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WINTER 2018 ISSUE #62

CHAIRMAN'S REPORT MEMBERSHIP INCREASES FEES TO REMAIN THE SAME



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

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FRONT COVER PHOTO BY JOHN JOHNSTON: Central Vermont and Grand Trunk GP9's layover in the engine servicing area at White River Junction on George Dutka's White River Division Layout.

MEMBERS AREA PASSWORD

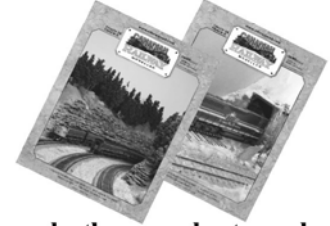
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PROMOTING THE HOBBY OF RAILWAY MODELLING IN CANADA



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ARTICLES NEEDED

Like Editors everywhere I am always needing more information for this newsletter. You will notice that this issue is a little light and that is for two reasons. One, I am short of material, and two, it allows me to make sure I can make the postal weight with the Calendar inserted in the envelope. So, if you have an article that you have been considering, stop considering, and send it to me.

THE COST OF THE HOBBY

This topic seems to come up a lot these days, but it was driven home to me recently. I was in my local hobby shop and looking at HO Locomotives since my grandson has gotten into the hobby. An HO Bowser SD40 with DCC and Sound was \$400. A DC powered Atlas GP9 was \$200. To say I was taken aback was an understatement. I haven't bought a lot of equipment of late as I have been focussed on building the layout and I have a lot of that material on hand from years ago. In any event, I looked around the store farther and there were some new N Scale cars in from Intermountain. Now these are standard 40ft boxcars in Brown with the CN maple leaf logo and CP script lettering. \$27. Wow. With taxes 3 cars would cost \$100. A 30 car train, not unusual in N Scale would set you back \$1000.

I thought back to when I bought the majority of my equipment which was around 2004 to 2008 or about 10 years ago. The average price for a car was around \$8. Even assuming inflation of around 2% a year since then that would only be a 20% increase. Instead we see prices that have more than tripled, in other words over 300%.

I gave some thought to why this has happened. Partly it is the fault of the hobbyist as we have demanded greater prototype fidelity from manufacturers who have moved to give us highly detailed models which are often railroad

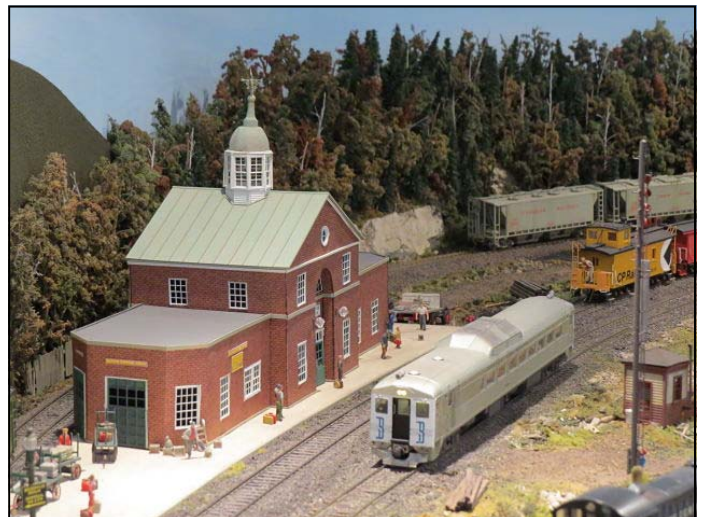
specific. This means smaller runs, with less models to spread the cost over, so higher prices. For the collector, or the modeller with a small layout, this is great as they have highly accurate models of their favourite prototype. For someone building a larger layout to operate this fidelity to detail has increased the costs tremendously. It seems if you are going to get into model railroading these days you need to have a good chunk of disposable income.

The prices also made me take a look at the issue of Internet purchasing vs Brick and Mortar stores. A quick search on the Internet showed that I could purchase the same locomotive on line for \$225 US or \$300 Canadian. In both cases I would still have to pay taxes, and in the case of the Internet purchase I would have shipping and maybe customs duty. I suspect the Internet purchase would still be somewhere between \$50 and \$75 cheaper.

The downside to the Internet purchase is that you don't get to see your purchase till it arrives, so if there is anything wrong you are paying to ship it back. The significant price difference however underscored for me the challenge that the local shops are experiencing. This is particularly true amongst a younger generation which is growing up on the concept of online shopping.

JOHN JOHNSTON: EDITOR

White River Junction station on George Dutka's White River Division Layout. Photo by John Johnston





CHAIRMAN'S REPORT

In the last edition of *The Canadian* I told you a little bit about the clinic that I gave at the Narrow Gauge Convention in Denver in August. What I didn't tell you was that in the course of researching the talk I discovered a narrow gauge railroad on the coast of British Columbia that operated from 1910 till 1936 called the Anyox Mine Railroad. I became fascinated by it and continued researching its background and operations to the point where I finally felt that I knew enough about it that I was able to scope out the concept as a modular layout.

As you will read elsewhere in *The Canadian* I have started construction now and hope to be able to display it within a year. It won't be finished then but is a model railway ever finished? Scenery and scenes can keep being added long after the trains start running. One of the things that struck me on the Montreal Supermeet trip last August was how much high quality modeling was in evidence as depicted by little vignettes, each of which was a masterpiece of modeling on its own.

The organizers of the annual Narrow Gauge Convention include a model display in their program and one of the categories of models is the "square footer". This allows people to exercise all their talents but in a limited, 12 x 12 inch space which they have to decorate so that it tells its own complete story. It also has two other advantages. It is relatively easy to transport to and from the convention if one has to travel any distance and it doesn't need a whole layout room for its construction. If you don't have the space for a layout think about honing your modeling skills while sitting in front of the television and working on it on a tray in front of you.

