THE "CANADIAN"
www.caorm.org
CANADIAN ASSOCIATION OF RAILWAY MODELLERS
SPRING 2025 ISSUE #91

IN THIS ISSUE

CHAIRMAN'S REPORT: CHAPTER REPORTS: MEMBER SUBMISSIONS
ROLLING STOCK WEATHERING: THE END OF SWEETGRASS SUBDIVISION II:
MODELLING MILK CANS: OAKVILLE RIP TRACK:
CN COMBINATION DOOR BOXCAR: CN WESTON SUB "HEADING OUT THE BACKDOOR"

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

PUBLICATION INFORMATION FOR
THE CANADIAN

***The Canadian* is published four times per year.**

Submissions should be submitted to John Johnston at editor@caorm.org by:

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

observation platform
john johnston: editor

MORGAN TURNEY: A LIFE SPENT WITH TRAINS

I very rarely eulogize the passing of a fellow model railroader in this newsletter. It seems these days that many of us are in our 70's and 80's and I could probably fill too many pages. This month I have made an exception for someone whose contributions to the hobby in Canada were truly significant and who was a Member and proud supporter of CARM.

In May of 1990 Morgan Turney started Canadian Railway Modeller or CRM as it came to be known. Putting much of his finances at risk he showcased the work of Canadian modellers and supported Canadian manufacturers like the fledgling company started by Jason Shron of Rapido fame. He also supported new Canadian organizations like CARM when it was formed in 2003 running membership ads for us in CRM and promoting our activities.

An excellent eulogy about Morgans life has been posted online by John Longhurst from whose article I have drawn the inspiration for what I have written. Please take a look at the piece and remember Morgan and his life and contributions..

https://ivebeenthinkingcanada.blogspot.com/2025/02/morgan-turney-and-canadian-railway.html?m=1

MEMBERS AREA PASSWORD

USERNAME:
gondola

PASSWORD:
hopper

COVER PHOTO TOP BY DON JANES: Two Rapido rebuilt geeps heading a local freight along my Green Mountain Division layout. The layout is normally set in the 1950's but lately I have been taking more interest in contemporary engines and equipment.

COVER PHOTO BOTTOM BY PAUL ALLARD: I always wanted an accurate CPR RS-2 model. The RMC May, 2024 issue had a CPR RS-2 article by Don Janes. In addition Alan Belcher produced a You Tube video installing a SoundTraxx decoder in a Kato RS-2. I followed the RMC article to get the CPR details right. I then followed the You Tube video and installed an Eco-Nami decoder with a TCS KA2-P Keep Alive.

CONTINUING THOUGHTS ON THE STATE OF MODEL RAILROAD ORGANIZATIONS AND CARM

Over the last several Issues I have raised a number of concerns about the future of organizations such as ours. After that first Issue, Board Members had an email discussion and a lot of similar thoughts were expressed. A decision was made that a face to face discussion was necessary to plan for the future.

What are the Issues that the Board needs to address? I thought I would share some that I see and through that exercise perhaps lead us towards some solutions.

Lets start with the positive. We have just over 400 members. The overwhelming majority are in Ontario but we do have members spread across the country with a handful of international members as well. Of these 400 members, 75 pay to receive a printed newsletter and the remainder receive the newsletter via email. Of those that receive it via email, 5 pay to also receive a printed calendar. 80 Members pay some form of fee while 330 Members are Free Internet Members. These numbers are challenging the viability of a printed newsletter and a printed calendar. One option might be to consider a minimum $12 annual fee which would include a printed calendar. This would also help gauge how deep the interest in CARM actually is.

It has been a number of years since we had a National Convention or Meet. Covid played a part but since Covid ended nobody has attempted to run another. Part of the issue is cost. Prices for hotels have risen quite dramatically. I notice that even the NMRA at their National Convention last year, cancelled the National Train Show due to hotel costs and moved it to a smaller out of town venue where it was a very much smaller affair.

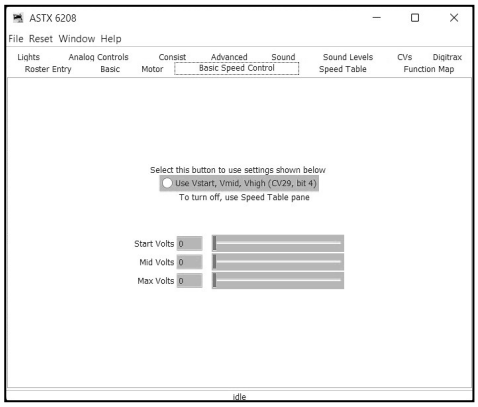
We have a limited number of Chapters. Those that closed found challenges with volunteers and member interest. As a society we seem less interested in direct social interaction and more attuned to meeting through various Internet tools. For Model Railroaders those include Forums, Facebook, online Clinics, and You Tube videos including live streams. We need to figure out how or if we can fit into this environment.

I mentioned problems with getting people to volunteer. This is not unique to CARM. Many organizations are facing a similar issue. Part of our problem is that many of our members are “lone wolf” modelers and live in areas not attached to major urban centers so are unable to participate in person. Again we need to look at how we maximize the Internet to broaden participation in running the organization.

I’ll close here since I’m out of space, but perhaps I’ve given you a few things to think about. If you have some thoughts or insights please reach out and share them.

SOME MORE THOUGHTS ON SPEED MATCHING

Last month we talked about basic speed matching using CV2, CV5, and CV6. You can make these adjustments on a programming track but I highly recommend downloading JMRI and using it for any locomotive programming. It is user friendly and highly intuitive. Here is a screenshot of the screen in JMRI used to set CV2, CV5, and CV6.



In this instance you can see that I have no entry for this locomotive and that is because I have used a speed table to set all 28 steps.

Here is a screenshot of a 28 step speed table in JMRI.

As you can see, using a speed table I can have a straight line progression of speed, several curve options, or I can individually set all 28 speed steps. You also can note on this screen Forward Trim and Reverse Trim. Forward trim is CV66 and Reverse Trim is CV95. 128 is the middle of the range. Putting a lower number in will slow a locomotive down and putting a higher number in will speed a locomotive up. Why would you want to do this?

Something you will often see in speed matching is that a loco’s speed at say step 20 in the forward direction is not the same as its speed at step 20 in the reverse direction. It could be faster or slower. You may have two locomotives speed matched perfectly when they are moving in one direction but they buck against one another in the opposite direction. This is where the Trim CV’s come into play. Changing the numbers in the trim setting do not change the speed table setting but it does shift the entire table one way or the other. Slower with a lower number, faster with a higher number.

