



# THE "CANADIAN"

[www.caorm.org](http://www.caorm.org)



SPRING 2024 ISSUE #87

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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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**observation platform  
john johnston: editor**

**THANKS TO JAMES RASOR  
AND THE MEMBERSHIP**

I have a pretty good core of contributors to the Canadian who send me articles on a very regular basis. I thank them regularly, however, this Issue, winter vacations and some health issues left me short of material. I noted that shortage when I sent out the request for members to send in what they had been working on and the amount of material I received was significant. Thankyou to the Members who contributed. Your submissions are truly appreciated and made this Issue what it is.

James Rasor is the Secretary of the Toronto Chapter and he came up with the idea of "What Are You Working On" for the Chapter Newsletter. I asked if I could piggyback on his idea and he graciously agreed. My only disappointment is that I didn't think of it sooner, it's such a good idea. Many of you don't have the inclination to do a full fledged article but it turns out you are more than happy to share a photo or two and a brief description of your latest project. The rest of us have proven to be interested in what you are doing. A "marriage made in heaven" as they say. So James, thanks once again for a great idea and for sharing it with me and the rest of the Membership.

**TRAIN SHOW & LAYOUT TOUR NOTICES**

For many years I published lists of Train Shows and Layouts Tours in the Canadian. Since Covid I have minimized doing it. The principle reason was that the space in the Print Issue of the Canadian is limited. I want to prioritize CARM and Chapter information, Member submissions, and articles. The information on train shows and layout tours became "filler" and sometimes there wasn't space for it, so there was a lack of consistency in publishing the information. In addition the newsletter comes out on a quarterly basis and the date of mailing can vary. The CARM website, the Internet in general, and your local hobby shop are more timely and better locations for this. If you have info on a train show or layout tour that you wish to share, I would recommend forwarding it to the CARM webmaster whose email address is webmaster@caorm.org .

**A VISIT TO THE CN WESTON SUB**

My operating group, the Bayview Junction Modellers were invited to visit and operate on the CN Weston Sub of William Waithe. William's layout has graced the pages of the Canadian and he is a generous and

**BRANT-HALDIMAND-NORFOLK  
MODEL RAILROAD LAYOUT TOUR**  
Ontario, Canada  
**SATURDAY, MARCH 23, 2024**  
9 A.M. - 5 P.M.



**For Information Contact:**  
Doug Bissett  
dbissett@rogers.com  
Daryl Dankwardt  
ddankwardt@gmail.com  
Search for us on Facebook or visit us using the QR Code



After March 1<sup>st</sup>, the Tour Guide will be available to download at:  
[www.brantfordmclub.com](http://www.brantfordmclub.com)

On March 23<sup>rd</sup>, layout hosts will be accepting donations for Student Nutrition Programs in Brant, Haldimand, and Norfolk.

Please be generous to help us reach our goal of \$2,000.

**MEMBERS AREA  
PASSWORD**

**USERNAME:  
gondola**

**PASSWORD:  
hopper**

**COVER PHOTO BY JOHN JOHNSTON: Newly delivered Grand Trunk Southern SD40-2 #5973 leads a GTS SD45 and a manifest freight over the Clarion River Bridge as it nears Ethansburg. Foreground scenery work in this area is currently underway.**

welcoming host. Rather than trying to find parking in downtown Toronto we decided the GO Train and the Subway were the preferred method of transportation to get there. I hadn't been on the TTC subway in many years and was fascinated to discover the cars now had full width diaphragms allowing you to see completely from one end of the train to the other. As the train went around the 90 degree turns to and from Union Station is was a truly fascinated sight looking back through the train.

We had an incredibly enjoyable day with Willie and two of his regular operators Keith Martel and Walter-Joseph Grabowski. Willie has a wonderful layout which occupies the entirety of a studio apartment condo and is fun and interesting to operate.

**PHOTO TOP RIGHT:** The view seen by an engineer running his train from the Yard to the Weston Sub.



**PHOTO CENTRE RIGHT:** Willie Waithe and Justin Parry of the Bayview Modelers Group in deep conversation.



**PHOTO BOTTOM RIGHT:** Its amazing what you can pack into just a couple of inches behind the track.

**PHOTO BOTTOM:** Keith Martel on the left and Walter-Joseph Grabowski in the black hoodie provide assistance to Bayview Club operators.

John Johnston: Editor



**PUBLICATION INFORMATION FOR  
THE CANADIAN**

*The Canadian* is published four times per year.

Submission by authors or Chapters should be submitted to John Johnston at [editor@caorm.org](mailto:editor@caorm.org) by:

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





# CHAIRMAN'S REPORT

We all have reasons we became interested in trains and model trains. When I was little I got an HO tinplate train I ran until the batteries died. Dad replaced them with used telephone batteries. There weren't many trains in farm country, but when I started school, life changed. A railway track ran about 50 feet from our one room country school. Once a day a train passed by, a couple or half a dozen box, cattle, tank or flat cars pulled by an old steam engine. On really lucky days they passed during recess! I didn't know where they came from or went to. It turns out they were on a branch line from St. Thomas, Ontario, where the engines had been built, to Courtright on the St. Clair River with branch lines up to Petrolia and down to Oil Springs.

During grade two, suddenly the steam engine was replaced by some weird thing called a "diesel". In about a year the trains stopped running and a year later the track was ripped up. Making up for that, I got a Lionel HO train for Christmas, with a transformer so no dying batteries. For grade 8 we moved to Petrolia where two friends and I hung out around the CNR freight station. One day we biked up the track to Petrolia Junction to watch the trains between Sarnia and London. We got incredibly lucky. A train on the mainline stopped to head down to Petrolia and they offered us a CAB ride back home!

With that beginning I could not have avoided being a lifetime train and model train fanatic.