We are hoping to continue the trend from last year of organizing a mini convention or Supermeet somewhere during 2018. It is likely to be in southwestern Ontario where there are not only a lot of excellent layouts to visit but also several important railroad museums, the only preserved Shay locomotive in southern Ontario, a school coach, tourist railroads and much more. Watch for more news in the next *Canadian*. If the event provides an opportunity for the attendees to display their modeling skills why not think of bringing along a square footer! If you have any ideas of a good location for a subsequent Supermeet please e mail me and/or gather a group

of volunteers around you to kickstart the process.

At our recent meeting of CARM's Executive we reviewed our operating costs and the success of the introduction of the e-member category and agreed that it is having a positive effect on the membership. There have been a few bugs in getting it rolled out for which I apologise and if you have a personal problem please e mail me so we can try and get the issue resolved. Membership fees will remain the same in 2018 as they have been in 2017 and for those of you who order a calendar each year I think you will be impressed by the collection of photographs Walter Reid has put together for the 2018 CARM calendar. A big thank you to Walter and to all those CARM members who contributed photographs. Those of you who receive it will also note that it serves as a useful memory jogger for events during the year in the railroad modeller's schedule. Those of you who organise events and would like advance advertising please send in information about your events in 2019 to Walter by November of 2018. There is only about one square inch per day in which to put in your memory jogger.

As you will likely only receive this issue in January 2018 I will wish you a happy new year and all the best for your modelling pursuits this winter. I hope you get out to a few shows and support your Chapter Executives by attending the events they organise. For anyone organising a volunteer event the most positive message they can get from it is the number of people attending and their sense of interest and enthusiasm. I have never been to a railroad modelling event where the participants have been too shy or tongue tied to ask questions. One last thing to note is the fiftieth birthday of GO Transit. It is hard to believe that this youngster in the railroad systems of Canada has reach a half century of operations. Its success is also measured by the fact that Athearn produced a model of the bi-level coach with the GO Train livery as its first output. When will someone produce a model of the new control cab and the correct current locomotives? Probably at the same time that GO switches to electric locomotives! Until the next issue have fun with your modeling and operating sessions.

Gerald Harper, Chair, CARM



TORONTO CHAPTER:

The CARM Toronto Chapter was well represented at the CARM booth at the *Lakeshore Model Railroaders Association* flea market held on Sunday, September 10th, 2017 at the John Paul II Polish Cultural Centre in Mississauga. CARM Toronto president Willie Waithe, CARM Toronto Secretary James Rasor, and CARM Toronto members Richard Morrison and Andy Malette attended the CARM table answering questions about CARM and giving out Junior Engineer's Certificates to successful young engineers who completed the new CARM Toronto switching layout created by Gerald Harper and William Waithe.

September also included this fall's first CARM Toronto Chapter layout tour of Ian Jameson's Orley Station Layout, an ingenious space saving layout that sits on a car parking stacker above his car in the garage. His HO layout is a freelance Canadian themed layout

**PHOTO ABOVE BY RICHARD MORRISON:
 Ian Jameson at his control panel.**

mixed together with a strong influence from his personal life designing commercial kitchens. The layout has a strong food based theme to it along with some elements from his friends and workplace as well as an integrated slot car track for roads.

On October 14, the Toronto Chapter visited the Toronto Railway Museum for a tour of the museum's facilities by Tyler Best (Museum Manager) and Phil Spencer (CEO). Derek Boles (Chief Historian) gave an excellent presentation lecture on the history of Toronto's Don Station built in 1896 which now resides at Roundhouse Park. The tour also included a demonstration by Dave Weatherald (volunteer) of the 1896 Cabin D's interlocking track switching levers and Alan Johnson (restoration volunteer) first gave the CARM group a couple of spins on the 120-foot long locomotive turntable and then he treated



PHOTO ABOVE BY ALAN JOHNSON: CARM members at The Toronto Railway Museum Tour. Top left: James Rasor, Ed Freeman, Keith Martel. Bottom Left: Mark Earley, Joan McIntosh, Ian McIntosh, Willie Waithe, Peter Lewis. Background: CP 7020 under restoration by the TRM restoration



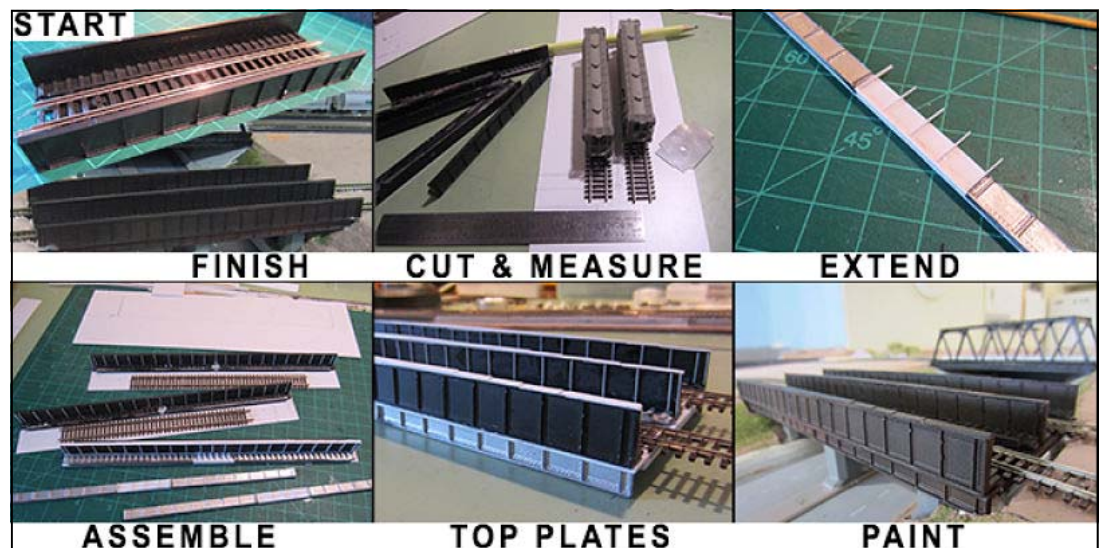
PHOTO ABOVE BY JAMES RASOR: Richard Morrison and Andy Malette attending the CARM Booth at LMRA flea market.

the group to an exclusive look at the interior operations of the mini depot where the new GO engine for the 7 1/4" miniature railway resides. The tour ended at the Stall 17 museum collection in the restoration area which has a marvelous exhibit of Ed Levy's tinsplate historic model train collection.

