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THE "CANADIAN"

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CANADIAN ASSOCIATION OF RAILWAY MODELLERS

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

NOTE CHANGES
MEMBERS AREA PASSWORD
USERNAME: capreol
PASSWORD: hornepayne

observation platform
john johnston: editor

AGING AND LAYOUT IMPROVEMENTS

My operating group is all over 60 and I am approaching my 78th birthday so other than my two grandsons we are definitely a group of seniors. When I designed this particular layout I was in my mid 60's and a lot more flexible than I am today. The layout is 2 level with the bottom level being a 14 track, 30 foot long staging yard that will hold up to 28 trains. It had 3 difficulties which had come to light as we ran operating sessions more often on the layout.

1: The 30 inch height from the floor and 15 inch separation between layout the track and the bottom of the next level meant that you could only see the first 3 tracks when standing up. Basically this required you to bend over every time you took a train out of staging.

PHOTO ABOVE: Nathanville Alcove, you can see the staging yard 15 inches below the main layout.

2: The yard throat was located underneath the town of Nathanville. Nathanville is located in a small alcove and it receives an am and pm local so it is occupied by an operator about 60% of the time. This made it difficult for operators of mainline trains to reach the control panel and throw the switches. I tried to resolve this by automating the switches with route control using Digitrax DS74 stationary decoders. This worked well unless we had a derailment on a turnout, which brings us to problem 3.

3: You might remember a year or so ago I mentioned that I was frustrated with derailments in the turnouts leading into the staging yards. They are old Peco Insulfrog turnouts that I was using up to save money in the staging yards when the layout was built. The insulfrogs are best described as "sloppy" particularly when travelling through them with Lo-Profile wheels. My solution was to shim the guardrails which certainly minimized the problem but did not alleviate it entirely.

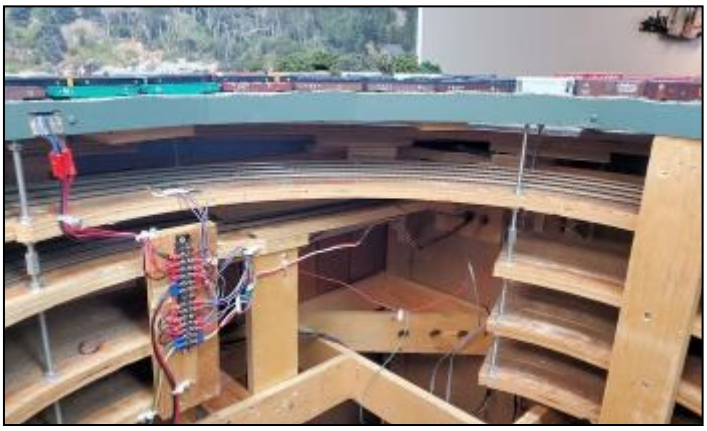
The final irritant for operators was the 4 turn helix and losing their train for 2 to 3 minutes. It was also an irritant to me as it was a steeper grade than I thought I had built. 3.2% rather than 2.5%. This limited my train lengths with the standard 2 locomotives or required me to add a 3rd locomotive to any train leaving the staging yard and traversing the helix. I tried a partial solution to this with the new helix staging yard built on the main layout level during Covid. That worked well but a typical operating session still had 5 or 6 trains departing lower staging and travelling up the helix.

COVER PHOTOS BY JOHN JOHNSTON & NATHAN FLATT: The moon rises over Winger Junction Railway built by Jim and Barbara Tucker. The layout moves through an entire 24 hour lighting cycle including the full moon as seen in the top photo. The layout is full of highly detailed scenes and structures built by Barbara as seen in the bottom photo. The entire layout is housed in a replica of a Lehigh Valley freight house.

This has been a difficult year for me from a health perspective and that has magnified these “irritants”. It caused me to reflect on what I wanted from the layout. It came down to one thing, I wanted to *enjoy the layout*, I didn’t want to be frustrated by it and I wanted the same thing for my friends/operators.

PHOTO ABOVE: My grandson Nathan starts the process by using a Sawzall to cut through the Helix. There is no road back now.

PHOTO BELOW: The Helix with one turn left operational and the line heading through the wall visible.



I spoke to my wife, who had always been against me moving outside the confines of the layout room. As we have aged we have transitioned our use of the house to where we now live primarily on the main floor and don’t use the family room in the basement. I suggested I could build a stand alone staging yard in the family room, unattached to the walls. She agreed quite quickly once I explained why, since we have both become quite cognizant of our growing limitations over the last few years.

Going through the half wall between the family room and the layout room meant the staging yard would be about 4 inches below the main layout level. We would need to keep one turn on the helix. I was good with that as long as we could get the grade down to 2.5% or under. We were able to reduce it to 2.2%. I also replaced all of those pesky Insulfrogs with Electrofrogs which have much tighter tolerances.

PHOTO ABOVE: The lower level staging has been completely removed. Everything was reclaimed and reused.

Reconstruction took about 6 weeks. As I am still struggling with some health issues, I must add that this could not have been accomplished without the enormous help provided by my grandson Nathan, and 2 of my friends, Justin and Ken.

John Johnston

PHOTO ABOVE and BELOW: The new staging yard under construction and after completion. Two test trains sit in the yard.

Nominations & Elections

BACKGROUND: The CARM Board is comprised of a maximum of 15 Directors. 12 Directors are elected and 3 Director positions are filled by the Founding Members. Chapter Chairs are automatically Board Members. We currently have 11 Directors including the Founders and Board Chairs. We are seeking nominations to fill the remaining 4 positions. Nominations and Elections will be conducted by the 3 Founding Members, David King, John Johnston, and Peter Moffett.

NOMINATIONS: To be eligible for office, it is only necessary that you be a Member in good standing. Given wide distances between many of our members, it is acceptable for a member to nominate themselves. If you are nominated by another member, your consent to the nomination is required. Nominations will close **April 30.** Nominees will be announced in the Summer newsletter. Nominations should be forwarded by email to carmelections@caorm.org

VOTING: Voting will be held in August. More details on the process will be included with the Summer Issue of the Canadian.

