



WINTER 2021 ISSUE #74

IN THIS ISSUE
CHAIRMAN'S REPORT: CHAPTER REPORTS
PHOTO TOUR OF THE H.O. MODEL ENGINEERS SOCIETY LAYOUT
TURNING A SPUR INTO A TEAM TRACK
FIXING BALKY "N" SCALE LOCOMOTIVES



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



**THE CANADIAN ASSOCIATION
OF RAILWAY MODELLERS**

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Founding Members: John Johnston, Peter Moffett, David King,
Lex Parker

DIRECTORS

CHAIR	Gerald Harper	chair@caorm.org
VICE-CHAIR	Gary Baillargeon	vicechair@caorm.org
DIRECTOR AT LARGE	Peter Moffett	directorpete@caorm.org
DIRECTOR AT LARGE:	John Johnston	directorjohn@caorm.org
DIRECTOR AT LARGE	David King	directordavid@caorm.org
DIRECTOR ZONE 1:	Ian Macleod	zone1@caorm.org
DIRECTOR ZONE 2:	Ted Rafuse	zone2@caorm.org
DIRECTOR ZONE 3:	Vacant	
DIRECTOR ZONE 4:	Vacant	

OFFICERS

NEWSLETTER EDITOR	John Johnston	editor@caorm.org
SECRETARY/TREASURER	Peter Moffett	treasurer@caorm.org
WEBMASTER/CALENDAR	David King	webmaster@caorm.org
CHAPTER SUPPORT DIR:	Ian McIntosh	ianmc@eol.ca
MEMBERSHIP MANAGER:	David King	membership@caorm.org
CONVENTION REGISTRAR:	Walter Reid	registrar@caorm.org
PROMOTIONS MANAGER:	Steve Hoshel	promosteve@caorm.org
CHAPTER COORDINATOR:	Gary Baillargeon	chapters@caorm.org

CHAPTERS

CREDIT VALLEY:	Chair: Open Treasurer: Open
LONDON AND AREA:	Chair: Jason Essery jasonessery31@hotmail.com Treasurer: Bruce Harmer bwharmer@execulink.com
NATIONAL CAPITAL:	Chair: Bruce Leckie brucel348@gmail.com Treasurer: Ian Frost ifrost8@hotmail.com
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**MEMBERS AREA
PASSWORD**

**USERNAME: gondola
PASSWORD: hopper**

**Material for the Canadian should be sent
to:**

**John Johnston
41 Glenview Place,
Hamilton, Ontario, L9C 6H9
or by
e-mail at editor@caorm.org**

COVER PHOTO BY RON TUFF: On the left we see Stelco #54, a GE 80 Ton locomotive. Ray Hoadley started with a Bachmann GE 44 ton switcher that he kit bashed into an 80 tonner #54 with custom Stelco dog bone logo decals. This was the only locomotive Stelco had that was configured to operate the quench car (Walthers) and therefore could replace the Coke Oven mogul locomotive when it was in the shop. In front of the locomotive is the coke wharf, where the hot quenched coke was dumped out of the quench car and moved underground by conveyor to the blast furnace or Domestic Screen House. The door machine, coke guide up on the bench and the Coke Oven super details were scratchbuilt by Ron Tuff. On the right of the photo is an Alco S4 with an Athearn SW drive and a Cary cast metal body. Ron Tuff custom painted it for the Hamilton Steel & Iron #67. The S4 is sitting on the scale house lead, hence the gauntlet track for the live and dead rails. On the left after the coke oven is the quenching station which was scratchbuilt by Ron Tuff based on Stelco photos. At the very end is the scratchbuilt open hearth built from Evergreen styrene by Jim Rogers and Ron Tuff. On the right is the Domestic Screen House used to grade coke for shipment in hoppers to foundries etc.