October saw the first addition of the CARM Toronto Chapter's bi-monthly email news letter called "What are you working on?". The intent of the email letter is to stay in touch with everyone via a small submission from chapter members using a photo accompanied with a maximum of 75 word text on what members are currently working on in their railway modelling spare time. The model railway subjects can be anything members want to submit from a new purchase members are excited about to layout visits; from scratch building projects to disasters to learn from; from

celebrating your first decoder install to a new family member learning to love trains! The first response was wonderful and we look forward to seeing more of Richard Morrison's progress over the winter as he makes renovations to his HO layout as well as Andrew Malette's progress on his own S Scale renovations. James Rasor showed a picture of his N scale kit bashed double-track plate-girder bridge for William Waithe's CN Weston Layout and Ian McIntosh submitted a photo from a visit in May to Charlie Ellis's layout in Waterloo.

PHOTO BELOW BY JAMES RASOR: James Rasor showed a picture of his N scale kit bashed double-track plate-girder bridge for William Waithe's CN Weston Layout



ONTARIO MIDWESTERN CHAPTER:

The annual fall meeting was held in Southamp-ton, Ontario on October 22nd at the Elk and Finch Restaurant. In attendance were Graydon Hancock, Steve Hoshel, Paul Korhonen, Dolf Roelofsen, Randy Schnarr, and Guests, Bob Funston, Paul Maurer, and Mike McCullough.

The business meeting was held and the prior minutes, and financial statements were approved. Steve led a discussion on Membership and then dates for Promoting the Hobby were reviewed. Oct. 28th Nottawasaga Auction, Nov 4th Hamilton Layout Tour, Nov 5th Kitchener Model Train Show, Feb 9th Bruce County Museum Heritage Day, and March 3rd and 4th, Copetown RPM Meet and Show.

During lunch we heard stories from Dolf of his trip to Miniature Wunderland in Hamburg, Germany. We also heard from Paul about his experiences on the Rocky Mountaineer and from

Steve about the Montreal Meet.

After lunch we visited Bob Funston's layout. Bob has successfully converted the Fond du Lac layout into his train room space. Our second tour was to see Mike McCullough's layout. Our third tour was to visit Paul Maurer's workshop where the Bruce County Museum Railway is being built. We have 28 volunteers and about 3900 hours in the project. We do research, draw and build structures, get photos for backdrops, build a secure structure, design electronic controls. The project will open at the Museum on June 13, 2018.

Next meeting April 15th, 2018 at Owen Sound Rail Marine Museum.

Left to Right Paul Maurer, Steve Hoshel, Paul Korhonen, Dolf Roelofsen, Mike McCullough, Randy Schnarr, Graydon Hancock and Bob Funston in Bob's train room.



PUBLICATION SCHEDULE FOR *THE CANADIAN*

The Canadian is published four times per year. Submission by authors or Chapters should be submitted by the following dates.

Spring Issue: February 1

Summer Issue: May 1

Fall Issue: August 1

Winter Issue: November 1

Ontario Midwestern Chapter visits Mike McCullough's Layout



NATIONAL CAPITAL CHAPTER:

The National Capital Chapter has spent most of its time and energy helping to organize the First Annual Capital Region Model Railway Tour, held recently on October 21. Because this was an initial event and also because no public layout tours had been done in the area prior to our event, we were anticipating a small turnout, but hoping for a large crowd. What we got were 134 paid attendees from as far away as Georgetown Ontario and Lac St. Jean, Quebec. We also had 40 children under 16 attending. The layout hosts were pleasantly surprised with the interest and department of the public and many local hosts, who had been undecided about opening, agreed to be part of next year's tour, to be held on October 20. Save the date.

We have already started working on the 2018 tour and it promises to be even bigger. The National Capital Chapter challenges other chapters to organize group excursions to the Capital for the 2018 Tour and enjoy the superb modelling here. Check our website for updates and details: www.capitaltrains.ca. Many thanks to the Organizing committee members from CARM: Peter Jackson, Jeff Hill, Richard Thornton, Ian Frost, Seanna Watson, Steve Watson, Paul Anderson, Rich Stewart, Bruce Leckie.

While our local chapter excursions have taken a back seat to the Tour organizing, we have resumed doing local excursions and our next event is a Christmas dinner at a local restaurant.

The National Capital Chapter met on December 6 for our Christmas gathering at Pub Italia in Ottawa. Present were Bruce Leckie, Ian Frost, Ian Macleod, Seanna and Steve Watson, Alex Thum, Andrew

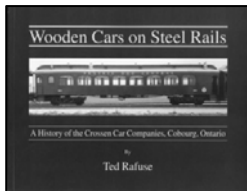
Taylor, John Saunders, Paul Anderson, Rich Stewart, Richard Thornton and Garry Comber.

After a brief business meeting, reviewing the officers, receiving a financial report and discussing future excursions, we settled back to enjoy an excellent meal.

