



THE "CANADIAN"

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SPRING 2022 ISSUE #79

IN THIS ISSUE
CARM REPORTS: OBSERVATION PLATFORM
LEX PARKER'S On3 D&RGW LAYOUT
INDIA INK AND ALCOHOL WEATHERING MIX
REPAIR IN PLACE
MEMBER'S SUBMISSIONS
ANNUAL GENERAL MEETING NOTICE



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



**THE CANADIAN ASSOCIATION
OF RAILWAY MODELLERS**

Founded October 15, 2003

Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

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COVER PHOTO BY JOHN JOHNSTON: Photo taken on the Denver and Rio Grande Western narrow gauge On3 layout of Lex Parker. #480 a K-36 Class Mikado leads a freight through Chama yard. The yard is full of GRAMPS tankcars from Grandtline. In the background we can see the business section along Terrace Avenue. On the balcony we can see some "ladies" soliciting business from the Yorke kit bordello to which Lex added a full interior.

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If you have, it's time to update your membership information. It's easy to overlook updating this information but it will only take a couple of minutes to correct this. Simply go to the website www.caorm.org and fill out a membership form from on-line using the link on the join page and note in the comment area that you are updating contact information. We will make the changes and reply to you when this has been done. Doing this will help ensure that you are receiving the latest news and information from CARM.

**PUBLICATION SCHEDULE FOR
THE CANADIAN**

The Canadian is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

**Spring Issue: February 1
Summer Issue: May 1
Fall Issue: August 1
Winter Issue: November 1**

Material for the Canadian should be sent to:

**John Johnston
41 Glenview Place,
Hamilton, Ontario, L9C 6H9
or by
e-mail at editor@caorm.org**

**MEMBERS AREA
PASSWORD**

**USERNAME: gondola
PASSWORD: hopper**



observation platform john johnston: editor

CORRECTION FROM THE WINTER 2022 ISSUE

In the Washout article by Peter Mumby, I incorrectly attributed some of the photographs to Peter. All of the photographs were taken by John Blakely.

BIG CHANGES TAKING PLACE ON THE GRAND TRUNK SOUTHERN

Last month I talked about the layout needing a few tweaks. In particular I spoke about a number of issues which had arisen with regards to the lower level staging yards. After writing the article I made the decision that these were problems I had to tackle.

A quick analysis highlighted three key issues. First, about 25% of the trains exiting or entering lower staging were derailling on the yard throat. The geometry and installation of the turnouts appeared to be fine. The trains themselves were not experiencing problems anywhere else on the layout so it wasn't the equipment. When the staging yards were built I used Peco Insulfrog Code 80 turnouts which I had on hand. On the rest of the layout I use Atlas Code 55 track and the cars all have Low Profile wheel sets. Peco Insulfrogs are known for having frogs with sloppy tolerances and modellers have tightened them up with styrene shims as one possible solution. Coupling this issue with the LoPro wheelsets and I believe this to be the cause of the derailment problems. I considered converting all of the turnouts to Peco Electrofrogs. Cost would be just under \$1000, if I could find the turnouts which in hindsight, I wouldn't have been able to do, they are nowhere to be found as a result of recent supply chain problems.

The second issue which stood out to me was the bending over that was necessary to use the lower level staging as described last month. In addition the throat of the staging yard was right under the town of Nathanville and this created conflict between operators in the town and operators trying to access staging. Changing out the turnouts wouldn't solve that. I considered moving the entire yard throat to the bottom of the helix which would solve this problem but would require a lot of work in a confined space to enlarge a 14 track yard by about 8 feet.

The third issue was the length of time that trains disappeared into the helix. It is 4 turns and needs to be used when leaving staging and used again when returning to staging. In total trains would spend about 40% of their total run time lost to sight in the helix.

Now that I had identified the issues, I took a step back and looked at the overall operation. I looked over the last 8 or 10 operating sessions. Even though I can stage up to 28 trains, and currently stage 20 trains, we only run 8 to 10 trains in a normal 2 1/2 hour session with 6 operators. A great deal of time is taken up by yard operations, mill operations, locals, switching, etc. I realized a solution that staged 10-12 trains was a viable alternative. My standard train is the equivalent of 22 50ft cars which is around 7.5 ft in length with a 3 unit locomotive set and a caboose requiring another 2ft. I had 3 large areas of the layout which were currently undeveloped so I looked

at them to see how viable they would be for staging. A large area at the rear of the main yard in Clarion, an area at the entrance of the main yard in Clarion, and a large area above the 4 track helix. I was able to eliminate the area at the entrance to the yard as being too small.

I then spent the best part of a week going over the other two areas and whether I could work them into the operating scheme. The area behind the yard would hold 5 tracks with the shortest track capable of holding 22 50ft cars as long as the engines and cabooses were not on the train. I looked again at the area at the yard entrance and it was large enough to hold a sizeable engine facility. This showed it would be workable to have one staging yard in Clarion. The time it took to get a set of locomotives and a caboose and put them on the train would replace the time it took to bring a train from lower level staging up the helix. This was important since a comparable length of run means that an operating session would still be 8 to 10 trains. Scenically the staging yard would fit in with the existing yard and along with the engine facility make Clarion look like a sizeable division point.

The other area was more problematic. The yard would have to be built as a large loop presuming it would fit. I would also have to redesign a return loop that existed on the upper level for open houses but would now be integral to operations. The existing connections to the helix would have to be redesigned and rebuilt. The new helix connections would have to maintain the continuous grade that currently existed on the helix. I designed it all on paper and then cross checked my work in reality by checking it on the layout around the existing layout structure. Everything seemed to be workable. Fingers crossed I have begun the demolition and rebuilding. The pictures show the progress made since the last Canadian.

The two new staging yards will enable me to locate all of

PHOTO BELOW: New 5 track staging yard at the rear of the existing Clarion yard. Double ended yard is installed and the tortoise machines have been installed on all of the turnouts and the tracks have been wired. The staging yard is now operational.



the manifest freights on the top level of the layout eliminating the helix from 90% of operations. Passenger trains and coal trains will still be located in lower level staging. Passenger trains since they wouldn't look right sitting in the middle of a freight yard and coal trains because their 30 car length is too long for the upper level yards. Another month or so and we will be able to put these new yards to the test in an operating session.

JOHN JOHNSTON: EDITOR



PHOTO ABOVE: Foreground is the town of Nathansville which connects to one side of the helix. The first hillside track is the other helix connection while the rear track connects to the townsite above the helix. Scenery removal is underway.



PHOTO LEFT: The hillside connection to the helix has been severed and it will be the entrance to the new staging yard so it has been leveled up. The rear track will be the new entrance to the return loop.

PHOTO LEFT BELOW: Existing undeveloped town site above the four track helix. Outside the edges of the helix you can see the existing return loop.

PHOTO BELOW RIGHT: Town sight has been removed. Return loop has been rebuilt and herniated out. On the left side of the return loop you can see the new helix connection which replaces the hillside connection. It took considerable effort to maintain the helix grade up to the return loop while holding the return loop grade to 1% and providing clearance between the helix entrance and the new staging yard. Lots of math! After considerable measuring using a length of wire cut to the length of a train I was able to determine there was enough room to double end the yard meaning that trains would automatically restage. Bonus! It will require a reversing circuit on the return track but that's not a problem. The yard will hold 6 tracks. Half of it is supported over the helix using the existing rods that support the helix while the remainder uses the tried and true blocking method. The turnouts have been installed on both ends of the yards. (Photo taken before turnout installation) Next step will be installing the tortoise machines and those sections of the yard have been designed to lift out to facilitate this step. Its currently on hold so I can produce this issue of The Canadian. Once the machines are installed tracklaying will take place and we will be ready to operate. Similar to Clarion the trackwork here will be Atlas Code 55.





CHAIRMAN'S REPORT

This spring, after more than two years of the covid pandemic it looks as if we may be over the worst of it and in anticipation thereof several model railway groups have advertised real events, most with spacing and capacity constraints. Lets hope that we do see the start of a return to the pre-pandemic lifestyle. However several things came out of the forced shut down and restrictions which I think will continue in the longer term. One of those positive things has been "ZOOM" meetings. For the older hobbyists sitting comfortably at home to hear a talk is much preferable to bundling up to take the bus to a meeting room somewhere.