You would again leave our “Golden Locomotive” as is and determine whether the other locomotive was going faster or slower when they moved in the opposite direction. Based on the direction this locomotive was facing you would adjust either Forward or Reverse trim, in essence you are fine tuning your speed settings.

Again I would urge that if you get to this level of speed matching that you seriously consider using JMRI. As you can see from the screens that I have posted it is easier to use their drop down menu and sliding scales than making multiple entries into a throttle and trying to remember each CV number.

Steel Town Railway Prototype Modellers' Meet

****New Date****

April 26th 2025 8:30am to 4:30 pm

at the Eva Rothwell Centre
460 Wentworth Street N. Hamilton, Ontario L8L 5W8
Admission $10

Prototype model display, both finished or unfinished
Modellers bring what you are working on or have finished
Model railway manufacturers/vendors
Live clinic presentations
Railway SIG groups & related museums
Raffle Prizes

H.O. Model Engineers Society layout will be open

Follow us on Facebook & Instagram
Contact Info: steeltownrpm@gmail.com

One last little thought on speed matching. If you are running two locomotives facing in opposite directions you need to reset CV29. If you set CV29 to 38, your locomotive will move in the Forward direction when you turn the throttle on. If you set CV29 to 39 your locomotive will move in the Reverse direction when you turn the throttle on. In a consist with locomotives back to back, you would have one with CV29 set to 38 and one with CV29 set to 39 enabling the two locomotives to move in the same direction when the throttle is turned on.

Hopefully, I have shed a little bit of light on speed matching locomotives. There are a myriad of videos on You Tube that you can watch if you Google, Speed Matching locomotives in which people share their experiences. Just be cautious, some of the people in those videos don't seem to know a lot more than you or I but there are also some good ones. One to check out on You Tube is the DCC Guy, very knowledgeable, used to write a column for Model Railroader.

The photo below is Ken Layland and I at his layout programming a Rapido RDC. You can see the setup that Ken has created. A programming track with an ESU Loksound Programmer for ESU equipped sound locomotives. A Digitrax PR3 for all other types of decoders both sound and non sound. In front of me is a laptop which is connected to the two programmers and contains the software for both the Loksound programmer and JMRI for the digitrax PR3.

John Johnston: Editor

Chairman's Report

By the time you read this, an extended CARM Board Meeting should have been held. In addition to Directors and Chapter Chairs, other Chapter Executives would have been invited. The purpose of the meeting will be to discuss what CARM should be doing differently, including what additional things we should do, how we should do things differently, and anything we should stop doing. We've already received ideas and expect more. If you have ideas or concerns and the meeting is already over, please email me with your opinions. Thank you. **Ian McIntosh**

Chapter Reports

PHOTO BELOW: LEFT TO RIGHT: Richard Thornton, Andrew Taylor, Ian Frost, Peter Jackson, Jeff Hill, Malcolm Vant, Bruce Leckie, Don Whiting, Paul Anderson.

NATIONAL CAPITAL CHAPTER:

In early January, the National Capital Chapter met for our yearly lunch. A short business meeting was held and followed by an excellent meal. We gave a financial report, confirmed the Chair and Treasurer and discussed a succession strategy as well as the future of the Chapter and CARM itself. Several ideas for 2025 excursions were put forward and a tentative schedule was worked out.

Bruce Leckie

ROLLING STOCK WEATHERING

Article by George Dutka, Modelling & Photos By Don Janes

Don Janes has been working on building a fleet of engines and rolling stock the last year to be able to set a 1980's or later era on his layout. He has been modeling the 1950's for over 40 years but with all the new engines and cars out for a more contemporary time he found it hard to resist. Don has been doing some weathering experimenting with a few cars he has purchased while out in Arizona for the winter. He is using water soluble oils, AK washes and acrylic paints and very limited pan pastels. He is very pleased with the results as these are his first attempt using these products and methods. Don normally uses an airbrush and Floquils for weathering and all his work prior to now has been done on 1950's era cars.

Don feels he will do a lot better with more practice. Don thought he might be a bit heavy on these first try cars although they would have been in service for 15 years or more at this time. He mentions it is hard to do a good job with limited supplies, but they have turned out well I think using what he took there with him. He also mentions it would be nice to have an air brush with him but can likely add a little shading on the bottoms when back home in the spring.

THE END OF SWEETGRASS SUBDIVISION II

Article & Photos by GERALD HARPER

In the early 1990s I was travelling on business to the northwestern USA and managed to route myself back through the part of Wyoming and Montana where the Powder River Basin coal mining operations were rapidly becoming the major news item of American railroading. I was hooked and decided that my future HO model railroad would incorporate unit coal trains and open pit mines. I already had some CP rolling stock and had developed a method of scratchbuilding CP's Teoli coal cars which I wrote about in articles in Canadian Railway Modeler. I discovered that the Powder River coal basin coal fields actually extend further north, right through Montana and into adjacent Alberta. So I determined to set my layout in southern Alberta, just north of the BNSF northern mainline and the CP Crows Nest Pass southern mainline, where there actually is a connecting branchline between Shelby MT and Lethbridge AB. At one time known as the Sweetgrass subdivision. Hence the name for my proposed layout. It also meant that I could run CP as well as BNSF trains.

The first relevant rolling stock in my records was purchased in November 1993 and modules construction started shortly thereafter. As I did not have enough space for my proposed layout in our home basement I planned to build portable modules which would be connected up along the top of the filing cabinets in my open plan office. All the filing cabinets were a standard height so the connected modules worked very well. The layout was accepted for display at the 2003 Maple Leaf Convention so in just over nine years I had built all the intended modules with scenery and coal mine load out and was able to run trains, including unit coal trains.

In 2004 I was advised by my landlord that the building was going to be demolished so as to be replaced by a condominium tower so I had to move in a years' time. By this time I had got so fed up with moving office every five or so years that I decided to buy a property so as to not have to continue endless moves. So I acquired a future commercial unit that would fit my needs including a little extra space which could temporarily house my layout. Inevitably construction of the new building was delayed so I had to move temporarily into a short term rental and store most of my stuff, including layout modules in storage units.