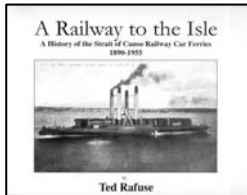
Our next excursion will be to the Brantford, Simcoe and Port Dover layout tour in early April.



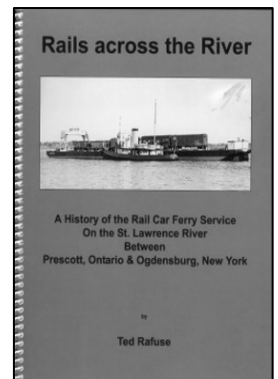
PHOTO RIGHT: National Capital Chapter Xmas Dinner and meeting.



Wooden Cars on Steel Rails chronicles the Crossen Car Manufacturing Co, Canada's largest independent builder of wooden rail cars 1866-2016.



A Railway to the Isle outlines the rail car ferry service between Cape Breton Island and Nova Scotia 1890-1955.



A History of the Rail Car Ferry Service on the St. Lawrence River Between Prescott, Ontario and Ogdensburg, New York, 1858-1970.

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THE ANYOX MINE RAILWAY

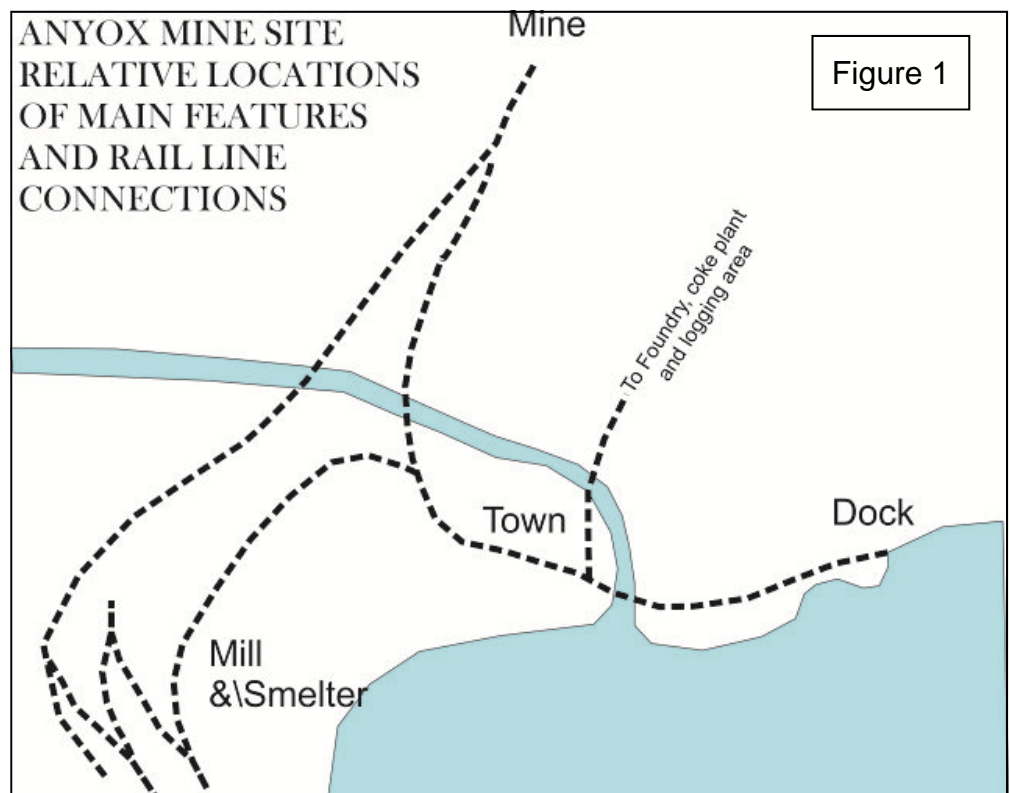
PART 1 – GESTATION AND EVOLUTION

ARTICLE AND PHOTOS BY GERALD HARPER

In September 2016 I volunteered to present a clinic at the August 2017 National Narrow Gauge Convention which was to be held in Denver, Colorado. Colorado is the mecca of North American narrow gauge rail lines and I was aware of a number of narrow gauge rail lines in western Canada that I thought might be of interest to the audience. My clinic proposal was accepted so then I had to start researching and writing said presentation. I had a great starting point with the book *Narrow Gauge Railways of Canada* by Omer Lavallée. I had my background in the mining industry which helped with identifying a lot of obscure little places. I also knew about a few well publicised narrow gauge railroads such as the White Pass and Yukon and the Dolly Varden. So I started a list of the five or six from Lavallée's book that fitted my definition of western Canada namely the mountainous areas of British Columbia, Alberta and Yukon. Then I went to my photographic records of all my travels in western Canada when I had photographed many railroad scenes such as the Crows Nest Pass, Kaslo and Slocan, Cranbrook, the Duncan, Vancouver Island Museum etc. and examined those pictures for narrow gauge equipment. That gave me some good leads. Then I dug into the old Minister of Mines reports from British Columbia for the period 1890 – 1930 and that led to a lot more leads and finally I "googled" every one of those old railroad names to see what I could find which was not much. But that didn't really matter because by then my list

had expanded to more than 30 and I kept on finding more, so I decided to cut it off. I examined the list and then eliminated all the logging railroads which might have been standard gauge and still had 30. Of that number 15 or more were pretty short lines running from a mine to a dock, typically less than 3 miles, to provide an export capability for an iron, copper or coal mine on Vancouver Island or Texada Island. With further filtering I cut the long list down to 5 railways and spent most of my talk focussed on them. The talk was extremely well received with packed rooms each time I gave it but the most important thing for me was that I became aware of the ANYOX MINE Railway. This was an absolute gem of an operation which was crying out to be modelled.

