



WINTER 2020 ISSUE #70

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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003
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David King, Lex Parker

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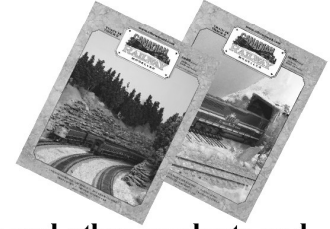
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COVER PHOTO BY GERALD HARPER: CP370, led by SD40 #5559 crosses the Oldman River in the Alberta foothills. It is a westbound CP grain train heading uphill to go over the Crows Nest Pass. It runs weekly departing Lethbridge at 2215 every Wednesday evening on the Sweetwater Sub.

CORRECTION: LAST MONTH'S COVER PHOTO WAS ATTRIBUTED TO TED RAFUSE: TED CONTACTED ME TO ADVISE THAT THE PHOTO WAS TAKEN BY STEVE PEES WHO ALSO CONSTRUCTED THE MODULE WHICH WAS PHOTOGRAPHED.



observation platform john johnston: editor

READER FEEDBACK ON OPERATIONS ON THE GRAND TRUNK SOUTHERN:

Fellow N Scaler William Waithe (his layout is featured later in this Issue) wrote to me after my column on using Tabs on my N Scale cars. William has the same problem I do, namely, seeing those small N Scale numbers, particularly on weathered cars and on cars in yard tracks.

William took a different approach and used Woodland Scenics dry transfers to put the car numbers on top of his cars. I know from past experience that William uses Ship It to generate switch lists for his car movement. If you are in N Scale and want to use switch lists this is a great way to do it.

PHOTO ABOVE RIGHT: William Waithe: Numbers are clearly visible on the roofs of weathered boxcars.

PHOTO BELOW: William Waithe: The white numbers stand out clearly on these Procor tankcars.



MURPHY'S LAW:

I had the layout open for the HOMES Club Layout Tour and it was a great day with around 75 visitors. Among them was Dan and 4 of his buddies from Rapido trains. They noticed my two GMD-1's sitting in the yard and Dan asked how they ran. I told him great, individually they ran like swiss watches, but, pair them together and it was all herky jerky. Of course, he asked to see. So I sent them off around the layout. Dan was there for almost an hour and those two ran together like a set of identical twins, not a problem.

Last Wednesday, we had our regular operating session and the two GMD-1's were scheduled out on a local. Sure enough, off they went, pulling against one another. The hairs I pulled out are still there on the layout floor. Oh, and yes, before you email me, when I first got them I did do the Super Secret Back EMF thingee that Rapido recommends that you do.

**JOHN JOHNSTON:
EDITOR**



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



CHAIRMAN'S REPORT

Model train shows are a very important component of our hobby of model railroading and most of us are either regular or infrequent casual attendees at such shows. Depending on where you live you may be lucky enough to have one large show with a great selection of dealers, manufacturers, layouts and even clinics as part of its make up. Most of us are less lucky and have one or more smaller shows, many of which only have a second hand sellers component to them. Most shows are organized by groups who are either raising funds to build their club layout, pay the rent for the club premises or helping to raise funds for some other railroad related topic. For that reason alone they are worth attending. They are also to get a bargain, or examine a modular layout that has a "better" way of doing something than on one's own layout.

Most importantly they are a venue to meet others in the hobby, to take your children and grandchildren to and to benefit from their ability to provide a forum for dialogue and extending your network of acquaintances in the hobby. While many of us spend a lot of time working away in our own basements building our perfect layout, it is rare to find someone who is an expert in every aspect of designing, building, wiring, scenicizing and operating a layout flawlessly. Most can benefit from the assistance and support of others who have complementary or supplementary skills and expertise. Some of those people don't have the luxury of a basement with space available for building their own layout and are appreciative of the opportunity to help someone else develop and operate their layout. So give a thought to those who would like to be part of a layout group and invite them in.

The various club layouts play an important role in encouraging our enthusiast's interest. Most of the clubs have open houses a few times a year, as a way of raising funds and publicizing their work. If you are enjoying a visit to a club open house inquire about joining the club as a member. Like private layouts the clubs always need people with a variety of skills or those who are interested in learning. Most clubs nowadays have website and if you google "model railroad clubs in "your town" " you will almost certainly find at least one with some pictures and information about how to contact them. If not try the CARM website and its links to lists of shows and events.

I attend quite a few shows every year, including some international ones, either in the USA or UK and I must say that some of the things I have learned at those shows have had a direct bearing on my modelling directions. I was at one show in the UK helping my brother operate his portable display layout and we were across the aisle from a model locomotive manufacturer that I had never heard of before. That manufacturer had on his display a beautiful O scale, nineteenth century pannier tank engine which many attendees had admired. As we were packing up at the end of the show I asked what he was going to do with the locomotive and he said "did I want it" so I impulsively said yes and bought it. Now I have a locomotive that is the wrong scale, wrong period and wrong country with no track to run it on! Until that is, I decided to stop taking my portable "On3 Anyox Railroad Model" to shows, as it was too expensive, too time consuming, too much heavy work.

Of course as soon as I made that decision I have been called multiple times to bring Anyox to this show or that show. So I realized that there was a need for more portable layouts to display at shows and decided to combine my new wrong scale pannier tank engine with a design of portable layout which would do away with all the "heavy lifting" of the former Anyox layout. So now I have designed and started to build a super lightweight four module layout which is point to point and will never be any bigger. Each module is made out of aluminum and Styrofoam and I was amazed to find that the first 5 ft long module including legs weighed less than 5 kilograms. I will be displaying it at several shows in the first half of 2020 and look forward to talking to CARM members who have read about it here and are curious to see more of it. If I don't see you at a show somewhere in southern Ontario then I look forward to meeting with you at the CARM 2020 Convention from May 8 – 10 in Toronto. Planning for it is coming along well and there is a lot of new information about it in this issue of The Canadian and also on the CARM website.