CARM Zoom Sessions

April 20th, Richard Morrison - A presentation while walking around my layout

A presentation while walking around my layout, made up of 2' x 4' folding tables that can be unbolted and folded up when it comes time to move. Model Railroads are typically associated with homeowners and when the home is sold, the layout is demolished. Folding tables allow tenants to take down their layouts and move to new rental accommodations and (possibly) set them up again with a little tweaking.

May 11th, John Wagner - Operation on the North Easthope Central

Firstly, I'll give a brief description of some types of operations. Then I'll present an introduction to the North Easthope Central with diagrams and pictures. The rest will explain some of the industries, how I assign cars and the trains it takes to move them to their destinations. I'll also explain my restaging operation.

Chairman's Report

With the last couple of months having been so cold it has made it difficult for many to go and visit shows, layouts and just meet up with friends. A little relief has come our way as I write this with the warming up of the air temperatures, back to where they should be, allowing us to again venture out more. As I mentioned in last month's column communicating with others is good for us and it's also nice talking to other modellers. I encourage you to get out there and do just that.

Many of you have started attending the Zoom Clinics and Presentations that Malcolm and William have been arranging for your enjoyment. To further this there will be more Zoom sessions added on other days and covering other topics such as "What are you working on?", just as an example. This would you give you a chance to talk and show off some of your own work in a short few minutes as a presentation or how-to. This would be less formal and allow for multiple people to show their work. The bonus would be is that there could be many presenters from across Canada! If you have missed any of these presentations, be sure to check out and subscribe to our YouTube site looked after by Walter.

Mike has also been busy sending out an events list to each members email box. In this list you will find out about many events of different types, but all still related to our hobby. If you haven't seen this list in your email box, be sure to have a look in your email spam or junk folder as your email program may have placed the list there. This list is also on the Current Events page of the website. This can be access from the home page or using the menus on the left side of the screen. If you have an event you would like to see added or updated on the Current Events page there is a link to the Event Form so you can send the required information to Mike.

As for the website I'm continuing to refresh, update existing information and remove non-relevant information. The website is rather large and I'm working towards making all the information relevant, easy to read and simpler where possible. This isn't a quick process, but I will keep plugging away at it.

Until next time, stay on the right track.

David King

WINNERS OF THE
SPECIAL MEMBER OFFER FROM DON DAVIES, HERITAGE ART EDITIONS INC.

Don Davies, Art Publisher and Artist Agent with **Heritage Art Editions Inc.**, has generously offered two exciting opportunities for CARM Members:

The following 25 members drawn on February 21st, have won a print of their choice up to $200.00 in retail value at no charge based on our web site pricing and will be based on Canadian Funds. Anything above this cost will be an extra purchase by the member. The retail pricing on our site is in US Dollars and not applicable with this agreement and will be considered as Canadian Dollars.

Judith King, Port Elgin, ON
Ross Phypers, Uxbridge, ON
Andrew Cherry, Oshawa, ON
James Rasor, Toronto, ON
Pete Moffett, St. Catharines, ON
Eric Winn, Baie d'Urfe, QC
Greg Yeats, Edmonton, AB
John Doucet, North York, ON
Ian McIntosh, Scarborough, ON
William Waithe, Toronto, ON
Michael McGraw, Brentwood Bay, BC
Doug Johnson, Regina, SK
Cliff Doherty, Blind Bay, BC
John Slean, Scarborough, ON
Zahir Moosajee, Mississauga, ON
Rich Stewart, Brockville, ON
Walter Reid, Mississauga, ON
Steve Watson, Ottawa, ON
Andrew Panko, Niagara on the Lake, ON
Victor Nelson, Leamington, ON
Thomas Allan, Ancaster, ON
Robert Wilson, Sherwood Park, AB
Gary Comber, Ottawa, ON
Brian Swanton, Lion Head, ON
Donald Leitch, St. Thomas, ON

Go to the Heritage Art Editions website at www.heritagearteditions.com to view available prints.

As for the **Larry Fisher "Master of Rail Art" Collector Book,** the cost will remain at **$195.00** in CDN Funds, plus the shipping and handling charges. This collector book retails at $495.00 in US FUNDS. If anyone should want to choose the **Artist Proof**, or **Publisher Proof**, they may do so at **$295.00** in CDN Funds. This collector book retails at $595.00 in US Funds. A further example with the difference between the **Regular Edition** out of **1000** signed & numbered and with the **Artist Proofs** and **Publisher Proofs** are out of only **100** signed & numbered.

Regarding any other CARM member who wishes to make any print purchase, they may do so by calling us and we will provide a **"substantial discounted cost"** for their purchase, plus shipping and handling charges.

Orders will be taken starting on March 16 2026 and will end on April 30 2026. Don will have a list of the draw winners as well as a list of CARM members.

Orders can be made with Don Davies at. **Donald R. Davies, Art Publisher and Artist Agent, Heritage Art Editions Inc., LaSalle, Ontario/Detroit, Michigan, Direct Line: 1-226-975-6648, Order Desk 1-888-365-5467, or http://heritagearteditions.com**

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

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

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

Chapter Reports

NATIONAL CAPITAL CHAPTER:

Despite an initial threat of ugly weather, we had a good turnout for our annual lunch/ meeting at a very nice pub in North Gower. The existing officers were acclaimed. Ian Frost distributed a report on the chapter's finances. We discussed the need for more directors on the Board, and then proceeded to enjoy lunch. Our next excursion will be a couple of layouts in Brockville in April/May.