Finally in 2006 the building was ready for occupancy and the layout room on the second floor made ready with adequate wall electrical outlets and ceiling fluorescent lighting. With the threat of dismantling removed I was able to plan how to reassemble what now was referred to as Sweetgrass Subdivision II. This layout was not supported on filing cabinets but had its own benchwork and finally had three levels and ran around the room in a spiral manner with the trackage from one level to another being long, round the wall, gentle slopes rather than tight spiral helixes. I had had an earlier experience with a helix and never wanted another one. From the bottom level to the second level is a 16 inch height difference and the "big hill" takes 86 ft of track to gain that altitude with a maximum 2% grade along the straight sections along three sides of the room and with corners cut back in compensation to 1.75% and with a minimum radius of 34 inches. This system of moving between levels has worked incredibly well with almost no derailments, no problems with track cleaning and if I were ever to do it again the only change I would make would be to add a passing siding part way up along one of the straight sections.

The lower level is essentially a two ended ladder track access storage yard with six tracks plus two main lines. A unit coal, potash or grain train can be stored in some of these tracks with two or three locomotives and 25 – 35 cars depending on the relevant car lengths. There are balloon loop tracks out of each end of the yard so a unit train can exit from either end of the yard and still be facing forward to attack the big hill. The track from the second to the third level is a simple straight track along one wall but with a 4% grade as this is only a branchline serving a sawmill and an oilfield. Therefore almost all loaded

PHOTO BELOW LEFT: The bottom level showing part of the six track yard. The signs state the number of the storage track and also mark locations of Kadee uncoupling magnets. Switches are operated by manual throws.

PHOTO BELOW RIGHT: The bottom level with the start of the big hill being the left hand track and the next track to the right is the balloon loop track at one end of the yard.

trains are descending so dynamic brakes are of most importance.

With the exception of the uppermost third level the layout was largely completed and operating by 2010 when it was one of the open house layouts for the CARM convention. From that time on, with the exception of the covid years I have held monthly operating sessions during the winter months with a large number of fellow modelers and it has also been an open house for CARM members on several occasions.

Now more than 30 years after first starting to build the layout I have reached a decision to dismantle it. I am retiring from my business and need the space so I can sublet part of the building. Exactly how this destruction will happen I have not determined yet. If someone were interested in acquiring some or all of the modules that comprise the layout I would be only too happy to see it go to a new home. I may also hold one or two open houses so those who haven't seen it can view it and make offers for bits and pieces thereof. A series of photos illustrate parts of the three levels.

PHOTO ABOVE LEFT: The middle level with the right hand track being to top of the big hill and the track on the far left behind the trees being the hill up to the third level. Canadian Pacific laid an experimental section of track here with concrete ties.

PHOTO ABOVE RIGHT: Features on the middle level include the town of Pincher Creek where the "Foothills Limited" has just arrived on its way from Denver to Calgary.

PHOTO ABOVE LEFT: On the middle level the main feature is the Altamont coal mine with its flood loading facility to fill 10,00- ton (plus) unit coal trains.

PHOTO ABOVE RIGHT: On the middle level old fashioned ranching survives in an unhappy peace with the modern coal mine.

PHOTO ABOVE LEFT: On the upper level the main business is logging and a large CANFOR sawmill operation. BNSF has the contract to switch the plant and also the nearby oilfield tank farm.

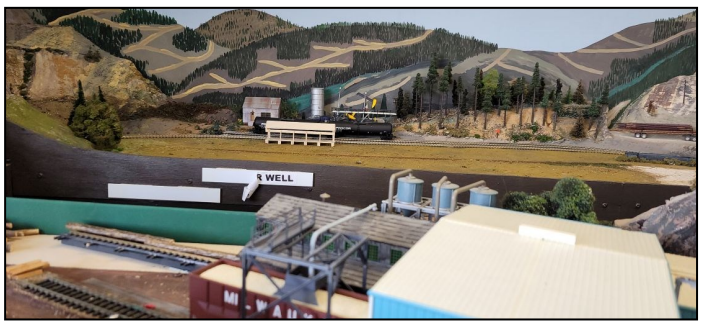


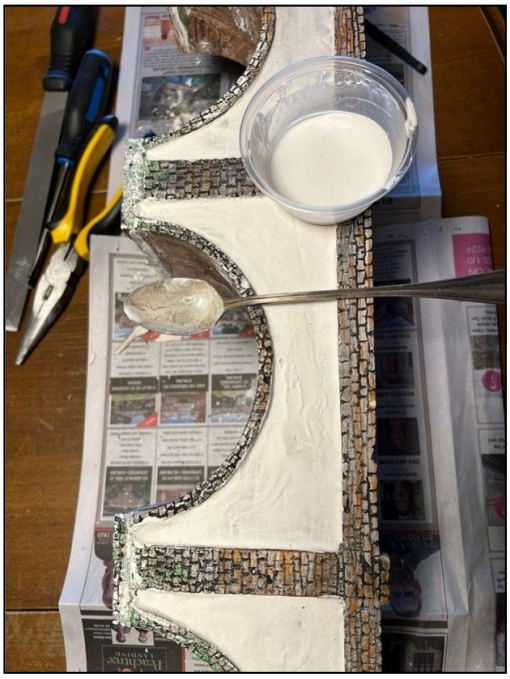
PHOTO ABOVE RIGHT: On the upper level a view over the sawmill locates the oilfield as well as the platform where a Budd car brings the workers from Pincher Creek. Logging roads and cut out areas of mountainside extend to the mountain tops.

MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

ANDY PANKO (Niagara on the Lake, ON)

This viaduct came in to our local hobby shop, Tiny Railroads in St. Catharines, as part of an estate. Not sure of the original owner's intent, although it appears HO Scale, the stone blocks above the arches seemed too large for HO, so possibly S-scale. I decided to hide the blocks, and hence 'up-scale' them to HO, by doing the same thing the prototype does (i.e., to protect ancient stonework mortar), and parge the surface with Hydrocal. This serves to fill in the mortar lines and hide the size of the blocks. In the parging, I scratched in a few new 'smaller block' mortar lines where the parging would have grown thin over the years, then a coat of paint with Woodland Scenics, Road System Top Coat Concrete, some chalk weathering with PanPastels, and now it is ready for track, ballast, and installation on the lay-out. This took two evenings whilst watching the Leafs. The two photos on the left show the bridge before the hydrocal parging and the Finished Bridge after being parged. The photo on the right shows the hydrocal being applied.



