



THE "CANADIAN"

www.caorm.org



SPRING 2023 ISSUE #83

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



**THE CANADIAN ASSOCIATION
OF RAILWAY MODELLERS**

Founded October 15, 2003
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David King, Lex Parker

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**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

MEMBERS AREA PASSWORD

USERNAME: gondola

COVER PHOTO BY GEORGE DUTKA: The work train has run back to clear a CN powered main line run. Dispatching is key to get trains through a work zone. Don't forget to have a section foreman stationed there to allow the train to pass the work zone under a rule 42 order.



**observation platform
john johnston: editor**

IAN MACLEOD

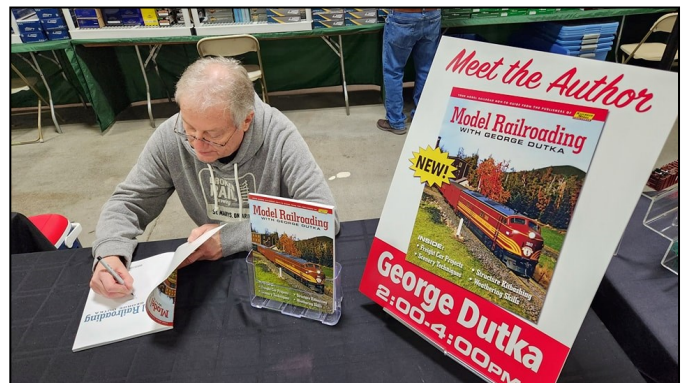
I was saddened to hear of the passing of Ian MacLeod. I am of a generation when many of my friends and colleagues in the hobby are leaving us. My condolences to his family and friends, he was a good guy.

GEORGE DUTKA

Now I can share some good news with you about one of our Members. George Dutka has been a frequent contributor to the Canadian and has been published in a number of commercial publications. He has authored a book being published by White River Publications titled **MODEL RAILROADING WITH GEORGE DUTKA**.

The book contains articles on **Model Makeovers: Rescuing old structures from the scrap bin**, **Some New England Barns: Barns are an essential part of the rural landscape**, **Classic Station Kitbash: Transforming classic kits into typical New England depots**, **Repurposed Boxcars: Turning retired rolling stock into detailed structures**, **Build a Boom Car: Kitbash a crane boom car for a wreck recovery train**, **Central Vermont Caboose: Different methods for building unique caboose models**, **Basic Freight Car Weathering: Simple effects for weathering steel and wood freight cars**, **Weathering Wood: Techniques for creating realistic weathered wood effects**, **Build Small Dioramas: Test your skills by building simple scenes**, **Tour the White River Division: The author's HO-scale railroad inspired by New England**.

If your local hobby shop doesn't have a copy of the book see if you can get them to order it in. The **PHOTO BELOW WAS TAKEN BY OTTO VONDRAK**, the RMC Editor and shows George at the Springfield Train Show signing copies of the book.



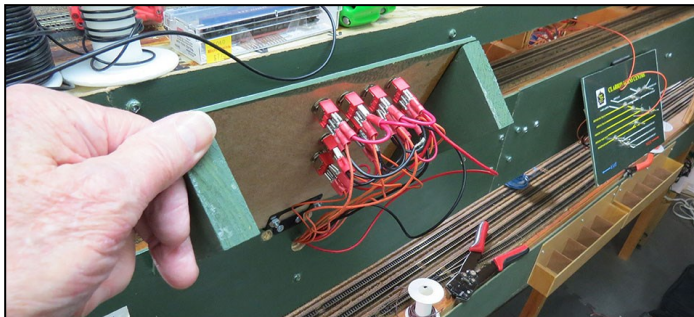
**NEW CONTROL PANELS FOR THE
GRAND TRUNK SOUTHERN**

For some time now I haven't been happy with the control panels on the Grand Trunk Southern. When I first built the layout my mindset was to keep my panels small. I had good success with using full size labels to create my backdrops and thought they could also be used to create the diagrams for control panels. In the **photo top Page 3** you can see what a full size label looks like applied to the hard board facing of the panel.



I was pleased with the finished look and they stood up pretty well though you can see that this particular one is starting to fray a little at the edges. If I had stayed with this particular panel it would have been easy to have it reprinted and replace it.

That brings us to the wiring and construction of the panel. In the **photo above** you can see that I had to add two screws to each side of the panel to secure it. **The photo below** gives a clear picture of why. If you look at the panel on the right you can see that the wood support has fallen off. I thought contact cement would keep the two pieces together. I was wrong. That issue would have to be addressed. Secondly, you can see that in order to access the wiring you had to swing the panel up and try to access it from below. What a literal pain in the neck. Also, the panels were fragile enough that if they were hit by an operator moving in the aisle the quick disconnect connectors would sometimes pop off. Problem #2 to tackle and solve.



Based on this experience, the requirements for my new panels would be:

- 1: More solid construction of the panel itself.
- 2: In order to continue to use printed track diagrams I needed a more durable material.
- 3: Wiring needed to be more secure.
- 4: Installation and maintenance called for a drop down design.
- 5: Using the small panels, I had an 8X11 inch limitation and that meant that the main yard had a total of 5 panels. This led to a fair bit of operator confusion. I needed to consolidate the panels.

