadn't even seen a modern cylindrical hopper but I was intrigued by both the new design and colour. My beat up old Pontiac and I chased trains into St. Paul, Vegreville and Lloydminster just to get the first photos of these shinny new cars. My own new railway got under way about that time and for over 30 years it has followed those same rules. A small piece of prairie railroading frozen in time. Government of Canada 'Trudeau hoppers' gradually phasing out heavy old wood and steel boxes.

## What's out there:

In the early years I modeled in N scale and there was nothing available 'off the shelf'. Model-

ers would bash together cars of the appropriate shape and size with little or no regard to counting rivets. Hey, we were just happy to run the first long, colourful, modern grain trains.

As time went by of course wonderful highly detailed models came on the market. First in HO of course and then finally in N scale and O scale. I was buying my second dozen or so grain hoppers in early 2001 when I was struck by model trains that had gravity. It felt as though I was back in 1972, bashing just about everything I needed. Back to ac-

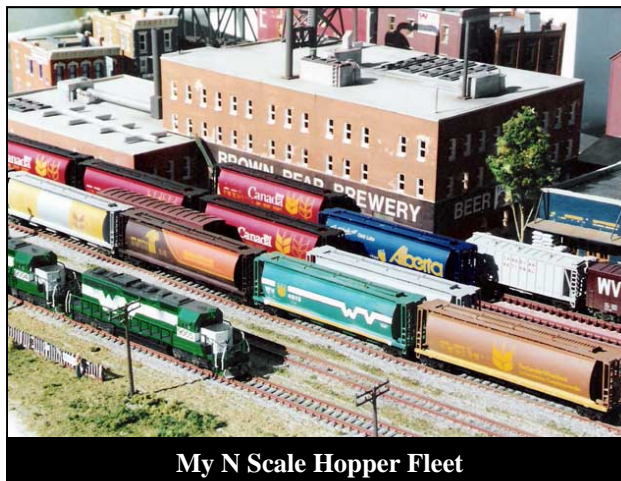
tually having fun again.

## The car:

The cylindrical hopper is an icon of the Canadian West. It has become as prevalent in calendar photos as the Canadian Northern 3<sup>rd</sup> Class station. In a little over 20 years there were over 30,000 of these cars plying the western grain roads but there were none on the Winter Valley. American and European model makers opted for the typical ACF design. LGB and USA Trains put out cars in various Wheat Board, Government of Canada, Saskatchewan and Alberta paint schemes and while I'm no perfectionist, I just couldn't bring myself to buy and run what was just too obviously wrong.

## The construction:

My son got me started on this kitbash. He bought me an LGB ACF type three bay hopper and because the top and sides were separate parts, he quite easily converted it into a pretty darn good cylindrical type. He gave me my



**My N Scale Hopper Fleet**

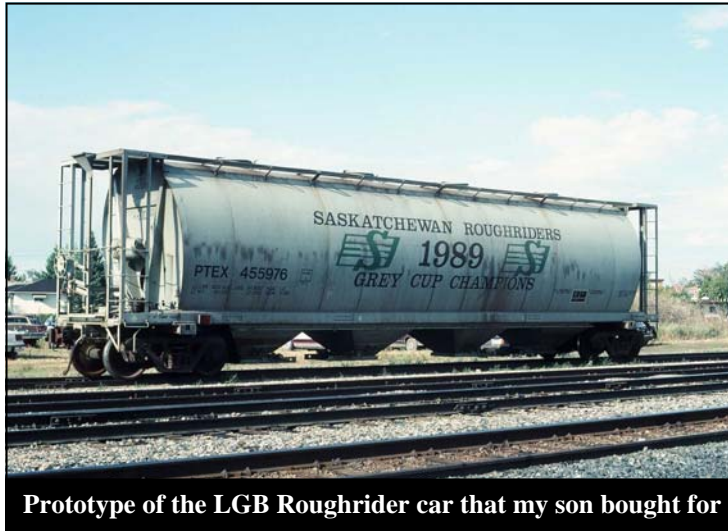
Saskatchewan Roughrider car for my birthday and the real fun began. (see photo next page)

### The frame:

The frame on the USA Trains car is far more difficult to deal with but I chose this model for the 'bash' because (a) it had four beautifully detailed and working hoppers and (b) it was, unlike the LGB model, the correct length. Give or take a couple of inches. Close enough for me anyway. I removed the end frames and all of the brake gear and put them aside. Both would have to be significantly modified. More on that later. The problems developed when I began carefully cutting the ACF container off the frame because the USAT hoppers are correctly molded above the frame on the underside of the car. That meant I had to do some cutting on the inside. The easiest way to accomplish this was to cut off the sides about an inch above the frame and therefore above the tops of the hoppers. Then I used a Dremel tool to cut around the hoppers as well as remove the ACF style ends.