**Ian McIntosh**

**LONDON AND AREA CHAPTER visit to the Aberfoyle Junction layout.**



# CHAPTER REPORTS

## TORONTO CHAPTER:

The Toronto Chapter held elections and Malcolm Back was elected Chair, Ian Jameson was elected Treasurer and James Rasor was elected Secretary. We are busy planning for this year but would still like to hear from the membership about what they would like us to be pursuing for their enjoyment. We have been in touch with 7 layout owners who have agreed to host layout visits including some operational visits. More information and dates will be forthcoming shortly.

James Rasor has been busy collecting information regarding upcoming Model Railroad Shows and emailing that information out to the membership. We will be manning a booth at the L.M.R.A Flea Market, at the John Paul II Polish Cultural Centre, 4300 Cawthra Road, Mississauga (North of Burnhamthorpe Rd), on April 14<sup>th</sup>, 2024, from 10:00-2:30. We will be promoting CARM at the show and will also be selling excess equipment for our members.

We are pursuing a ZOOM license for the Toronto Chapter so that we can better connect with our members and develop some online programming of our own. More on this later.

**Malcolm Back**

## LONDON AND AREA CHAPTER:

The London and Area Chapter made a special road trip out to visit the St. Jacobs and Aberfoyle Model Railway on their last open house before they closed their doors in December of 2023. Members attended the layout on December 9 and included Jason Essery, Rob Essery, Robert Langlois, Neil Froese and Brent Lockyer. It was an excellent visit to this historic icon of Canadian model railroading and the craftsmanship and detail astounded us as always. While we are saddened to see the club close in preparation for their move to an unknown destination, our members expressed their support for the future, in hopes a new location is found and that crowds can once again enjoy this spectacular layout which has captured imaginations for generations.

**Jason Essery**

# What is DCC-EX and Should I Use It?

Article by David King

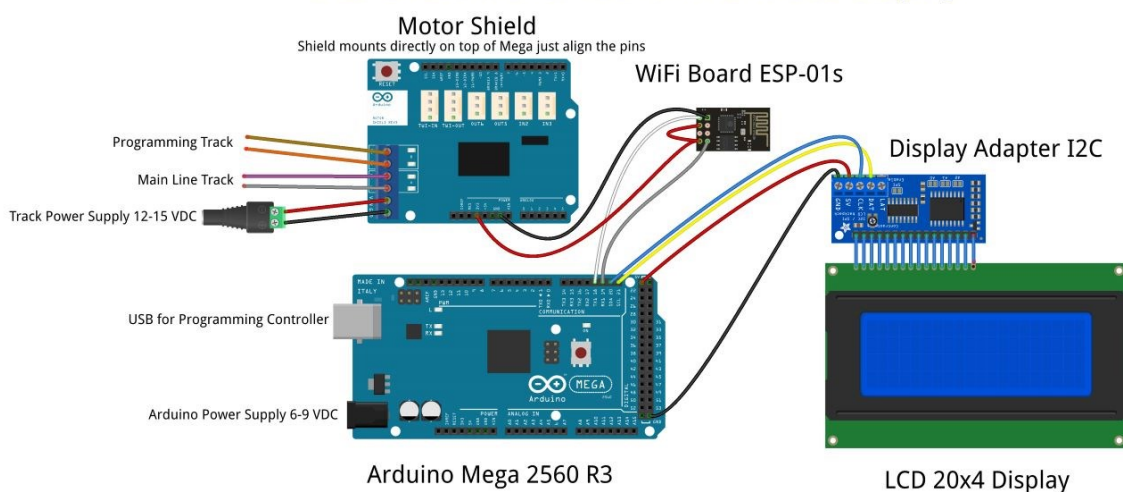
So what is DCC-EX? In short DCC-EX stands for Digital Command Control Extended. This may not sound like much as almost everyone has heard of DCC and many of us use it, have it on our layouts, have tried it or at least know a little about. Well DCC-EX is a little different than most of the DCC systems out there in that you just can't go buy a full system off the shelf at your local hobby shop or on-line retailer, you need to build it or have someone build it for you. At this point you might shake your fist at me but hang on while I explain why you still might want to look at this and consider it for your own trains.

and more people can join and help. I myself heard about the EX version this last year and I've only been playing around with it for just over a month. So far I'm impressed.

Currently, the EX project has the following products:

**EX-CommandStation:** Full-featured command station with WiThrottle support, turnout and accessory control, and general-purpose I/O, as well as tight integration with JMRI and Engine Driver. A wide variety of CABS/Throttles in addition to JMRI and Engine Driver are supported.

## DCC-EX Controller with WiFi and LCD Display



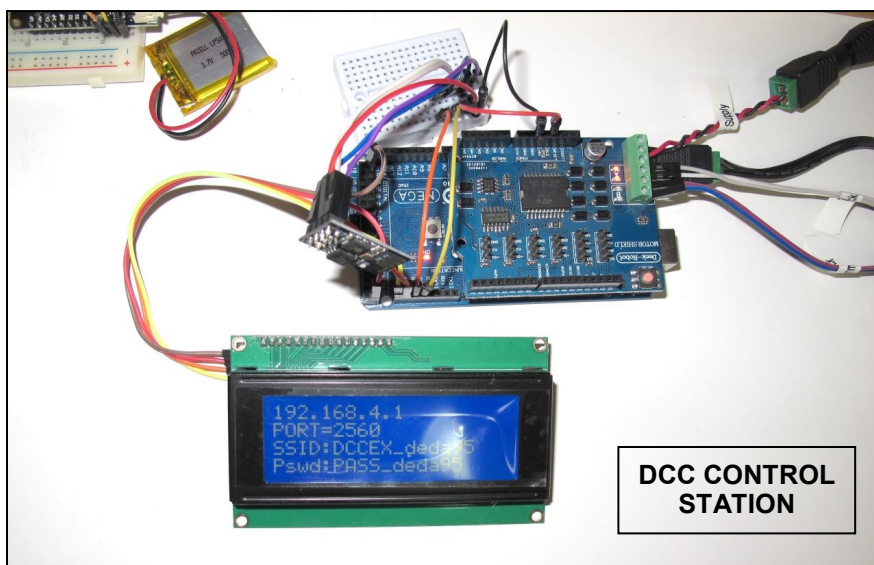
DCC-EX is an open source software project that allows those that want to jump into the DCC world and don't mind putting a little effort into the project, can have a fully working system in a short while. While you're at it you will save yourself some money as this system does cost less than commercial systems, considerably lower than some, but you do need to put in that effort. I have been building one of these systems to play around with and the cost has been very reasonable. So far as of this writing I've spent under 100 dollars but I suspect that a system with a DCC power pack and controller and 4 WiFi throttles will cost me between 200 and 300 dollars.