PETER MUMBY (London, ON)

The CN noodle logo was introduced in January of 1961. That means that, by the time this company service boxcar was photographed in 1994, the green leaf logo was more than thirty years out of date. Even the slogan no longer applied, since by the end of the 1980s CN had withdrawn from both Prince Edward Island and Newfoundland. Somehow a slogan like "Serves Eight Out of Ten Canadian Provinces" just wouldn't cut it. As modellers, however, we can appreciate the opportunity to incorporate outmoded paint schemes into a relatively modern setting.

PAUL ALLARD (Milton, VT)

I always wanted an accurate CPR RS-2 model. The RMC May, 2024 issue had a CPR RS-2 article by Don Janes. He used a Proto 2000 model and an ESU decoder. Alan Belcher produced a You Tube video installing a SoundTraxx decoder in a Kato RS-2. I followed the RMC article to get the CPR details right. I then followed the You Tube video and installed an Eco-Nami decoder with a TCS KA2-P Keep Alive. The photo shows my HO CPR RS2 #8402. **Additional photo on Front Cover.**

GEORGE DUTKA (London, ON)

A Rapido switcher drifts pass a block of structures in this back alley scene. The structures are an upcoming Back Alley Kit offered by ITLA. I had built this test kit for Nick to see if all parts were included and they fit. All the signs and details will be included with the kit. Having worked on the railway, it was common to be passing the backs of buildings while running through towns making this kit a prototypical effect for our layouts.

Marmora station still stands today in a park down town after being moved years ago. In this view of my scratch built model constructed using Peter Mumby's measurements. I built this model back in the 1980's but recently have mounted it on a Gatorfoam base and it resides in Peter's collection.

In this view it is the 1950's and the conductor stays behind aboard the True Line Trains CNR caboose which is parked out front of the Marmora station while the crew runs a boxcar up the branch into town. Marmora CNR station was actually located about 3 miles outside of town. A spur ran into town from Marmora Jct. This branch was abandoned in the late 1950's.

JOHN ASKLAR (Niagara Falls, NY)

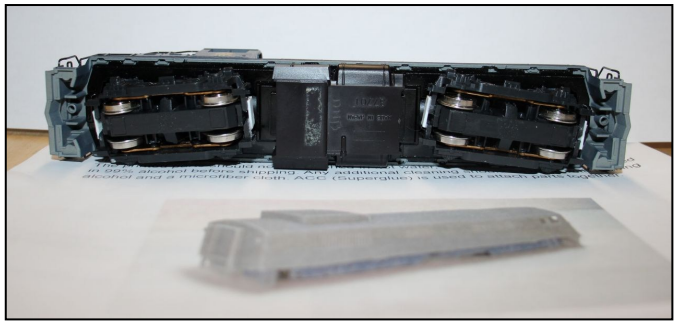
I have been working on the Welland Canal, Port Colborne area of my 3 rail O Gauge layout and have recently gotten the fascia painted black. Photo on left shows the bridge over the Welland Canal while the photo on the right shows the Port Colborne station.

MALCOLM BACK (Stouffville, ON)

A LESSON LEARNED: I found an advertisement for a 3D printed White Pass and Yukon Class 90, Shovel Nose Diesel, HOn3 kit. Just the ticket for passenger operations on my Credit Valley Narrow Gauge Branch I thought. So, I went ahead and ordered one.

In the meantime I went on line to "Ride Trains" West Valley City UT, and downloaded the plans for the Class 90 diesel. They called for a donor Kato RSC2 chassis. At a local show I found the donor, a Norfolk and Western Kato RS2 at a good price. Notice RS2 vs RSC2, more on that later.

The package arrived on time from Ride Trains, and I began my conversion. Lesson 1: ALWAYS READ THE INSTRUCTIONS ALL THE WAY THROUGH BEFORE BEGINNING ANY PROJECT. I cut the axles as directed to regauge and then noticed that the new side frames were three axles not two. i.e. the difference between an RSC2 and RS2.



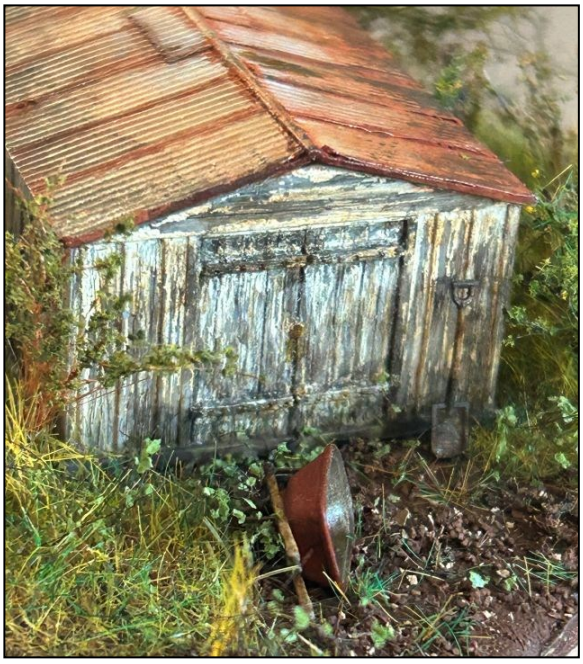
What to do? Well, in for a penny in for a pound as the saying goes. I decided I might as well continue with the RS2 as practice for the main event when the RSC2 arrives. I now have an operational "and unique" ALCO RS2 narrow gauge locomotive. Lesson 2: even mistakes can have a positive outcome. And, yes, I am now waiting for the RSC2 to arrive.

MALCOLM VANT (Ottawa, ON)

Our local NMRA group has a learning challenge this year of making four small structures, one each from cardstock, plaster, wood and plastic. Our plastic model was a simple Walthers 'aluminum' garden shed. I decided to transform it into a wooden one with a corrugated iron roof and badly peeling paint. The final result was staged in a small diorama with bushes I made from various materials, and a spade and wheelbarrow from Miniprints.

The first step was to create simulated grain in the plastic with a wire brush, hobby knife and scriber. The bottom of the walls were chewed up with the hobby knife. Vertical boards were scribed in the doors and horizontal ones under the eaves. Four small pieces of styrene were added as door braces. The result was primed with a mix of greys using Stynelrez primer to get an aged grey wood effect. Then brown and grey were dabbed on in washes to add a more varied colour tone. Vallejo Chipping Medium was used to cover all the walls and when dry an Aged White layer was added. When it was dry the top layer was mostly chipped away using a wet micro brush. This layer was then coated with light brown washes.