First, the track diagram. When in doubt talk to an expert. I explained what I wanted to accomplish and my problem to the printer. They immediately gave me a solution, Poly Paper. It is a plasticized paper that is highly durable and even washable. Unlike the labels it isn't self gluing but that is a solvable problem. I like the printed track diagram since it allows for graphics and easily readable let-

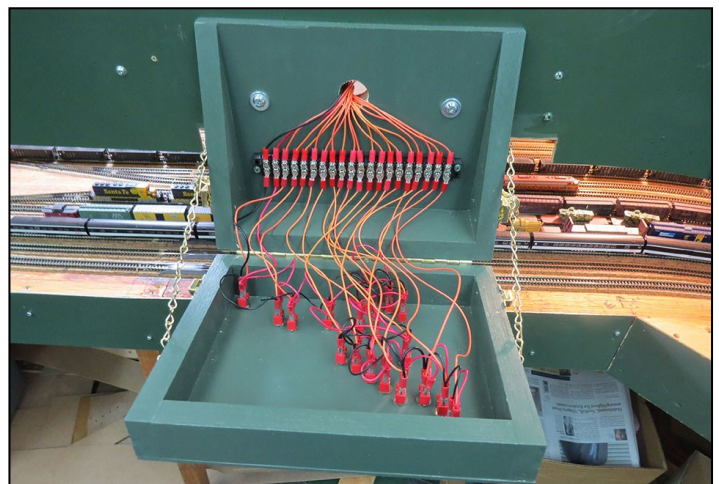
tering. **The photo below** shows a finished track diagram installed on the panel. The one issue I did encounter was punching out the holes in the Poly Paper for the switch to go through, it really is tough stuff. I tried punches with little success. The solution was a Forstner bit in my drill. **Photo of panel in colour on back page.**



The construction of the panel is shown in the **photo below**. The back is 1/2 inch plywood. The sides are 1X3 pine cut on an angle. The base is 1X3 pine. The face piece is a 1X2 pine box with a hardboard facing for the track diagram to stick on to. The hardboard attached with brad nails, no more contact cement problems.



The 1/2 plywood backing provided a base for terminal strips so that the wiring to the switches was now 100% contained in the panel. **See photo below.** The panels are attached to the layout with 2 bolts.



JOHN JOHNSTON: EDITOR



CHAIRMAN'S REPORT

In January Ian Macleod became the first CARM Director to die. See the obituary Bruce Leckie wrote. We wish Chantal our condolences. One of his big CARM accomplishments was the Montreal SuperMeet he organized. Those of us who went sure had a good time! I also appreciated his advice on several topics, especially after I became Chair.

Another January death, not a member, was David Onley, the 28th Lieutenant Governor of Ontario. He didn't let much get in his way, and though there's much to be done he improved accessibility in Ontario. I met him in George's Trains on Mount Pleasant in Toronto, where he occasionally came in to chat with the staff. He said he would like a model train layout but with only one working hand (due to polio) he wouldn't be able to build or even operate it. If you have or know of a fully accessible layout (outdoors or in) or know someone who would like to see one, let me know. A member in St. Catharines needs help adding scenery to his 24'x10' layout. The track is all down and powered. Email me if you're interested and can spare one afternoon a week and I'll pass it on.

An issue the Board will be discussing is that our Sponsors haven't been billed anything for quite a while, and it's time we decided what's right for them and for us.

We've started looking at the CARM Facebook group set up years ago as another way for CARM members to communicate and share. Things went a little off course and only about a dozen of the CARM Facebook members are CARM organization members. I suspect most have never heard of us. Our hope is to merge all of them into our parent organization so they get our benefits like *The Canadian*, Chapters, our web site, our online meetings, and the rest. They would win benefits they're missing, it would clear up some confusion, and we would win many more members.

Finally, there will be a change in how we handle **CARM Membership**. David King has been far too busy, so I'll be taking on Membership. You can still use email address membership@caorm.org which will come to me instead of David. Cheques should still be paid to **Canadian Association of Railway Modellers**. All membership mail must now go to: **Ian McIntosh, 2 Droxford Avenue, Scarborough, ON, M1R 1J9**. For now you can still use old membership forms but with the new addresses. New forms will be available soon.

Ian McIntosh



CHAPTER REPORTS

NATIONAL CAPITAL CHAPTER: Ian Macleod Obituary: On January 10th, 2023, Ian D. Macleod passed away at the age of 76. Ian was an ardent supporter of CARM and had served as Chair from November 2012 to September 2015 as well as Director since spring of 2012. He was active at the Chapter level and was instrumental in organizing several CARM events in the Montreal area. He is survived by his wife Chantal, children Philippe, David and Richard, as well as grandchildren Ella, Jack, Thomas, Avery, Imogen, Leo and Michaela. He will be sorely missed by the members of the West Island Model Railroad Club and anyone he met in life. In lieu of flowers please consider a donation to the Heart and Stroke Foundation or the Canadian Cancer Society in Ian's name. Rest in Peace, Ian. Bruce Leckie

NATIONAL CAPITAL CHAPTER:

In early December, the Chapter got together for our annual Christmas lunch meeting. While the attendance was light, we did confirm the existing officers, approve the Financial report and discussed the subsequent season. The meal was good, too!

Next year we will be planning a visit to the Montreal Live Steamers, a visit to the Frontenac Live Steamers and possibly a tour of a rail facility in Johnstown.

PHOTO RIGHT: Left to right, Ian Frost, Peter Jackson, Rich Stewart, Richard Thornton, Grant Bruner. Missing due to illness: Ian MacLeod(deceased)



TORONTO CHAPTER:

Richard Morrison is too busy so has resigned as Toronto Chapter Chair, effective immediately. The next election is in September. Willie Waithe has been appointed Chair until then. There will also be elections for Secretary and Treasurer then. This means that until the fall Willie is a Chapter Director and Richard no longer is.

PLATELAYERS SYMPOSIUM:

CARM Director and Show Manager for the Platelayers Symposium, Mike Walton has invited any CARM Member who is interested to attend the Platelayers Symposium 2023. Local Members can simply attend and remote CARM members might be able to be linked in via Zoom. We are still working on the Zoom participation details.