I am very aware of the fact that as CARM has not had any conventions for several years now we have not been able to hold any annual general meetings ("AGMs") of the association. AGMs are a very important part of an organizations existence as they allow any and all members to review the finances, express their opinions and provide new insights into improved ways to operate the association. They also give members the opportunity to stand for office as a director. As we do not anticipate a convention until at least 2023 we need to hold an AGM sooner and are proposing to do it by ZOOM. The vast majority of all our growing membership (now 400 and counting) are e-members and therefore, by definition, can access ZOOM so would be able to attend such a meeting. Elsewhere in this issue of The Canadian you will find more information about when and how to attend that an annual meeting. If you do not have the ability to connect via zoom we still want you to participate and there are several ways you can do that. Firstly if you are interested in nominating yourself or someone else to stand as a director please either email or mail me with your nomination and this applies to any member. I can be contacted at:

Gerald Harper, Unit 2, 300 New Toronto Street, Toronto,
Ontario, M8V2E8
or email to
gharper@gamah.com

Secondly attend the zoom AGM at which you will be able to vote on elections for the Board and approval of the Financials. The list of directors nominees and the financials will be posted on the CARM website in advance of the AGM. So please check the website periodically. If you cannot access the website, when you send in your director nominations by mail indicate you would like a mail in voting form and you will be sent one before the AGM.

Among the changes to be enacted at the AGM will be my stepping down as Chair after almost five years in the position. I have enjoyed all it entailed and in particular meeting many members and experiencing their enthusiasm for our hobby. However I have reached an age where medical issues have become more of a concern and I can no longer put in the effort that I need to, to give the association what it needs. So it is time for me to hand the green flag to a younger person who can do just that.

I want to thank all the Board members that I have worked

with for their efforts and enthusiasm and their support for the growth of CARM. Whether as Treasurer, editor of the Canadian, calendar compiler, web master, membership grower, chapter liaison, convention organiser, promoter of CARM at shows, or doing such other tasks as the Board takes on, they are a very hard working group of individuals with a desire to promote the hobby of model railroading.

I shall end with a rear view shot taken on the 2 ft gauge Welsh Highland Railway. Check the number of legs on the sheep. **GERALD**



CHAPTER SUPPORT & ONLINE MEETINGS

The Zoom Must Go On

In the middle of the December online CARM meeting (Craig Symington "Layout Tour of Craig Symington's HOn3 Silver San Juan layout"), Craig's image froze and his voice stopped. A phone call revealed he had heard a loud bang and the neighbourhood went black. Craig reconfigured his cell phone to act as a wireless hub and connected his laptop to it then continued his presentation, all in the dark.

The next month on the day of George Dutka's "Applying Realistic Weathering to Structures", my phone and internet went dead. The earliest it would be looked at was the next day, so I arranged with friends down the street to use their Wi-Fi to host the meeting. The diagnosis was that somebody pulled the wrong wire.

The Zoom must go on!

UPCOMING ZOOM CLINICS

March: Roger Chrysler on his "Grand Valley Railway" interurban layout.

April: Peter Mulcaster on "A Railway History of Niagara-on-the-Lake 1854 - 1959".

Ian McIntosh: Chapter Support Director

ANNUAL GENERAL MEETING

**WEDNESDAY, APRIL 20, 2022
8:00 P.M.**

LOCATION: ZOOM MEETING ONLINE

**TO ATTEND THE MEETING REGISTER BY
SENDING AN EMAIL TO EITHER**

DAVID KING AT WEBMASTER@CAORM.ORG

OR

IAN MCINTOSH AT CHAPTERSUPPORT@CAORM.ORG

**BY REGISTERING YOU WILL ENSURE THAT YOU ARE SENT AN INVITA-
TION TO THE ZOOM MEETING WITH THE ZOOM PASSWORD
ALL MEMBERS ARE WELCOME TO ATTEND**

**THERE IS A VACANCY TO BE FILLED FOR 1 DIRECTOR. MEM-
BERS WHO ARE INTERESTED SHOULD ADVISE GERALD HAR-
PER OF THEIR INTENTION BY APRIL 6TH OF THEIR INTENT
TO STAND FOR THE POSITION. NOMINEES MAY FORWARD
AN ELECTION STATEMENT OF UP TO 150 WORDS. CONTACT
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**GERALD HARPER, UNIT 2, 300 NEW TORONTO STREET,
TORONTO, ONTARIO, M8V2E8**

OR EMAIL TO

GHARPER@GAMAH.COM

ONTARIO MIDWEST CHAPTER:

I guess these photos can be filed in the "It was good while it lasted" folder. On November 28, 2021, Randy Schnarr and I set up our tables and layouts at the Kitchener Train Show. Randy had his Fond du Lac switching layout on the lower level with his Tinker Hollow running on the upper level. I had my switching layout and the banner, calendars, and newsletters on display as well. The turnout was low, as we expected. In fact, it may have even been even lower. In spite of that, we did have some Junior Engineers and we handed out some application forms. I can't wait to get back to a more normal life. **Steve Hoshel**



TORONTO CHAPTER:

Our Toronto chapter members should soon receive invitations to a second tour of Little Canada (little-canada.ca). The attraction, located beneath the northeast corner of Yonge and Dundas streets in downtown Toronto, is Canada's version of Germany's Miniature Wunderland, which bills itself as the world's largest model railway.

The first behind-the-scenes tour of Little Canada, guided by Dave McLean and Little Canada president Jean-Louis Brenninkmeijer, was held for a small group of CARM members last September. That tour was limited to a group of no more than 10 vaccinated people. With fewer Covid restrictions this spring, however (knock on wood) the Little Canada folks have agreed to allow us to bring a larger group, and after the snow and ice is gone, we should be able to get the attendance well into the double digits.

Later I plan to submit one or more articles for *The Canadian* focusing on some of the construction methods used by Little Canada's builders. Little Canada's trains must run flawlessly, which means the very best in benchwork, risers, roadbed, track, locomotives and rolling stock. Structures, lighting, animation and scenery must also be of "museum quality." While we individual model rails may not have Little Canada's full-time staff, we should certainly be able to learn from the technical details behind Little Canada's construction. **Richard Morrison**

NATIONAL CAPITAL CHAPTER:

The National Capital Chapter had its traditional end of year lunch. This was a welcome return to in person events, albeit in a limited fashion. We had eight members join the group at a restaurant in Little Italy, Ottawa as shown in the photos at right.

That was followed by a virtual meeting a few days later. The chapter financial report was given, the chapter officers were acclaimed and 2022 events were discussed. **Bruce Leckie**.



PHOTO ABOVE: left to right: Paul Anderson, Dieter Kapeller, Bruce Leckie, Mike Richardson.

PHOTO BELOW: left to right: Ian MacLeod, Peter Jackson, Ian Frost, Richard Thornton



CHAMA, NEW MEXICO, A PLACE OF MAGIC LEX PARKER'S ON3 D&RGW RAILROAD

ARTICLE BY JOHN JOHNSTON & LEX PARKER, PHOTOS BY JOHN JOHNSTON

I recently learned that longtime friend and fellow Founding Member of CARM, Lex Parker was going to tear down his layout and sell his home. Like many of us, Lex is getting older and felt it was time to downsize. I had unfortunately missed out on an open house he had held on a previous weekend but I quickly gave him a call and he welcomed both myself and my fellow model railroader Justin to come over to the house for an afternoon so that I could document what is truly one of the great model railroads that I have seen.

Much of what you see in these photographs will be available for sale, and as you might guess, some of it has already been spoken for. These are museum quality models and will be priced appropriately, but if you are interested, drop me a line and I will let Lex know and he can contact you.

Lex models the Denver and Rio Grande Western Railroad in On3. This current layout has been under construction since the late 90's and has been featured in model railroad magazines such as MR, RMC, the Narrow Gauge & Shortline Gazette, and the March 2005 issue of The Canadian. The track is handlaid, the structures and rolling stock are almost entirely scratchbuilt and the walls are covered in handpainted murals representing Colorado and New Mexico. The layout is set in the late Fall and as you will see, a winter scene was added in a separate diorama sitting on one end of the layout.

Rather than re-invent the wheel, I have chosen to let Lex describe his layout in his own words by reprinting his 2005 article from the Canadian with some NOTES where I know the information is no longer accurate. The photos



PHOTO ABOVE: Lex looks out over the scratchbuilt stock pens in Chama yard. They illustrate the size of O Scale in comparison to Lex.

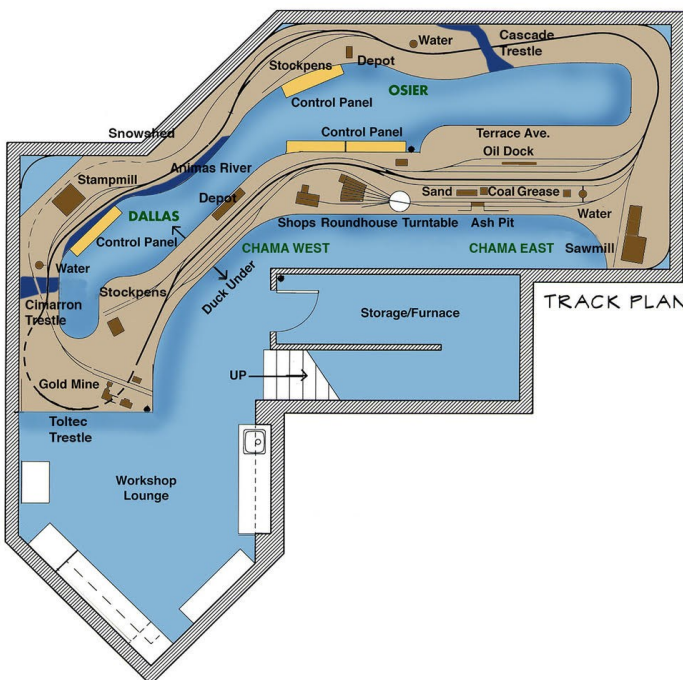
were taken by me during my January 2022 visit and show the layout as it exists today.