Bruce Leckie

TORONTO CHAPTER:

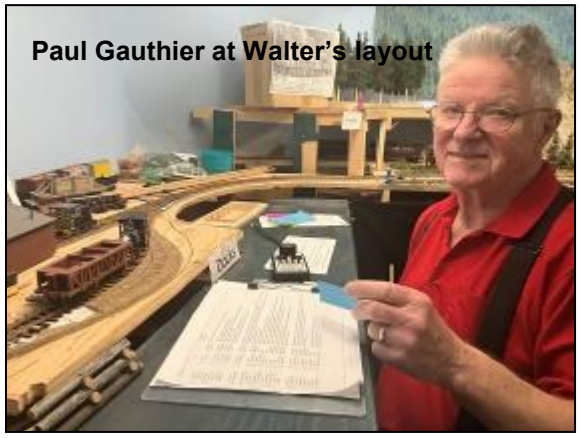
On Saturday, December 6, 2025, Walter Reid hosted an operating session on his **Dolly Varden Railway.** 5 members were able to attend and enjoy an operating session. Mike Walton, Paul Gauthier, Richard McQuade, Walter-Joseph Grabowski, and Ian McIntosh. The DVR is On30 based on the prototype narrow gauge railway existing in the 1920's in northern British Columbia. All the track is hand-laid code 83 using Fast Tracks turnout jigs and ground throws. Steam rules with Porters, Shays, Climax and Heisler steam engines, along with some small early diesels. The layout is point to point in an 11' x 17' room with an attached 12' yard. A dispatcher provides orders to train crews. The layout is Digitrax DCC with wireless throttles and Tam Valley Frog Juicers to alternate the polarity of the frogs. Signaling in the yard and automated lighting in the town building is done with Arduino controller and Neopixels. The layout lighting is controlled by dimmers that allow for a day / night transition. If you want to learn more about the Dolly Varden, go to the website: **http://dollyvardenrr.com**

On February 7, 2026 four CARM members enjoyed an operating session on David Woodhead's **Madoc and North Hastings Railroad**. Taking its name from the real Belleville and North Hastings, which was proposed as a 3'6" gauge line, the Madoc and North Hastings is an "informed freelance" narrow gauge set in Central Ontario in the years around the turn of the century (19th into 20th). Built in On3, it has evolved into an around-the-walls point to point layout with a central peninsula used as project area. The prototype influences are primarily from Eastern common carrier narrow gauge lines such as the Ohio River and Western, early EBT, and Waynesburg and Washington. Scenery is about 67% complete, and operating sessions have occurred at irregular intervals using the SWITCHLIST program and Lenz DCC. For more information on the MNHRR please go to this webpage. **http://www.davidwoodhead.com/page7.html**

Malcolm Back

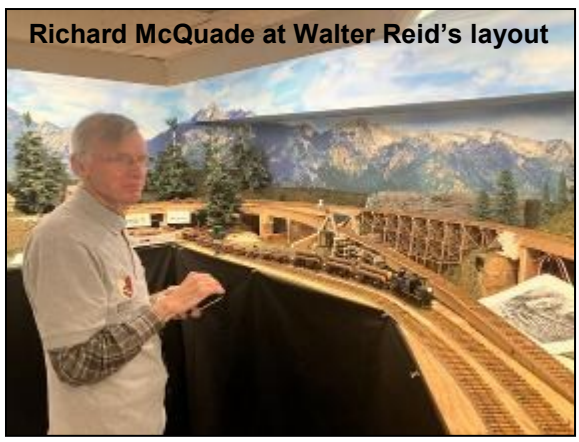
PHOTO ABOVE: Ian Frost, David Hain, Bruce Leckie, Normand Levert, Jeff Hill, Garry Comber, Malcolm Vant, Peter Jackson, Andrew Taylor, Rich Stewart, Richard Thornton, Paul Anderson.

Mike Walton at Walter Reid's layout



Paul Gauthier at Walter's layout

David Fleming and Walter Reid getting another northbound mixed train ready on David Woodhead's layout



Richard McQuade at Walter Reid's layout

WP&Y CLASS 90 FROM AN RSC-2 ALCO DIESEL

BY MALCOLM BACK

As I reported in a previous Canadian, it was my intention to model a 3 foot gauge WP & Y class 90 using a kit from "Ride Trains" West Valley City UT, and as I reported my plans got sidetracked and I ended up with a unique 3 foot gauge Alco RS2. A nice running engine but not what I had intended. After receiving the correct donor locomotive, a Kato RSC-2, I started out building the Class 90 (also known as a shovel nose because of the unique front) The kit is very well engineered, and the instructions were for the most part easy to follow. What follows is a photo essay of the conversion.

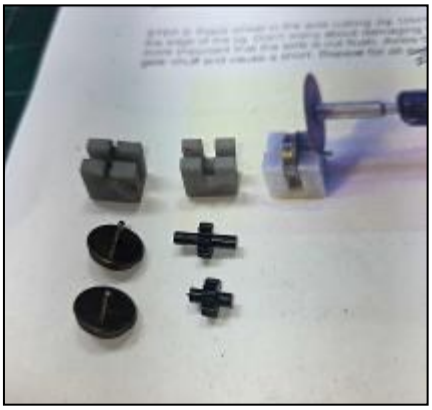


PHOTO ABOVE: This is the first step in the conversion, trimming the gears and the axles to 3-foot gauge. This involves disassembly of the RSC-2 and removing the trucks. There are hints in the instructions to accomplish this. A motor tool was used to trim the axles and the gears. Once done, the wheels are pressed back onto the axels and they self gauge to 3 feet. The jig is included in the kit.

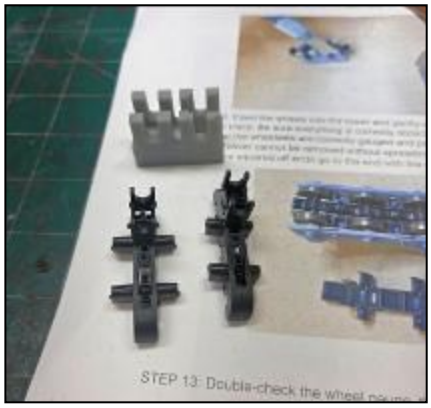


PHOTO ABOVE: The next step is to trim the truck frame to the appropriate size to allow for the re-gauged wheel sets. The modified frame is on the left and the original on the right. Again, a jig is provided which is pictured above the two frames.