DCC-EX has only been around for a short while. In 2020 a team was created that produced the EX open source software which was built on the DCC++ software that was the original work of Greg E. Burman in 2014. The EX team has expanded greatly since originally formed and now have many people working on improving the software, adding features, fixing bugs, developing hardware, testing all parts of the software and hardware as well as documenting all it. This has become a many person operation

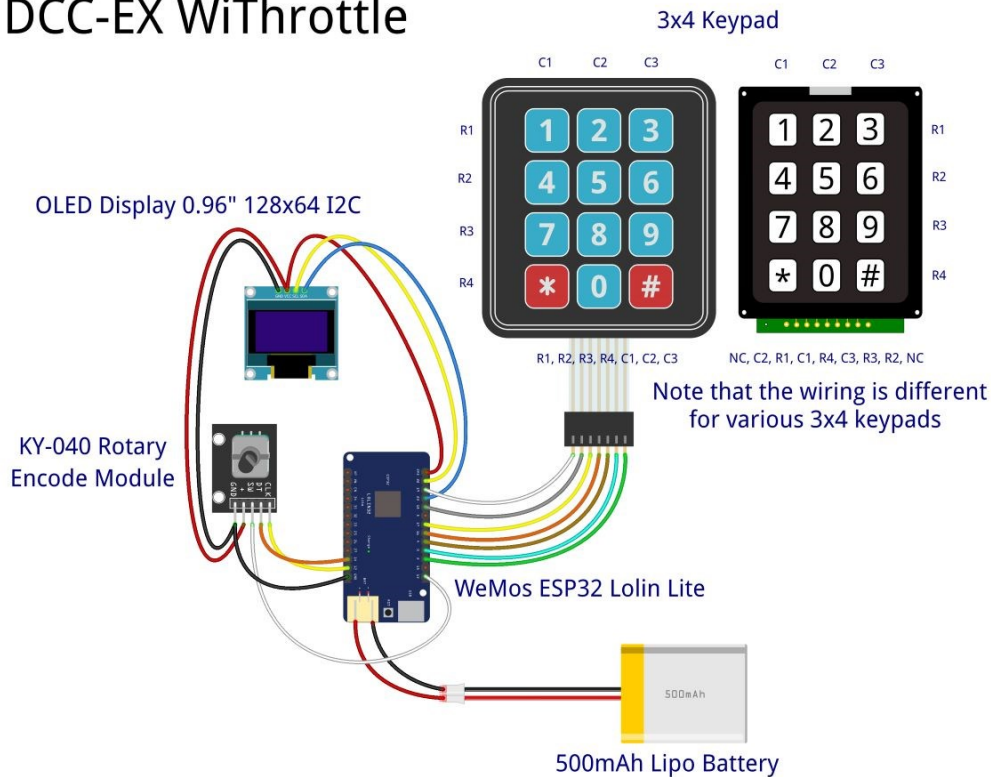
**EX-Installer:** This handles downloading and installing EX-CommandStation software onto your hardware (Arduino).

**EX-RAIL:** The built-in scripting language for automating your model railroad.

**EX-WebThrottle:** Web based throttle for EX-CommandStation.



# DCC-EX WiThrottle



fritzing

**EX-Turntable:** A separate stepper based turntable controller.

**EX-IOExpander:** Use additional microcontrollers to expand I/O port capability.

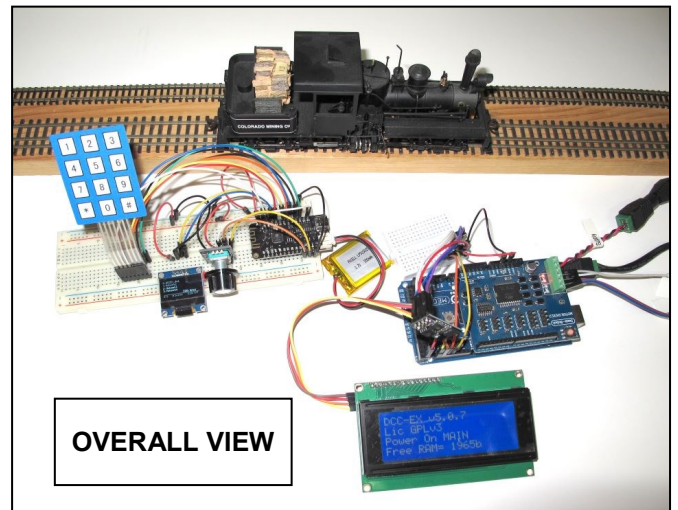
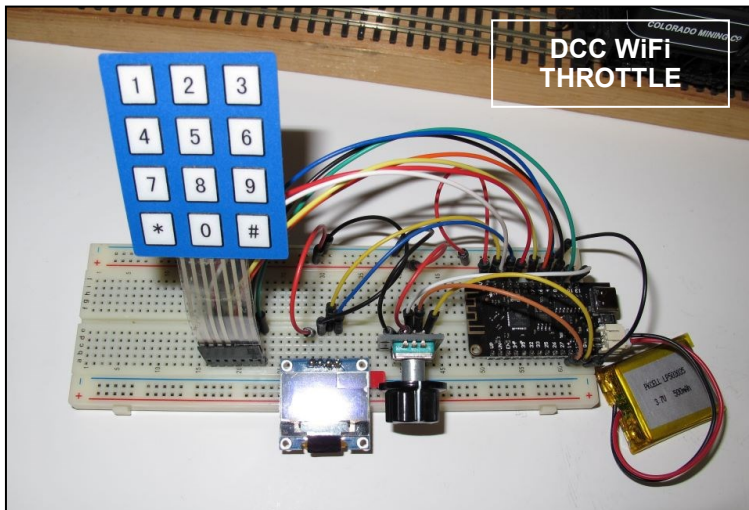
**EX-DCCInspector:** A small, inexpensive (under \$15 US), DIY DCC Sniffer to provide complete diagnostics of exactly what data is being sent to the track.