John Johnston

**REPRINTED FROM THE MARCH/APRIL 2005 ISSUE
OF THE CANADIAN**

**A Place of Magic
By Lex Parker MMR CRC**

Chama is a quaint New Mexican town bordering on the state of Colorado. It was the major action facility between Alamosa and Durango and functioned as the nerve centre over the years between the 2nd and 3rd districts, changing crews, adding helpers and feeding passengers. Crews were housed there, engines were repaired and maintained and the yards were a switching source for local shippers. The station was one of the largest, servicing passengers and housing freight. The facilities included a nine-stall roundhouse complete with a 65ft. arm-strong turntable, repair shops, double spout water tank, coaling tower and an oil dock. There were elaborate sheep facilities with a sheep dip barn at one end and stock pens at the other. Two warehouses, a weighing scale and lumber mill rounded out the industries. Terrace Ave. with its shops, restaurants and hotels overlooks the yards from above an embankment. Today it is a living museum, a blend of old time railroad action captured in a beautiful mountainous pine and aspen setting. It is this time and place I have attempted to reflect, a moment from a seemingly simpler era.





For years I have been fascinated with this town encapsulated in the past and have visited it on many occasions. So I decided to capture a moment from that time... October 17, 1937 at 4:00 pm! That was before the flying herald when the country was just coming out of the depression. This allowed me to construct models with signs of deterioration and a wide variety of weathering. The railroad equipment also reflects this period of financial difficulties but with a sense of pride shining through the maintenance of the railroad. In my previous layout, I attempted to model Chama but was limited to an area of about eight feet of benchwork. The yards now stretch across thirty-seven feet and truly capture the scale of the prototype.

It's been six years (EDITORS NOTE: it is now 22 years) since I started the rebuilding of this latest version of the Denver & Rio Grande Western Railroad layout and Chama. The previous layout was completed after thirteen years of construction. For me, the building of the layout was the real journey as I am not particularly an operator. But with becoming an empty nester, I had the opportunity to re-plan a new layout using more of my basement area. I left a small portion of it for my work area. After many years of modelling "point-to-point" layouts, I decided to revert back to a loop track plan. Chama would still be the focus since I have always enjoyed the style of the narrow gauge railroads, particularly of the Denver & Rio Grande Western Railroad. Its simple single track gently meandering through pastures, forests and mountainsides was captivating. It was with this in mind that I laid out a single line using spline connecting the two ends of the yard in Chama. My intention was to create a layout from an historical approach as opposed to one of fantasy.

PHOTO ABOVE: Overview of the roundhouse area with the scratchbuilt coaling tower in the distance. Beyond the yard we can see the businesses along Terrace Avenue in the town of Chama. At the beginning of the yard throat we can see the scratchbuilt Wool Warehouse B

PHOTO BELOW: A myriad of different power sits outside the roundhouse. The engine in the foreground, K-27 #461, a 2-8-2 Mikado is being turned on a scratchbuilt turntable powered by a NYRC drive.



I built the yards on a flatbed of plywood sections connected to spline sub roadbed at both ends. This was supported on floating structural trays attached to standard "L" girder construction. The trays never exceeded eight feet in length and are all removable. This was a lesson I learned the hard way when trying to carry the previous layout out of my basement. This method allows for the re-connection of any or all the layout sections should it be relocated at a future time. I kept a few of the structures that were scratch built as well as all my rolling stock and locomotives. I located the yard in the centre of the room, providing access from both sides and allowing a wide table surface of five feet to build the yard and town on. The remainder of the layout follows the perimeter walls and is suspended on the walls leaving a clear open and uncluttered floor area. A grade of 4% brings you down to Osier while a 4% grade takes you up to the mine. This was a typical grade for the railroad.

I have been fairly faithful to the track plan of the original yards and have established two other stops along the route, Osier and Dallas. While these are not prototypically located, they do reflect the two diversities of the railroad. I have modelled Osier, as it existed with its few structures that lay in pasture fields while Dallas is an area of mountains with a gold mine and stamp mill. The track enters this area following just above a river that disappears in a valley shrouded in fog and distant thunderstorms, an image that depicts the route to Silverton. I painted all the backgrounds to create depth including the one wall behind Chama that has no layout along it. This allows "the island" of Chama to have a backdrop when viewed from both sides adding even more depth.

All track is hand-laid, scenery is hard-shell with rock molds, structures are generally scratch-built, PFM sound powers the locomotives and numerous other sounds fill the area using Miller Models sound modules. (EDITORS NOTE: The locomotives are now powered by Tsunami sound decoders and the layout is wired for NCE DCC cabs) The room is illuminated with fluorescent fixtures for general light distribution and key areas are accentuated with low voltage halogen lighting that creates highlights and shadows defining structures and bringing one's attention to areas of interest. View many more scenes including my previous layout on my Web site at www.drqwrr.com



PHOTO ABOVE: #278 in Stall #1 is a C-16 2-8-0 Consolidation. The Roundhouse is a Yorke kit modified with a full interior. We can see the roundhouse crew discussing the days activities.

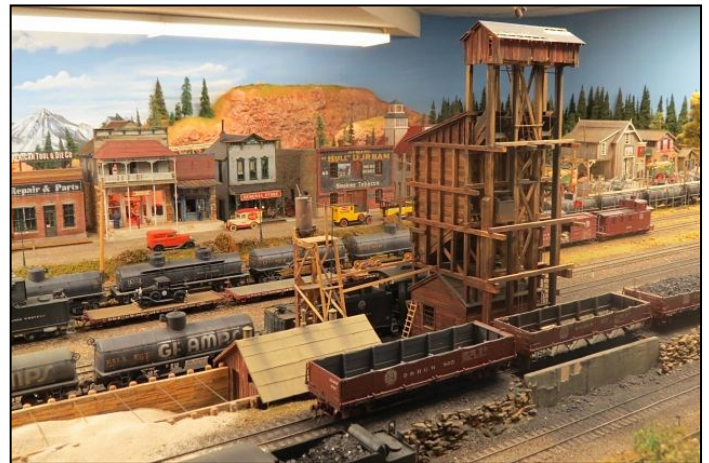


PHOTO ABOVE: The GRAMPS tank cars in the yard are from Grandline. The coaling tower and sandhouse were scratchbuilt by Lex. The drystone wall was built using individual stones. You can see parts of the business frontage along Terrace Avenue running the length of the yard.

PHOTOS BELOW: As we look down the gravel road past the Lakeside Grocery (front and back) we see K-36 #480 a 2-8-2 Mikado drifting through the yard. Lakeside Grocers is a Chooch Market Kit.





PHOTO ABOVE: As we look through the trees into the yard we can see #375, a class C-25 2-8-0 Consolidation cleaning out its grates over the ashpit.



PHOTO ABOVE: On the edge of the yard we see a group of hobo's staying warm around a burning fire. Behind them are two scratchbuilt reefers sitting on the scratchbuilt scales.

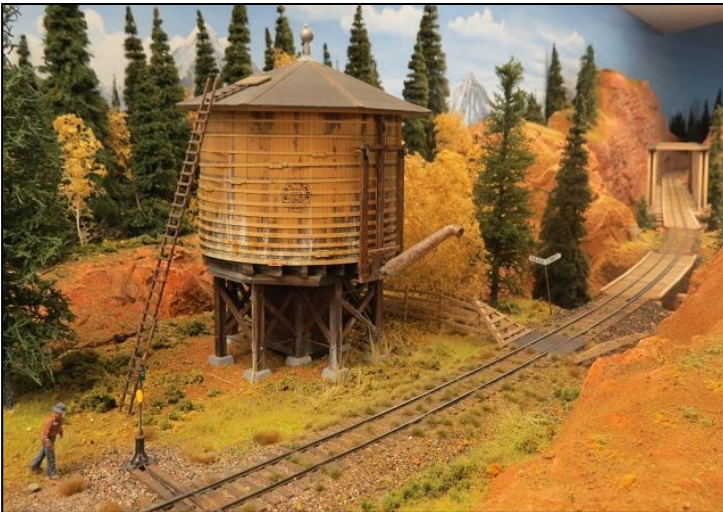


PHOTO ABOVE: The scratchbuilt water tank at Osier. Note the cattle/sheep guards along the track.