The poster for the Platelayers Society Symposium 2023 features a historical illustration of a steam train at a station. Text on the poster includes: "The PLATELAYERS Society Presents. Symposium 2023. Saturday April 29th. 10am to 4pm. Jim Archdekin Recreation Centre, 292 Conestoga Rd, Brampton, Ontario." A red starburst graphic says "New!". A globe icon is next to the text "Zoom for our far-flung friends". A floor plan diagram shows "Food Presentations", "Small layouts, displays and Vendors", and "The Same Successful Arrangements". A cartoon bear icon is next to the text "A free lunch and a ready supply of tea and coffee will be available to those attending the event in person. Sadly those joining us via Zoom must provide their own ☹️". A colorful mask icon is next to the text "As in the past six presentations will cover international railway interest from a workday footplate experience on a BR steam locomotive the latest electronics and virtual railway modelling. Something for all." A photo of people at a table is next to the text "A Fun Day for All Between the presentations, quizzes and discussions." At the bottom, there are icons of various model trains and a contact line: "For further information contact Show Manager Mike Walton at mike.walton@sympatico.ca or 519-853-2276".

LONDON CHAPTER:

November 26th was a busy day for the London and Area Chapter. The group was invited to attend an open house for the Windsor Model Railroad Club. The club has two large layouts, both N and HO that are currently under construction. The N scale layout has several highly detailed scenes that a member donated from a previous layout, with a Hamilton steel mill and custom built laker amongst the models.

The HO layout is a large operation, but they are already in the process of adding on a top deck and lower-level staging, both reached by 2 large helixes. There were several younger operators there and it is clear that they

are very good at recruiting younger modellers.

The group was invited over to tour the home of Emmerson Case after. He models N scale Canadian railroads starting in the Rockies and moving across Canada. His scratchbuilt Union Station and Spadina roundhouse terminal, as well as the yard facilities are truly amazing. The group was treated to an operating session and was free to explore the layout at their own leisure. After operations a delicious dinner was held and much camaraderie was had. It was truly a fantastic experience.

We would like to thank Emmerson for his generosity and hospitality, and to the entire club at WMRC for making us feel so welcome. Trip members included Robert Langlois, Ian Clarke, Neil Froese, Jason Essery and Robert Essery. **JASON ESSERY**



PHOTO ABOVE: Jason Essery & Ian Clarke at Windsor Model Railroad Club.

PHOTO BELOW: Rob Essery talks to Ted Lang with the N Scale layout of the WMRC in the foreground.



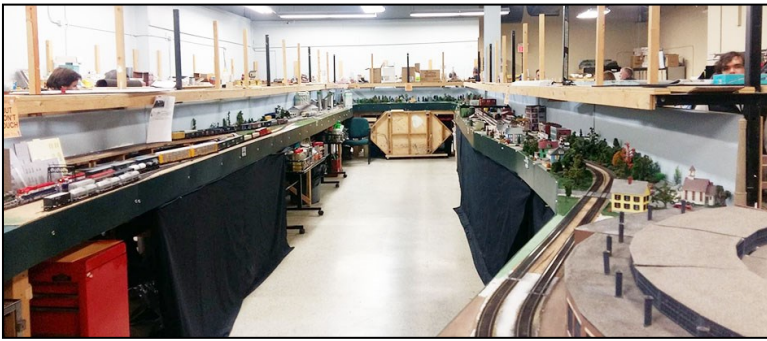


PHOTO ABOVE LEFT: Overview of the Windsor Model Railroad Club HO layout.

PHOTO ABOVE RIGHT: Members custom Ontario Southland Rwy equipment on the HO layout.

PHOTO BELOW LEFT and BELOW RIGHT: Superdetailed steel mill on the N Scale layout at WMRC.



PHOTO RIGHT: John Street roundhouse and Union station on Emmerson Case's N scale layout

PHOTO BELOW LEFT: Spadina terminal locomotive facilities on Emmerson Case's N scale layout.

PHOTO BELOW RIGHT: Jason Essery (left) pilots a train across Emmerson Case's N scale layout while Rob Essery smiles for the camera.



A LAYOUT TRACK GANG

ADDING AN OPERATIONAL TWIST TO OPERATING NIGHT.

BY GEORGE DUTKA

If you looked at RMC's Craftsman Workshop February 2023 you would have seen that I have been working on building a small work train for my layout. Not that any work is getting done on the layout but running and staging a work train on a layout's siding can add interest to your operating practice.

In the real world the train dispatcher really loves hearing the voice of a work train conductor calling and asking for a work clearance to head out and jam up the mainline. Work trains can add a bit of operating activity while sitting at a work location or running back to a siding to clear a train. During my railroading career I worked many work trains and the days were never dull.

Most would think that maybe once one has a work train built maybe they should stage a scene where the gang is working away. Well, I did it backwards, while doing a redesign to my layout about 15 years ago, in one of the areas a switch was removed, I decided to model it as a work zone. The roadbed was left as is but the switch and some of the rail from the flex track was removed. I had to leave a section in place as if it was once a spur

or siding that is slowly being removed.

I then really rusted up the rails, and laid the pulled-up pieces as being removed. The switch stand was placed to the side of the area that the switch would have been. I laid some track joiner bars around the scene. One other thing that could be added are tie plates. Monster Model Works offers sheet of laser cut tie plates. I also added some used railroad ties in small piles, a wooden barrel for rail spikes and some shovels, picks and sled hammers in areas that are well in view to visitors.

Once this is all in place some workers are required to bring the work scene to life. I used Woodland Scenic figures for this. I also placed a push car loaded with details just past where the work was happening. Tichy make a nice handcar and trailer (kit #411) for such a job.

So, there you have it my track crew are doing the job properly even though it has taken 15 years. I think the pace might pick up now that I have a work train to help, but that will all depend on the dispatching.

PHOTO BELOW: My work train is pulling up beside the section gang who have already begun their day.





PHOTO ABOVE: An overhead view showing the details that could be added to such a scene. Note two of the rails is already removed and will be loaded onto the train shortly.



PHOTO ABOVE: The Woodland Scenic figures really add to the scene although one can model a work zone without the crew as a job partly completed or waiting for the next day to begin.

MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS



MUNIRA ADENWALLA & MOHAMMED ADENWALLA ADAMALLY (Ottawa, ON)

We are new members and just moved to Ottawa a couple of weeks ago. My almost 11 year old son Mohammed is a train and modelling fan. Here is a project that he has worked on for the last 6 months or so at his Junior Model Railway Club in London, England.