GERALD

INVITATION TO CLINICIANS CARM Toronto Convention May 8-10, 2020

If you have an interesting model railway topic, (e.g. an original technique or invention or a method you have successfully adapted) that you feel would be of interest to convention attendees, you are invited to submit a brief (a few lines) description of the proposed clinic. Clinics are usually of 40-45 minute durations, including time for questions and discussion. Proposals for clinics should be sent to the organizing committee, no later than 15 November, to William Waithe at wwsd40@gmail.com



CHAPTER REPORTS

CHAPTER SUPPORT DIRECTOR:

At the October 30 Board Meeting, the position of Chapter Support Director was created and Ian McIntosh was appointed to the position. The objective is to help our Chapters, to improve CARM membership and CARM's health. Specifically:

- 1: To support the needs of active Chapters, including reporting to Chapter Officers who is in their Chapter, monitoring each Chapters health and helping them in various ways.
- 2: To assist Chapters promote CARM and bring in new Members.
- 3: To assist in resurrecting inactive Chapters.
- 4: To assist in establishing new Chapters where there are sufficient Members.
- 5: To connect with Clubs.

If you have questions, or comments or want more details, please contact me at ianmc@eol.ca.

NATIONAL CAPITOL CHAPTER:

Our fall excursion this year involved a trip to Montreal to visit 3 layouts: the Canada Central (AM/FM), Remy Gagnon's and the West Island modular club.

The Canada Central had been located in some storage space under the CN tracks in downtown Montreal. When CN decided they needed the space, the club relocated to Laval, where they made great strides until their building was sold and the new owner decided he needed more parking space. The group this time relocated to Eastern Montreal and have again started to rebuild. They were able to save some of the layout and in the interim, developed a modern touch screen control system. This has been installed, half the layout is up and running, with expansion plans in the works.

Remy Gagnon's layout is in a smaller space, but is exceptionally well done. It represents a rather loose interpretation of Ontario railroading between Toronto and Hearst, with stops in Barrie, Sudbury and North Bay. Toronto has an offline connection to "U.S. Roads" that exists in a series of wide drawers.

The scenery is around 95% finished and is spectacular. Part of his layout includes a removable TimeSaver segment that can be taken to train shows for display.

After lunch, some of us had an impromptu tour of downtown Montreal (courtesy of the interminable construction) before we proceeded over to the West Island club to see several of the improvements made since our last visit.

Capital Region Model Railway Tour 2019:

The 2019 Tour has come and gone for another year. There were 9 new layouts this year (28 layouts in total. 23 home layouts, 1 club layout and 4 modular layouts) and some new registration features. It was deemed a success for 2019.

This year the committee organized a mini show in Aylmer, Quebec two weeks prior to the Tour to promote the upcoming event, to allow for some preregistration and to relieve pressure on the Registration hall displays by allowing several modular groups to be set up there. This was quite well attended and several Tour guests took advantage of the preregistration.

In addition, there was online registration available and a much enhanced website with lots of information about the Tour. This site is frequently updated with new and revised information to better inform the public.

This year the Tour took advantage of support from the Canadian Association of Railway Modellers to purchase some advertising and to invest in some social media promotion. The effectiveness of this policy is currently being measured.

Attendance this year was 135, up slightly from 2018, and the overall awareness of the Tour has increased amongst the public. The committee will be working to leverage this awareness for 2020.

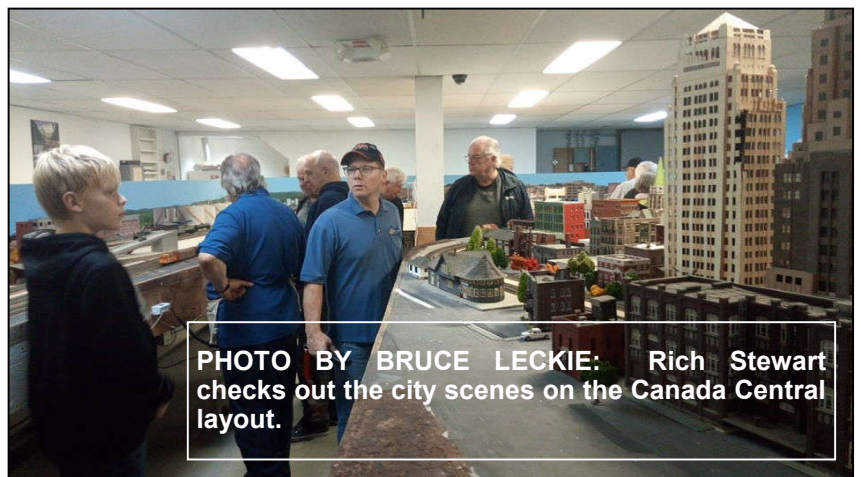


PHOTO BY BRUCE LECKIE: Rich Stewart checks out the city scenes on the Canada Central layout.



PHOTOS BY BRUCE LECKIE: ABOVE LEFT: Cement Plant on Remy Gagnon's layout. ABOVE RIGHT: The town of Barrie on Remy Gagnon's layout. BELOW: Left to Right: Remy Gagnon, our host, Rick, his assistant, Garry Comber, Rich Stewart, Ian McLeod, Alex Thum, Peter Jackson, Jeff Hill



CARM Member Marc-André Gagne works with the Big Brother and Big Sister Association in his hometown of Sherbrooke, Quebec. Here we see him with some of the kids and the small layouts he was promoting with them.