PHOTO ABOVE: A Class C-19 2-8-0 Consolidation on a passenger train passes the scratchbuilt sheep pens at Osier. Passenger cars were scratchbuilt using Crossing Gate parts.



PHOTO ABOVE: K-27 #473 a 2-8-2 Mikado drifts into Osier station at the head end of the evening passenger train. On the right we can see herders on horseback herding their sheep.



PHOTO ABOVE: A scratchbuilt Howe Through Truss bridge crossing Cascade Falls.

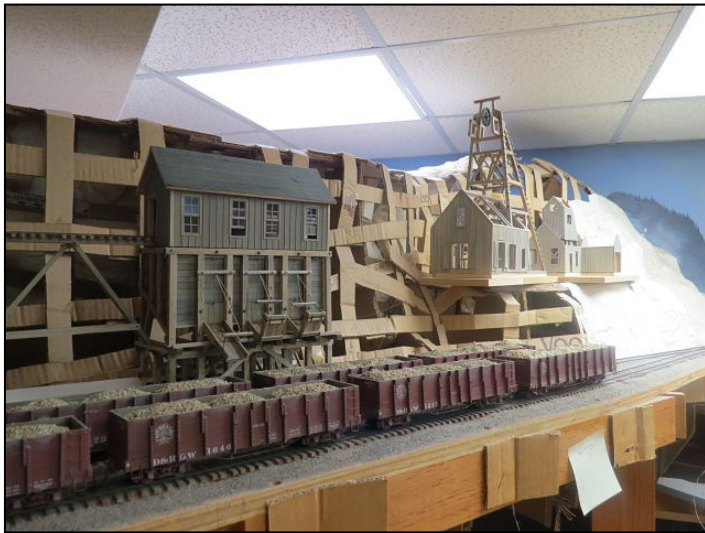
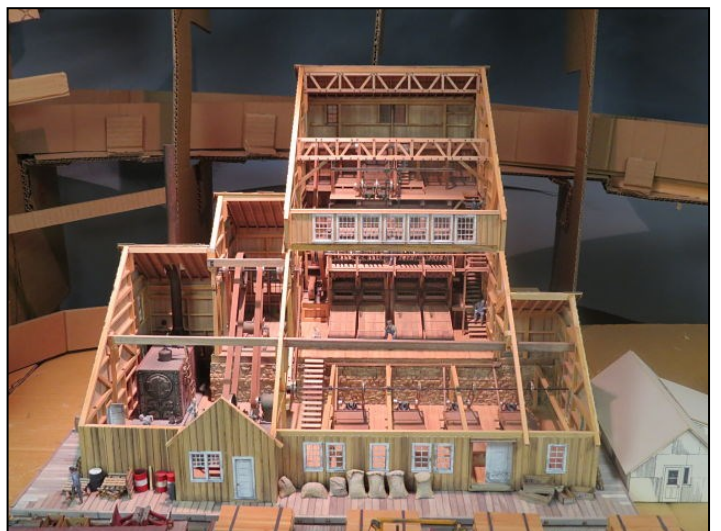
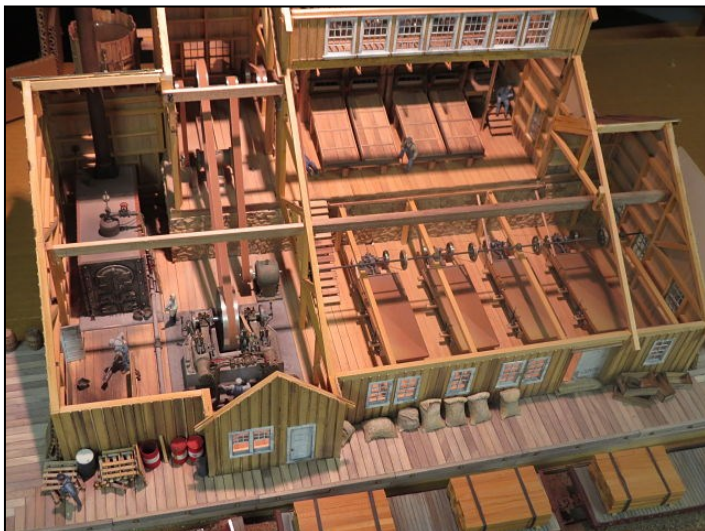


PHOTO ABOVE: A scratchbuilt gold mine under construction. The loaded rock gons in front of the mine are also scratchbuilt.



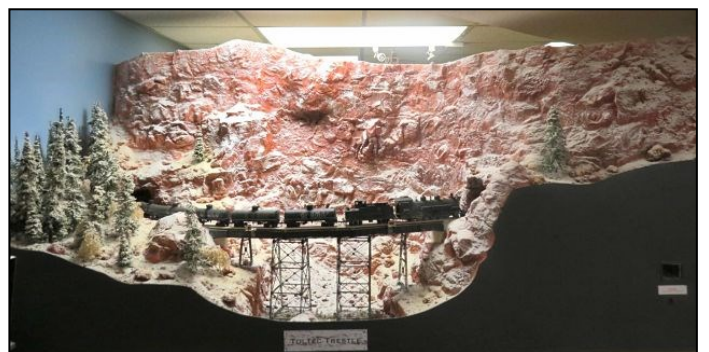
PHOTO ABOVE: Class C-16 2-8-0 Consolidation #278 leads a train over the scratchbuilt Cimarron pin-connected bridge. The track going into the tunnel leads to the isolated Toltec Trestle scene.



PHOTOS ABOVE RIGHT AND LEFT: A scratchbuilt stamp mill. The interior machines are from Western Scale Models.



PHOTOS LEFT AND BELOW: The Toltec Trestle scene is separate from the rest of the layout and faces the lounge and workshop. It represents the first snow fall of the season. The tunnel to the right leads back to Chama yard.



India Ink and Alcohol Weathering Mix

“Building a base for additional coloring.”

Article and Photos by George Dutka

A weathering wash is a good way to begin a wooden kit project. The wash adds a base for one to expand their weathering techniques. I like to build from this base coat with additional colorings in the form of acrylic and stains offered by AK, MIG and Vallejo and of course the local dollar store. On top of these finishes I also like to highlight the base coats with PanPastels, Bragdon powders and chalks. Let's take a look at what base coats one can use and how we can best mix up an India ink and alcohol formula of our own.



PHOTO ABOVE: This FOS kit-of-the-month general store has had a coating of India ink-alcohol mix applied followed by some dry brushing of acrylic white to reflect a color that is weathering away. On the lower area some AK slimy grime dark has been applied as a wash to future accent the weathering.

PHOTO BELOW LEFT: Higgins India ink is applied using an eye dropper to a one-ounce Floquil bottle following Jack Ellis of BarMills formula.



Hunterline Weathering Mix

There is always a need for some weathered wood such as on a wooden fence, trestles, loading platform or structure. There are two simple approaches that work well to accomplish this task. The first is just to apply a coat of your favourite Hunterline stain. I like using Hunterline's stain once called “weathering mix”. Today in Hunterline's stain offerings weathering mix is called “creosote black”. This coating alone makes a really nice weathering effect for unpainted wood such as seen on trestles and wooden bridges.

Hunterline stains can be thinned using 70% alcohol to lighten the color. If I want a darker colour I shake the bottle a lot. For a lighter shade just give it a couple of shakes. Also note that one can mix Hunterline stains for nice effects. Check their web site for a few formulas. When one applies the stain let it soak in, do not wipe any off. It takes time for the desired effect to appear.

My India Ink and Alcohol Formula

My second option if I don't have Hunterline stain is a mix of India ink in alcohol which I use frequently. I would suggest for the India ink mix that the alcohol content to be at least 70%. I actually like using 90% alcohol. Lower than 70% contain more water that one would wish to apply resulting in warps to one's fine wood structures. I like to use Higgins black India ink which is found at Staples and Curries here in Canada. A few drops produce a light stain when placed into a 3-ounce dollar store bottle of alcohol.

PHOTO BELOW RIGHT: Three products I prefer as a second coat over India ink-alcohol mix to better represent a driftwood appearance for my weathered wood. All three products are currently available here in Canada. A nice selection of these products are available at Otter Valley, Credit Valley and Railway City Hobbies.



I find at times more ink maybe required to darken the mix (10-20 drops), so a second bottle is a nice option for a darker shade. Don't worry there is a lifetime supply of ink in one small Higgins bottle. I like to have a few dollar store 70% alcohol bottles on hand even if it is to be used for thinner with my other color tones.

Coating your wood sheeting with Hunterline or India ink and alcohol - if you do find some warping occurring apply a coating to the other side while wet. As it dries the warping will disappear. I normally coat both sides of my wood on most projects. If one models doors open the stained interior adds to the effect.