Title: Southfields Village in a Box File: A small town with a few shops, a small public garden, with a tiny station and a railway line running through it that I like to call Southfields Village. It's named after where I used to live back in SW London. The signal box was my very first build ever when I was 6 years old. The train is a Hornby Great Western Railway Panier Tank that used to run out of London Paddington.

Marklin My World, which are plastic battery powered trains intended for younger children.



BEN deVOS (Toronto, ON)

In December, I visited a model train store called Westend Trains, they specialize in German Marklin HO scale and Gauge 1 trains and LGB G scale trains. They are in a very tucked away, unassuming location but they have quite a wide selection. I recommend it to anyone who collects Marklin HO or LGB Gauge.



Marklin HO scale models in one of the glass cabinets at the store as well as a Gauge 1 Crocodile electric locomotive in very rare 'New York Central Lines' lettering



A Marklin Gauge 1 Crocodile electric locomotive and a box-cab E91 electric locomotive.

GERALD HARPER (Toronto, ON)

Here are two images of renewed construction on my HO Sweetgrass Subdivision Layout. The Canfor sawmill and oil pump spur were reached and switching operations carried out from a duck under space. Covid, extra age and a few operations have made the duck under impossible to negotiate for most of my operating team and so we devised a way of pulling everything forward so it will be accessible from the main aisle.



The tops of the mountain were cut off the foreground track area and a new decking has been fabricated to overlie the truncated mountains. The sawmill will be rebuilt on this front area and a long, wider radius curve will access it. The tracks on the level below will then emerge from their tunnels into a shadow box area which will be lit and still convey the sense of steep mountain terrain railroading.

GEORGE DUTKA (London, ON)

PHOTO RIGHT: This Yankee Clipper craftsman C&O boxcar had its roof weathered to better accent what happens to the tops of boxcars. With the roofs being seen the most on our models it should get a bit of extra attention. AK rain marks a grey tone is applied followed by PanPastel Raw umber shade which is a dirty brown tone.



GEORGE DUTKA (London, ON)

PHOTO LEFT: Blair Line craftsman laser cut kits offers a nice retro motel which builds up nicely. I have just finished the office prior to starting on the motel room blocks.



MARC ANDRE GAGNE (Sherbrooke, QC)

I continue to work with the Big Brother's Organization. The **photo above** shows 3 Moms, 2 Big Brothers, and 5 new members working on their diorama boxes. In the **photo left** I am giving Lucas who won the draw his train set with an engine, 4 box cars, a caboose, a power pack, track and one switch. He was very happy. The **photo bottom left** shows the kit package for building the dioramas and the **photo below right** shows the 5 boys receiving their Junior Engineer Certificates.





WALTER REID (Mississauga, ON)

The On30 Dolly Varden RR got it's scenery upgraded over the winter months, adding some Bragdon rock castings, Grand Central Gems trees and lots of ground foam.

PHOTO ABOVE RIGHT: This little 0-4-2 Porter is battling up a 5% grade bringing silver ore to the bunker on the high line of the On30 Dolly Varden RR. The locomotive is a Bachmann and the ore cars are by Prairie Locomotive Works. The retaining walls are dowels covered in paint with grout added to give them texture.

PHOTO LEFT: This On30 railbus is about to enter Mud Creek Canyon on the Dolly Varden RR. This railway is based on a prototype that existed in Northern BC. The rock castings are from Bragdon, the big trees in the background are handmade and in the foreground by Grand Central Gems. The railbus is a Bachmann.



PHOTO RIGHT: Two loaded ore cars are coming back from the Dolly Varden mine through Mud Creek Canyon in Northern BC. The locomotive is a Bachmann 0-4-2 Porter which is modified with a Keep Alive. The ore cars were custom made by Bruce Peachey who models the same railway.



PHOTO RIGHT: This photo gives an overall view of one side of the On30 Dolly Varden RR showing the town of Alice Arm, with the 5% grade high line climbing up the back. The rock castings are from Bragdon and the trees are Grand Central Gems. The backdrop is a large 3ft. x 35ft printout done by trainjunkies.com that really gives the layout depth. All the track is handlaid and the turnouts are Fasttracks.



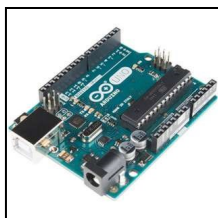
USING AN ARDUINO FOR SOUND

ARTICLE AND PHOTOS BY WALTER REID

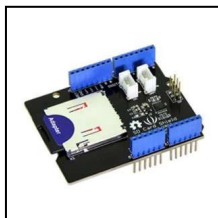
Ever thought about adding sound to your layout beyond the locomotives? Maybe a chainsaw in the forest, bird sounds, the sound of running water by the water tank, or livening up the town saloon. I have used Arduino controllers for track detection and lighting, but wanted to explore using it for sound as well. It is helpful to have a device that is dedicated to playing the audio files you want to use.

One of the simplest devices to do this is by adding an SD card shield to an Arduino Uno board that will control the audio in a lot of different ways. In part 1 of this series, let's create a simple scenario where every time the Arduino is turned on or reset, it will play a sound.

I am making the assumption in this article that you know the basics of programming an Arduino, and just want to enhance your knowledge of these versatile controllers. You will need a computer with a USB port and a slot for a full size or micro SD card. If your computer is not equipped with this, adapters are available. To start you need certain hardware parts. Our local electronics place is Sayal Electronics, so I am using their part numbers as an example.