observation platform john johnston: editor

VIRTUAL MEETINGS

Ian McIntosh successfully put together our first virtual meeting which was a tour of Jason Shron's Kingston Sub Layout. Over 70 people registered and I noted that 67 were in attendance which means almost everyone was able to successfully log on and use the software. This was a resounding success and Ian has future meetings planned. If you are not on his email list, which means we don't have your email or the one we have doesn't work, contact him at chaptersupport@caorm.org

The tour of Jason's layout was fascinating as he is attempting to model most of the Kingston sub with a definite focus on passenger operations. The layout is 4 levels with 3 operating and a staging level on the top. The helix joining these levels is itself a work of art. This is definitely a "lifetime" layout and it will be fun to see it grow as it progresses.

WHAT HAVE YOU BEEN DOING IN MODEL RAILROADING DURING COVID?

For many of us this pandemic has altered the way we participate in model railroading. My club group which meets in each other's homes has not gotten together since last February with couple of exceptions where we met outdoors. I know several local Clubs closed completely. Model Railroaders I have talked to have mentioned getting a lot done on their layouts or picking up projects that had been on the bench for a long time.

In his column, Gerald talks about difficulties in getting some model railroad supplies which I have also encountered as we attempted to build a small layout with my grandsons. His answer has been to do more scratch-building.

That brings me to the question what have you done in model railroading during the pandemic. Send me a photo or photos and a description of what you have been up to and I will share all those thoughts in the next Issue. Email me at editor@caorm.org

JOHN JOHNSTON: EDITOR



CHAPTERS

ONTARIO MIDWESTERN CHAPTER:

On November 1, 2020 the OMW Chapter held a Zoom meeting with Steve Hoshel, Dolf Roelofsen, Andy Crawford, Mike Walton, Bob Funston, Craig Symington, Doug Martin, Judith King, Larry Ker, Randy Schnarr present online.

It was good to see many friends turn out for the meeting. At the 2014 CARM Convention in Thunder bay we met Craig Symington on a layout tour to see his Rio Grande Southern narrow gauge layout. Craig has been a CARM member linked to the OMW chapter ever since. With the zoom format, he was able to join the meeting. He gave us a quick tour of the layout through his cell phone. Things have developed well in the past 6 years.

The business portion of the meeting was handled quickly. Core membership is 18, with 9 General and 9 Online. Our financial balance is \$778.75, funds that have been earned by joint effort of Steve, Judith, Graydon and Randy. Primary use off the funds is to promote the hobby.

Conversation was lively as we reviewed updates from participants.

Andy Crawford showed pictures of his layout progress. Considerable time was spent on how to engineer the helix to rise 17" when working with a 44" diameter, a major challenge.

Mike Walton showed two slides of his progress on the Croal Viaduct project. The detail on this viaduct is amazing, especially when it is being produced with 3D printing. To get detailed updates from Mike, e-mail him at 'mike.walton@sympatico.ca'

Doug Martin explained some of the photos from my archives. Much of his garden railway has been decimated, to cut dead ash trees and to make way for his ride-on live steam rail way.

Bob Funston has perfected his power supply to operate his turnout machines. Trains are running on one of his loops.

Larry Ker has been experimenting with a small layout. He is looking for motive power that can handle tighter

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

radius turns and waiting for the shows and auctions to get back in operation.

Dolf Roelofsen has been busy helping his daughter clear the bush on her new property. Dolf has recently become the president of the Nottawasaga Model Railway Club in Collingwood.

Judith King, back from holidays and birding tours has been caught up in administrative time traps.

Steve Hoshel has been busy visiting family in the hospital and handling administrative chores.

Other Business:

The Bruce County Museum Railway (featured in a series of Canadian articles) was submitted to the Ontario Museum Associations Awards of Excellence contest for community involvement. The exhibit came second to a Grey Roots Fire Fighters exhibit. It's tough to beat fire fighting for community involvement. Doug Martin referenced Randy's railway presentation to the Bruce County Historical Society. It will eventually show on You Tube. Train history is winning points in Bruce County.