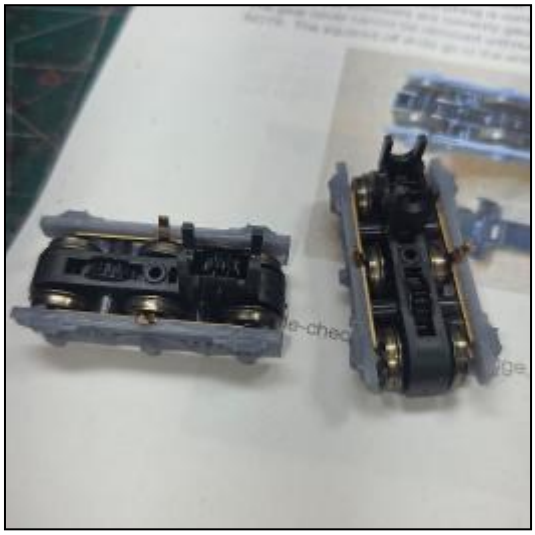


PHOTO ABOVE: Here are the assembled 3-foot gauge trucks with new side-frames. These are also provided in the kit.

PHOTO BELOW: The assembled frame with motor and new drive train. The motor mounts and drive train parts are included. The fly wheels must be removed from the motor shafts and the new parts pressed onto the shaft ends.

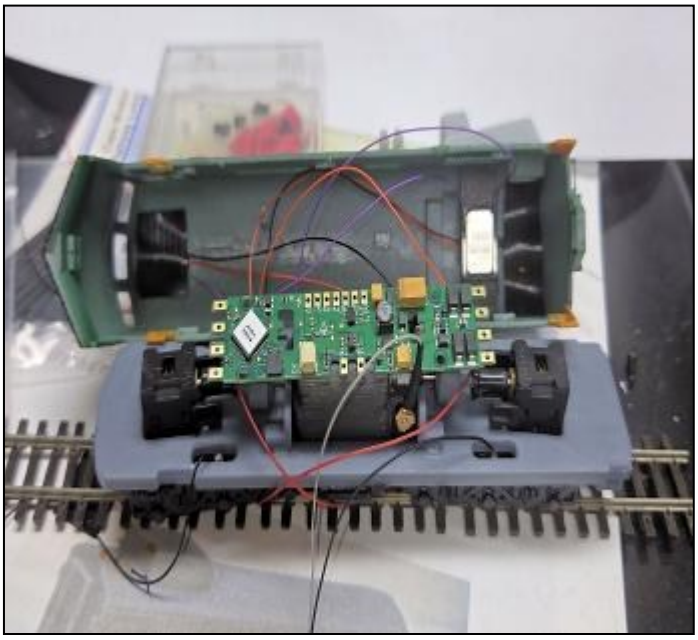


PHOTO ABOVE: This photo shows the Soundtrax Tsunami decoder mounted on the motor, the lighting and speaker installed. The decoder is an Econami ECO-PNP (PN882004) choosing the Alco 244 for the Prime mover. All fit nicely in the locomotive body.

PHOTO ABOVE: The finished locomotive ready for detailing, couplers and the paint shop. As it comes the locomotive is very light. It was a challenge to find locations to install the weight. On my layout the narrow-gauge line is all level so weight was not a high priority, but I did find room for two weights.

PHOTO BELOW: The painted locomotive being tested on the layout. Detailing and lettering still to be completed. All in all, a satisfying project.

TOWARDS THE PROTOTYPE:
ANOTHER TRACK EXTRACTION ON THE CN WESTON SUB

Article and Photos by WILLIAM WAITHE

As part of an ongoing effort to adapt the CN Weston Sub layout to a more realistic track plan, I am continuing to reduce the number of industrial tracks serving different industries to better reflect the real world (cf. The Canadian, #94, pp 6-7, 2026). This is the turn of Dauphinais Paper, a model of the former Facelle (now Irving Tissues) paper recycling and manufacturing plant. In the 1980s, this industry had two stub tracks entering the plant from the south service track of the Weston subdivision.

PHOTO ABOVE RIGHT: Dauphinais Paper, showing the three tracks originally installed. The track adjacent to the fascia is to be removed as not only being excessive, but it is overly long for an industry of this size.

PHOTO LEFT: After removal of the two turnouts and the tracks.

PHOTO CENTRE: Because the 3 cm. thick Styrofoam base was very uneven after track removal, it was necessary to cut out the entire surface and install an additional 1 by 2 inch cross beam underneath.

PHOTO RIGHT: A section of 6mm. thick medium density fiberboard (MDF) was glued to the cross pieces.

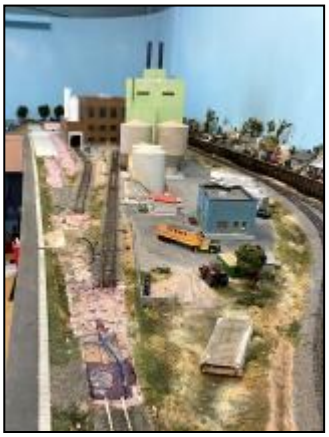


PHOTO ABOVE: A new section of Styrofoam was installed on the MDF with Welbond adhesive.

PHOTO LEFT: The final track alignment. The next step will be to carefully adjust the track level, stabilize and support the new turnout assembly (a 3 mm.thick MDF base and its attached servo motor), ballast the tracks and finally, do some creative landscaping.

WINGER JUNCTION RAILWAY

MODELED BY JIM AND BARBARA TUCKER

ARTICLE AND PHOTOS BY JOHN JOHNSTON AND NATHAN FLATT

PHOTOS ABOVE: Exterior views of the layout building.