### The couplers:

The USA Trains truck mounted couplers are wonderful, well designed and they will last forever. But I had long ago decided to use body mounted Kadee couplers on all my engines and rolling stock. Two sizes are available in my chosen scale and I use the larger of the two feeling I can get a little more reli-



Prototype of the LGB Roughrider car that my son bought for

ability pulling 60 to 80 pounds of train by only sacrificing a fraction to scale. Also, the 930 type is a nice red/brown colour. 1/8th inch thick styrene shims were installed below the frame. This lowered the coupler center to properly mate with my home made Kadee height gauge.

### The body:

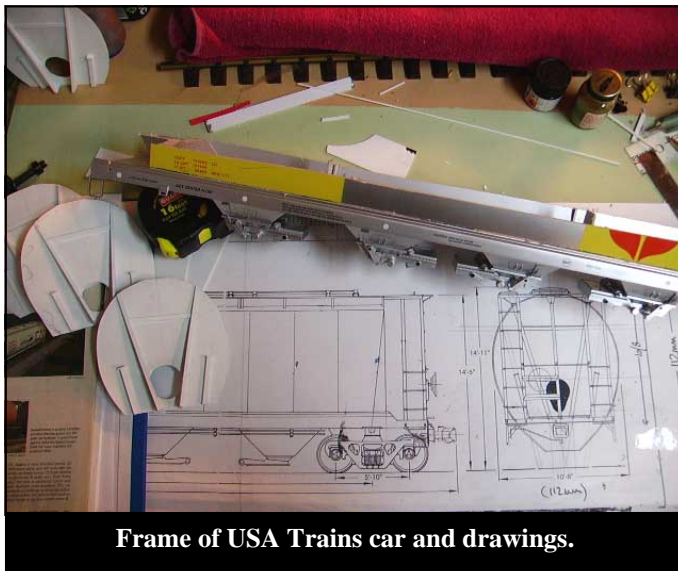
A completely new body had to be applied to the old frame. My plans were taken from a February 1994 Model Railroader magazine. They had been printed in S scale (1/64<sup>th</sup> scale) so that needed to be addressed. A local print and copy shop used them to produce full 1/29<sup>th</sup> scale drawings at very little cost. This would also come in handy at decal time.

The construction material would be white .030 styrene sheet or heavier. Four foot by eight-foot sheets are available at most sign shops for next to nothing. Interior Paint and Plastics supplied mine for \$16.00 CDN. I had to roll it

into a tight package just to get it home in the car. The correctly shaped ends were laminated for strength and detailed with common Evergreen stock from the hobby shop. A solid support structure would be required on the inside of the 'tank' to define the proper shape and give strength to the body. I wouldn't be picking the car up by the body like I did in smaller scales but still.... These were made from 1/4 inch plywood and glued and siliconed onto the frame between each hopper.

I found the best way to 'lock' the shell over the frame was to Dremel out a groove along the inside between the frame and the hoppers. After much cutting and trimming I had a single sheet of styrene that would set down into the groove on one side, wrap tightly over the wooden supports and snuggle down into the groove on the other side. It would also fit tightly over the ends with little or no gaps. Once I was satisfied with the fit I applied styrene cement along the edges and ends and silicone over the wood before rolling it into place for the last time. It worked!!

A little trick I was told about on line. If you want to simulate a weld line (and there were obvious weld lines on the prototype) you just have to cover the surface with masking tape leaving a very narrow space between the strips. About .5mm works for me. I applied a running bob of airplane glue to the small gap, let it just dry, and peel off the tape leaving a perfectly straight 'weld' on the



Frame of USA Trains car and drawings.



Frame with woods supports and ends in place.

surface. The car I was building had eight welds on each side. Paint was not going to cover them completely and that was good.

### The brakes:

Photos of the prototype B end, and the examination of an HO model I purchased for this job, show the ACF car is significantly different from the cars built in Canada no matter who did the building. The tank and lines had to be reworked and new tank added to the mix. The always turquoise air brake valve had to be moved to the side.

The angle iron structure on the USA Trains model was 'cut off' at the top corners as in the ACF prototype. Probably for clearance reasons not encountered on the open prairie. That had to be rebuilt into the familiar square shape using Evergreen material. I did not move the inside support for the brake wheel assembly over to the centerline of the car. This extra work would add nothing to the finished car. In fact, as I wasn't working with steel or brass, it would have just been a weak spot I didn't need.

### The roof walks:

The roof walk on the ACF model was beautifully done and so I just couldn't replace it with something else even if something else were available. The walkway shape was wrong at the ends due to that original notched corner issue but I used the 'over the coupler step plate' that came with the model (same material) to fashion the correction at each ladder and then used only similar material to replace the step. The hatch covers were completely wrong on the ACF model so I had to scratch build new ones. These were often interchanged in prototype service so colour and style became a delightful mix. I built both Landreth and Apex types for my hopper. Two silver and one salmon coloured.