Next Meeting: November 29 at 1:30 PM

TORONTO CHAPTER:

The CARM Toronto Chapter voted in their new officers who officially started their new offices on October 1, 2020 for the next three years. The new officers are:

CARM Toronto Chair: Richard Morrison
CARM Toronto Treasurer: Ian Jameson
CARM Toronto Secretary: Walter-Joseph Grabowski

On October 7th the Toronto Chapter celebrated the third year anniversary of their Toronto Chapter Members' newsletter "*What Are You Working On?*". Their email newsletter is a fun document that we try to produce a few times a year to showcase something that each Toronto chapter member has been working on lately by sending in a photograph and some text. It can be anything from ideas to disasters to successes to railfanning, and it has turned out to be a great way for them to stay in touch with each other during the pandemic. You too can read the previous letters that are now being archived in the Members Area under the Toronto Chapter on the CARM website. And, while you are in the Member's Area, the outgoing CARM Toronto Secretary James Rasor says that this is also a great time as well for all of us to go and re-read all the issues of "The Canadian" starting from No.1 to No.73 in the Members Area for even more inspiration to keep us all going in these times!

PHOTO RIGHT: Hal Huhn showing the progress on the new 3rd level on his Maerklin three track layout to his fellow Toronto Members in their "What Are You Working On?" email letter. (Hal Huhn Photo)



CHAPTER SUPPORT

In 2017 the Toronto Chapter Secretary James Rasor started a different kind of Chapter newsletter. It didn't deal with Chapter news and events, just with what individual members were doing related to model or prototypical trains. He called it "*What are you working on?*"

The submission guidelines were simple: Email him a photo, if you have one, and low res is fine, and a description up to 75 words. Some of us got carried away, with two or four or even ten photos, and with hundreds of words. Sometimes they got trimmed.

When he had enough or reached a target date, he joined them into one PDF document and emailed that to the Chapter members. Many of us found them enjoyable and inspirational, just as we do *The Canadian*. The topics have been very diverse!

With David King's help I'm putting these on the CARM web site in the Members Only section. By the time you read this there should be ten issues. Here's how to access them:

Start, of course, at www.caorm.org.

Click on "Members", then "Member Login", then "Login now".

Click on "User name" then enter the username and password (see page 2 for those).

Click on "Toronto Chapter".

Click on a date, or hold down the Ctrl key then click on a date.

You can read it or download it, enjoy! If other chapters have similar things for the web site, contact me at chaptersupport@caorm.org.

Ian McIntosh – Chapter Support Director



CHAIRMAN'S REPORT

In the fall 2020 issue of *The Canadian* I mentioned the initiative being taken by Ian McIntosh to start up virtual member meetings using ZOOM and other software. As I write this article Ian has successfully launched that initiative with an excellent first evening program featuring Jason Schron's modelling activities. More than 60 members signed in for it and the session was still going after an hour and three quarters when I had to leave. A quick follow up survey by Ian indicated the event was very well received so the second event was aired this past week with a repeat airing this Sunday afternoon so as to provide a better range of times for more members to view it from different time zones. Both have attracted members from right across the country as audience and the second program featured a layout from eastern Ontario. While there are still some technical issues to be improved upon the concept is a great success and I extend my congratulations to Ian and his group who have worked hard to get this program series launched. There is already a third program planned and several have volunteered to be the feature for subsequent programs. So wherever you live and as long as you are internet connected there is no reason why you cannot participate along with everyone else. As an aside I would note that the 60 attendees at the first program was more members than are registered in any one chapter so this "virtual" chapter clearly is doing something right.