The original roof ribs were sanded flat and corrugated iron panels added. The panels were made using a jig from Brunel Models in Australia and very heavy BBQ grade foil. They were cut to prototype width and overlapped. After priming with Tamiya Fine Grey primer everything was coated with a blue-grey wash and various rust washes dabbed on with a small piece of makeup sponge. Dried rust pigment mixed with a bit of paint was used on the edges. **Additional photo on Rear Cover.**



GEORGE DUTKA (London, ON)

On February 8 2025 CN 509 has arrived in London from Sarnia with BC Rail #4652 on the lead. It is working on placing some of its train onto an outbound lift.

#4652 was one of ten locomotives numbered from 4645 to 4654 ordered by BC Rail that were equipped to be used as distributed power. They were built in October 2000 and these GE C44-9W's were the last new locomotives that BC Rail purchased before being absorbed by CN.

PHILIP JAGO (Gloucester, ON)

PHOTO BELOW LEFT: Canadian Pacific S-3 #6515 eases CP Work Service Car No. 404229 along the shop track at Elizabethtown. A product of the Rapido shops, the 404229 arrived at the main line interchange in Nicola with a defective coupler on one end. The way freight crew managed to get it to the shop in Elizabethtown for repairs by trailing the car behind the van. Now ready for active service, the car looks pretty clean at the moment but it will not be long before it starts to take on that certain "work service" patina.

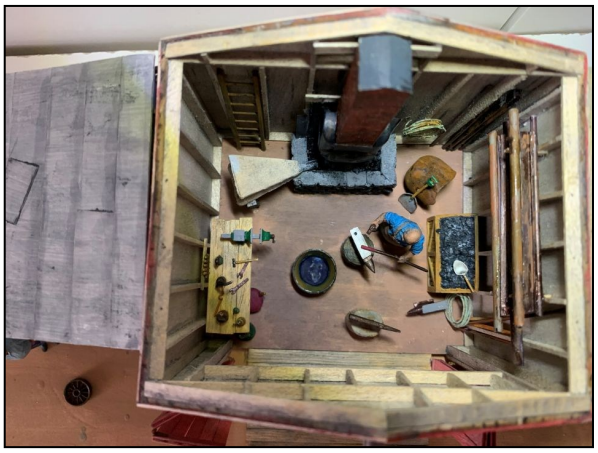
PHOTO BELOW RIGHT: It was my good fortune to be the "Conductor" on this passenger special run by the Bytown Railway Society, Inc. on February 15 at the Canada Science and Technology Museum in Ottawa. Visitors to the Museum were given rides in the Bytown Railway Society's ex-CP Van 436436, which has yet to receive its distinctive Canadian Pacific block lettering following the installation of new siding and a new paint job. Motive Power was the Bytown Railway Society's ex-Thurso and Nation Valley General Electric 50 tonner No. 10. This would be an easy train to replicate using either a PFM brass van or one of the CP wood sheathed vans produced several years ago by True Line Trains. As to the 50-tonner, I believe Bachman Trains came out with a model several years ago.

PETER HALL (Kenora, ON)

I've been laying track and slowly melding what once was two levels into one. I just couldn't crawl under the upper level to scenic the lower, so I removed the upper level, raised the lower level a foot and replaced two indifferent lower levels with better modules from the removed upper level. This is the old upper level that I reconfigured and just finished rewiring. Some of the track was old mainline that had to be changed into sidings as it was causing a short. I test with an old power pack as I wire up again into the DCC buses. There are now 4 power districts: Mainline 1: a small Mainline 2 (which includes a Harbour power district): Sidings district: and Yards district.

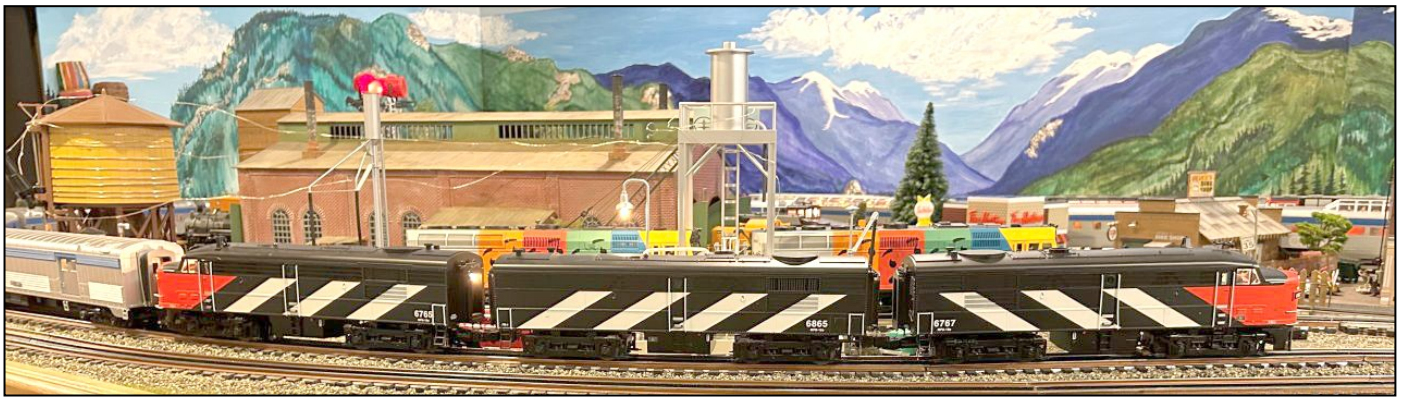
WAYNE WESSNER (Cambridge, ON)

I kit bashed a barn into a blacksmith shop. I added a storage shed to one side and scratched a corral to the other. The doors are folding doors with operating hinges. A full scratchbuilt interior was added including a flickering flame in the forge. The model is built in O scale.



KYLE MILLER (Coquitlam, BC)

CN MLW FP4 A-B-A: I've always had a fondness for passenger trains, riding CN and VIA trains from the Maritimes to Quebec and Ontario back in my youth. As manufacturers today produce more and more models in ever more road specific liveries and details, there's never been a better time for Canadian passenger train enthusiasts in O gauge. I was in heaven in 2005 when Lionel released a full scale model of the Montreal Locomotive Works (Alco licensed to MLW) FP4 A and B units in CN's famous 1961 livery with the red nose and stripes. Until now, Lionel's Alcos were always part of the smaller toy like O-27 line of trains, unlike their full scale EMD F-3 siblings.