My grandson Nathan and I had the opportunity to visit the layout built by Jim and Barbara Tucker on a recent HOMES Club Tour. The Tuckers were kind enough to invite us back to take photos for this tour.

Twenty years ago Jim Tucker built a replica of an 1890's Lehigh Valley freight shed on his property to house a model railroad which would be built by himself and his wife Barbara. Jim had been inspired to build the shed by plans he had seen in a book Plans of the Lakeshore Region published by the Lakeshore Division of the NMRA. The model railroad that would be housed in the building would be the first layout built by either Jim or Barbara. Construction of the 20 ft by 45 ft building would take 5 years.

PHOTO BELOW: Scene when you enter the layout room.

Over the next several years Jim and Barbara attended every workshop and clinic they could participate in. The model railroad was designed and Jim created a full size diagram that could be laid out on the floor of the newly constructed building. The layout would have maximum 1.5 % grades. The layout would be set in the 1930's and would have approximately 200 ft of mainline and a 40 ft branch. There would be a number of towns and industrial sidings. They also planned for day/night lighting. The layout would be 18ft by 35 ft. The remainder of the building would be occupied by a workshop.

Jim took responsibility for layout construction, electrical, signal system, occupancy system, and any computer work. The buildings, backdrops, and any painting were accomplished by Barbara. The electrical and electronics are based on Bruce Chubb's system updated to use Arduino's. Lights are set to move through 8 different time periods over a scale 24 hours. Building lights and street lights are set to follow the same daylight to night cycle. During the night time cycle a moon is projected over the town.

PHOTO LEFT: Overview of the layout

The layout operates using a Digitrax DCC Control system. The layout is a folded dog bone shape with single track and sidings. Track is Code 70 on the mains and Code 55 in the sidings with Fast Track turnouts.

Enjoy this photo tour of a beautiful layout.

Staging is located under the layout and in hindsight Jim wishes he had made the curves leading to staging much broader. The layout has an operating weigh scale at the mine complex. There is a hidden switchback to the coal mine from a hidden coal yard.

Jim has finished the fascia beautifully in a wood finish as can be seen in the photo in the upper left of this page. One of the techniques the couple used to force perspective was to utilize N Scale buildings in the background as can be seen in the photo at upper right.

The one thing that strikes you as you tour the layout is the attention to detail. If you look closely at the two photos immediately above, you can see a lot of this detail on display.

Below are a few examples of the dozens of kitbashed and scratchbuilt structures on the layout. Barbara is the crafts-woman behind these beautiful buildings. All have lighting, interior detail, weathering and are populated by hundreds, perhaps thousands of HO people.

One of the showpiece scenes on the layout is the park with its concert taking place. A friend of Jim and Barb's, Bob Heard is a guitar player and they made the building below left in his honour. That's Bob on the guitar playing for 6 people. Bob said he was used to playing for much larger crowds and so he built the concert stage with 150 people out front which Bob claims is the size of crowd he is used to playing for.

One of the figures on the stage is a 3D printed figure of Bob. You can see that there is also a BBQ joint and a Gazebo inn the park. The small train station is not visible in these photos. I've talked about Barbara's attention to detail but I'm impressed by that menu on the backwall of the BBQ stand. Also, if you wondered how Jim created the Moon in the Cover Photo, you can see the projection lens just to the left of Heard Guitars.

PHOTO ABOVE RIGHT AND PHOTOS BELOW: Examples of the Interior detail in buildings.

DEALING WITH AGING BUIILDINGS ON YOUR GARDEN RAILROAD

Article and Photos by Brian Swanton


Photo 1

Last fall when I was putting the buildings away for the Winter, I noticed three of them would require some major repairs. The Whiteley Inn was completely falling apart: the south wall and shed roof of the Kootenay Fruit Growers CO-OP Fruit building were in bad shape: and the lower section of the Coalmont Collieries main building was badly water damaged. So, I guess I have some winter projects to work on. **Photo 1** will give you an idea of the remains of the Inn. It was going to require complete rebuild. The cause of the decay seemed to start at ground level and to have progressed upward from there.


Photo 3

As seen in **Photo 2** I was able to salvage all the windows, doors. awnings, signs, outside staircase, and the roof. The floor and the wall construction methods would need to be changed. The floor was made with ¼" fir and sat on strips of composite plastic Trex. The walls were ¼ "poplar floor underlay covered in ¾" by 1/8" strips of pine glued to the poplar with Titebond II glue.


Photo 2

I decided to use 5/8" Baltic Birch for the floor. The floor would sit on 1 ½ by 1" strips of pressure treated wood. This assembly was coated with 2 coats of Flex Seal liquid rubber to give me a waterproof underside for the new floor. I decided to sprinkle a layer of black blasting sand on the 2nd coat while it was still wet to slow down chewing bugs. I also added the strips of Trex to the new floor. **(see Photo 3)**


Photo 4

This new assembly would now sit on a cement board slab. I decided to use 3/8" fir ply as the base for all the walls **(see Photo 4)** and to continue to use the 1/8" pine boards for the exterior material. **(see photo 5)** I upgraded the glue to waterproof Titebond III and applied three coats of exterior Latex paint for the finish. Once the windows, doors, awnings and signs were replaced it was time to think about how to improve the roof. The old roof had some minor cracks in the finish along where the upper wall trim was attached. The first step was to recut the top trim pieces to fit flush with the new ½" thick walls. I removed the roof trim and applied a coat of the Flex Seal making sure that the rubber coating went up the sides of the trim sections. Next step, was to install the small roof trim pieces. To keep the roof waterproof, I added a second coat of Flex Seal making sure that I had a good seal around the trim pieces. A layer of the black blow sand was added before the Flex Seal had a chance to dry. The last thing to do was to add the rear staircase. **(see Photo 6)** **FINISHED MODEL PHOTOS CAN BE SEEN ON THE REAR COVER.**