I needed another model like I need a hole in my head, but I couldn't get away from the idea that it was the perfect modelable railroad. I had a



room full of my HO layout and I had a downstairs stacked with parts of an On30 portable layout. Now I was thinking of building a layout in On3, to be correct for the Anyox 3 foot gauge system. For those of you not modeling in narrow gauge you may not know that of all the scales, On3 has about the least manufactured ready to run equipment so one is forced to utilise kits or scratch build models so it is a scale only chosen by the determined scratch builder. After many attempts to say “no” I learned of an estate sale of a former On3 modeler and there were several items on offer that would be useful for the core of my needs. Once that purchase was made there was no turning back and so I was into it.

At this time I should probably tell you a bit about the Anyox Mine Railway and why it is so appealing. The copper orebody was discovered in 1900 at the head of an inlet on the northern coast of British Columbia, just south of the Alaska Panhandle. The deposit was about 4 miles in from tidewater and exploration rapidly indicated that it was a very large and rich orebody. By 1905 the deposit had been purchased by the Granby Mining Company which was one of the most important mining companies in British Columbia with extensive operations including a smelter in the Phoenix – Greenwood area of south central British Columbia. So they had the capital to develop Anyox and they went at it aggressively. In 1910 or 1911 it started production and with the advent of the First World War it was expanded to provide a massive amount of copper and became the largest copper mine in the British Empire. The mine continued until 1936 when the deposit was largely mined out and shut down.

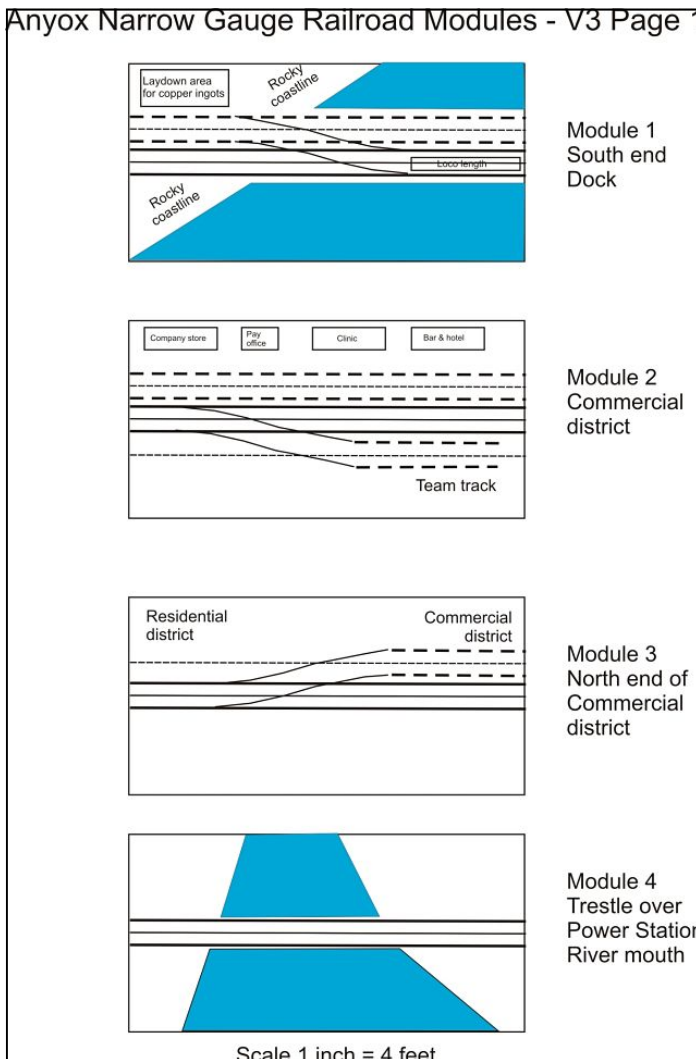
When building a mine in 1905 the engineers had to plan it without the benefit of rubber tired operating equipment and horses and carts were far too small for the scale needed. So everything revolves around railroads. Anyox built a railroad, as shown in Figure 1, with a roughly triangular shape which had at each of its corners: the dock and townsite, the mine and the concentrator plus smelter. Conveniently A river dropped down a waterfall between the mine and smelter so the company constructed a hydro-electric plant to provide electricity to run the

mine, mill, railway and town. A few branch lines went to a logging area, a coke plant and a foundry, but even with all these the total track added up to under ten miles of track (excluding sidings). The mine was up the hill so there was quite a gradient on the track to reach it, for which the steeple cab electric locomotives were invaluable. As it was a unique little railway away by itself with no interchanges it didn't have to worry about reporting marks and fancy paint schemes. Second hand equipment would suffice and all each item needed was a number to identify it. That was great because I could then utilise any and all equipment I had accumulated or re-gauged from On30 whatever its railroad affinity. The only cars which would wear out rapidly and would need to look “new” were the ore cars which were worked very hard at this big thriving mine.

Another remarkable statistic of this railway was that of the total mainline trackage of 5.56 miles (the three sides of the triangle), 1.95 miles were built on trestles, much of which was over the ocean estuary or swampy land between the rocky areas of the dock and the plant. Trackage was laid with 56 lb rail so that made me decide to use Code 83 rail.

I determined that I would build it as close as possible to FREEMO standards so that, even if I never connected it to a FREEMO module of someone else's, I could utilise as much standardization as possible to constrain my modeling desires. Therefore I have adopted 4 x 2 foot modules with hinged legs that fold underneath and when open give a layout top about 46 inches high. I designed the first 3 modules, which would cover the dock arm of the layout and then constructed the first module. The actual construction showed that the design wasn't perfect and what is shown here is version 3 of the design of the first three modules. See Figure 2.