India Ink Mix - BarMills and FOS Modelers Tip

BarMills offers a monthly program called "First Monday" on their Facebook page at 7pm with special guests and helpful tips and techniques. Jack Ellis usually has a short video presentation which features some of his modeling tips which is worth the effort of attending. On one occasion he gave us his formula for India ink stain. 90% alcohol and 12 drops of Higgins black India ink into a one-ounce paint bottle for a dark mix and 8 drops for a lighter tone. This mixture actually works well when I tried it out although I found I liked the tone better with 20 drops. I like my stain a bit darker, a personal preference. The one -once bottle used are empty Floquil paint bottles.

With many of FOS models kits there are a list of suggestions made that can help the modeler with the kit. FOS suggests two tablespoons of India ink to one pint of alcohol for a good stain. I feel it really is a personal preference and these suggestions are guides one can use for a good starting point. Let CARM's "Canadian" editor know what you favourite mix is...we would all appreciate different views on this topic.

A Step Further

Once my stain has set, it does not have to be totally dry, I like to add a second tone to the wood being weathered on occasion. This I do with a gray tone stain or paint. My favourite is Floquil grime which is not available anymore. Other options I have found that work is AK and MIG stains and paints in the gray tone. They do the job extremely well. Another product I experimented with to model concrete and was more of "by accident" on my wood is Hunterline cement stain. This product works well over the India ink-alcohol mix. All these products I apply full strength for a lighter looking grayish wood. This gives one a sun-bleached appearance to the wood. For a gray tone in one's wood but darker, I just thin the paint or stain down with AK, MIG thinners or straight alcohol. I just dip my brush in the thinner than the stain prior to applying. If the wood is really weather-beaten, I like to add a thinned green tone to the wood using AK slimy grime dark. I just touch the edges of the boards and let capillary action draw the tone up through the grain. If it appears too green, I just apply a wash of thinner over the area. I also use AK wash for wood for this style of effect.

Building on the base coats

Once the base coats have been applied, I like to build on them in the direction I want the kits coloring to go. If coloring is to be applied it could be limited to just highlights of what once was applied. Kind of a history of the structure's past. So more than one colours can appear over the base coating. This I like to do with acrylic paints dry

brushed or sponged on. I like to just hit the raised edges of clapboard siding which makes a really nice effect.

PanPastels, chalk and powders work well to cover and highlight walls and trim of a structure. This would be the top layer of the coloring and weathering effects. I guess we can call this the "seasoned look" of the structure as Dave Frary refers to.

And to finish off...Once all the different layers have been applied to the original base coat of India ink and alcohol, one may feel it all looks a bit heavy or overwhelming. I suggest a final wash of the India Ink-alcohol weathering mix which was the base coating. This coating will tone down the coloring and wash the powders into the nooks and crannies adding to the final appearance. I have done this a number of times with surprisingly good results. I hope my staining experiments help you get your own raw wood looking a bit more realistic and please share with us what works best for you.

PHOTO BELOW: All the paint has weathered away over the years on the prototype building other than a tiny bit of paint on the bottom edges of the boards. Something to think about when applying paints.



PHOTO BELOW: The back of Polka Dot diner is modeled as a darker bare wood. Some boards are lifted and a heavy coat of my darker India ink-alcohol mix is applied. To take the dark tone further some of my darker tones of Bragdon powders deepens the shading.





PHOTO LEFT: This Juneco CNR style flat car has had its deck distressed using a hobby knife and weathered to reflect old unpainted lumber. It was originally coated using Floquil driftwood, a nice stain offered decades ago. Today a deck would be first coated with India ink-alcohol mix followed by dry brushing of gray and white tones. Although this deck looks good done back in the 1980's, I feel the products available today can give one a really realistic look too.

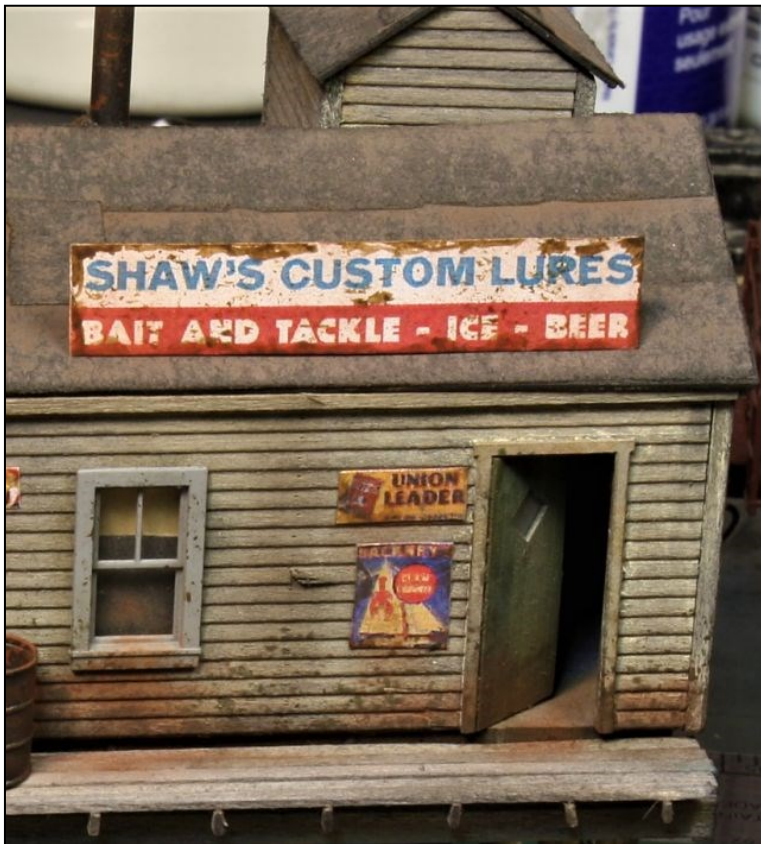


PHOTO BELOW: FOS O scale gas bar is seen with an unpainted add-on attached which has been weathered in darker tones beginning with Hunterline weathering mix. I had added cracks into the siding using a hobby knife and nail holes with a pin eye-bawling the short rows of nail holes. These features draw the stain in adding to the effect. The crates and scrap boards received my India ink-alcohol mix. Some brown tones of PanPastels accent the wood look.

PHOTO ABOVE: Shaw's Custom Lures is a FOS waterfront laser wood kit that I modeled to appear as never having seen paint applied. The India ink-alcohol mix is a darker tone. Note the lower area has some darker tones sponged and brushed on. Products used are AK slimy grime dark which was sponged on lightly and highlighted with Bragdon rust and brown powders.



PHOTO RIGHT: On this small feed store the weathering mix is applied full strength on the door while the walls get a second coating of Hunterline concrete. This is followed by a sponge coat of acrylic white lightly to the high edges of the boards, which is another way to resemble peeling and fading paint. The coatings all appear to blend together well.



“RIP” REPAIR IN PLACE

ARTICLE AND PHOTOS BY TED RAFUSE

RIP is not a reference to ‘rest in peace;’ rather it is railway lingo for ‘repair in place.’ For railroads, repair in place occurs on a section of secluded track. For my model cars, the repair in place location is my modelling desk where construction and maintenance of HO model rolling stock occurs.

While recently photographing aspects of my layout, the subject of this ‘repair in place’ was a Gould 40 foot wooden deck flat car assembled many years ago. On its deck was a scale model of a yellow painted diesel engine. I observed that the diesel unit was mobile while in transit and determined that the present was an appropriate time to attend to that predicament.

With the flat car positioned in a home made V-shaped foam cradle I determined that several ‘block stays’ were required to thwart the diesel motor from lateral movement. My wooden block scrap box was searched for appropriate material. I did not measure any of the selected wooden stays, rather I selected those that had been previously weathered and appeared to be of the appropriate dimensions for such a wooden block. The diesel motor was positioned in the centre of the flat car deck and the four blocks were glued and abutted to the diesel motor.

The blocks did not appear sufficient to my eyes to prevent the motor from moving. What was lacking I thought was ‘belting’ from over the top of the motor with each end of the ‘belt’ affixed to the side stake pockets. But what to use for the ‘belting’ which would appear to be realistic? Several moments of pondering took place. I scanned about my modelling desk and supplies on the wall for an appropriate item of ‘belt’ likeness. Nothing appeared

PHOTO RIGHT: The necessary tools: Yellow carpenter’s glue, bent tweezers, black electrical tape, dental tool.