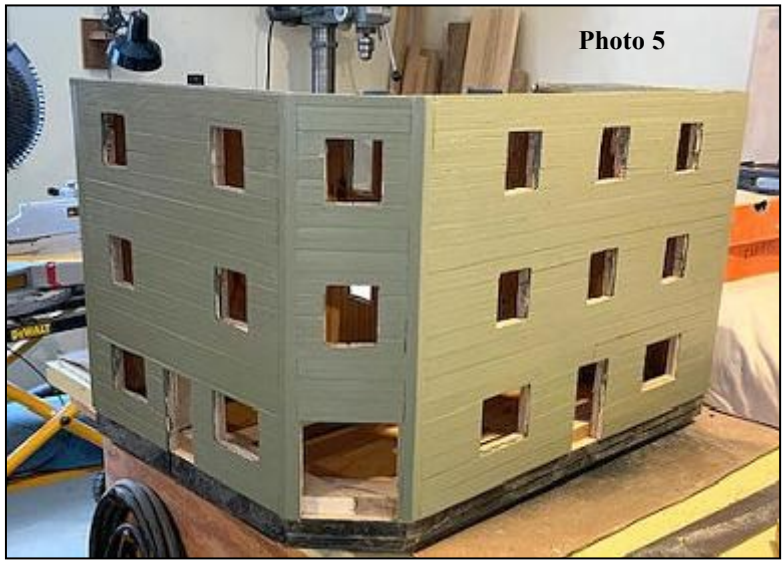


Photo 5

More info can be found on Brians layout at:
https://sites.google.com/site/kvrbrucedivision
and https://www.bluewaterrailroaders.ca/


Photo 6

The GTR/CNR Roundhouse in S Scale at Owen Sound Part 1

By Andrew Malette

After completing the RCA building that was in Owen Sound, I was freed up to continue laying the final bit of track on my layout, the service tracks to the turntable and the steam powered crane used for coaling the tenders. After modifying a Walther's HO scale 130' turntable to S scale and installing it, I turned my attention to the roundhouse.

In the time period which I am depicting (late 1940's to late 1950's), the wooden board and batten roundhouse had only 3 stalls. Long before I planned this layout, I had the foresight to buy a 3 stall Sn3 roundhouse that someone had mostly built. I checked the dimensions and on paper it should have been just the right size. It has windows which I thought were cool so you could see the locos inside. Sadly, the prototype did not have windows.

However, when I finally got to the point of installing it, I found that it was not long enough to enclose the locos by about 1/8" of an inch. This is because the locos' drawbars and axel spacing made them 1/4 real inches longer than the prototype. It was also too short at the front. The locos' smokestacks could not clear top of the door openings. At first I thought I would simply modify it by adding a bit to the back and add some wood strips to the bottom to elevate it. But it didn't look right and everything else including the doors would have had to be lengthened. I built another one based on the kit using S Scale board and batten purchased from Mount Albert Scale lumber. This does not have all the really cool interior boards and framing but it is expedient and functional.

The roof was made of 0.060" styrene sheet with 5/16" square plastic tubing as bracing to keep it from curling.

The doors were made from Evergreen 1/16" scribed styrene sheet 0.020" thick. Evergreen S scale 1 x 8 and 1 x 10 strips were used for the inner bracing.

Of course the door sheathing had to be herring bone pattern. I firmly believe that the railway draftsmen designed them that way to frustrate modellers of the future. That said, I needed to cut the sheets at two opposing 45 degree angles to form the two directions that the boards went. 45 degrees looked about right.

Since I wanted working doors, I needed a front and back, both with herring bone sheathing. That meant for 6 doors, 12 pieces that theoretically would line up correctly both in front and back.

Using a modeller's square, the door fronts and rears were carefully cut out from the styrene angled sheet. They needed a bit of truing up. Then the angled patterns were lined up for front and rear like a sandwich and were glued together. The inside bracing was cut from the S Scale strip styrene, 1" x 10" for the outside frame and 1" x 8" for the cross pieces.

Door hinges were the next challenge. A friend, Ed Freeman sent me a photo of an Ontario Northland roundhouse with three different door styles! Luckily one matched the ones on the Owen Sound roundhouse so I based the hinges on that picture. They took a bit of effort and some adjustment in most cases.

PHOTO ABOVE: Elevated Sn3 Sargent Roundhouse, nice but too small.

PHOTO BELOW: New Scratch Built Roundhouse Walls

PHOTO ABOVE: The Inner Roof

PHOTO BELOW: Roof In Place

PHOTO ABOVE: Door material cut at a 45 degree angle.

PHOTO ABOVE: The front of the doors

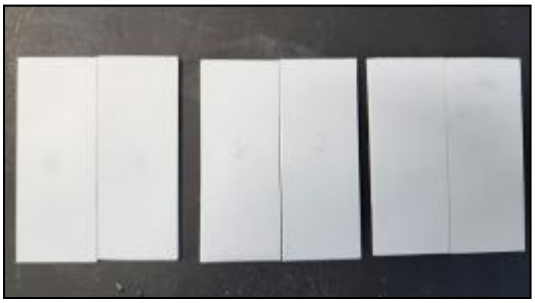


PHOTO ABOVE: The rear of the doors.

PHOTO ABOVE: Drilling out the 1/8" Square Tubing. I then cut the 1/16" brass tubing into 1/16" lengths that would fit inside the brackets.

PHOTO ABOVE: A Tray of Hinge Brackets and Shoulders

PHOTO ABOVE Soldering the strap to the shoulder.