**EX-FastClock:** A FastClock to enable time based events.

So far I've built an EX-CommandStation with the WiFi added as well as Wifi Throttle. Both of these are only in the proofing stage so none of the components are housed in needed cases or enclosures. This is a work in progress. Eventually I figure I will design and create cases for these items and others as I continue.

Some of the features in this system is the ability to use the EX-IOExpander which will allow for adding items like block detection, specific location detection, signals and other special effects. Also the EX-RAIL looks interesting to me as I could have a short train automated to run between 2 or more points on the layout on its own which will add some additional life to the layout when I'm running it or possibly during an open house. Just think with the press of a button you could activate a train to exit a staging track and bring the train out to a siding and parking it there ready for someone to grab the cars. When ready, pressing another button could return the train to staging. The possibilities are vast and only your imagination, time and effort could make this possible.

There is more I could say about this and I will in future articles but for now I will leave with you a few photos showing the limited amount of progress I have at this point.



# ADDING A MINI-SCENE

Article and Photos by George Dutka

I always look for chances to add a mini-scene to my layout when I can. Once my layout, the White River Division was completed and detailed, I found I still had a two pack of Boston & Maine (B&M) trailers that I did not use and required a home somewhere on the layout. What to do! Some inspiration from the railroad prototypes can help with this. I have seen truck trailers and containers at stations and yard locations over the years as extra storage on the CN while I worked there. In hindsight I should have taken some photos of the more interesting scenes while at work.

When I got to the point of detailing my layout, I intentionally left some open areas that could become mini-scenes at a future time, or when I figured out what I wanted to do there. I found two such areas that would work well displaying my two B&M trailers.

I had a spot in my Bellows Falls yard which is along the roadway and in the foreground plus a second location next to the B&M sand house on the Westboro shop track. These two locations are great to stage a mini scene using my two trailers. They also are foreground scenes. My two mini-scenes have become gathering points for my



**PHOTO ABOVE:** The second Boston & Maine trailer is found in the Bellows Falls yard as a storage location in the foreground of the scene.



**PHOTO ABOVE:** The Boston & Maine trailer is stationed next to the sand house at the Boston & Maine Westboro shop track.

railroad materials not required at the moment on the layout. Of course, the overflow is piled around and under the trailer. Unused details that I have in storage bins can now be placed and featured in the foreground of my layout I find I have been adding to the scene as more details are readily available from other projects. Today 3D printed details are now what I am considering adding also.

One can take the trailers further along than I have by adding rusty streaks and heavy weathering which make the trailers look like they have been there for awhile. I have been considering cutting open the end doors on the trailers, modeling them as open, giving more room for the supplies to gather and the employee's a place to get out of the rain.

If you are modeling a contemporary scene most railroads are using containers for storage today. One can also hang a station sign on a container and make it a station location as the OSR has done. If your railroad is a subsidiary maybe some home road containers will work also along the line.

**ADDITIONAL PHOTOS ON REAR COVER**



**PHOTO LEFT:** A storage container with a station sign on it, as seen on the OSR, could mark a designated location on your layout.

**PHOTO RIGHT:** Two retired containers still in use on the CN in Stratford.



# A PROGRESS REPORT ON THE RELOCATION OF THE LATE ALEX THUM'S HO SCALE ST. LAWRENCE DIVISION LAYOUT

ARTICLE & PHOTOS BY ERIC TEMPLETON

In November of 2022, I outlined how a local group had dismantled the St. Lawrence Division (SLD) and moved each of the towns to new locations along the Seaway. A lot has happened since then.

I had acquired a section on which was situated the City of Belleville. I had it installed on wall brackets in the middle room of my basement with no thought that it would ever connect with my main layout, the HO Scale West Pearl Division. I envisioned that eventually I would transfer cars by some sort of cassette, but that was a long way off since the first order of business was to restore the section to operating condition.



Quite a bit of the wiring proved too fragile for the relocation, requiring repair, and with the additional "L" girders we had added, was very difficult to trace. However, perseverance prevailed and track power and turnout functions eventually were restored. The next step was to build a short removable extension for the west end of town to allow for a locomotive to be able to clear the west turnout and gain access to any other track. (Photo 1).

I decided to rename the town Farnham, QC. (Photo 2) to provide interchange traffic with the CPR since my layout portrays a fictitious secondary line of the CNR in the Eastern Townships of Quebec. Thus Farnham became a modeled reality rather than a track in my staging / fiddle yard. Next, a small fiddle yard was added to the right end of the section representing points east. Trains were run after a fashion for a



time, but operations were less than satisfying. By then we were into Winter 2023 with lots of time to think. First thought was, the distance between the furnace and the back wall. Six inches, when the moisture barrier was pushed tight against the studs, more than enough for a sub roadbed. Next calculate the grade between the new section and main layout, answer 2%. A whole new project emerged like a butterfly from its cocoon, and over the following weeks a hole was cut through the wall and the Farnham section was joined to the main layout. The view block in the corner of the layout where the branch line passes through the wall was modified so the junction could be easily viewed (Photo 3 & Photo 4). Interchange traffic with the CPR was now physically running





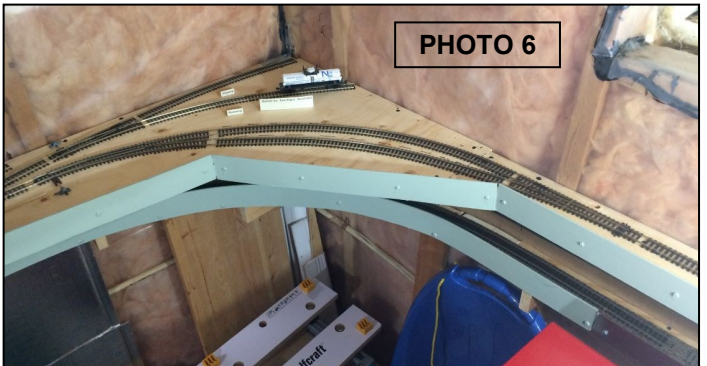


with Alex.