Arduino Uno board: part #1811-AA1B



SD Card Shield: part #1813-FB2

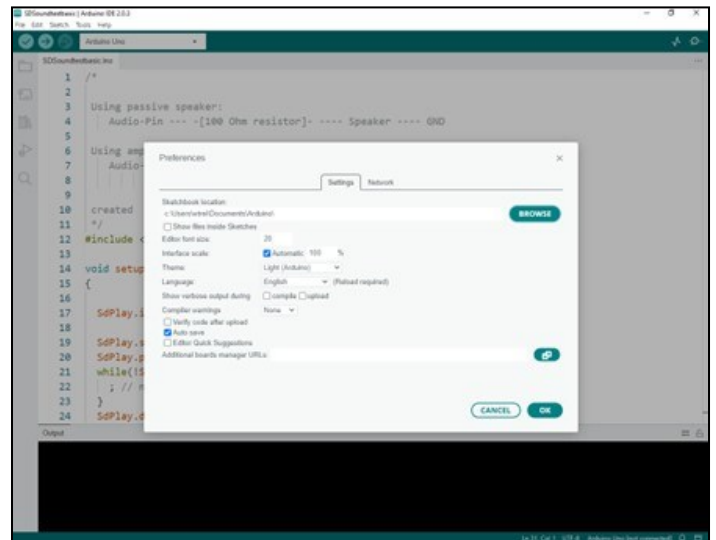


SD Card: part #AETE-674

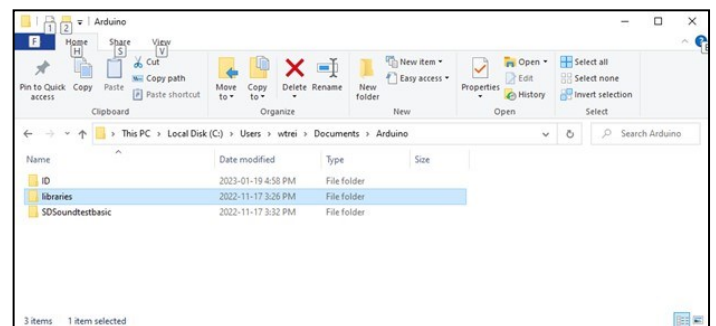
You will also require speakers or headphones with your computer.

The next part is to get the software to modify these devices: <http://dollyvardenrr.com/soundproject.htm> Click on the purple shortcut to download the SimpleSDAudio file.

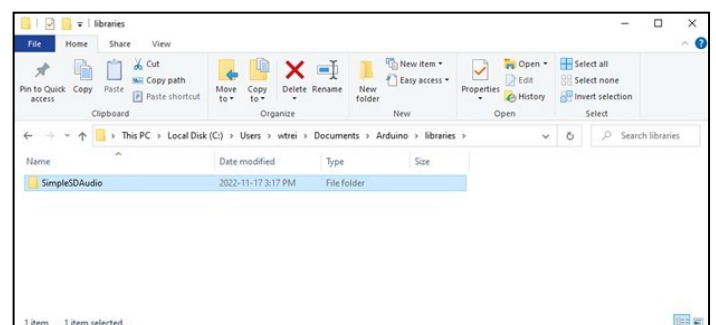
Browse to your sketchbook location (see Arduino - File - Preferences).

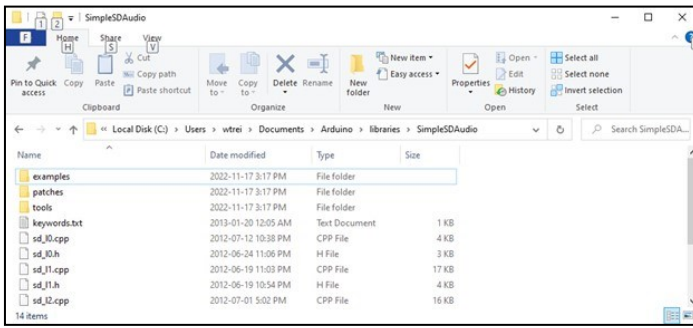


There should be a folder called /libraries/, if not, create a folder and name it exactly like that.

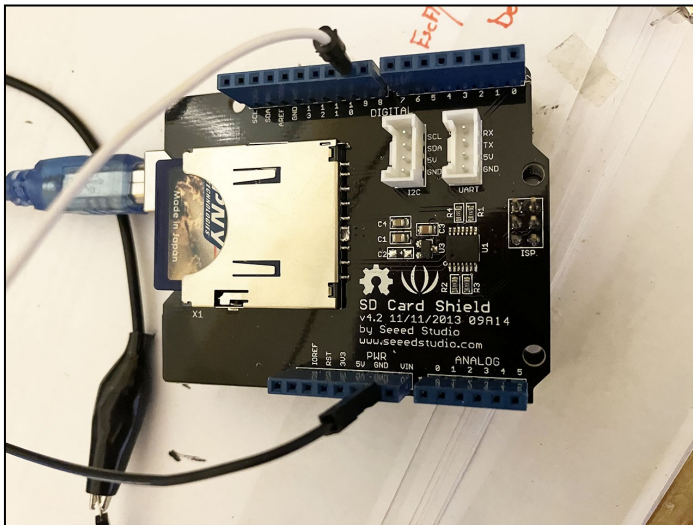
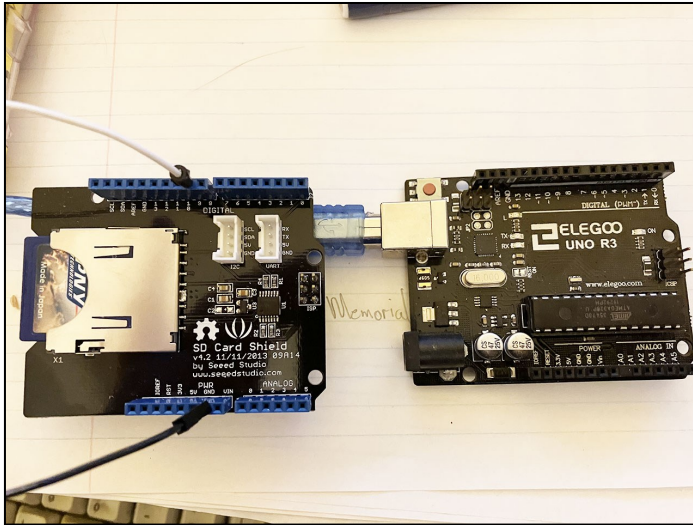


Then extract the zip-file preserving the folders and put all into the "libraries" folder that you end up with a structure where the "example" folder is located here: /libraries/SimpleSDAudio/examples/. Now you can start Arduino IDE and find examples for the library under File - Examples - SimpleSDAudio.