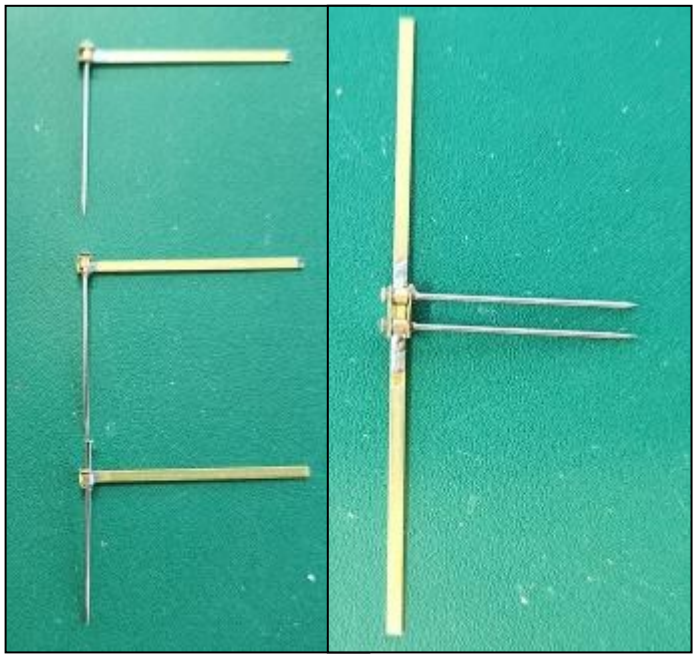
PHOTOS ABOVE: Here are the hinge components.

I used 1/16" round brass tubing for the shoulders and 1/8" square brass tubing for the brackets. Straight pins which are 0.020" in diameter and can also be soldered were used for the bolts.

First I drilled 0.020" holes in the square tubing close to one edge right through first using a centring drill then a 0.020" drill. Then I used my mini table saw to mill away one side of the undrilled square tubing to form a long 'U'. Next, using my mini chop saw, I cut the square tubing to form little 'U' brackets both single and double. Six singles were needed for the outer posts and six doubles were needed for the two inner posts. These effectively made up housings for 18 hinges.

PHOTO BELOW: Single Hinges

PHOTO BELOW: Double Hinges



1/16" wide 0.016" strips were used to for the strapping that went across the doors. The 1/16" brass tubing needed to be secured in order to solder the brass strip to it. This was done by placing a pin into the tubing and clamping the shaft of the pin in a vice. The end of the strip was tinned with solder, the tubing had flux put on and a resistance soldering probe provided the heat. I tested the joint and sometimes, I had to add a bit more solder to make the joint stronger.

The roundhouse was placed on its end and weighed down. The hinges were glued to the posts at the centre and equidistant from the centre using Gorilla brand thick crazy glue. Once dry, one at a time, the doors were glued in place starting with the centre hinge using small clamps. It was a slow process and sometimes meant a do-over of the bracket or repositioning the 1/16" tubing on the strip. The second from the left door had an access door in it and I scribed that in before installing it.

Once the hinges were attached to the doors and I was satisfied how they worked, I cut the end of the straight pins off using a side cutter. The ends of the pins had crazy glue dabbed on so they would stay in place. Hopefully over time, the crazy glue will stay in place! I used Archer HO rivets on the hinge straps because I have not been able to find S scale ones.

The left doors had a piece of 1" x 10" added to the front of their outer sides where they meet the right doors. This formed the lip that covered the opening made between the two doors when closed to keep wind and snow out. When looking carefully at the photos, I noticed in the pictures I studied what appears to be leather flaps at the bottom of the doors that would have covered the rails and ties once the doors were closed to keep the weather out. I decided not to add this feature because I could not figure out a material that would work well enough.

I need to add smoke jacks, finish the roof, build a small shed that was attached and paint it. I will cover that in part 2.

PHOTO BELOW: Hinges and Doors

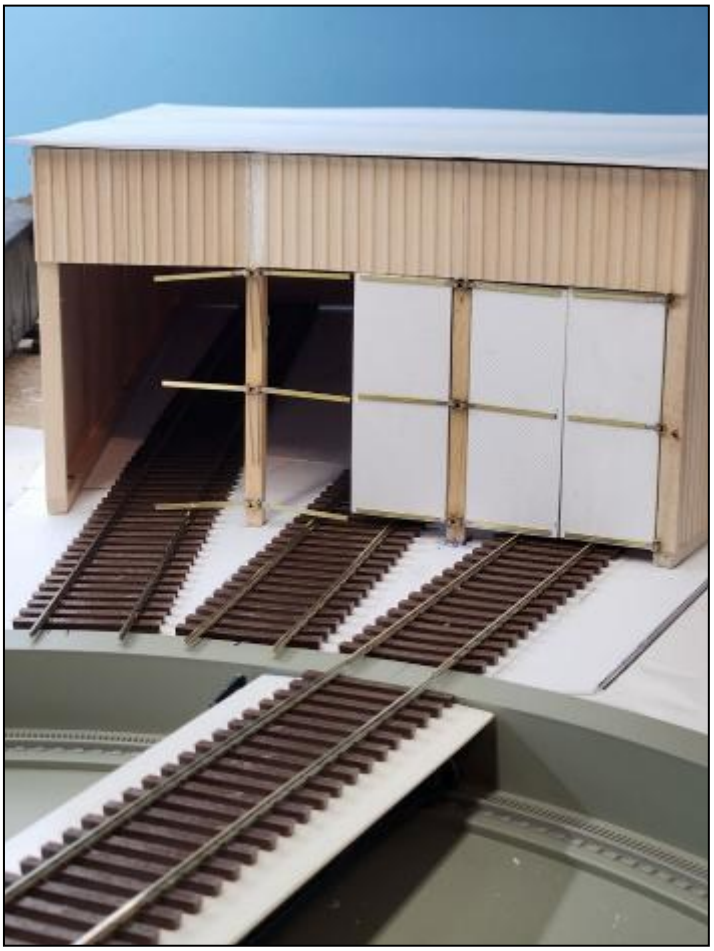


PHOTO BELOW: Archer Rivets Added and Door Lip

PHOTO BELOW: The Roundhouse Doors Open

PHOTO BELOW: The Roundhouse Doors Closed

MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

ANDY PANKO (Niagara on the Lake, ON)

I started this 4' long, 16" wide module, built on two layers of styrofoam insulation from Home Depot, back in the summer outside on the porch whilst watching baseball. After fits and starts, I finished a few weeks ago on the kitchen table watching hockey. It is HO Scale, it has a combination of plastic kits and scratchbuilt structures, regular scenic administration, including 'Lynn Wescott Zip Texturing' that only the old guys will remember, but it still works. These photos are preliminary, and are part of an experiment I am doing in lighting. Not where I want it to be yet, as you can see regarding shadows and no backdrop scenery, but working on it. Hopefully this 4-feet of single-track line will fit into my layout at some point.