### The paint and decals:

As I hinted at earlier, the decals were going to be a problem. Depending on what 1/29<sup>th</sup> scale decals were still available I could be finishing with a standard, salmon coloured Government of Canada hopper (first issue) or the aluminum and yellow light weight branch line model. Although I had built the three-hatch aluminum variety. All gone. No supplies left. The best I could do was a set of S scale dry transfer CDS products. Good for me because I'd used this product in the past and still used it on all my rolling stock but how to 'scale up' a dry transfer?

The best I could do was apply the dry transfer to white paper and have it blown up to 1/29<sup>th</sup> scale by the same people who did my drawings. Easy. Then I transferred this new larger pattern onto clear decal paper using my own copier resulting in an accurate G scale water slide decal. Two thin coats of Microscale liquid decal film and I was ready to apply them to my yellow panels.

### Operation:

Now the first of the new hoppers have arrived on the Winter Valley and they draw quite a bit of attention. Some mechanical and some political. But they're going to be a real blessing around here come harvest and we no longer have to shuffle around half full boxcars with square wheels and bad brakes. And that big pile of grain doors can be sent off to the town dump. **(Photos of finished car can be seen at beginning of article and on front cover.**



Above and below: Prototype car end details.



Above: Model car end details.

Below: Decals



# COMING EVENTS

## UPCOMING CARM EVENTS

**April 26: Ontario Mid West Chapter: Meeting at the home of Paul Korhonen, 305 Lakeshore Road N., in Meaford, Ontario.**

**April: Vancouver Island Chapter, date and location to be announced.**

**April 21: London and District Chapter Meeting at the home of Bruce Harmer.**

**July 21: London and District Chapter barbecue at the home of Robert Langlois.**

**Ontario, Lindsay, April 4 & 5:** 35th Annual Lindsay Model Railway Show. Victoria Park Armoury, 210 Kent St. W. Sat. 10 am—5 pm, Sun 10 am—4 pm. Rail and Marine Models, railway modeling clinics for beginners. Adults \$5, Seniors and Students with ID \$4, Children 6 to 12 \$2, Children under 6 Free. For information, Wayne Lamb (705) 324-5316 or ldmrclub@hotmail.com

**British Columbia, Nanaimo, April 5:** Nanaimo Train Show, Bevan Park Recreation Centre, 2300 Bowan Rd, Nanaimo. 10 a.m. to 4 p.m. Contact Rick Lord, rblord@telus.net or Ken Rutherford (250) 724-4698 kj.rutherford@shaw.ca

**Ontario, Schomberg, April 18:** The Narrow Gauge Madness Gang presents the **Fourth Annual Ontario Narrow Gauge Show**, Saturday April 18th, 2009, 10 a.m. 'til 4 p.m. at the Schomberg Community Hall, 325 Main Street, Schomberg, Ontario, Canada. Half hour north of Toronto off Hwy 400. \$10 advance/\$15 at the door. Narrow gauge layouts, clinics, contests, model displays and vendors. Canada's only exclusively narrow gauge show. For more information call Chris 905-939-0694, e-mail: narrow-gaugeontario@hotmail.com or visit the show website at : [www.narrowgagemadness.com](http://www.narrowgagemadness.com)

**Ontario, Whitby, April 18:** Pine Ridge Railroaders Annual Open House. St. Andrews Presbyterian Church, 209 Cochrane St. Whitby. 12 pm to 5 pm. N scale layout, HO scale layout and modular Durham Belt Line. Family \$5, Adults \$3, 12 and under \$1, under 5 free. Contact Stephen Pees 905-728-3218

**Ontario, Aberfoyle, April 25, 26, May 2, 3, May 9, 10:** Aberfoyle Junction O Scale Model Railway Show. Brock Road, Village

of Aberfoyle. 10 am to 4:30 pm Full directions and information on website at [www.aberfoylejunction.com](http://www.aberfoylejunction.com)

**Ontario, Stayner, May 2:** 15th Annual Nottawasaga Model Railway Club Auction. St. Anthony's Parish Hall, Cedar St. and William St. 11:00 a.m. to 4:00 p.m. Open for consignments 8:30—10 a.m. Admission \$4. For information call Bill Payne CARM #347 (705) 429-2762 Dolf Roelofsen NMRA #111211, CARM #251 (705) 445-7317

**Ontario, Stratford, June 6:** Stratford Railway Heritage Show, Stratford Rotary Complex, McCarthy Road. 10 am to 4 pm. Admission \$2, children under 12 free. Contact William Bickley 519-271-4088 or best@execulink.com