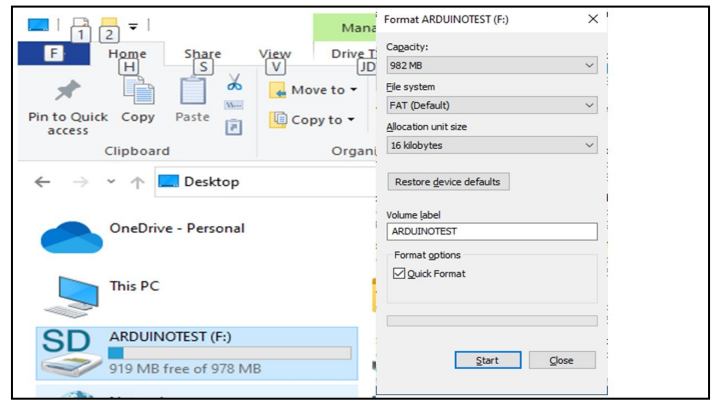


The shield sits on top of the Arduino board.



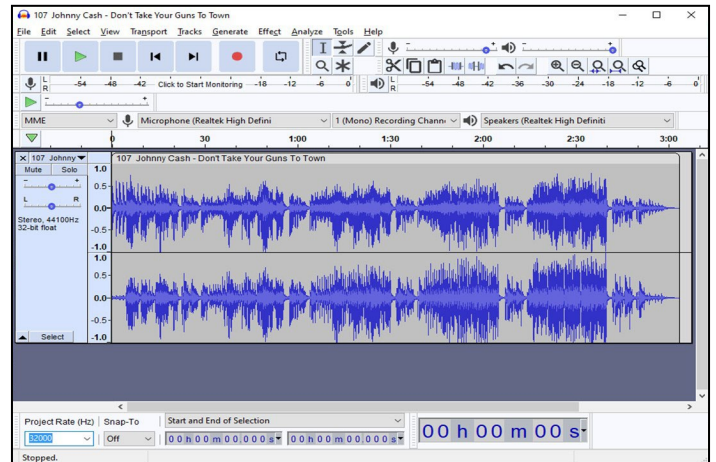
The SD card needs to be formatted in a special way. Remove the SD card from the shield and put it in the computer slot or adapter. Using Explorer on a Windows machine, find the SD card and right click and choose **format**.

CAUTION!! MAKE SURE YOU HAVE CHOSEN THE SD CARD, FORMATTING OTHER DRIVES WILL ERASE ALL YOUR DATA!!



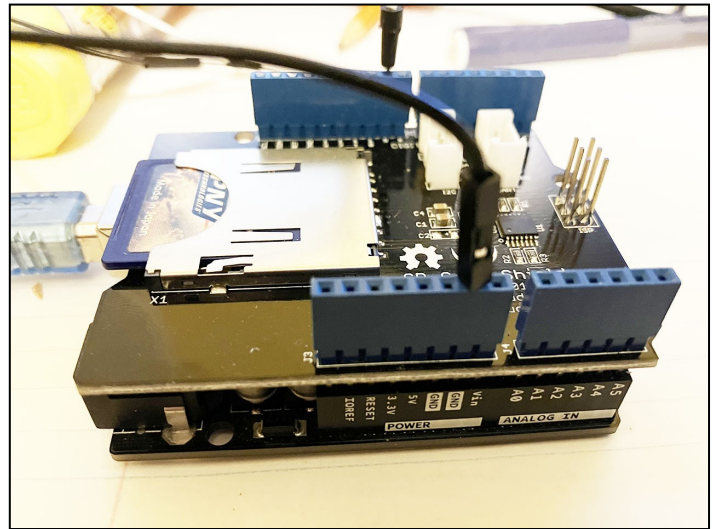
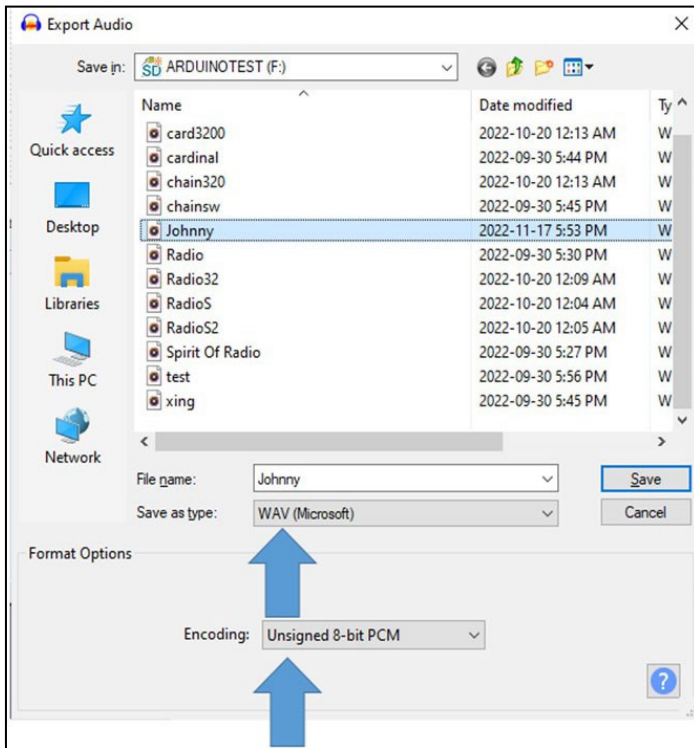
Change the **file system** to **FAT** and then click on **start**. Once the SD card is formatted, it is ready to receive the sound files.