The largest city (Kingston) from the SLD went to Don's basement and because of its length had to be cut in half for the move and for the same reason had to be placed against two walls at right angles to one another presenting quite a challenge. Many of the group have been assisting Don in getting these two sections operational and integrated with his layout, and is almost ready to run trains from end to end, having had similar electrical wiring problems from the relocation.



The five cities / towns that went to David's basement have been placed and joined to each other with unique scenic sections, after extensive re-working of much of the wiring. A main line now runs from one end of the layout to

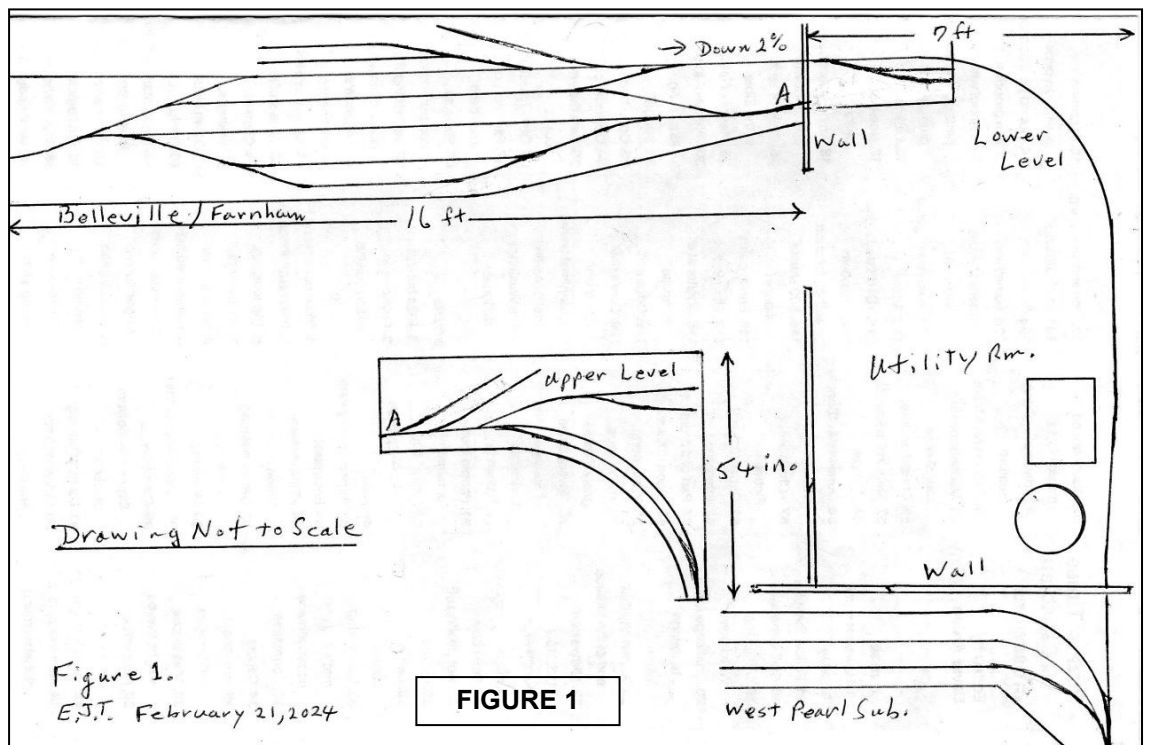


between Farnham and West Pearl and operating interest increased exponentially.

the other. Hopefully, by the time the next issue of the "Canadian" is being prepared we will be able to provide a photographic essay showing the result of all the effort that has gone into making this "new" layout a reality.

The fiddle yard representing points East from Farnham was now in the middle of the branch so it became St. Paul d' Abbotsford, QC. and the previously unmentioned upper leg out of Farnham linked points east in the form of an extremely compressed and non-scenic composite of Knowlton, Dillinton and East Angus, in the utility room, supporting four sidings and a run around track (**Photos 5 & Photo 6**). I have included a track schematic (**Figure 1, not to scale**) which displays Belleville / Farnham as it arrived and remains unchanged. The track in the utility room on two levels are what I have added to join the section to my existing layout and also to provide an area for industries to the East of Farnham.

This whole endeavour would not have been possible without a talented and dedicated bunch of guys: Bruce Leckie, Andrew Taylor, Bill Ewing, David Hain, Don Whiting, Larry Terry, Mel Watson, Jim Baxter and me Eric Templeton.