We are just about to enter into a tighter lock down restrictive period in the greater Toronto area presently so are back to scratch building and single person operating sessions and You Tube run-bys. That means while most people are running out to stock up on toilet paper for the long haul, we modelers are more concerned about having adequate supplies of rail, switches, decoders and other essentials for modeling. In the last issue I mentioned the fires that may have impacted supplies from two American manufacturers, now I am concerned to note that several brands of switches and rail that I recently tried to purchase were out of stock with no indication as to when new supplies may be available. While I am pleased to know that our model manufacturers are sold out and therefor presumably doing reasonably well in spite of the Covid-19 small businesses doom and gloom, on the other hand we may be facing longer term more serious shortages where the materials or parts are part of a long distance supply chain from other countries reliant on containerized transport. I have reverted to custom building switches and changed my track weight from Code 100 to Code 83 as a result of constrained supplies. On the other hand I was able to participate in a virtual auction of someone's layout and acquired some nice custom built equipment which in turn allowed me to retire some

elegant coaches from my worker shift change train at Anyox. They were too nice and I had visions of the cleaners complaining of the grease on the velvet fabric seats.

With my imagination working overtime on Anyox I decided sounds in locomotives and trains are just the start of things and as I have a large industrial mining complex it needed to have a continuous low rumble emanating therefrom. The internet yielded a series of modules with a choice of sounds from mine crushers to jug bands so we are working on animating Anyox in yet another dimension. The whole sound system depends on instant coffee plastic jars to provide the perfect sized sound box for the speakers and so installation is limited to the speed I can consume instant coffee. The jug band in the picture has now come to life. The roof of the gazebo was removed to provide a better view of the band while the crew change train passes by. The coffee can speaker is under the gazebo floor.

The Board did not meet during the latest time period but a subcommittee is still working on governance developments and we will meet early in the New Year at which time we may have a clearer vision as to how 2021 will develop in terms of the nature of activities we can offer.

I hope you were all able to stock up on your favourite Christmas libations, whether or not they are cans with names and images of railroad activities on them, and that the Christmas Train brings you everything you wanted, needed and hoped for. Best wishes to everyone for Christmas and the New Year and stay safe.