ONTARIO MIDWESTERN CHAPTER:

The Annual Fall Meeting was held on October 20, 2019 at the home of Mike Mason and his 1/8 scale railroad which is under construction, but progressing well.

In attendance were: left to right: Judith King, Graydon Hancock, Dave Dyball, Dolf Roelofsen, Steve Hoshel, Mike Pickup, Larry Ker, Mike Walton, Tom Hakala, Bob Funston and Randy Schnarr.

The day was sunny and warm, so we held all activities in the rail yard. Our meeting started with a rail tour of the existing line, about 3700 feet of track. The current circuit is about half 2% grades, very interesting. Motive power for the day was a gas powered 4-8-4 drive unit that was wearing a cabooses shell. It looks a bit "unique" but it easily pulled 8-9 cars. Future track work will extend the line to 6,000 feet over rolling terrain. Dolf and Randy led tours of the future track plans. Owen Sound is on the Bruce Peninsula providing a very rocky base. That means tough going. Those of us who have helped, have gotten a good sense of the work that was involved in laying tracks across Canada. Lots of rock cuts and embankments, but happily, no rivers. It helps to have a tractor with a front end loader and a back hoe. Amazingly, Mike's dream is coming alive in a very big way. Mike is looking forward to the day when he and his friends will be running scheduled trains, live steam in action. Another great outing at Mike's farm! Our business portion of the meeting was held on the site of the future turntable.



C.A.R.M.

Canadian Association of Railway Modellers

**TORONTO CONVENTION
MAY 8TH TO 10TH, 2020**



Whether you are a CARM Member or not, plan to attend this model railroad event and participate in:

***CLINICS, LAYOUT TOURS, SOCIALS,
MEETING NEW FRIENDS,
RENEWING OLD ACQUAINTANCES,
AND IMPROVING YOUR MODELLING SKILLS.***

Note the dates in our calendar and watch the website for registration information. We have a comprehensive information package being added to regularly at www.caorm.org



RS3 #1509 pulling into Monadnock



ED FREEMAN'S NIPISSING SOUTHERN RAILWAY

Article By Malcolm Back

Ed Freeman has built a very interesting, operations based layout in a fairly modest space. That being said, the geographic area encompasses the town of Nipissing in the north, Toronto, and across the border into New Hampshire. The Nipissing Southern Railway (NSR) is for the most part a freelanced transition era railway, with a connection to the Boston and Maine, a personal interest railway for Ed.

The HO layout located in Ed's basement is U-shaped, 5.4 x 7.2 m. (17.5 x 23.5 ft.) located around three walls. In this area he has packed a lot of interesting operations, enough to keep three or four operators busy for an evening. Built on L-girder bench work, the railway uses lauan mahogany for the road bed. The scenery is hard shell, the structures a combination of scratch built, kit bashed and the occasional kit. Trains are controlled by a DC system and local panels with toggle switches. There are two staging yards, and two main yards on this railway. The main line has a minimum radius of 24", with a maximum grade of 2%.

Ed is in a five member group which operates round robin style, 3 nights per month on 5 different layouts. Operation sessions on the NSR do not use a fast clock, but instead use an operations sequence to run regular trains (Fig. 1), which also allows for an occasional extras to be run. As you can see from the date on the schedule, this operations based layout has stood the test of time.

The largest town on the layout is Nipissing in northern

NIPISSING SOUTHERN RAILWAY SCHEDULE				
Effective from February 24, 2003				
Order	Train No.	Type	From	To
1	306	Mixed	Nipissing	Keene
2	12	Passenger	Nipissing	Toronto
3	152	Freight	Nipissing	Buffalo
4	111	Freight	Keene	Nipissing
5	305	Mixed	Keene	Nipissing
6	102	Freight	Nipissing	Keene
7	11	Passenger	Toronto	Nipissing
8	103	Freight	Keene	Nipissing
9	112	Freight	Nipissing	Keene
10	151	Freight	Buffalo	Nipissing

PHOTO ABOVE: The Sequence Timetable

Ontario. It is a multi-track yard with lots of room to make up and break down trains (Figs. 2 & 3). There is a two track staging yard located here with off-layout connections to Cochrane and Capreol. The area also features a beautiful scratch built passenger station to keep the passengers happy.

Another feature at Nipissing is a scratch built, 3 stall roundhouse and a manually operated turntable (fig. 4). In this view one can see some of the motive power used on the railway including both first generation diesels and CNR steam power. Most of the layout has basic scenery, but Ed is always refining and adding details to the layout. One area in particular that he wants to work on is the backdrops.



PHOTO ABOVE: Nipissing Yard with staging in upper right.

PHOTO BELOW: B&M S2 switcher #1261

As was mentioned, the Boston and Maine Railway is of particular interest to Ed. The town of Monadnock is at the other end of the NSR. Alco S2, 1261 was the subject of an article, written by Ed, entitled "Modelling a B&M Alco S2 switcher" in the Dec. 2007 edition of the Railroad Model Craftsman.

Ed Freeman's Nipissing Southern Railway is a great example of an operations based layout possible in a modest area. It is one of many fine layouts that will be open to visitors May 8 – 10, 2020 as part of the CARM Toronto Convention.



PHOTO BELOW: The Nipissing Engine Service area.