MODELING MILK CANS

By George Dutka

We all may have a place to add milk cans such as a farm scene, creamery, loading dock or possibly in the back of a pickup truck. The two sources of milk cans I use are the metal cast Juneco ones or the 50 pack of Tichy plastic milk cans. The Tichy packages are much more cost effective if you are building a creamery or milk platform. They go fast in a scene. A small creamery milk pickup station I recently assembled came with only 4 milk cans. I need many more to make the scene look right.

We also need to get the milk cans looking like the prototype. In the past normally I just paint them silver by spray can or brush paint from bottle and call it a day. The Juneco ones are actually metal and look pretty good as-is. The Tichy milk cans are gray and need a bit of paint and weathering.

Lately I have changed my approach to how I paint and weather my milk cans before they are displayed. I feel the bright silver is OK but most milk cans once they have been around for a bit loose their sheen. I have been using MIG gun metal which has a bit of a darker metallic look to it. I have been just painting the milk cans and placing into the scene. During my last two projects I feel they might look better with a bit more tarnish to then so I have been applying some PanPastels in the grey tone to the milk cans. I feel this really adds to the effect. Weathering and repainting milk cans is a small thing that maybe is not worth your effort or focus, but if you do take the time these little effect are what make a scene feel right. I normally paint and weather my milk cans in advance so all I have to do is cut them off the sprues and glue in the scene.

PHOTO ABOVE LEFT: A Tichy package of milk cans. **PHOTO ABOVE CENTRE:** I leave the milk cans on the sprue while painting using MIG gun metal paint. MIG paints flow on very nice with only one coat required. **PHOTO ABOVE RIGHT:** Once the paint is dry I apply a light coat of PanPastel grey. Any of their grey tones work good. Bragdon powders or chalk work good too.

PHOTO BELOW LEFT: Last year I completed this milk station and platform. It has both Juneco and Tichy milk cans which have been painted with MIG gun metal paint but no PanPastel applied. The kit came with 4 milk cans, as you can see more makes it look a lot better. I also modeled an interior including milk cans.

PHOTO BELOW RIGHT: A creamery module I built for a friend of mine included this loading platform for train loading and unloading. Many Tichy milk cans are required that are painted MIG gun metal. A similar but smaller platform is on the other side of the creamery for truck loading.

Magor Hoppers at Oakville RIP Track

Article and Photos by Keith MacCauley

Many years ago the Oakville RIP track had a thriving business with several foreign car owners as customers. Incredibly, over the years a number of cars built by Magor were repaired, owned by Dupont and Norfolk Southern.

The following information was gleaned from the Edward S. Kaminski book 'THE MAGOR CAR CORPORATION' (published 2000). A fabulous documentary.

Among smaller niche freight car builders was Magor Corporation, located in Clifton New Jersey. Dating from 1899, Magor initially focused on export railcar production. With its Eastern Seaboard location Magor took advantage of New York port facilities to serve the overseas market. Prior to World War I domestic production was added and the builder would be included in the United States Railroad Administration supply control plan. Continuing their export activities Magor would supply freight cars for military use in World War II, the Korean conflict and later for use in Europe under the Marshall plan.

Among the more entrepreneurial of builders, Magor was a pioneer in adopting aluminum as a construction material. Following construction of their first conventional covered hopper car in 1952, the builder would introduce an aluminum version in 1959. Promoting the aluminum material benefits of reduced weight, corrosion resistance and absence of paint, Magor employed the combination of steel underframe, aluminum carbody on some five thousand follow up freight cars. Key to the success of combining the two materials was the use of an insulating compound where the two are joined, so as to avoid galvanic corrosion. Aluminum covered hopper construction would continue until 1970.
In 1964 Magor would be acquired by transport trailer maker Fruehauf Corporation. Despite a couple of late thousand car orders for gondolas and boxcars, declining sales through the 1960's and 1970's led to Magor being shuttered in early 1973. As a testament to the talent of the builder, most of the aluminum covered hoppers served owners to their forty year AAR life limit. Perhaps some even qualified for Extended Service Status (so called 'EXS') and made it to the half century.

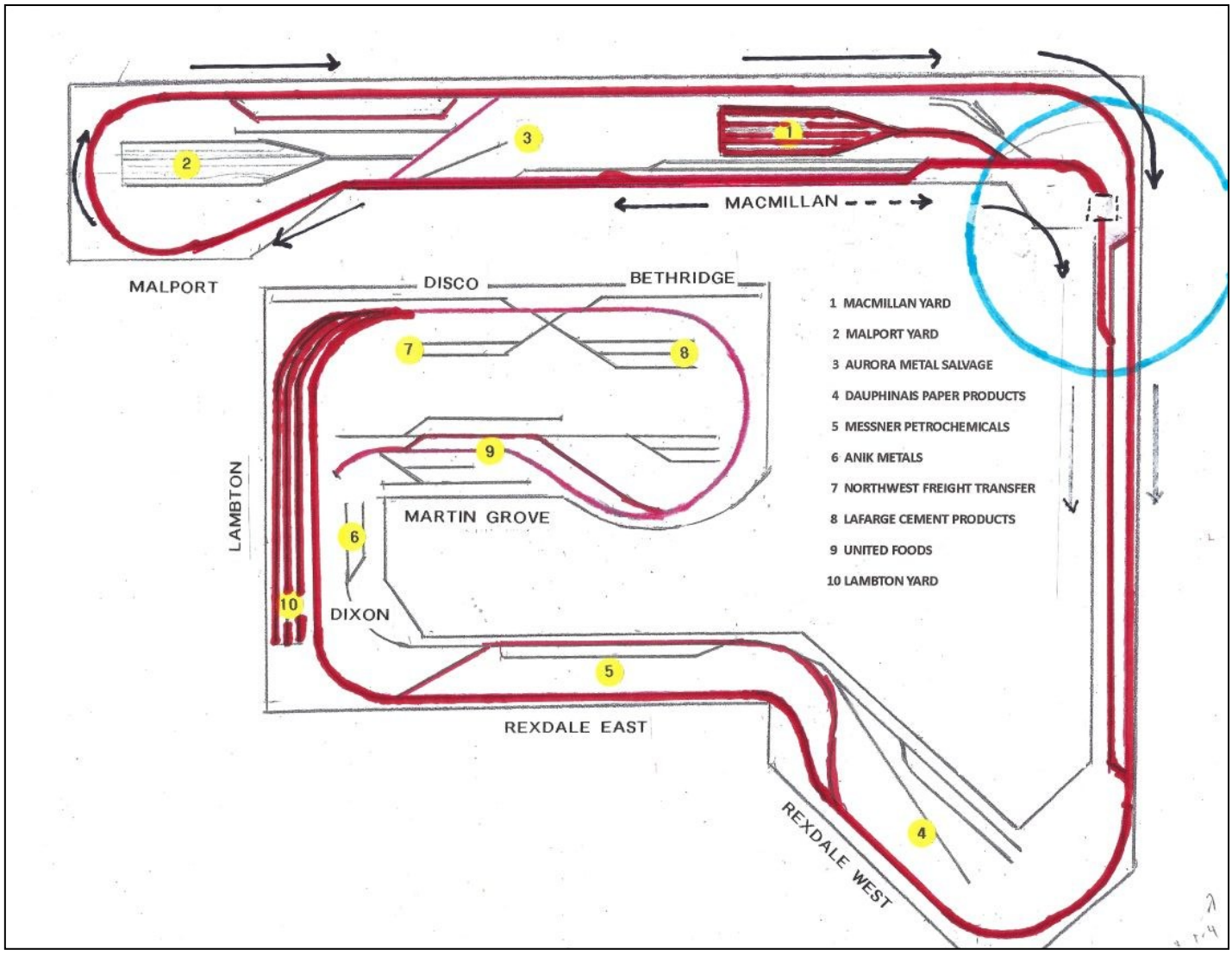
CN WESTON SUBDIVISION: Heading out the Back Door