BOB HEYES (Haliburton, ON)

I have finally found the time (and nerve) to send a photo for your consideration. It won't be long until maple syrup season is here. I have an O gauge layout in Ottawa. Always striving for realism but never quite nail it.

Layout is 38' x14' around the room with a central peninsula. Loosely modeled after the Haliburton end of the Victoria Railway.

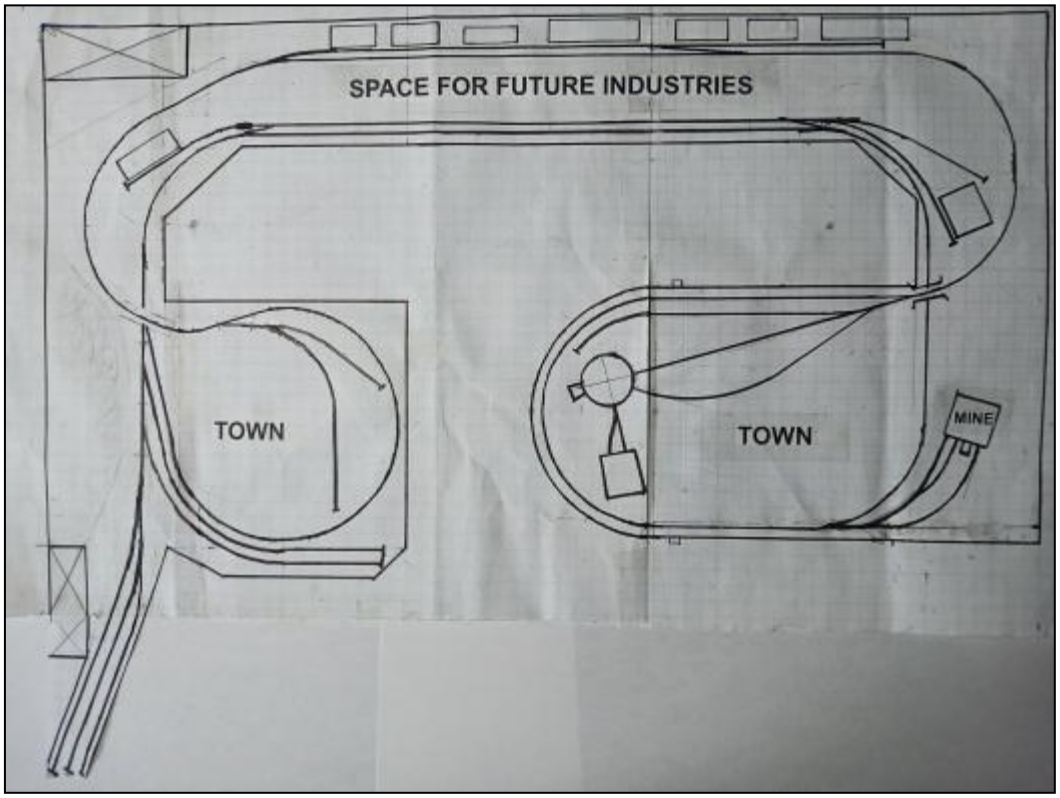
PHILIP JAGO (Gloucester, ON)

I purchased an assembled model of the **Hornby R599 Country Church** at the spring 2025 Open House of the Soper Valley Model Railway Association (https://www.facebook.com/svmra/) in Newcastle, Ontario. Newcastle is a long way from Ottawa but my son and his family live there, just a 15 minute walk from Soper Valley layout. Who could ask for more? Anyway, around Christmas, I finally had the time to give this structure a bit of a makeover, transforming it from its plastic factory finish to something a colour more reflective of its rubble stone masonry heritage. My efforts were helped by an article on the internet called "Painting Realistic Stone Walls": https://www.printablescenery.com/2022/08/11/painting-realistic-stone/ as well as helpful hints from a You Tube presentation by George Dutka: "Weathering with PanPastels" - https://www.youtube.com/watch?v=SHfaZCAVs50 and his book: "Model Railroading with George Dutka", White River Productions, 2022. In terms of following colours, I had several pictures of the exterior walls what I call the family's "ancestral church", Holy Trinity, North Gower, Ontario. All in all, I am quite pleased with the results. I still have a few more details to go, including a chimney, and a new and higher steeple and accompanying cross before permanent installation on my layout. In the ultimate of ironies, having finished the job, I then stumbled across a video on You Tube dealing with the same subject. Here is the link: https://www.youtube.com/watch?v=TvU6kKLOHx8. Although my approach is somewhat different from the author's, we both end up with a unique treatment of the Hornby R599 Country Church.

RICHARD MORRISON (Scarborough, ON)

I finally have a detailed track plan for my "almost portable" 8 x 16 layout. The layout had to be easily dismantle-able as we are renting a house and may have to move.

I built the benchwork to be easily unbolted, with folding legs so the layout can be cut apart, dismantled and put into a UHaul in about 2 days. The track plan is a rectangle with a little leaf extension off one corner for a fiddle yard.



FINISHED BUILDINGS BY BRIAN SWANTON
Article on page 14

CANADIAN PACIFIC RDC-3 #9023
Submitted by George Dutka

Don't know much about this photo other than it is a neat view of CP Budd car 9023 passing a flagstop called Cowichan. The roof on the shelter is showing its age with a hole in one side, but a neat looking structure. May-be something to model for your layout. The photo might be taken by Peter Mumby but for sure is from his print collection that I am currently scanning