TORONTO 2020



MAY 8 – 10, 2020

HUMBER COLLEGE

LAKESHORE CAMPUS

ETOBICOKE, ONTARIO

The Toronto Chapter is hosting the 2020 CARM convention next May 8, 9 and 10. It will be at the Humber Lakeshore Campus between Lakeshore Drive and Lake Ontario, just west of Kipling Avenue. The address is 3199 Lake Shore Blvd West, Etobicoke, ON M8V 1K8.

The convention starts early afternoon Friday May 8 with clinics. After them will be a two hour meet and greet where we meet new and old friends over food, or have a look at the model displays. To finish the day, more clinics.

Saturday morning will begin with more clinics, the CARM Annual General Meeting then another clinic. After noon we will leave the college and head out to the layout tours, one in the afternoon and another in the evening, in western Toronto, in Mississauga and further west in the Greater Toronto Area.

Sunday morning and afternoon the tours will continue. The morning layouts will be relatively close to downtown Toronto, and the afternoon ones will be further away, ending in Scarborough. Lots of great layouts to see, in a full range of scales.

Those from too far away to drive each day can stay in the college residence, in a suite with a shared kitchen and two lockable bedrooms each with a double bed. The current price is just \$86 a night! You can save more by sharing a suite with a friend, or we can suggest a match with someone. Or if you prefer there are rea-

sonable hotels not far away. Note there will be a limited number of college suites reserved for us, so book early.

Along Lakeshore Drive, within a short walk west of the college are over a dozen restaurants, and more are within a short drive. There are also many places to eat along the layout tour routes.

The web site has a page listing (so far) 51 non-railroad activities for adults, 17 for adults and kids, 5 for kids, 32 theatres, 11 tours and 14 web sites offering advice on activities. For your convenience each has a link to the web site for that activity. Bring your spouse/partner and kids and have a great family holiday. If you have time, book (early) a day or two extra at the college.

A registration form is on the web site, and in this issue. This issue also contains articles on a few of the layouts we'll see.

A lot of information is already on the convention web site at www.caorm.org/2020_Toronto (be sure to include the underscore and capitalize the "T"), and more will be added. Check it out! If you prefer, you can find it by starting at the CARM home page, then selecting

"Conventions" and "2020 Toronto". If you have questions not answered, the web site "Help" page gives an email address to contact and will list questions others have asked and the answers.

2020 Toronto CARM Convention - Registration Form

IDENTIFICATION See www.caorm.org/2020_Toronto/registering.php for instructions.

Name _____
Street / PO Box / RR # _____
City/Town _____ Province _____
Email _____ CARM Member? Yes ___ No ___

PRICE

We recommend registering in advance, postmarked by **March 31, 2020**, to save you money and time.
The convention **price** varies (see table below).
(Transportation, meals other than Meet & Greet and accommodation are **not** included in the price.)
If you want to join CARM, click on "Joining CARM" in the web site menu. Dues are \$0 to \$36.

	<u>By March 31</u>	<u>After March 31</u>	<u>Price</u>	<u>Name(s)</u>
CARM member	\$65 each	\$75 each	\$ _____	
Nonmember	\$75 each	\$85 each	\$ _____	
Spouse/Partner (full attendee)	\$35	\$45	\$ _____	_____
Spouse/Partner/Youth (non-rail only)	\$10	\$15	\$ _____	_____
Youth 6 to 16 (full attendee)	\$30 each	\$40 each	\$ _____	_____
Child under 6	Free	Free	Free	_____
TOTAL			\$ _____	

ACCOMMODATION

We do not handle accommodation arrangements - Humber College does that for us.
Click on "Accommodation" in the convention web site menu.

DISPLAY / CONTEST MODELS

Are you bringing models? Yes ___ No ___

CAR POOLING

Do you need a ride? Yes ___ No ___

Can you provide rides? Yes ___ No ___

REGISTERING

Mail this form and a cheque for the total price above, payable to "Joan McIntosh" to:

CARM Convention Registrar
2219 Council Ring Road
Mississauga, ON L5L 1B6 Canada

It must be postmarked by **March 31, 2020** to take advantage of the discounted rate.



GERALD HARPER'S ANYOX MINE RAILROAD

Article By Malcolm Back

The On3 Anyox Mine Railroad (AMR) is being built on the main floor of the offices of Gerald Harper. It is based on a prototype railroad located in British Columbia that Gerald has been researching over the last 2 years. The more he learned about it, the more he wanted to model this obscure little railroad.

To give you a bit of historical background to the layout, the Anyox copper deposit was discovered in 1901 and was brought into production in 1911 by the Granby Mining Company. This included the AMR servicing two mines, a crusher, mill and smelter, a hydro-electric power plant, a town site for 3000 people, 3 loading docks on the coast, a coke plant, a sawmill, and brickworks. The mainline of the railway was just over 5.56 miles in length and was served by two, 42-ton, Baldwin-Westinghouse electric locomotives and a number of light, saddle tank locomotives.

The layout is U-shaped, point to point, on two separate levels, occupying a space of 6 x 4 m. (20 x 13 ft.). Gerald models the processing plant and smelter at one end of the layout, and the town site and dock area at the other end. The railroad is built in 2 x 4 foot modules, adopting as close as possible FREEMO standards. The track is hand laid with code 83 rail to represent the 56 lb. rail of the prototype.

While very much a project in progress, the layout is still a very interesting railroad to visit. Some finished scenes such as the ore processing plant give a tantalizing view to what the layout will become in the future. One can observe the progression from bare bench-work to scenery outline, and some finished areas.