Article and Photos by William Waithe

For more than twenty years, the two versions of the CN Weston Subdivision layout have used the same route, based on the prototype: Local turns head from the MacMillan classification yard to the industries on the Weston sub by heading west on the Halton sub to the wye at Malport and then east on the Weston sub to the industries at Rexdale and Etobicoke North. Transfer runs use the same route but by-pass the industries and continue on to the Lambton interchange yard at The Junction. (**maps in fig. 1 and 2**).

Having some free time during the Christmas holidays (no "Wednesday Train Day"), I decided to install a turnout to connect the east end of the MacMillan yard to the tracks on the 14ft. causeway across the window, leading to the industries. No particular reason, it just looked like something fun to do. It was thus that I inadvertently created a useful eastbound "back door" out of the MacMillan yard. The work finally entailed more than the anticipated day or two. I prepared the surface by removing ballast and landscaping from the area, extended the MacMillan switching lead and carefully cut out a section out of the siding. I prepared (mounted on a base, painted, applied No Ox to) and installed the turnout, built and installed the servo mechanism and its housing and connected the turnout (**fig. 3 and 4**) and tested the setup. Then, I discovered I had created a reversing loop! (**fig. 1**). I hurriedly ordered a Tam Valley Dual Frog Juicer for the reversing unit from *Fast Tracks* and, upon its arrival, prepared and tested its installation (**fig. 5 and 6**).

After all was well and working flawlessly, I happened to look at the map of the area and realized that I had, in fact, created a prototypical route for the yard transfers to head directly to the interchange on a shorter route which by-passed the route through the industries (**fig. 2**). Now on to ballasting the tracks and correcting the landscaping.



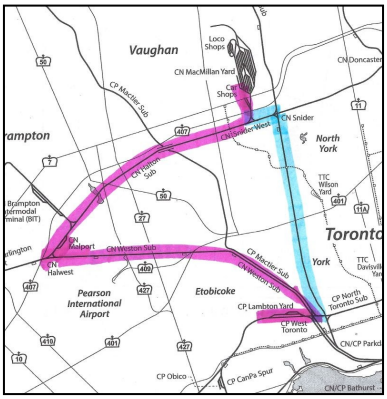


FIG 1: LAYOUT MAP: PREVIOUS PAGE: The black arrows show the route taken by local turns between the MacMillan classification yard (# 1 on the map) and the industries on the Weston sub and by yard transfers between the MacMillan yard and the interchange yard (Lambton yard, # 10 on the map). The blue circle designates the point of insertion of a turnout which will now allow exiting east from the MacMillan yard, permitting a direct route (the *"Back Door"*) to the Lambton interchange yard. The prototype equivalent of both routes can be seen in **fig. 2**.

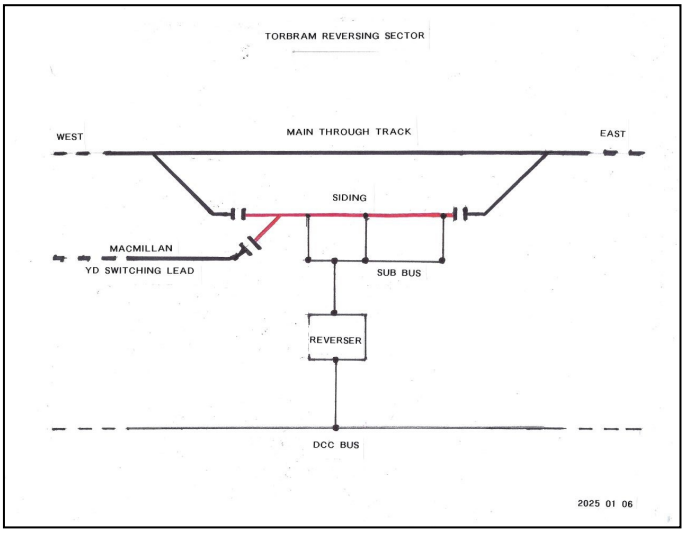
FIG 2: ACTUAL MAP: ABOVE LEFT: A map of the actual area, showing the route from the MacMillan yard west on the Halton sub then east on the Weston sub via the wye at Malport, and the "new" route for yard transfers heading directly to the Lambton interchange yard (blue line).