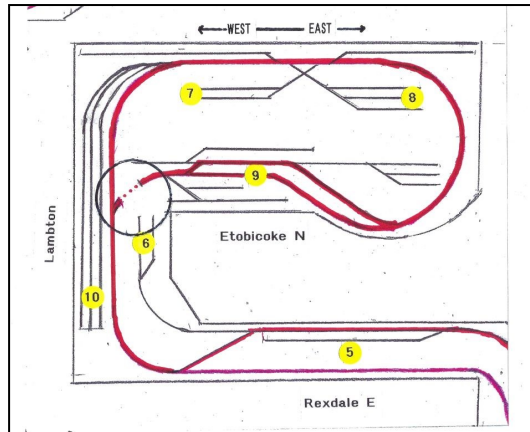


There remains much to be done upgrading scenery, structures and adding details but the main thing is the trains are running and serve to remind me of the good times our group shared

# Improving Traffic Routing on the CN Weston Subdivision

By William Waithe

In the original track design of the industrial switching area of Etobicoke North, a reversing loop was incorporated allowing eastbound locals to approach industries from either direction to allow easy access for trailing point switching (**track plan TOP CENTRE**). To return west to the MacMillan yard, locals could then return from either direction using the reversing loop. However, an astute member of our group, Keith Martel, recently pointed out that the reversing loop is not prototypical and no such reversing track exists on the real CN Weston subdivision. On the prototype, eastbound locals, when they reach the end of their switching work on the subdivision, would return west to the MacMillan yard using a run-around track to move the motive power to the west end of the train.



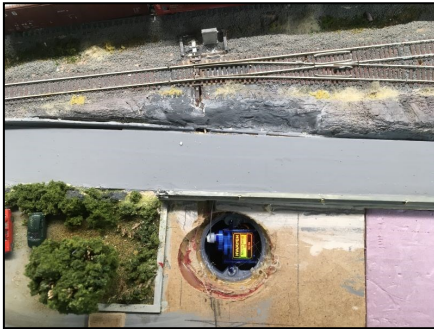
a road (**Photo Centre Left**). After removing the building the servo and the activating wire underneath the roadway were removed and the wire to the frog juicer (*Tam Valley*) was re-routed to the appropriate rail power bus. Removal of the servo also removed the force holding the point rail in place.

Therefore, to fix the rail in place it was soldered. A *Ribbonrail* alignment gauge was used to hold the point rail in place while soldering as illustrated in (**Photo Bottom Left**).

The gauge served to hold the point rail firmly against the stock rail and also served as a heat sink to protect the ties holding the rail in place. The finished turnout, soldered at the hinge and at the tip of the point rail, is shown in (**Photo Centre Right**). After completion of the conversion and testing, the area was landscaped (**Photo Bottom Right**).

After evaluating this proposed change in the traffic pattern, it was decided to remove the return loop track section

(**circled area in track plan**), and the auto reverser and its associated wiring. Henceforth, all eastbound locals will terminate at Union Foods in Etobicoke North and use the run-around track (# 9 in track plan) to reverse direction.



Because the turnout and its associated track were in a difficult position to access (a kitchen counter and sink blocked access on one side of the layout and there is a built-up area on the other) removing the turnout and installing a new section of track would be difficult. Instead, I decided it would be easier to remove the divergent rails of the turnout and convert it to function as a through track. This would limit the reach needed and I could work from above in one position. The servo and its mechanism to activate the turnout were located under a building and



# MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

## ANDREW BAIRD (Langley, BC)

Well just like the real CN Newfoundland Railway, the Sn42 CN Newfoundland Railway is no more. I have retired as a Fire Chief from the Fire Service in Ontario and moved cross country to BC to be close to the grandkids. Condo living in BC is reducing me to a very small switching layout which is really just to keep the memory alive! Here are a few parting shots of the "Last Days of the Railway".



## GEORGE DUTKA (London, ON)

Big Lou's is a free kit offering from FOS Models a few years back. When one purchased \$50 worth of kits you got this one free. I built this model last summer during a building spree of "diners and dives" type of structures. This one is maybe my favourite of the group. The mustard and ketchup bottles are 3D printed pop bottles offered by Mini Prints that I painted red and yellow. The kit comes with a group of neat looking signs and an EAT stencil for the side of the structure. The walls are made to look like it has been around for a bit with the paint disappearing. I made my own tarpaper roofing using construction paper.



## **BRUCE LECKIE (Brinston, ON)**



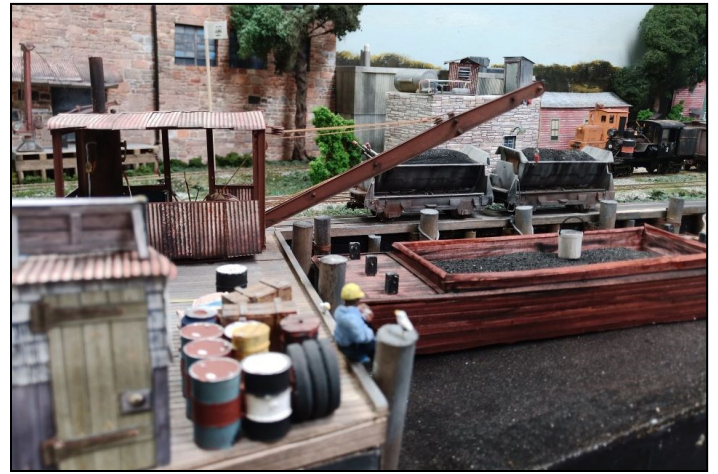
Windy Bay is the newest addition to my On30 module collection. When designing it, I had several criteria: It needed a passing siding; It needed a marine component; The structures would be mostly cardstock; I was using used HO track that I scored from the Railway Museum of Eastern Ontario. The result produced three industries, with a wharf and a passing siding. Not bad for 2 feet by eight feet in O scale.

The frame is 1/2 inch plywood with 2 inch pink foam for the base. The track was glued down and scenery is basic ground foam. Most structures are cardstock using Clever Models textures. To hide the HO tie spacing, track is sunk into the ballast with lots of ground cover- basically two rust streaks in the weeds.



Windy Bay was part of the Dirty 30 layout shown recently at the Amherst Railway Show in Springfield MA. It even made it into several videos!

### **ADDITIONAL PHOTO ON REAR COVER**



## **DOUG THORNE (Calgary, AB)**



I kitbashed a steel open air CPR Observation car. It was made from a MDC Harriman diner so I didn't have to patch vestibule door openings. I cut the windows out entirely and added post back in as required. I filled and altered the roof and reworked the items of the underbody, added Central Valley trucks, Kadee couplers, and TLT marker lights. The aluminum window frames were installed using a double zero Rapidograph pen c/w silver ink. I should mention that the MDC diner is actually about 3/4" (actual) too short, so it's selectively compressed, all it means is that each opening is just a hair too small. But for me it's GEFDT.