GERALD



H.O.M.E.S. CLUB

ARTICLE BY JOHN JOHNSTON, RON TUFF AND BRANDON BAYER
PHOTOS AS ATTRIBUTED

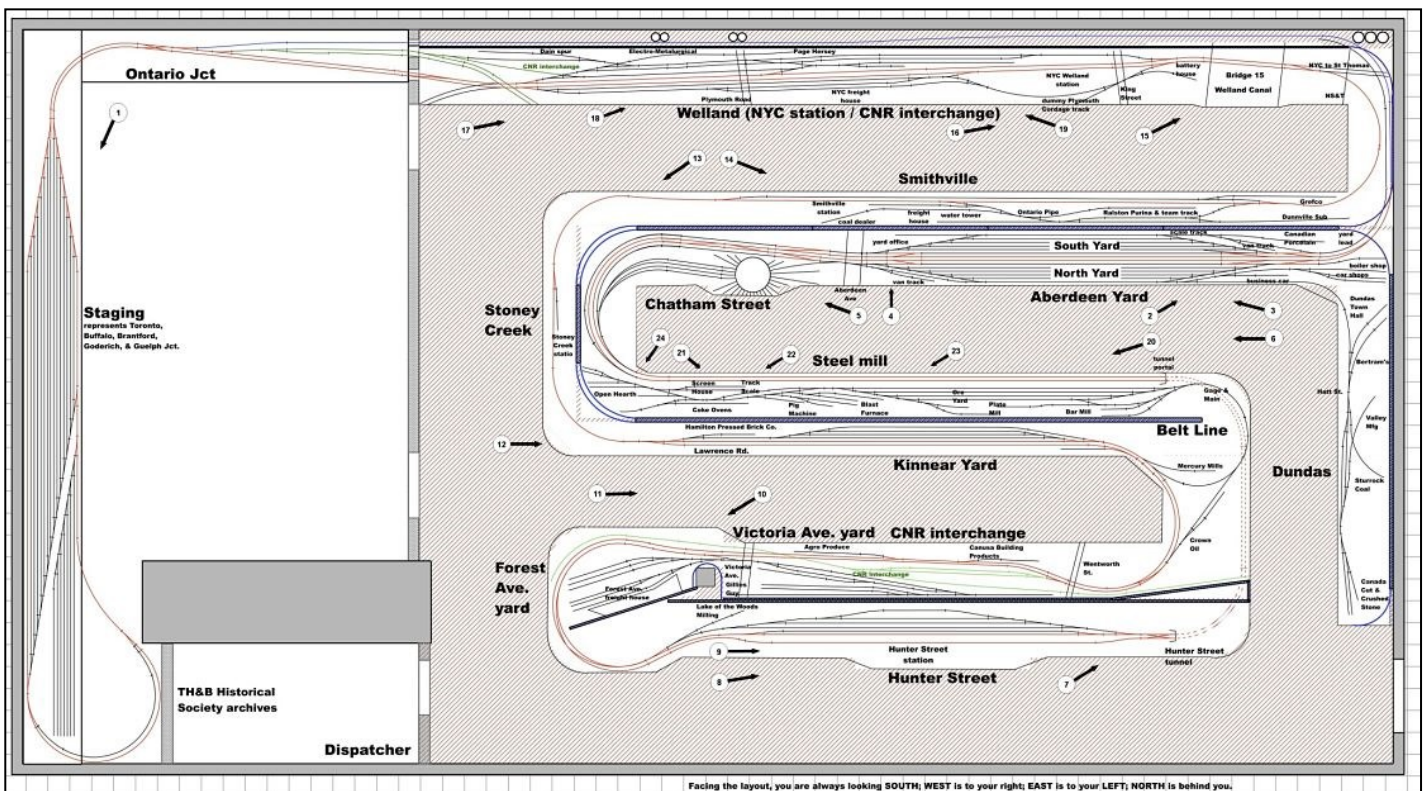
EDITOR'S NOTE: The HOMES Club like many other clubs has been closed even to its own members due to Covid 19 restrictions put in place by their landlord. It was not possible to create this article by visiting the club itself so the article is a collaboration of material previously written by HOMES Club Secretary Ron Tuff MMR as well as new material he provided, material from club member Brandon Bayer and new material written by the Editor, John Johnston.

It was the late 60's and I (John Johnston) was in Booths Hobbies on Concession St. in Hamilton when the owner seeing my interest in model trains suggested I might like to come back on a Tuesday night and visit the model railroad club that was located in the basement. That suggestion led to my attendance that Tuesday night, and most Tuesday nights and Sunday mornings for the next 30 years, until my switch to N Scale around the year 2000. That basement was home to the H.O. Model Engi-

neer's Society and the Bay City Railway or as they are universally known in model railroad circles, the "HOMES Club".

The Club was started in 1948 and had two previous layouts under its belt before starting that layout under Booth's Hobbies in 1961. That 25X50 ft layout could accommodate 14 operators and required 2 dispatchers to run a full schedule with fast clocks. By 1979 the Club was on the move again and new accommodation was found in the basement of the Delta Bingo Hall. Work began immediately on the construction of a new 42X52 ft layout with a 500 ft mainline. Set in 1967, the geography depicted the area between Hamilton and North Bay and featured the club's iconic Bay City Railway. This layout survived till 1996 when the owners decided to revert the building back to a grocery store and the layout space was required by the new tenants.

DIAGRAM BELOW: This diagram shows the current HOMES Club's 33X62 ft layout which represents the Toronto Hamilton and Buffalo Railway between Hamilton and Welland. It also includes the Belt Line branch to the Steel Company of Canada (Stelco) and the branch to Dundas. Staging represents unmodelled points such as London, Guelph Junction, Oakville, Toronto, Brantford, Montrose, Fort Erie, and Buffalo. Numbers correspond to photographs in the article.