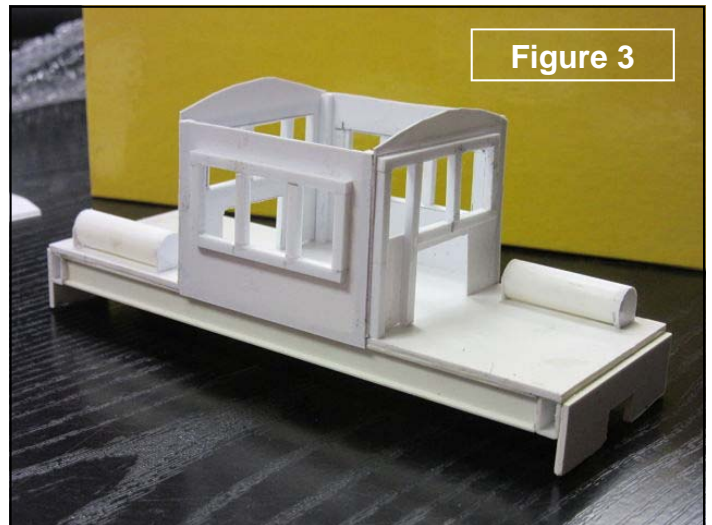
Meantime I was having a hard time finding much factual information on the equipment used. I had a quote from one of the Minister of Mines Annual Reports saying that in 1920 there were eight steam locomotives and three electric locomotives. Old photos suggested that most of the steam engines were Porter 0-4-0 saddle



ABOVE: Figure 2

tank engines without tenders but small wooden boxes on the side of the cab containing a few bucketsful of coal. The three electric locomotives were steeple cabs and in addition there were one or more underground low profile electric locomotives. As I was setting the layout in the 1920s many of the available models such as K36s and K37s sold to Colorado narrow gauge modelers were too new. To the best of my knowledge no manufacturer has ever made a steeple cab or box cab electric locomotive in On3 scale that would be remotely appropriate so I decided I would have to scratch build one. I didn't have any dimensions so looked at one of the few photos I had and decided that the main frame I beam was likely 12 inches high and proceeded to scale everything off that one assumption. Surprisingly it resulted in an almost perfectly sized locomotive with a 6 foot high cab door, 22 foot length and 7 foot width. So the next photo shows progress to date with

construction (Figure 3).



The model has been heavily weighted and will be powered by two B truck Stanton Drives so that it should have good pulling power with a train of ore cars. I will install DCC in it but am still debating whether to install sound as well as those of you who ride subway trains know that electric trains make almost no noise except a low hum and therefore I would be investing a lot of money in the appropriate decoder just to get the sounds of a bell and a whistle/horn. Maybe by the time I write the second installment of this article I will have decided what to do. I may also by then have decided whether to scratchbuild or drastically kitbash a steam engine to create the appropriate little 0-4-0T, as again no manufacturer has decided there is a market for such critters. Figures 4 and 5 show the first module which marks the end of the line on the dock where the inbound ships unload coal, oil, mine, mill and smelter supplies and town needs for the 3,000 population of the Company town of Anyox and take out copper ingots. In addition a tug and barge brings over loads of Dolly Varden Mine ore for smelting at the Anyox smelter. Which all means that my dock trackage is going to be very busy switching out the appropriate cars as needed for the different loads. All the trackage is hand laid as also are the switches. I decided to use Number 6 left and right handed switches exclusively and after building the first two as depicted in Figure 5 from paper templates decided the investment in a FastTracks template would be a good one.

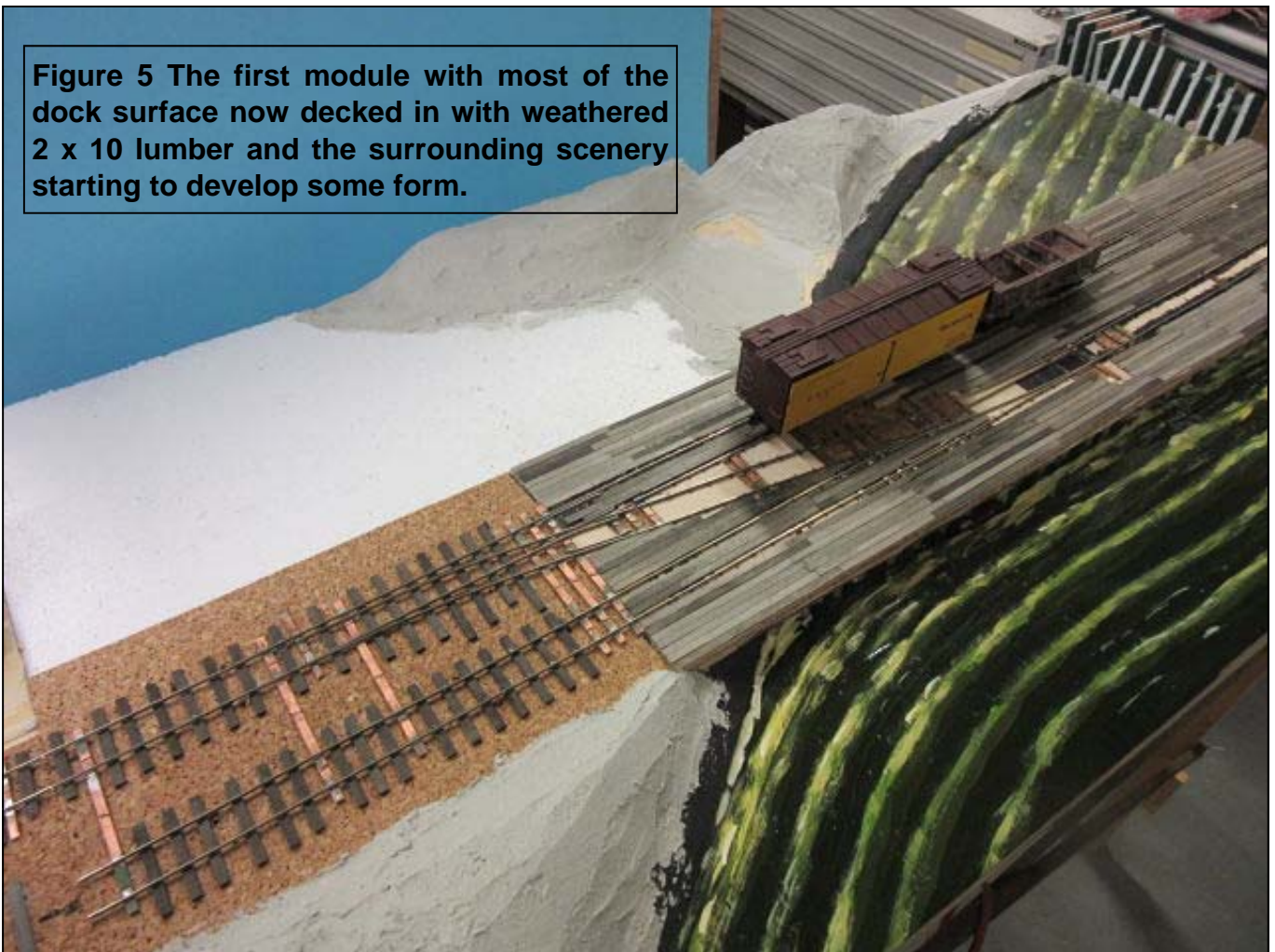
In building Module 1 I constructed it with a lower sheet of plywood which I sculpted and