The Anyox Mine railway is another interesting model railroad on the CARM layout tour as part of the May 8-10, 2020 Convention.

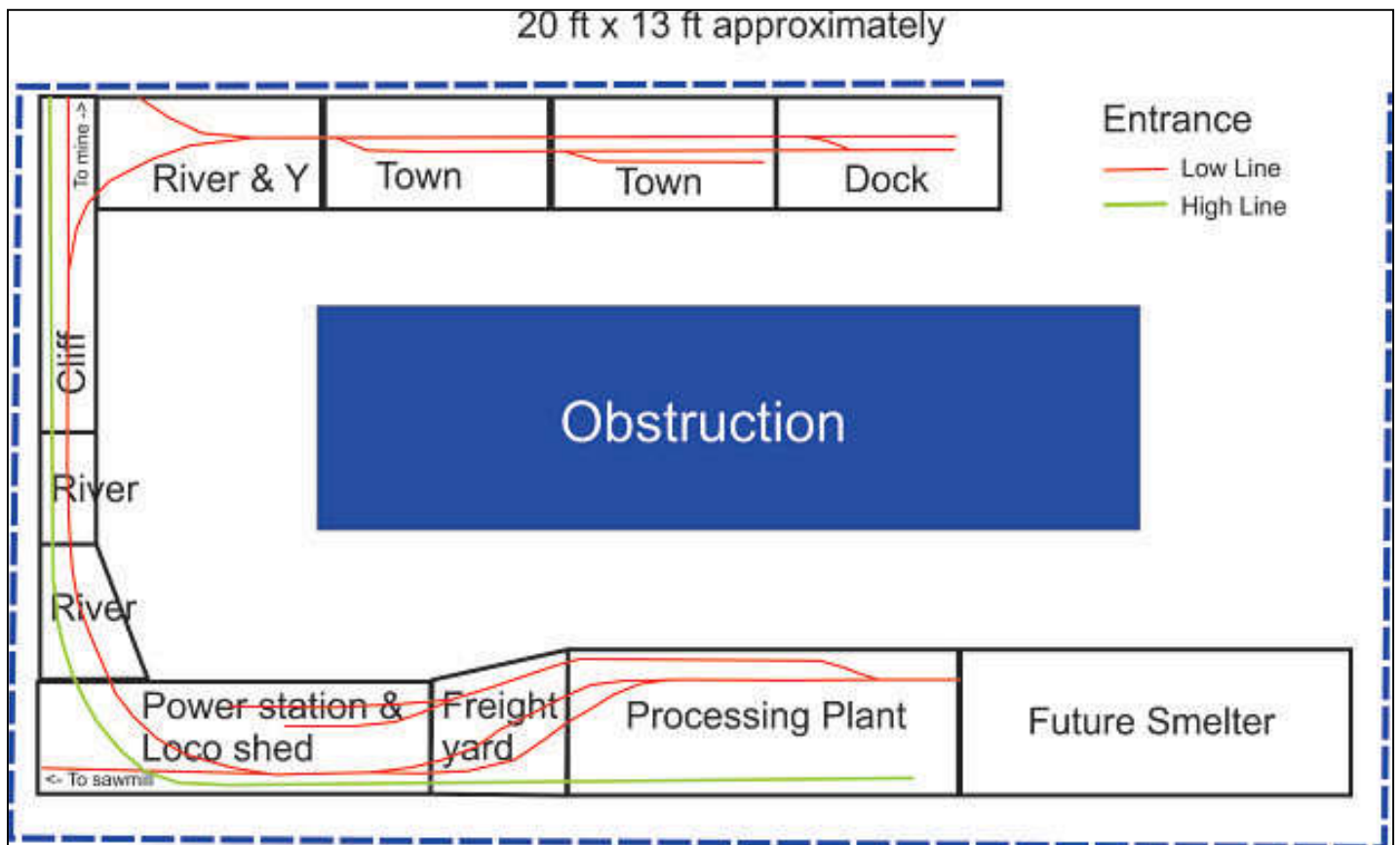




PHOTO ABOVE: Anyox Processing Plant Module

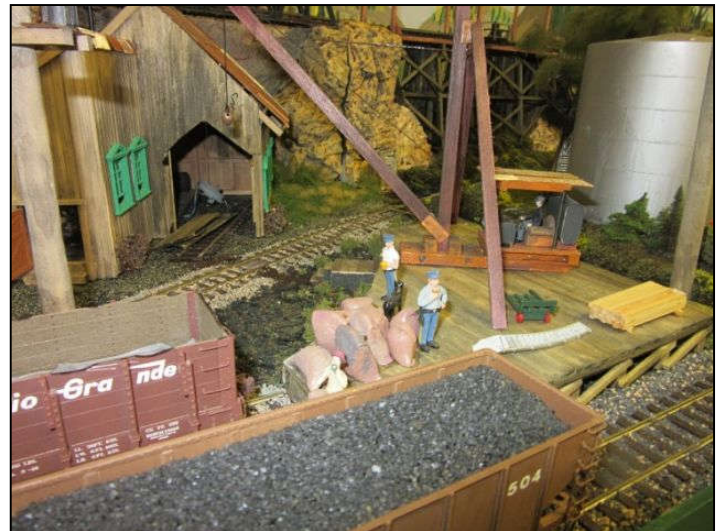


PHOTO ABOVE LEFT:
Busy dock scene.

PHOTO ABOVE RIGHT:
Service area adjacent
to the smelter.