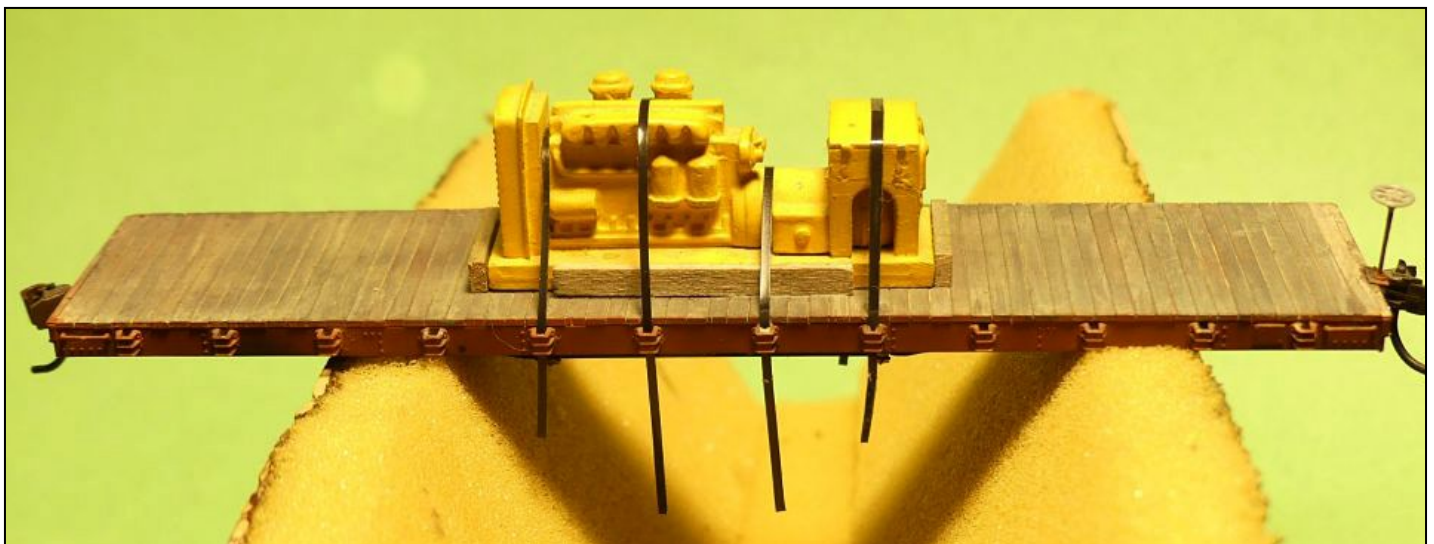


quickly to my eyes to replicate a belt.

At my regular work bench, my eyes wandered and fell upon a roll of black electrical tape, not the cloth type but the type with the shiny outer surface. The idea light bulb lit!

I laid a lengthy piece of shiny black tape on my modelling glass. I cut a slim strip, perhaps a millimeter in width, from the tape. This would be my metal security strapping to hold the motor from bouncing above the deck planking. An appropriate length of tape sufficient to cross the top of the motor and have the ends descend below the stake pockets on each car side was cut. Using a pair of tweezers, I directed the tape into and below four stake pockets on one side of the car. I turned the car over, still in the cradle, and dabbed a bit of yellow carpenter's glue onto the bottom of each stake pocket to adhere the tape to the inside of the pocket. Sufficient time then elapsed to allow

PHOTO BELOW: ‘Steel strapping’ laid on top of the diesel motor and inserted into the flat car’s side stake pockets but not yet glued. inserted into the stake pockets before the excess of the bands are cut.



the glue to set and dry.

Next step was to follow the same process to the opposite side of the car, pulling the 'steel' belting taught. The car was again flipped and glue dabbed to the bottom of the stake pockets. Once the glue was dried the car was flipped once more and more glue added to the top of the pockets to fill the pocket for additional secure fastening.

When finished with the strapping, I noticed that three of the four stirrup steps had, over the years, disappeared from the car body. From my hobby wall supply wall, I selected some A-Line #29000 stirrup steps (Style A) to add to the car body. I used an .0225 drill to create holes in the underside of the side frame and inserted the stirrup steps. Glue affixed these in place.

Then I noticed that two of the grab irons, from the same side, were also missing. Back to the wall shop and Westerfield #1198 18" straight grab irons appeared to be an appropriate replacement. With the same drill bit, holes were drilled in the side of the car. Once drilled, the grab irons were inserted and then were glued in place from beneath to affix them to the car body.

To blend the metal stirrup steps and grab irons to the side of the body I lightly brushed these with Polly Scale Freight Car Red, at least I think that was the name of the bottle – the identification was mostly obliterated by paint! Tamiya XF-1 flat black paint was brushed on the under side of the stake pockets to obliterate any glue color and to touch up some of the underside of the car.

As I reassembled the car, the bolster's came apart! I believe these were Tichy products that were designed to push together. Over time I learned that this procedure was not reliable on my layout. I assembled the bolsters with the wheels in place, set the truck on my modelling glass, and glued the bolster to the side frames and let the glue dry. I rolled the trucks on the glass to ensure the assembled trucks ran freely. Once the glue dried, the trucks were screwed in place in the bottom of the car.

The car was then placed on the layout for a restored RIP photograph. The car was returned to service with such haste that the paint shop was not provided time to ornament the car's ownership or dimensions to the car! Let's hope that motor is delivered to the correct manufacturer

PHOTO BELOW: The underneath of the flat car. The glue on the far side straps has set, and the glue on the near side has been applied. Some glue in the stake pocket can be seen on the second strap from the left. No stirrup steps are visible but will be added at the two end sides of the car.

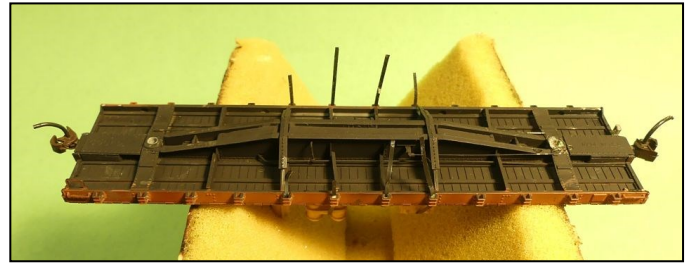


PHOTO BELOW: A close-up image of the stirrup step and grab iron added to the end of the car.

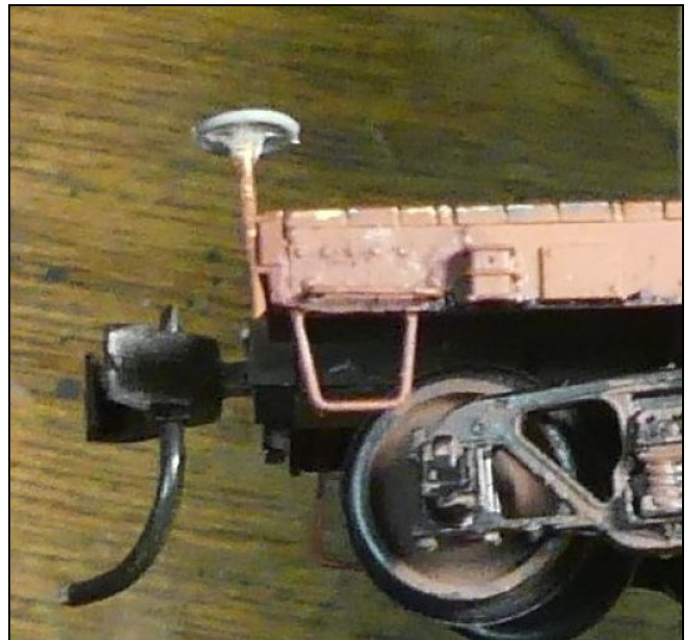


PHOTO BELOW: An in image of the restored RIP car in place on a segment of my layout.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

CRAIG WEBB

A year ago I started toying around with the idea of building something small to replace my large layout. Last summer I decided on doing an On30 switching layout after I got a good deal on a dozen pieces of Bachmann rolling stock. I supplemented them with an 0-6-0 switcher from Dundas Valley Hobbies. (It's equipped with a Tsunami 2 sound decoder.) The theme is a waterfront. Except for the ship and station, everything is new construction. All track is hand laid.



GEORGE DUTKA

The NMRA Western Ontario Division held a winter Zoom build-along. I had already built three of these ITLA lineside tool shed for use on my layout, since I felt most modelers could use more than one. All three are differently done and were featured last fall in RMC. For this build-along I felt I should try something different once again. I built this version with a removable roof and interior wall bracing and some interior detailing. I also added a BEST cast metal pigeon in the rafters as an added detail that comes in view once the roof is removed. Other details added to the interior are mostly from Tichy".