In 1997 space was acquired in the basement of a plaza and after 15 months of extensive renovations a new 42X62ft layout was under construction. This layout was prototype based and focused on TH&B and CN Operations in Southern Ontario. The time frame was 1958 allowing for first generation diesels as well as the final days of steam. In early 2007 the Club was again hit with bad news as the landowner wanted to renovate and needed the space the club occupied. The hunt was on again for a layout space, leading them to their current location.

Today, the HOMES Club is located in the Eva Rothwell Centre in Hamilton's north end industrial area. The Centre is a former school which is now owned by a local Community Association. The Club leased the former girl's gymnasium in the basement giving them a 33X62 ft space to build the current club layout.

What has remained constant throughout all of these moves is the HOMES Club's goal to maintain and advance the highest standards of the hobby. Each layout has featured handlaid track and turnouts, well constructed scenery, and numerous scratchbuilt structures. Standards were set for locomotives and rolling stock to

BAY CITY RAILWAY HISTORICAL FOUNDATION

In 1997 with the move to Stoney Creek, the Club also made a significant decision to create a charitable organization which would not only operate the layout but would also create a museum. The Bay City Railway Historical Foundation was founded and gained charitable recognition from Revenue Canada. Its goals would be:

- 1: to promote an understanding and appreciation by the general public of railroading and railroad history, especially as it has affected Hamilton and south-central Ontario.
- 2: to promote the preservation of railway-related artefacts of historical nature; and to acquire such artifacts for the purpose of establishing a permanent railway museum.
- 3: to construct, maintain and operate a permanent display model railway in HO scale, representing accurately the operation and appearance of railways in south-central Ontario during the mid-20th century.
- 4: to develop a library of books, publications and video cassettes providing reference material on railways, both model and prototype, with special emphasis on the railway history of Hamilton and its surroundings.
- 5: to provide regular public access to the exhibit with special emphasis on school and youth groups.

As part of the new railway museum, there is a collection of numerous prototype artefacts, photographs and books from the defunct Stelco Hilton Works Transportation Museum. This is the beginning of a larger museum covering railway history in Hamilton.

ensure that they operated smoothly and that they fit the era of the current layout. Operations were always run with a fast clock and timetable. They were among the first to move a large layout to Command Control starting with CTC 16 in the early 1980's before migrating to CTC 64 and today using Digitrax and JMRI.

As greater emphasis in the hobby was placed on prototype modelling and research, the Club's signature Bay City Railway was placed on the shelf. The goal with the latest layout became to accurately represent the Toronto Hamilton & Buffalo Railway's operations in south central Ontario with a focus on Hamilton during the mid-20th century. Signature features including many scratchbuilt structures which are instantly recognizable are showcased throughout the layout.

Many of the Club's members also belong to the TH&B Historical Society which provided a wealth of information on 1954 railway operations. Using the Operations software in JMRI, Ron Tuff, Randy Burling, and Ben Kalika have programmed a computerized car forwarding system that combines the manifest with standard train orders. The prototypical schedule moves 72 trains in a 24 hour fast clock period, a 3:1 ratio. The day is divided into three shifts directed by a Dispatcher located in a separate room who communicates with train crews via radio headsets. A Trainmaster ensures experienced crews are assigned to each train and deals with unexpected complications during the shift.

An unforeseen result of scheduling this much traffic was a lack of train crew personnel. To solve this a new class of membership "Operating Crew" was created. These new members have an opportunity to participate on operating nights with other membership benefits limited.

For the past nineteen years the HOMES Club has hosted a Hamilton and District Layout Tour on the first Saturday in November. Typically there are approximately twenty home layouts, clubs and other railway attractions from N Scale to G Scale to prototype displays to visit. Unfortunately, the 2020 Tour had to be cancelled due to the pandemic.