painted appropriately to look like the ocean and then painted it with about seven coats of high gloss varnish. I built the dock on top of it so that the exacting modeller would be able to look under the dock and see the water going all the way through underneath. After laying the tracks along the dock I then decked the dock with stained coffee stir sticks until I ran out of those useful scale 2" x 10"s. As you can see in Figure 5 I have started to rough in the low rocky scenery along the coastline. By the time of the next article I hope to have a completed coastline, staging yard where copper ingots will be stacked and the commercial district of the town along the railroad tracks prior to the line crossing a trestle across an estuary and maybe even a powered up piece of track so I can test out my steeple cab!

Right: Figure 4: The first module with hand laid track on top of the dock with water scenced right through underneath it.



Figure 5 The first module with most of the dock surface now decked in with weathered 2 x 10 lumber and the surrounding scenery starting to develop some form.



MODELING WITH GATORFOAM

BY GEORGE DUTKA

Back in about 2010 I attended the Peabody, Ma. Fine Scale Model Railroader Expo where I picked up a free sample package of a product call Gatorfoam. I did not know anything about this product but when I got home and worked with Gatorfoam a bit I fell in love with it. Over the years it has become my go to material for structure bases and bracing.

Gatorfoam is a sheet material that is perfectly flat and easy to work with. It cuts very easy, will not warp and is unaffected by water. Gatorfoam is a Dow Styrofoam center set between layers of kraft paper which is soaked in resin. The main colour the sheets come in is white. I have at times purchase black and a paper bag brown colouring in smaller amounts. The sheets vary in size and thickness. I use 3/8" thickness for all my projects and purchase the sheets in 2 by 4 foot size, which are easier to handle than larger 4 by 8 foot sheets. Smaller sizes are available but at a higher cost locally.

Here is an interesting quote by Art Fahie of Bar

Mills Models regarding Gatorfoam, "We like using 1/2" thick black Gatorfoam for our projects... dioramas are all extremely stable as the product is designed for outdoor use and doesn't warp and weighs next to nothing."

Not only can one work with it as a base material, but I have used scrap pieces as supports inside structures, as roadways and walls for my building. One can scribe lines for sidewalks and cracks on roadways without any issues. A truly versatile product, it is very easy to cut with a hobby knife and takes paint well. I normally use latex paint on Gatorfoam but on occasion I have also sprayed Floquil paint on the surface. One does not want to paint Floquil on the cut edges as the foam centers will melt away due to the lacquer thinners used in painting.

One can get Gatorfoam locally in Ontario at Credit Valley or from Hobby-Worx (the tool guy) at local train shows for a reasonable price. One can order it online directly from Gator Dave at



PHOTO ABOVE: A Gatorfoam free handout package from the 2010 Fine Scale Model Railroader Expo. I set two of my structures on pieces that I had cut. George Dutka photo

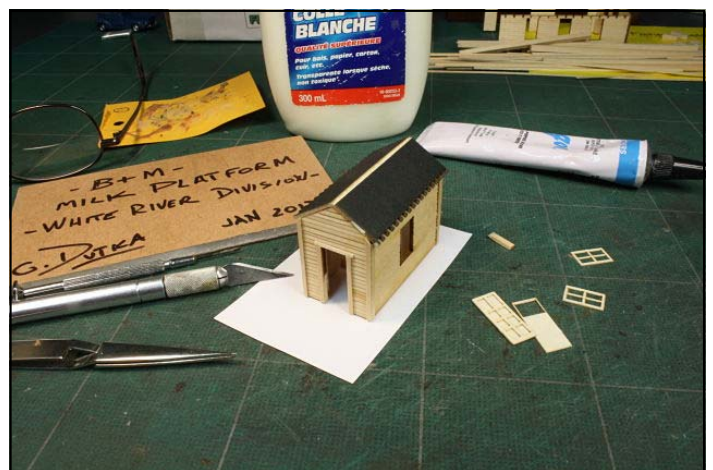


PHOTO ABOVE: Construction of my B&M style milk platform is well underway. The bottom of the base seen to the left in the photo has some information about the scene applied including the date I built the scene. George Dutka photo.

Gatorfoam.net or from Dave at train shows in New England (Dave lives in Vermont) such as the large Springfield, Ma. show in January of each year.