You can put any sound on the card, but the limitation is that it is saved in a WAV format. This is done with the Audacity software. If you do not have Audacity, you can download it from their website, or through the shortcut to get to the 32 or 64 bit version: <http://dollyvardenrr.com/soundproject.htm> Once loaded, launch the application. **File / Open** the file you want to use. Change the project rate to 32000HZ.



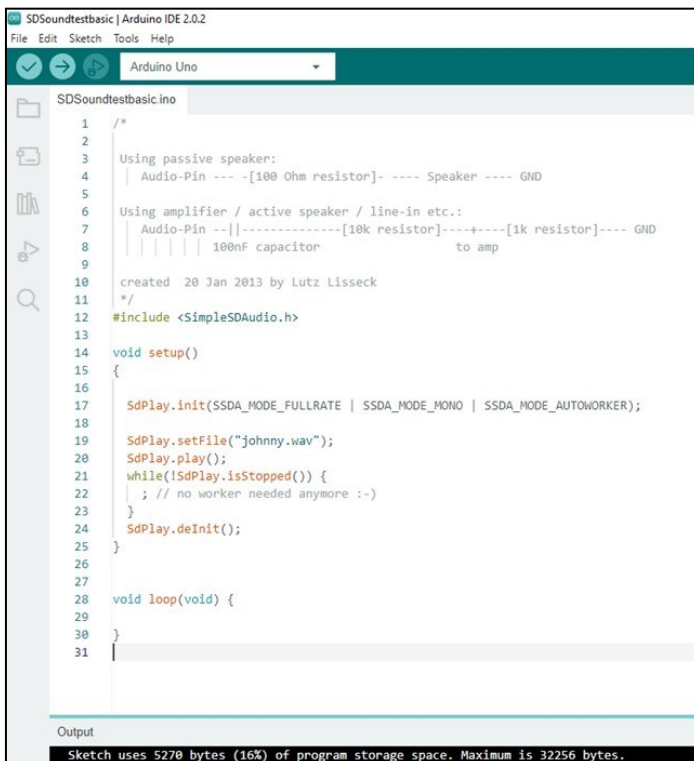
Then go to **File / Export** and **Save as Type [WAV (Microsoft)]** and **Encoding [Unsigned 8-bit PCM]**. The file should reside at the root of the drive, not in a folder. (The root directory is the **top-level directory** in a **folder structure**. All of the other folders grow outwards from the root directory, so it makes sense to think of the root directory as the trunk of a tree from which the branches grow.)

Tip: I try to keep the name 8 characters or less, as in the FAT format which the Arduino can read will display the name to 8 characters.



Reset the Arduino and listen to your music / sound file play. Next time, we will explore how to make the sound files play with particular triggers, like pushbuttons or infrared / optical. Stay tuned.

In the Arduino program, note that Line 19 has the actual name of the sound file, which you can change to your preference.



Upload the program to the Arduino / insert the SD card with the sound file in the SD card shield. Connect the speaker, positive lead (tip) to pin9, negative to GND (sleeve) on the Arduino.

New this year: Print your own Tour Guide

**BRANT-HALDIMAND-NORFOLK
MODEL RAILROAD LAYOUT TOUR**

**SATURDAY, MARCH 18, 2023
9 A.M. - 5 P.M.**



After March 1
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On March 18 layout hosts will be accepting donations for
Student Nutrition Programs in Brant, Haldimand and Norfolk.
Please be generous!

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COBOURG & PETERBORO RAILWAY ASHBURNHAM

ARTICLE AND PHOTOS BY TED RAFUSE

Ashburnham is the northern terminal of the Cobourg & Peterboro Railway and is located on the eastern side of the Otonabee River. The city of Peterborough is on the western side of the same river. Ashburnham is a busy community but is not as populous as its cross-river neighbour. It has an extensive railway yard befitting a terminal and its spurs lead to a number of businesses receiving rail service.



PHOTO LEFT: Ashburnham's south side displays varied rail served industries. This view looks east along Commercial Avenue. On the immediate left is Kawartha Cold Storage and beyond that business Ashburnham Coal Company provides hard black fuel for local needs. At the end of the avenue steam engine 412 approaches the rail yard in Ashburnham. On the right side of the roadway a beige truck rests at the freight shed while across the tracks is Peterboro Feed and Seeds which serves the agricultural needs of the farming community.

PHOTO BELOW: Kawartha Cold Storage, a Campbell Models kit, has a story associated with. During its construction, I built each wall separately easing the addition of windows, doors and trim. The four walls were on my work desk which is beneath a washroom on the main floor. And yes, the toilet leaked and soaked all the walls. Expletives! I opened Walther's Catalogue at the time and a replacement was US\$100. Ouch! I paid about half that when I purchased the kit years before. After repairing the toilet, I determined to salvage the partially constructed kit. I placed weights on all walls and left the units to dry slowly. Two weeks later the walls were flat. Whew! Saved. The construction continued and what you see is the result of the recovery. Kawartha Cold Storage receives frozen meats and vegetables by reefer cars and rents cold storage lockers to the public. Details provide a capsule of life to the scene.





PHOTO LEFT: Once a kit, Campbell Scale models' Quick's Coal, was transformed to the Ashburnham Coal Company at the end of Commercial Avenue. It is difficult to obtain a full view of this building as it is largely hidden by Kawartha Cold Storage. The floor plan of the original kit has been slightly altered to allow for the building to occupy the site available on the layout. The mainline curves behind the company. Coal is dumped into a bin beneath the tracks and a bucket hoist elevates coal to the top of the structure and then the bucket is moved inside the structure and dumped into particular bins depending on the type of coal involved. Coal chutes to load trucks are on the opposite side of the structure.

PHOTO RIGHT: The office end of the B/A oil distributor with a Jordan Miniatures stake truck has backed to the loading ramp to transfer filled 45-gallon drums of petroleum product. A wooden single sheathed box car sits in front of the loading door of the warehouse. The red blur in front of the truck's door is from a Caboose Hobbies switch stand.