Although Covid has certainly limited the member's ability to meet regularly to operate the railway, they are continuing to work toward celebrating the Club's 75th Anniversary in February 2023. Construction projects include the installation and programming of the JMRI controlled CTC signal system and continuing to develop the scenery and structures for Welland, Chatham Street, and Dundas.

If you are in the Hamilton area after the pandemic, membership will be open or you can contact the Club to arrange a visit. Club contact information can be found on their webpage at:

<http://www.trainweb.org/homesclub/Welcome.html>

Or on their Facebook page at:

<https://www.facebook.com/HOMESTrainClub/>

PHOTO TOUR OF THE HOMES CLUB LAYOUT



PHOTO 1 ABOVE: We start our tour at the 16-track, double-ended, staging yard which occupies a portion of the crew lounge and workshop area. These staging tracks represent unmodelled such as London, Guelph Junction, Oakville, Toronto, Brantford, Montrose, Fort Erie, and Buffalo. There is the ability to loop through staging during open houses and there is an additional 7 stub-ended tracks inside the turn-back loop. A quick look at staging shows locomotives from the TH&B and its two parent companies the Canadian Pacific and the New York Central. (BILL GODDARD PHOTO)



PHOTO 2 LEFT: After traversing 53 ft. of hidden trackage from the Brantford staging yard our train is seen entering the west end of Aberdeen Yard. The car shops can be seen to the right. The unfinished plywood area will be the H&D branch to Dundas. The Geeps are on the first crossover from the eastbound main to the north yard. There are two crossovers in each direction to allow arriving and departing trains to not interfere with each other or with a switcher on the ladder. The NW-2 in the background is on the west yard lead for the south yard. (BILL GODDARD PHOTO)

PHOTO 3 RIGHT: Our train continues into Aberdeen Yard which is off Studholme Avenue next to the Chedoke Golf Course and sits at the foot of the Niagara Escarpment. Aberdeen was the major freight yard for the TH&B and various company facilities including the Roundhouse were located in or adjacent to the yard. Freight cars were classified for delivery or switched to local sidings such as Canadian Porcelain, and the Aberdeen Car Shops, Blacksmith Shop and Stores complex. (BILL GODDARD PHOTO)





PHOTO 4 LEFT: As our train moves through the yard we come across the Aberdeen Yard Office located at the east end yard throat. The structure was scratch built by Dave Paterson. (BRANDON BAYER PHOTO)



PHOTO 5 LEFT: After crossing over Aberdeen Avenue we arrive at the Chatham Street Roundhouse. Here both diesel and steam locomotives are serviced at the brick roundhouse or turned on the adjacent turntable. We can see the concrete Robertson Schaefer coal tower, cinder hoist, sand house and the stores building is just out of the picture. The coal tower is on it's third HOMES layout, the water tower, ash hoist, etc. are on their second. (RON TUFF PHOTO)



PHOTO 6 LEFT: This view shows us the entire aisleway with Aberdeen Yard on the right and the Stelco Hamilton Works on the left. In the foreground we can see construction of the intersection of Main St. & Gage Avenue where the TH&B Belt Line crosses right through the intersection. The TH&B mainline to downtown Hamilton runs six inches below and in front of the steel mill. (BILL GODDARD PHOTO)



PHOTO 7 LEFT: After leaving Aberdeen Yard our train will enter the Hunter Street Tunnel which runs under several city neighborhoods until we exit in front of Macnab Street Presbyterian Church. This was a painstaking, block-by-block scratch-building project by Dave Paterson, MMR, who is responsible for so many of the club's key structures. Several of the other buildings in the neighbourhood are also Dave's work, including the Nelson House on Charles St. Note the pedestrian underpass connecting MacNab St with Hunter St. The Hamilton Society of Model Railroaders O Scale layout is currently located in the church basement. (BILL GODDARD PHOTO)