I have recently been using Gatorfoam as bases for my drop-in structures and scenes on my White River Division with great success. If you want to hear and see more about my uses of Gatorfoam on the White River Division, plan to attend the upcoming Copetown RPM meet. See you then.

ADDITIONAL PHOTOS ON BACK PAGE



PHOTO ABOVE: The finished B&M milk platform is complete and ready for installation on the layout. George Dutka photo

Bayview Modular Group Presents

COPETOWN RPM MEET

SATURDAY, MARCH 3rd, 2018
8:30am - 3:30pm
 Sponsored by Burlington Junction

**A Showcase of
Canadian Railway Modelling**

**Copetown and District
Community Centre**
 1950 Governor's Road, just east of Hwy. 52

- Clinics starting at 10am
- Door Prizes
- Model Displays

All Models in all scales are welcome,
including those under construction.
Free display space,

Admission \$10.00

The Copetown Centre is wheelchair accessible.
For more information, contact Steven Tuff @
copetownshow@yahoo.com or
www.facebook.com/CopetownShow

A Showcase of
Canadian Railway
Modelling

Bayview Modular Group Presents

COPETOWN TRAIN SHOW

SUNDAY, MARCH 4, 2018
10:00 am - 3:00 pm
 Sponsored by CARM and Rapido Trains

**Copetown and District
Community Centre**
 1950 Governor's Road, just east of Hwy. 52

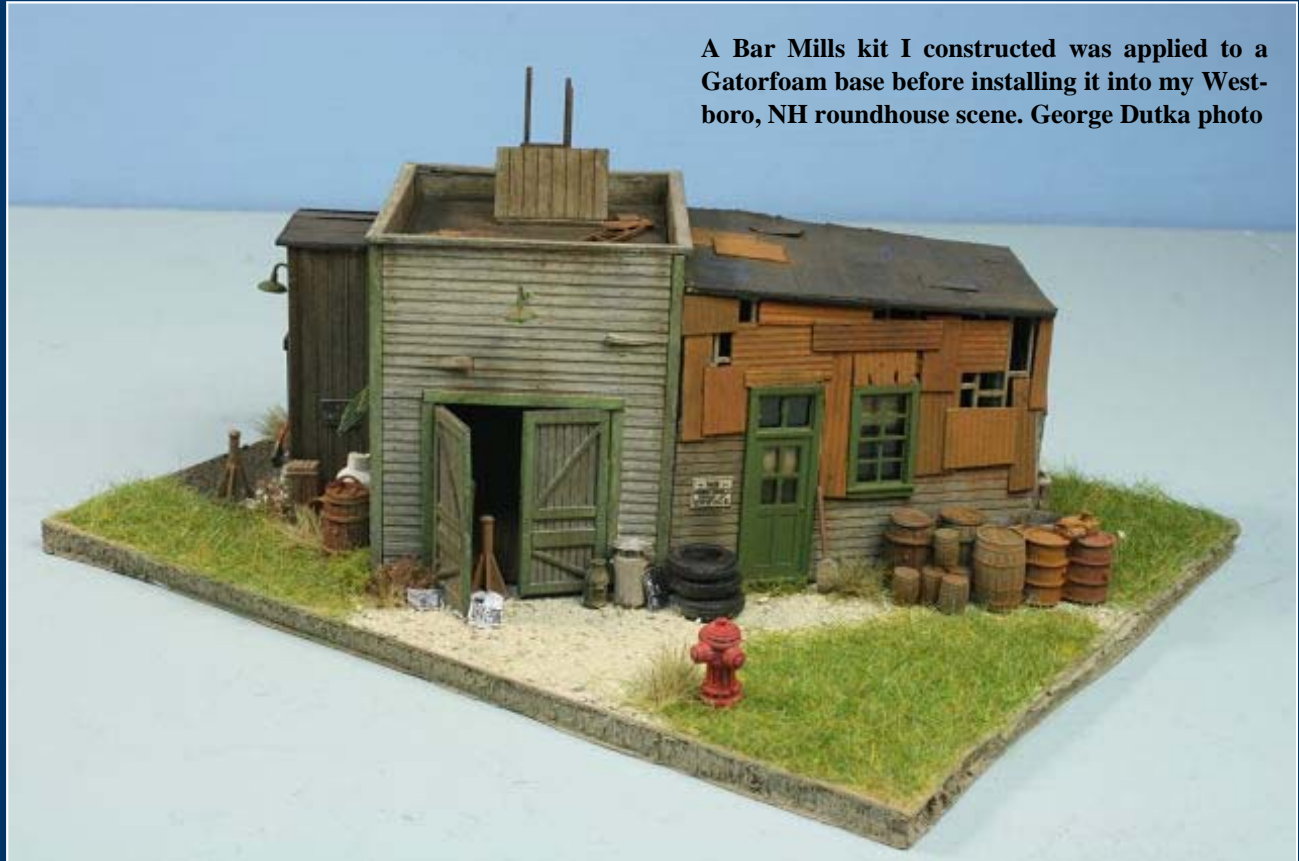
- Operating Canadian prototype layouts
- Railway Special Interest Groups
- Canadian Model Manufacturers
- Displays, Sales and Photo Vendors
- Refreshments available on site

Admission \$6.00
 Children under 12 Free when accompanied by an adult

The Copetown Centre is wheelchair accessible.
For more information, contact Steven Tuff @
copetownshow@yahoo.com or www.facebook.com/CopetownShow

MODELLING WITH GATORFOAM

Photos and Models by George Dutka



A Bar Mills kit I constructed was applied to a Gatorfoam base before installing it into my West-boro, NH roundhouse scene. George Dutka photo



Sanders is a O scale structure I also made a base for. It will eventually be applied to my Maine On30" module. George Dutka photo