PHOTO RIGHT: Seven
steam and electric loco-
motives at the round-
house or mainten-
ance shop in 1917 (Leonard
Frank photo, Vancou-
ver Public Library VPL
14408).



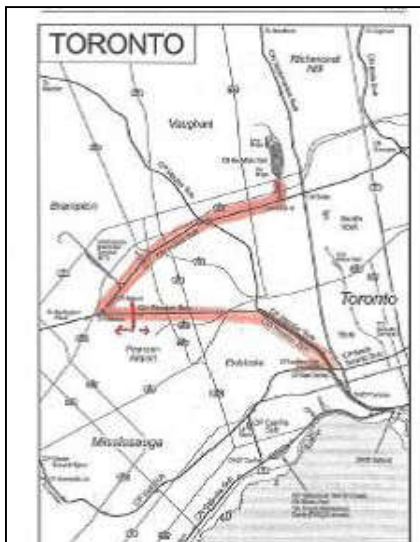


WILLIAM WAITHE'S CNR WESTON SUBDIVISION

Article By Malcolm Back

This is William Waithe's second layout modelling the CNR Weston Subdivision. A modern era layout, the Weston Sub includes the prototype CNR Halton Subdivision (HS), and the CNR Weston Subdivision (WS), with a CP interchange at the Lambton Yard near Keele Street.

This version of the WS was begun in 2014. Its physical location is an interesting story in itself. Due to health concerns William and his understanding wife Christiane purchased a condominium on the 31st floor of a building downtown. When the impracticality of building a layout in a single level condominium became evident, Christiane suggested that William purchase another unit in the same building to construct the new version of the WS. And so, with his wife's blessing a second unit was purchased on the 16th floor of the same building. This presented some building challenges in itself, but after receiving a renovation permit construction began.



The layout is a distorted U-shape with a center island. Occupying a 46 square meter studio condo, the layout itself occupies 37 square meters of this space. The rest of the area is taken up with a kitchenette, bathroom and closets. There are no duckunders which was a necessity.

ABOVE: The area modelled on the Weston Subdivision.

The layout is built in N Gauge and is a point to loop design. Because of its location in a finished condominium, some innovative construction techniques became necessary. The bench-work is 48" plywood box-frame construction utilizing 1/2" plywood and 1" x 2" lumber. This rests on Rubbermaid twin track wall brackets. The peninsula is a similar construction resting on 2" x 2" adjustable legs. The layout frame was then covered with 2" thick Styrofoam glued to the box frames.

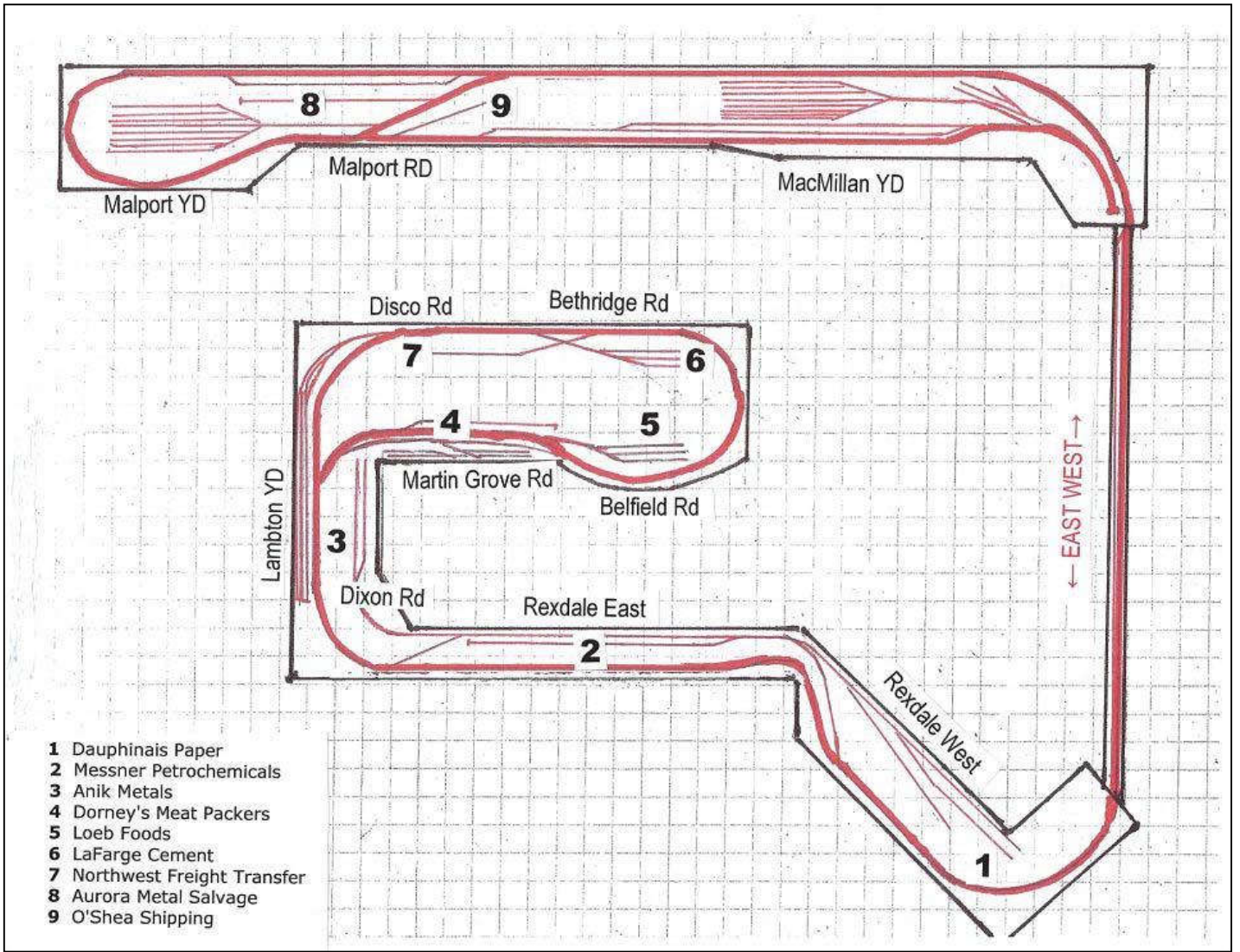
Track work is Micro Engineering code 55 flextrack and turnouts, with some Atlas code 55 curved turnouts where needed. The main track is 31 meters in length with a minimum radius of 18" except for one hidden 14" radius curve. The operating system is Lenz DCC, with the layout divided into 4 power districts. Frog Juicers are used to control the polarity of turnout frogs, and the two reversing loops are controlled by OnGuard auto reversers. Turnouts are thrown by programmed servo motors activated by "Touch Toggles".