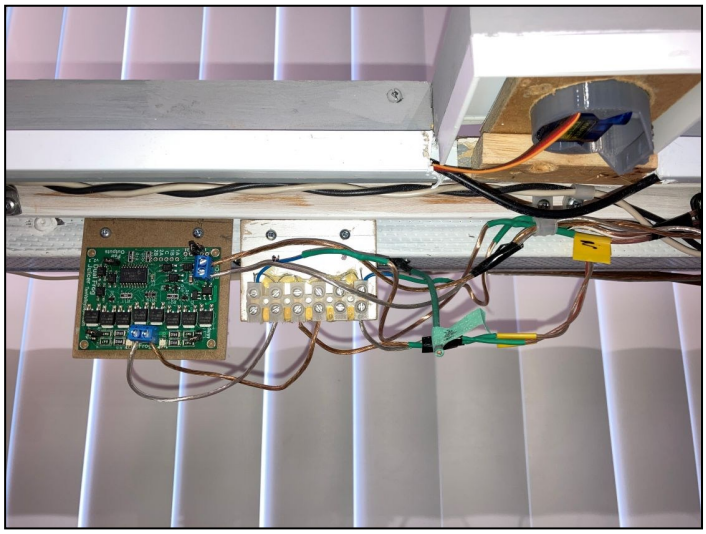
FIG 3: ABOVE CENTRE: An overhead view of the turnout installation, showing the activating 9-gram servo and its connection to the throwbar.

FIG 4: ABOVE RIGHT: In the far center background, locomotives in the MacMillan yard engine service area can be seen. The yard switcher lead is visible to the left of the locomotives. This lead and the engine service track are now connected by the turnout in the foreground to the Weston sub siding (middle track). The siding and the main track (to the right) continue east to the industries. The structure to the left foreground containing the pile of ballast (or gravel?) is the housing built to enclose the servo and its mechanism.

FIG 5: BELOW LEFT: The wiring schematic shown here is necessary because the installation of the turnout creates a reversing loop (**fig. 1**). A Tam Valley Dual Frog Juicer was used and was wired between the layout bus and the reversing section as shown.

FIG 6: BELOW RIGHT: The reversing equipment and the base of the servo in its housing.





CN 52’ – 8” COMBINATION DOOR BOXCAR

ARTICLE BY KEITH MACCAULEY PHOTOS BY PETER MACCAULEY

Caledonia ON 2/2/1991

Caledonia ON 2/2/1991

I have long been a devoted Canadian National modeller and over the years tried to replicate some of the equipment unique to the railway. My model era is confined to the 1980’s and a common sight in my area from that period were CN’s 557000 series combination door boxcars. Built by National Steel Car (NSC) in the early 1970’s, CN rostered several hundred, employed predominantly in lumber transport.

Unfortunately, at the time there was no accurate ‘ready to run’ model available. The alternatives were to either accept a so called ‘foobie’, or kitbash a correct version from available models. I chose the latter. To begin the process, I first sought out an actual CN557000 series car to measure. Fortunately, a nearby lumber distributor received deliveries by such cars on an ongoing basis. With camera and a one-hundred-foot tape measure in hand I spent a couple of weekend afternoons documenting the real thing.

Next step was to sort out the needed model components. Key to the accuracy was correct roof geometry and end design. NSC employed raised panel roof segments with a single central rib, also used by Pullman Standard. Model

My kitbashed model

wise the roof style was available on a fifty-foot boxcar produced by Robins Rails. The characteristic NSC rolled rib ends were a bit more of challenge.

At the time small, cottage type industries were beginning to pop up and I was able to secure custom made resin ends from a fellow modeller. The unique length meant that two fifty-foot shells were required; with the appropriate roof splice. The combination door geometry (ten-foot sliding/eight-foot plug) was relatively straight forward, although the plug door had to be cut down from an available ten-foot version. Paint and lettering was accomplished with Floquil boxcar red and CDS dry transfers. Kadee couplers and 33" diameter Kadee wheel pairs rounded out the construction.

The outcome was very rewarding. Not only did I have an accurate CN boxcar, but I also won the Railroad Model Craftsman Magazine January 1993 Kitbashing Award. I cannot recall the award monetary amount, but I still have and use the Dremel Flex Shaft Rotary tool.

As a follow up to the story, last year Rapido Trains produced a highly detailed version of the very same car. Known as the 'NSC 5304 Boxcar', their version of the uniquely CN boxcar is of the quality and excellence current modeller have come to expect. The Rapido creation features dozens of separately applied detailed parts with door hardware and full underbody mounted brake piping/rigging. Nevertheless, I believe my version holds up very well by comparison. Besides, the differences are really only noticeable, if you run the cars upside down!

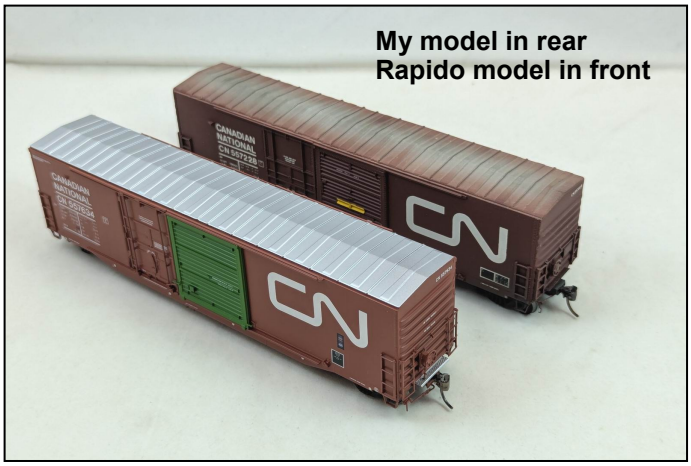


PHOTO BELOW: It was June 1982 when Dave Clark snapped this photo of Central Vermont GP-9 no.4928 crossing the Lachine Canal next to what was Wellington Tower on the southern approach to Central Station in Montreal. The remnants of the catenary for the electrics between Central Station and Point St. Charles are evident in this view.

This power would have been used to handle the passenger train to and from New England which ran along the Central Vermont Ry. Today Amtrak's Vermonter from New York City terminates in St. Albans, Vermont as custom issues has made the run to Montreal an issue. At one time the Montrealer handled passengers between Montreal and New York city operating over the entire Central Vermont Ry. line. Ian Stronach collection.

PHOTO LEFT: This plastic model was a simple Walthers 'aluminum' garden shed. I decided to transform it into a wooden one with a corrugated iron roof and badly peeling paint. The final result was staged in a small diorama with bushes I made from various materials, and a spade and wheelbarrow from Miniprints. A full description of what steps I took can be found on Page 11.