**PHILIP JAGO (Gloucester, ON)**

Recently, management at the Quebec, Ontario and Pacific Railway installed a passenger diesel watering stand pipe at its Elizabethtown Terminal. The stand pipe sits on a modified steam locomotive stand pipe base (to allow for proper drainage from the filler hose). The year is 1958 and Elizabethtown can service both steam and diesel motive power. From what can be deduced, this is a Stewart Hobbies Model purchased second hand from Lark Spur Lines in Merrickville, Ontario. In the grand scheme of things, this is a pretty small project but it goes a long way in helping to model a transition-era locomotive servicing area.



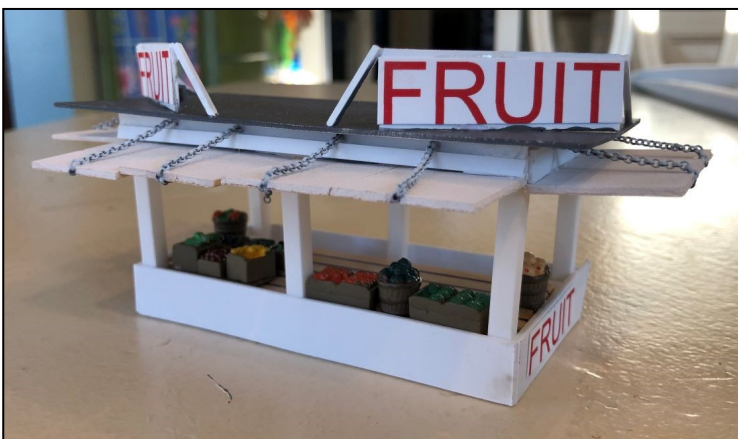
**KEVIN CARTER (Comox, BC)**

Wanting to build something to get some trains running and test out a few techniques, I utilized a few lengths of Atlas Code 83 flex track and two turnouts to put together an Inglebrook switching puzzle. This configuration will accommodate eight pieces of 40' rolling stock and a locomotive. Dimensions are 16"x72" and is Celotex over 3/4' plywood. Here is my progress over the past weekend.



**JOHN ASKLAR (Niagara Falls, NY)**

Here are some project I am currently working on for my O Scale 3 Rail layout. **Photo Top Left** a repainted RailKing F3. **Photo Top Right** a repainted K-Line Michigan Central boxcar. **Photo Bottom Right** a scratch built Wainfleet, ON CNR depot. **Photo Bottom Left** "Shar-Dan Nursery" Fruit Stand, Wainfleet ON. **Back Cover:** scratchbuilt CNR depot at Port Colborne, ON. **ADDITIONAL PHOTO ON REAR COVER**



**CRAIG WEBB** (Hamilton, ON)

**EDITORS NOTE:** Craig scratchbuilt both of the described cars in O Scale.

**Pullman Sleeper *Elm Leaf*:** **PHOTO 1 & PHOTO 2:** After the War, the car builders were swamped with orders for new streamlined cars for long distance trains. Pullman took a lot of their older cars and reconfigured the interiors to suit the taste of their postwar customers. In the *Leaf* series the 12 open sections were reconfigured into roomettes. The large dressing rooms at the car ends were then not needed and remodeled into five bedrooms, two at one end of the car, and three at the other end. This particular car was the regularly assigned car from New York to Toronto on the Lehigh Valley's overnight *Maple Leaf*. A *Fir* series car provided service from Philadelphia, being cut into the New York train at Bethlehem.

**Lehigh Valley Baggage Smoker #1050:** **PHOTO 3 & PHOTO 4:** This car was used on Trains 15/16 the *Maple Leaf* between New York City and Chicago. At Suspension Bridge, #1050 and two Pullmans, one out New York, the other Philadelphia, were switched into Niagara Falls, ON, and added to the early morning train to Toronto. The other cars in the train were a baggage/RPO, a buffet parlour, and a few coaches.



**KEN HUTNIK (Amherstburg, ON)**



This is Windmill Farms. It is 4" in diameter with a track loop of 1.5" radius. A narrow gauge (HOn30) pickup truck runs around an apiary, windmill, apple tree, four HO figures and a dog. The theme comes from the "Champagne Apple and Honey" candle jar which houses the micro layout. Power comes from a 9V battery and PWM throttle, both located in the foam base. It is the second "candle micro" I have done.



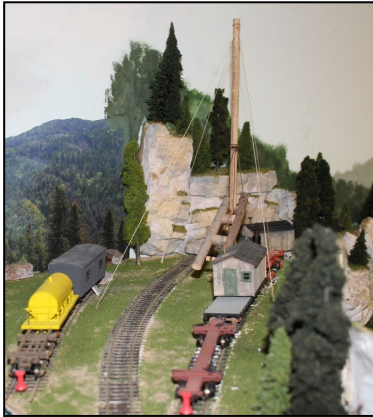
**TED BLACK (Brantford, ON)**

I have been updating my paper-on-foam-core model of the Brantford Station. I had wondered about a total rebuild of the stand-in that I made over 15 years ago. (See cover photo of Summer 2023 issue of the Canadian.) It turns out that the old model had some good bones to it, so that's what I'm working with. I use Model Builder Software by Evan's Designs and my inkjet printer. The windows are cropped from photos of the station. My plan is to get a new roof on the model in time for the March 23 Brant-Haldimand-Norfolk Model Railroad Layout Tour.