Most of the layout is now scenicked, with detailing an ongoing project. Many trees will be added as time permits. Landforms are constructed using varying thicknesses of extruded Styrofoam. Some of the landforms are overlain by plaster cloth and then coated with Polyfilla spackling compound. Colouring is done using tempera water based colours. Ground cover is ground foam by Woodland Scenics in varying colours and textures.

As beautiful and innovative as the WS layout is, it was built with one thing in mind. This is a fully operational transport system. William uses the program "Ship It" by Albion Software. With this program he generates his timetable, and switch lists. These are based on the needs of the online customers as determined by the user. He currently has an operating crew of 5 – 6 friends who get together on a regular basis to operate the layout in a prototypical manner.

What does the future hold? Well, William has been bitten by the sound bug and is currently installing sound decoders in many of his locomotives. Many older buildings are being replaced with newer, more highly detailed models. And there is still much detailing to be done.

William is quick to point out that this layout would not be possible without the support of his wife Christiane, and a group of friends who have helped William realize his dream of a second Weston Subdivision. If you want to see a beautiful, operating N-gauge layout using innovative construction techniques don't miss this opportunity. The Weston Subdivision is another fine layout that will be open to visitors May 8 – 10, 2020 as part of the CARM Toronto Convention.



ABOVE: Trackplan of the Weston Sub



ABOVE AND LEFT: Photos of scenery underway on the Weston Subdivision.

TRAIN COLLECTORS ASSOCIATION, YORK MEET ATTRACTS THOUSANDS

BY IAN CLARKE

York, Pa. – October, 2019 – One of the most compelling reasons for joining the Train Collectors' Association, based in Strasburg, Pennsylvania, is the right to attend the twice-a-year model-train extravaganza that is the TCA Eastern Division's meet in York, Pa. This year's show was October 17-19.

Every April and October some 8,000-10,000 enthusiasts from across the continent converge on the York Fairgrounds to explore multiple halls brimming with trains and accessories of all gauges, vintages, and manufacturers. In recent years, the show has been held over three days from midday Thursday to mid-afternoon Saturday. From April 2020, it will be on Friday and Saturday only. Regardless, York should be on the bucket list of every model railroader.

The various color-named buildings at the fairgrounds are divided into member and dealer halls. Members with entry badges can roam all the halls, while non-members can either visit the dealer halls on Friday and Saturday, or they can attend once as the guest of a member and explore everything York has to offer. After that, guests must become members to visit all the halls. New attendees should note that photography is restricted to the dealer halls and operating layouts in other halls.



PHOTO ABOVE: View of the Orange Hall

In the U.S., 3-rail, O-gauge railroading is highly popular and many tables and booths at York reflect that, but there are ample S-gauge, H0 and N gauge offerings, as well as LGB and more esoteric legacy systems and gauges. Vintage trains abound. Then there are the accessories, buildings, bridges, switches, scenery materials, specialized tools and more.

Not only is the show an opportunity to examine the latest offerings from the various train manufacturers such as Lionel, MTH, Atlas, Bachmann, LGB and more, it's also a great place to bolster your collection with hard-to-find gems. For those into repairs and restoration, there



PHOTO ABOVE: A compact refinery scene from Goodridge Design

is no shortage of spare parts, and that tattered box under the table might just hold the elusive item you've been hunting for.

The meet also features workshops, seminars and meetings of various special interest groups such as tin-plate enthusiasts, fans of standard gauge, and presentations by manufacturers. Controlling 3-rail trains over Wi-Fi was a big topic this year, as some of the traditional handheld controllers are becoming obsolete, such is the advance of electronics.

The meet has always featured one or two operating layouts, but with the recent admittance of the public on Friday and Saturday, there's been an increased emphasis on layouts in several of the halls. This year's displays included:

Black Hall: National Capital Trackers O Gauge -28x90' Layout

Purple Hall: Eagle Line Railroad - 20'x20' Layout

PHOTO BELOW: Silo's, towers, and other buildings from Harry Hieke's Trains



White Hall: Washington & Old Dominion Railroad 26'x50' S Gauge Layout; and Lower Susquehanna Valley Modular Railroaders - 24x40 Layout

Given the predominant U.S. attendee base, there's limited Canadian rolling stock and motive power on display at York, though there were a few CN, CP locomotives and rolling stock, and even some Ontario Northern cars. One of the most popular tables in the large Orange Hall is that of Ontario native, Jack Pearce, who is renowned for his illuminated vehicles and phenomenal passenger-car interiors



PHOTO ABOVE: Vintage Ives Railway Circus on display in the Orange Hall

Still, scenery and benchwork materials are universal and many buildings, cars, and trucks could be used on any layout, time period notwithstanding. Fortunately, York offers myriad possibilities when it comes to the modeling aspect of our hobby. I always come away with some new foliage and ground cover, a few interesting figures, and other bits and pieces, like the big red buttons that visitors to my layout love to push to bring animations and lighting to life.