GARY SHURGOLD

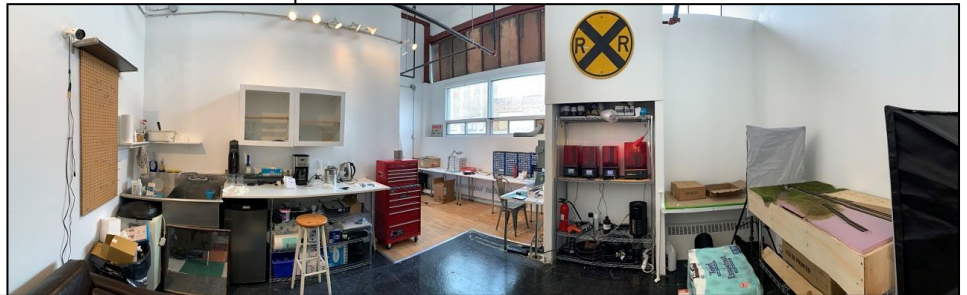
Gary Shurgold MMR constructed a larger version of the lineside building using two ITLA kits. Gary scratch-built the roof and used a tar paper roofing technique that he learned at a WOD St. Thomas fall meet mini-clinic. The doors are modeled open with some nice looking details added to the interior.



BERNARD HELLEN

After almost two years of running my miniprints 3D printing business from my basement, miniprints is moving to a commercial space. I have spent all January renovating the space and hope to move in and get the printers up and running in early February. The new space is located on Sterling Road in the historic Junction Triangle neighbourhood in west-end Toronto. Surrounded by three rail lines, Miniature Printerland (miniprints World HQ) is in a former rail-served building built in the early 1900s for the Bawden Manufacturing Co. In addition to excellent railfanning, miniprints is located across the street from the Henderson Brewing Company. What could be better than trains AND beer! I hope that as soon as restrictions ease, and the weather warms, that CARM members will all be able to join me for some rail fanning and beverages!

Over the next month I will be sharing a ton of rail history from the area, as well as periodic updates on the progress in the space and news! To keep informed check out the miniprints Facebook page at <https://www.facebook.com/miniprints3D> and make sure you have signed up for the miniprints newsletter at the bottom of the page at <https://www.miniprints.com/>. And yes, I am building a new layout in the new space!



Calling All Photographers

Please submit photos for the 2023 CARM calendar

If you have an image that you would like to submit to us for use in the 2023 CARM calendar please read the following. We are seeking 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes to include in the calendar. These images need to be in sharp focus for most of the image, well lit, well composed and of interest. Images should be in landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. If you have an image you wish to submit an image for consideration follow these steps.

Submit a small JPG image if possible (less than 1meg in size) for consideration. Obtain all of the information about the image including:

Location
Date
Photographer
Camera stats
Owner of items in the scene
Description of scene

Once accepted send the large file as a JPG, RAW, TIFF, etc.

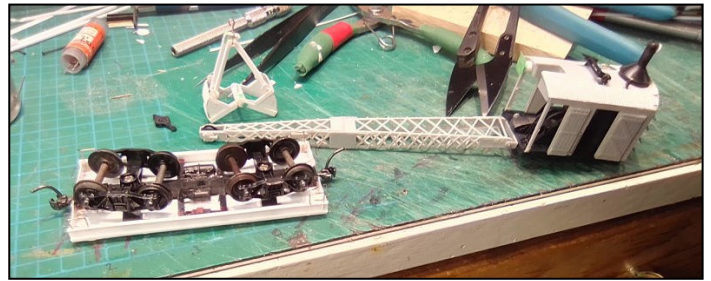
Send your submissions to calendar@caorm.org before

July 15th, 2022 Thank You

ERIC TEMPLETON

PHOTO BELOW: About mid December 2021 I completed a bridge scene on my HO layout. The following is a brief description of the project, as well as a photo of the completed scene.

A C-V kit for a 150 foot Pratt through truss span was provided by a friend. A site was selected, the bridge was assembled, and the benchwork was modified. Piers were cut from existing hydrocal castings, trackwork was modified. A sand bar was created. Bits of driftwood, a patch of cattails and navigation aids were also added. The backdrop came from five digital photos (scissors and glue stick). Walther's Realistic Water finished the scene.



JOHN BIGHAM

PHOTO ABOVE: This winter I began one of two modules depicting Peterborough Ontario, served by both CN and CP. A hypothetical shared 85' 3-point turntable is in place, but the non-prototypical shared coaling tower for the two non-parallel service tracks was going to be a real fantasy affair.

When the call for the Toronto Chapter's last *What Are You Working On?* came out it occurred to me I could use separate manual coaling facilities. For the CN a crane with a clamshell bucket (I couldn't figure out the raised coaling track described in Wilson: Steam Memories of Lindsay) and a bucket affair for CP similar to that at Chipman shown in Wilson: Speed Graphics and Steam 1959! pp. 52--54, as well as at other places. For the CN crane I intended to use a Jordan Erie crane on crawler tracks, but since all my references showed similar cranes on archbar trucks, I decided to scratch a short carriage for the crane. Clamshell design courtesy of Google.



GORD MCBRIDE

Gord's layout is named after himself and his three sons Geoff, Chris and Matt, the GGCM Railroad. On the left is a MOW train and the photo on the right shows a campsite with canoes in the river.



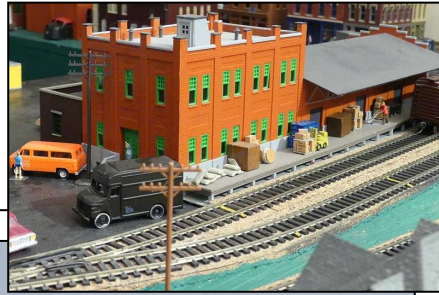
JOHN FORD

I have always liked trains, I had a Lima/Hornby set when I was a kid, my greatest treasure was, a Flying Scotsman, I received in 1979 for Christmas which was taken out of her box, run round the tracks once, put back in her box and remained on display on a shelf, I thought she was too good to play with. (she's still boxed and in the loft since a house move 15 years ago). Presently I am working on 2 layouts, one here in West Africa, which is a 4 x 8 of a fictional Canadian place, sort of Prairies meet the Rockies, With a town Called Fitzhugh which from research I believe was going to be Jaspers name, Although I think it could take a while for this layout to be built, I have started it and I need to bring the stuff with me from UK. The only thing I have seen here which could be described as railwayish, is some trees in a stationers. Next time I come I need inclines and risers, not too difficult, but I also need to bring sculptamold, not sure what would happen with those bags if I get stopped in customs, 5kg of white powder in a bag?

My rolling stock is mainly Canadian. I am painting an F40ph to Via Rail colours and have a couple of CN ESC44AC Locos, and also the Rapido Canadian Coach set. At home I am working on a Swiss Layout. Kind of fictional again having holidayed in Switzerland and travelled on both the Glacier and Bernina Express. The layout here is 4x8 for a simple reason, I sent my driver for a 6 x 4 of 6mm plywood, and he came back with the 4 x 8. I am scratch building a lot of the buildings for it based on scale model plans. At present I have been working on a grain elevator using Evergreen Plasticard. I am designing a station for it and using the scale model plans. I will send photos when they are a bit more advanced (I have been primarily a ship modeller before, but am branching out a little).

MARC ANDRE GAGNE

Photos of Marc Andre's 6ft by 18 ft HO layout. Marc Andre works extensively with Big Brothers and we have described his earlier efforts. Once again he will be helping Little Brothers to build a layout in a box. Those that finish the project will receive a CARM Junior Model Railway Engineer Certificate.



PHILIP JAGO

I have worked on a number of projects during this current Omicron "crisis". One of them involved finally finishing and installing the doors on my scratchbuilt roundhouse. The roundhouse was inspired by the 5-stall CPR structure at Prescott, Ontario, although there was only room for 3-full stalls and one partial stall (No. 1) where you see S-3 No. 6515.

The floor plan is from a roundhouse project described by Jim Findlay in the August 1981 issue of "Model Railroader" although I extended the stall lengths to allow for a suitable working area along the area in front of the stalls. The structure was adapted from several CPR plans, courtesy of the Canadian Pacific Historical Association. The doors are from the roundhouse in Brookmere, British Columbia and are made of stripwood and boxcar siding cut at a 45 degree angle.