## MALCOLM BACK (Stouffville, ON)

**Muleshoe Meadows Lumber Branch:** For many years the Muleshoe Meadows Lumber Branch existed as a corner diorama and a lone track in a staging yard. I had always wanted to turn it into an operating branch line but puzzled on how to achieve this end. The hillside over the town-site of Muleshoe Meadows was just a forest area above the tracks. This was obviously the source of the lumber coming down the Branch Line. It then dawned on me that this would be the ideal location for a lumber camp. The acquisition of a well-constructed, two-stall engine house at a train show also contributed impetus to the project. The next logical step was to connect the corner diorama to the new branch terminus. It was then only one step further to join the corner diorama to the staging yard track. This was achieved via a switch-back and the Muleshoe Meadows Lumber Branch became a reality. The switch-back area has limited scenic possibilities, but at least it works. I will add some scenery to hide all those wires. In the meantime, I have another area to detail to my heart's content.



**Grand Canyon Railway:** This project was inspired by a trip to Tucson Arizona in 2018. It was a “business” trip to the annual Tucson Gem and Mineral show and my Mineral Glossary book launch. We took the opportunity to visit some of the local tourist sites that we had never seen including the Grand Canyon (GC). We stayed at the Railway Hotel in Williams and then took the train into the GC Park. We rode in the two different dome cars on the trip in and the return trip. They are the Mary Colter and the Fred Harvey. They started life as inexpensive Bachmann models, decorated in the CNR Black and Grey scheme. I stripped of the lettering and then air brushed the model for the GC scheme. I custom printed my own decals for the lettering and the insignia. Whenever they run on my layout, they bring back great memories of our trip.





### MALCOLM VANT (Ottawa, ON)

Our NMRA group is working on the theme of scenery this season. We're constructing dioramas on a piece of extruded blue/pink styrofoam. The first step was to create the land mass, then learn about ground cover, water effects and tree making. Here is my diorama in progress without water effects or vegetation. This is based on a still-standing ex-CPR/K&P bridge over the north fork of the Clyde River, south of Renfrew. The abutments are carved by me out of AK Carving Foam. I also constructed a cedar bush made from 34 gauge wire, static grass and fine flock.



### PETER MUMBY (London, ON)

**Don't forget the dryer sheet!** Here's a car that could make that lonesome old Maytag repairman feel more at home. The small black lettering to the left of the sliding door says: **Engineering Department Generator Clothes Drying.** Near the bottom of the door is signage for "No Smoking" and "No Open Flames." I have another photo which shows that these signs are duplicated low on the "B" end of the car. There is a fairly substantial-looking vent on the roof. A second view of another car in the same service I came across shows what is seen inside through the open door. A really neat car to model and add to your fleet. March 17, 1987 at Belleville, Ont. Peter Mumby photos. Also a Peter Mumby photo of a boxcar red version of a cloth drier car.



### ROBERT LANGLOIS (Port Stanley, ON)

1915 photograph of the new Locomotive Shop of the Michigan Central Railroad, Canada Southern Division, located in St. Thomas, Ontario. Copyright: Nil. Photographer: unknown



## REG LAPRISE (Washago, ON)

**Relocation of Algoma Central Railway Layout:** In April and May 2023 we decided to move to move from Mississauga to Washago, Ontario. When I started building the layout in 2001, I knew that I would have to move the layout at some time so it was built to facilitate cutting it up. After 3 weeks of cutting the layout into 14 pieces, and lots of Hydro-Cal removal, it was ready to move. Movers struggled to remove the layout from my basement and move it into Bay 3 of a heated finished Garage. Due to space limitations only 10 sections will be reused. There was minimal damage in the move. Attached photos show sections on new legs ready to be reconnected. I used a vibrating cutting tool and a reciprocating saw with a 12 in. blade to break up the modules. It is going together easier than anticipated.



## TERRY JOHNSON (Chatham, ON)



This Proto RDC-2 had been gathering dust on my "to-do" shelf for years. Over Christmas, I fitted it with a decoder and it is now getting spruced up as a way to introduce my kids to the art of detailing. The work so far includes number boards, horns, window blinds, and picking out the molded on windshield wipers using a fine-tip silver paint pen. The number boards are Custom Finishing Models part #339. I drilled a hole to add a 3/8" piece of spring steel handrail wire just behind the middle tab of the base, and matching holes in the roof to locate them on precisely and hopefully help keep them there. Renumbering the car sides will come next, followed by working on the pilots.



I travelled to Victoria in early January to meet with Transport Action members advocating the return of passenger rail on the Esquimalt and Nanaimo corridor, before heading to Vancouver and back home on the *Canadian*, making some videos along the way for Transport Action's campaign to save VIA Rail's long-distance services. Here, the crew of train #2 reattaches the power after dropping off a recently serviced Park car for the Skeena at Jasper on January 21.

**STEVE & SEANNA WATSON (Ottawa, ON)**

We have had some fun with 3D printing: In the **PHOTO BELOW LEFT** we see an Algoma Central Railway freight crossing Highway 17 at Sault Ste Marie. The bridge abutments were designed by Steve Watson using Fusion 360 and printed in PLA by Seanna Watson on an Elegoo Neptune 3. The intent is to reproduce the scene, as shown in **PHOTO BELOW RIGHT** where Highway 17 heads north out of the Soo. The modeling is done in N Scale.



**WALTER REID (Mississauga, ON)**

I have been busy adding a logging branch to my On30 Dolly Varden RR. First I had to scenic the barren back corner, using foam then plaster cloth, painting the plaster with ground cover then adding a couple of trees. The building in the photos is by John Cantwell.





**PHOTO ABOVE LEFT:** The Boston & Maine trailer is stationed next to the sand house at the B&M Westboro shop track.



**PHOTO ABOVE RIGHT:** Another Boston & Maine trailer is found in the Bellows Falls yard as a storage location in the foreground of the scene.



**PHOTO LEFT:** On Bruce Leckie's latest On30 module we find the Windy Bay General store which is the hub of the community. Constructed mostly of card-stock, it includes interior detailing.

**PHOTO BELOW:** John Asklar's scratch-built O Scale CNR Port Colborne station.