PHOTO LEFT: McGraw Oil Company is a Walthers kit erected following kit directions. It was arranged in a linear fashion to fit the space available on the front of the layout. The distributor receives tank cars on a spur from a turnout near the freight shed. The fuel storage tanks have been lightly weathered with Bragdon weathering products. In the background are structures within Ashburnham.

PHOTO RIGHT: Peterboro Feed and Seed is a scratch-built structure inspired by an E.L. Moore article in a 1950s model magazine. His example had 3 storage silos but I could only place 2 silos in the limited space available. Scribed wood with steel bands were wrapped around a base paper cylinder to create the silos. A plastic 'metal' roof tops both units. The cyclones on top of the main building are Walthers products with the same company providing the metal cylindrical flues. The windows are a Campbell Scale product. Details from various suppliers add a semblance of life to the enterprise.





PHOTO ABOVE LEFT: The railway's imposing sandstone Ashburnham station was constructed to make a statement that the community was an important adjunct for the railway. The model originated as a Vollmer station but was cut on a bias to fit the area. There was a mirror 3 storey structure on the far end with an intervening lower section.

PHOTO ABOVE RIGHT: A part of Ashburnham yard is revealed in this image. In the foreground a tank car is positioned at the unloading pipes of McGraw Oil Company whose ancillary building are somewhat blurred. Busy shunting cars in the railway yard is CN locomotive #8000, an ancient AHM product made in the former Yugoslavia, and sporting an early CN diesel paint scheme. Towards the back of the image a portion of the station can be observed. To the right is an industrial building, an early plastic model of unrecalled origin. Behind that building, along the wall is printed paper flat pasted onto ¼ inch thick foam core whose edges are painted black. Beside that is a DPM building flat with no adornments to draw attention to it to allow the viewer to concentrate on other closer details.



PHOTO LEFT : Ashburnham coal tower was a major kit purchase for me in the late 1970s. I recall thinking I was out of touch with reality when I paid \$36.95 for this Fine Scale Miniature product. I had little modelling skills when purchased, and it took me several months to assemble the product, very carefully! It sits on the layout to be viewed without interference by operators and visitors alike. There are two back tracks, one a lead to the turntable and the other a lead to the ground level coal grate through which coal is gravity fed to a holding bin and then elevated into the tower. Along the far wall are various flat backgrounds, either flats or Design Preservation Models false fronts.

PHOTO RIGHT: A Kanamodel CN 18 lever Interlocking Tower controls all the switches in Ashburnham yard and on the main line. It is built on the north end of the yard and is one of the first structures to the right that a visitor to the layout room observes.

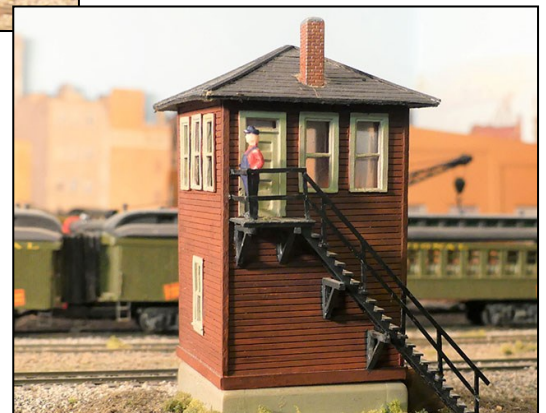




PHOTO ABOVE: An eagle eye's view of the railway facilities at Ashburnham. The grandiose coaling tower is an early Fine Scale Miniatures kit. The water tower is a Kanamodels CN enclosed water tank kit. The powered turntable is a Joeuf model which is no longer available. It is not indexed so care must be taken by the operator to line the rails precisely so that a moving engine does not derail while transiting on or off the turntable. RS-11 #3608 (Kato) is on loan from the Duluth, Winnipeg & Pacific Railway. RS-18 1884 (Hobbycraft-LifeLike) is a regular on the C&P as is switcher 8127 (Atlas) on an incomplete roundhouse track. The little red and silver vehicle nearby is a powered rail runner!

PHOTO RIGHT: To provide a sense of additional length to this part of the yard I 'borrowed' an idea from a modelling magazine. The third passenger car in this line is touching a mirror which reflects the three cars and the tracks implying that the yard stretches further than it actually does. Blame the photographer for the blurry image, but I believe the photo provides a good indication of the scene. One has to be careful to so arrange the mirror that one's reflection is not visible.



PHOTO LEFT: An aerial view of the end of Ashburnham rail facilities. Centre background are the walls of an incomplete roundhouse, the pieces of which were purchased at a flea market and the whole has been yet to be put back together again. Several diesels occupy tracks within the walled shelter. The snow plow is a wooden kit, its heritage unrecalled. The black motorized crane is Walthers. The crane hovers over a gondola coupled to a work car. In the foreground are several LaBelle kit wooden passenger cars. The third car on the right is backed up to a mirror which reflects the entire row and provides the image of additional length to the yard with multiple cars stored on track. The track closest to the interlocking tower is the mainline and leads east to the mines at Marmora.



PHOTO ABOVE: CP Every Child Matters engine passed through London, Ontario on January 20th 2023 leading. It does not show up in this area all that often. *George Dutka photo.*



PHOTO LEFT: The On30 0-4-2 Porter is marshalling ore cars in the town of Alice Arm on my Dolly Varden RR layout. The buildings are prebuilt R&P Lumber Co. structures with interior and exterior lighting added. The blue moose is a Mini Prints 3d print. *Walter Reid photo.*

PHOTO RIGHT: New control panel on the Grand Trunk Southern. Track Diagram was created on my computer and then professionally printed on Poly Paper. Spray glue was used to attach the Poly Paper to the panel. Cost for printing of 3 track diagrams this size was \$14. More than reasonable considering the results. *John Johnston photo.*