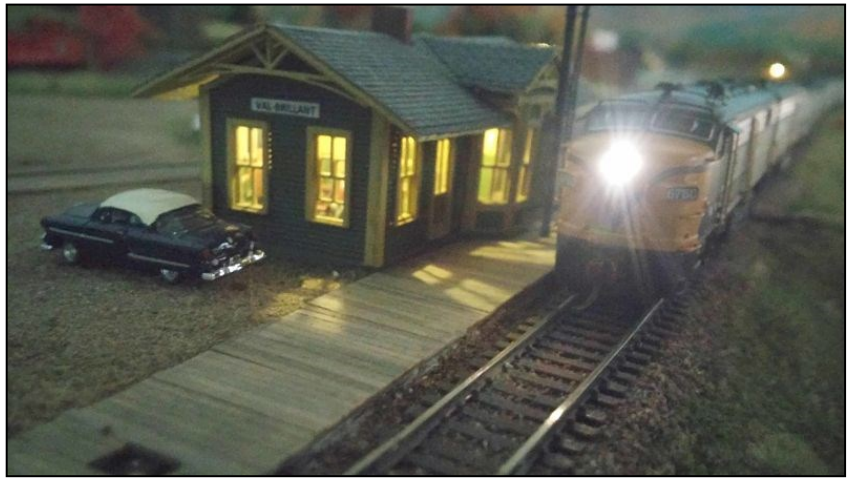
I detailed the doors and then had to undetail them during installation in order to have sufficient clearance for units to pass into the "House". The floor according to Findlay was done several years before the wall. His door width was narrower than the CPR's so it has been a real game of getting things to fit including having to file down a few sun shades on my diesel locomotives. I also ended up sanding down the doors. I had originally used 2" stripwood on both sides of the sheathing. By the time I was done sanding the stripwood was paper thin in order to give me as much clearance as possible. The door "stops" follow a CPR prototype and I used file card and brass wire to represent the hardware on them which is used to hold the doors when open. Because of my clearance issues, these doors are always open.

Someday, I hope to detail the roundhouse interior. The roof is removable and I added visible framing to the inside walls. The building is 100% scratchbuilt from wood, posterboard and styrene (window mullions). There are lots of things to place outside the structure but right now my attention is focused on retrofitting a small junction yard that I have at the opposite end of the layout.



PIERRE COUTURE

October 4th 1967, Train # 17, the Ocean Limited arriving at Val Brilliant from Halifax and on its way to Montréal. The scene takes place on my N Scale layout, Matapédia Valley & Eastern Railways.



RICHARD ASTLE

The photo shows our club town site divider which I create several years ago using Model Builder Software and a little photography to hide the return track on the HO scale Didsbury Museum layout.

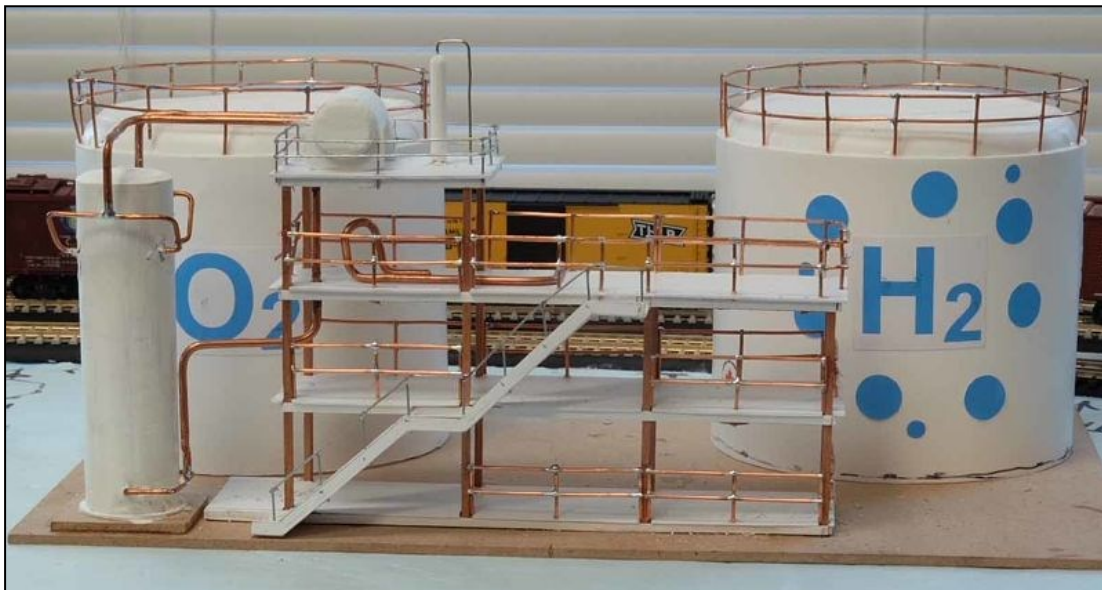
The Mountain View Model Railroad Club uses this town scene as part of a three block representation of the Town of Didsbury, Alberta to hide the track that completes the full loop and allows the train to be operated by visitors with the push of a button.

RICHARD CARNEGIE

I have attached a photo with text of my current model work-in-progress. Inspired by Canadian Pacific's leadership by developing Hydrogen powered locomotives, I built this model hydrogen generating facility. It electrolyses water (H₂O) into oxygen and hydrogen which is stored in the two large tanks. Compressed Hydrogen is stored onboard the locomotive and is used by its onboard Fuel Cells to generate Electricity to power the motors. Water is the only exhaust. See details below and CP's Hydrogen locomotive wrap.

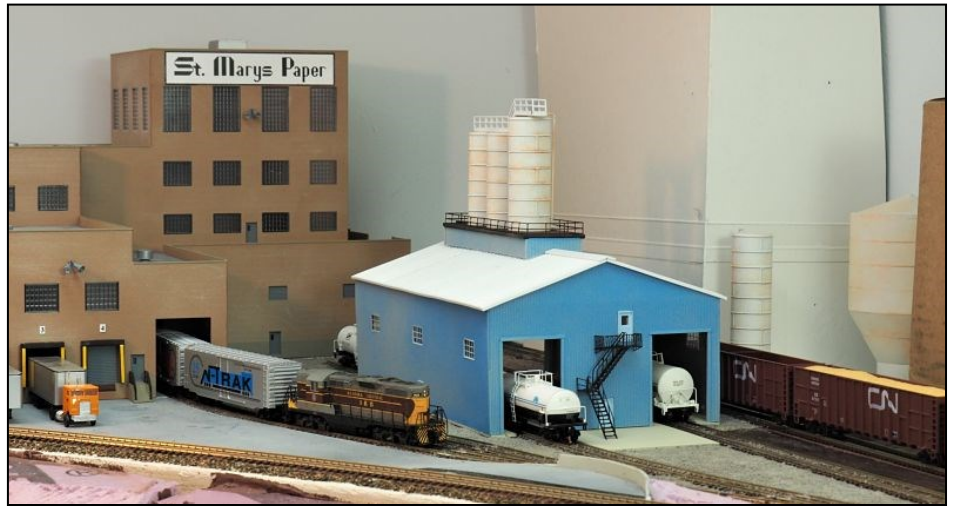
<https://www.cpr.ca/en/media/canadian-pacific-expands-hydrogen-locomotive-program-to-include-additional-locomotives-fueling-stations-with-emissions-red>

<https://images.app.goo.gl/3yevesMekyFzcDVY9>



STEVE WATSON

ACR 160 pulls outbound cars at St. Mary's Paper on Steve and Seanna Watson's N-scale Algoma & Northland Railway. The brick building is a kitbash of the Walther's papermill kit. The tank car unloading shed is scratchbuilt from Evergreen styrene using a Cricut Maker to shape most of the pieces. The piece of cardboard at rear stands in for another large building, currently under construction, also using the Cricut.



RICHARD MORRISON

PHOTOS ABOVE AND BELOW RIGHT: My first lighted structure. The freelanced Guildwood station shown here is not based on any specific prototype. It's my first illuminated structure. The station was "scratch kitbashed" by tripling the size of the Sylvan Scale Models GTW depot resin kit. I used the Sylvan roof and walls, together with Evergreen polystyrene scribed sheeting, to make a larger station. I glued on extra layer of polystyrene sheet and painted the inside flat black before installing the lights.

I used Woodland Scenics Just Plug LEDs, which are easy to install and look great. I paid about \$125 for the Woodland Scenics Just Plug lighting starter pack, which comes with a power supply, two light hubs and an expansion hub, together with a four-terminal port sharing device. The power supply feeds up to 50 lights and the hubs have individual dimmers for each light. Unfortunately, you have to buy the lights separately, so I got seven pairs (14 lights) that came to roughly the same price. The total cost was about \$250 for 14 lights, or a bit less than \$18 per light. The Walther's catalogue lists an assortment of other manufacturers' LED lights, power supplies, resistors and so on that sell for much less, but as its name implies, the Just Plug components require less effort to install.





PHOTO BY RICHARD MORRISON: My first lighted structure. The freelanced Guildwood station shown here is not based on any specific prototype. It's my first illuminated structure. The station was "scratch kitbashed" by tripling the size of the Sylvan Scale Models GTW depot resin kit. I used the Sylvan roof and walls, together with Evergreen polystyrene scribed sheeting, to make a larger station. I glued on extra layer of polystyrene sheet and painted the inside flat black before installing the lights.



PHOTO BY JOHN JOHNSTON: At the entrance to Chama, New Mexico on the On3 narrow gauge Denver and Rio Grande Western layout of Lex Parker we see the scratchbuilt Chama Station. Passengers are waiting on the platform for the late afternoon train to arrive. Workers can be seen giving the station a new coat of paint.