Above all, and especially if you've attended York a few times, the exhibition offers a chance to catch up with old friends and acquaintances to share stories, photos, and modeling expertise.

While in the York area, there are many railroad-related activities to enjoy. Strasburg, home of the eponymous railroad and Pennsylvania Railroad Museum, is only an hour east of York. Strasburg also hosts the National Toy Train Museum with operating layouts in multiple gauges, and the Choo Choo Barn, a retail establishment with an extensive 3-rail layout that's well worth a visit.

This year, the York Train Meet coincided with the arrival of Norfolk and Western's J-class locomotive No. 611 at the Strasburg Rail Road. Visitors could ride behind the locomotive, take cab and whistle-blowing tours, and operate the machine itself.

If you are planning to attend a TCA York meet, *Clem's York Primer*, is a must-read. It's chock full of useful information about the show, travel, accommodations, trivia, and other tidbits. The autumn 2019 edition is available at <http://tcaetrain.org/2d-articles/tca/YorkPrimers2019forward/Fall2019/ClemsPrimerFALL2019.pdf>.

Every model railroader should try to visit the York show at least once; it's an experience that you won't forget in a hurry.



PHOTO RIGHT: Lionel's layout in the Orange Hall

Modeling a CPR International of Maine Division Caboose

ARTICLE AND PHOTOS BY GEORGE DUTKA

If you have a fleet of CPR wooden caboose and want something a bit different, why not letter one for CP's subsidiary International of Maine Division. I model New England on my White River Division layout that has through freights powered by both CN and CP power and also handling home road cabooses. When I find something unique to the New England area, I usually try to find a way to model it. This was one of the easier projects attempted.

Back in the winter Peter Mumby came over for one of our modeling Monday workshops with a book called CP to the East – The International of Maine Division by Omer Lavelle. While thumbing through it a photograph caught my eye. It was a CPR caboose, numbered 435181 lettered for the Maine Division. I had never seen a photo of a CPR caboose lettered for New England. I began to wonder how many more of these they had in their fleet. That still is a mystery. Peter's and I keep asking and research this caboose but it appears there might have only been one. Photos that have turned up are all of this particular one caboose. We think this caboose might have been lettered to be used on the local wayfreight remaining in Maine service.



PHOTO ABOVE: My True Line Trains model before I began removing the lettering and applying new lettering with the Phil Hastings photo from a G. McDonnell book. This photo was taken at Brownsville Jct. March 8, 1955. One can see the block lettering looks in about the right location for this project.

Peter and I discussed lettering one of our own caboose models to reflect what is seen in the photo as our new winter project. Projects such as this we normally each pick a different number, but for this project we only had the one caboose number to work with. I would use a True Line Trains caboose while Peter was going to work on a



PHOTO ABOVE: My finished caboose placed on the photo from Omer Lavelle book CP to the East "the International of Maine Division".

Juneco kit model he had built in the past.

For us to even consider beginning this project we needed to check if we both had a CDS set of dry transfers, Int. of Maine Div. no. 498 that had the wording needed. As it turned out we had more than enough dry transfers to work with. These dry transfers are easily found at local train show if none are on hand.

On my True Line Trains model, I scraped off the original numbering using Solvaset. The plastic sides are actually the body colouring so there was no problem with the

PHOTO BELOW: Peter and I each lettered a CPR caboose for the International of Maine Division with the same number. I am thinking the on-duty CPR conductor will be really confused when he comes out of the office and into the White River Junction yard and sees twins.



number removal. The Canadian Pacific block lettering appears to be in a good location to complete the lettering project. The International of Maine Division lettering from set no. 498 was applied under the CP block lettering. Peter supplied me the numbering from a leftover CDS CP caboose set no. 42. One can just rub the dry transfers off onto the model but I suggest rubbing the numbers and letters on a piece of clear decal sheeting and apply as a decal. I sealed the lettering once completed with dulcoat.

On my model I added Black Cat CPR storm doors and a Juneco conductor to the tail end. Some light weathering was done using Bragdon powders dark rust which blends in with the boxcar red on the car sides. The pow-

ders add another dimension to the final finish. The roof and wall streaking were done with Bragdon soot.

Peter began his project with a CPR Juneco kit which had been built many decades ago. He removed the numbering which was very easy on the wood sides. He followed the same applications as I did, CDS International of Maine Division lettering below the block lettering and new numbering. Peter plans to add a storm door at some point.

I am really happy how my new CPR caboose looks and it nicely reflects the New England railway scene. It was a very simple conversion that one might want to consider for your own fleet.



PHOTO LEFT: My International of Maine Division CPR caboose is now at work on the White River Division.

PHOTO RIGHT: Peter Mumby's Juneco caboose makes a run on the White River Division.



CPR INTERNATIONAL OF MAINE DIVISION CABOOSE

BY GEORGE DUTKA

A CPR northbound freight passes through Northfield Falls, Vermont. The mail is seen being delivered to rural homes. One can tell it is fall with a farmers wife handling the local crop of pumpkins.