**British Columbia, Port Alberni, June 13:** First Annual Logging Modellers Meet. McLean Mill National Historic Site, Pt. Alberni, BC. Contact Ken Rutherford (250) 724-4698 or kjrutherford@shaw.ca

**Ontario, Ancaster, November 15:** TH&B Flea Market, Marritt Hall, Ancaster Fairgrounds, 630 Trinity Road, Ancaster. 10 am to 3:30 pm. Admission \$5 children under 12 free. Contact John Henwood 905-335-9112

## 1 CYLINDER 1/24 SCALE SHAY



**BY JIM BURCHELL**

# Images of the CARM Copetown Train Show

Photos by Steve Hoshel—Photo Bottom Right by David King



Laser cut structures showcased by Imagine That.



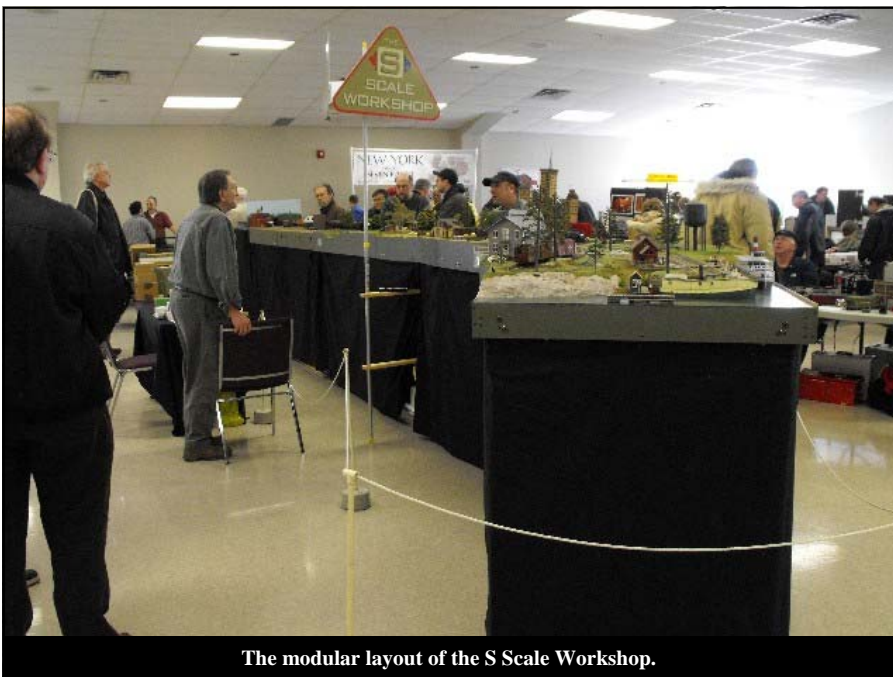
David King and Richard Dilley discuss photography.



Jason Shron of Rapido Trains



Rapido's Turbo Train runs on the Dundas Modular Club's layout.

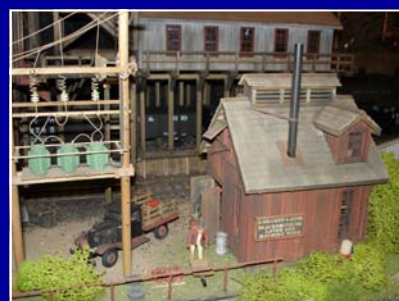
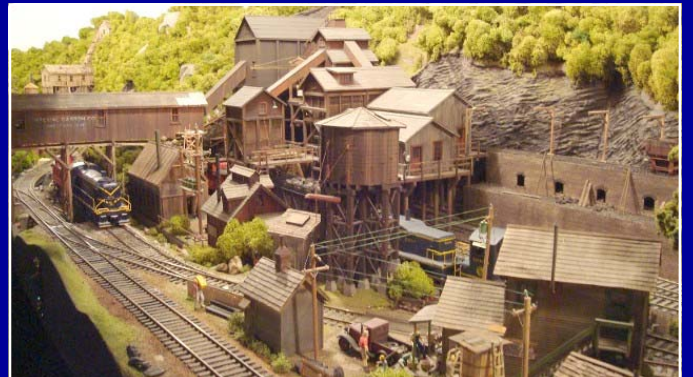


The modular layout of the S Scale Workshop.



J.R. Seidel Welding on S Scale layout.

# A FINAL TOUR OF DON EASTMAN'S C&O CABIN CREEK BRANCH PHOTOS BY BOB SANFORD



Group photo of the CARM Chapter on the final visit to Don's layout prior to it being dismantled as he is moving to Sarnia. Don is the handsome one in the CARM shirt in the back row. Gary Shurgold photo.