PHOTO 8 RIGHT: This long view shows Hunter Street and the TH&B station. Opened in 1933 as part of a major grade separation project, the Hunter St station was beautifully restored in the 1990s to become the Hamilton GO Centre. Dave Paterson built the station for our previous layout. (BILL GODDARD PHOTO)



PHOTO 9 BELOW: Hamilton is located at the head of Lake Ontario. As such TH&B trains leaving the city in either direction travelled east toward Buffalo or east toward Toronto. TH&B's seven story art deco style Hunter Street passenger station was a prominent Hamilton landmark, providing connections with both the Canadian Pacific Railway to Toronto and Guelph Junction as well as the New York Central Railroad to Buffalo. The building was originally built during the depression and still serves the community as a bus depot and GO Transit commuter station. A TH&B train loads prior to departing for Buffalo. (BILL GODDARD PHOTO)





PHOTO 10 LEFT: After departing the station our train passes the Forest Ave freight house. Willy Hatherley built this model for our previous layout from prototype photos. The TH&B freight house was basically a NYC standard design and was built as part of the grade separation through Hunter St station in the early 1930s. Several other businesses between Victoria Avenue and Wentworth Street included the TH&B Warehouse, Agro Produce and Canusa Building Supplies. The Canadian National Railway's Hagersville Subdivision crossed the double track mainline, interchanging cars on the way south up the escarpment. The limestone-balled double track in the foreground is the TH&B main; at the very front is the CNR Hagersville Sub coming off Ferguson Ave. (BILL GODDARD PHOTO)

PHOTO 11 RIGHT: This overall view of the aisle shows the Forest Avenue area on the right and Kinnear Yard on the left. Between these two at the end of the aisle is the Kinnear Yard wye. One leg of the wye led to Buffalo, the other to downtown Hamilton, and the third to the TH&B's beltline into the city's north end. The track cut through the Gage Ave. and Main St. intersection on its way to major industrial customers such as Dofasco, Firestone, International Harvester, Proctor & Gamble, and Stelco. We will explore the belt line in later photos. This photo clearly shows the CN crossing the double track TH&B. (BILL GODDARD PHOTO)

PHOTO 12 RIGHT: Just past Wentworth Street was the wye and Kinnear Yard, adjacent to Gage Park and Lawrence Road. At the east end of Kinnear Yard was the Hamilton Pressed Brick plant nestled between Lawrence Road and the edge of the escarpment. An Eastbound CPR passenger comes past Kinnear yard with the old Ottawa St crossing in the foreground. The kilns at Hamilton Pressed Brick can be seen on the left while traffic moves along Lawrence Rd and Mercury Mills towers in the distance. A steam powered East Local keeps out of the way in the yard. (BILL GODDARD PHOTO)





PHOTO 13 LEFT: The mainline crossed the Ottawa Street mountain access then narrowed to single track. A CP freight has reached Stoney Creek station and is beginning its assault on the Niagara Escarpment. The Highway 20 overpass can be seen in the background. A Hamilton landmark the Devil's Punch Bowl is on the backdrop and the train will pass a rural dairy farm not too much farther up the line. (BILL GODDARD PHOTO)

PHOTO 14 BELOW: Once on top of the escarpment trains will arrive at the police village of Smithville and its unique ginger bread style passenger station. This model was built by Brad Peters based on Bill Sharpe's measurements and drawings. Industries in Smithville included the C.J. Schrum Coal Company, a freight shed, Ontario Pipe, the Ralston Purina Co-op and General Refractories Company. Here we see TH&B MT-1 west-bound passing Smithville station. MT-1 is one of a pair of daily Niagara Falls (Montrose)-Toronto freights. Locos and vans swap consists in Hamilton so this crew will return home as TM-2 later today, while a CPR crew takes this train on to Toronto. (RON TUFF PHOTO)





PHOTO 15 ABOVE: As TH&B trains continued toward Buffalo they crossed the interurban tracks of the Niagara St. Catharines and Toronto Railway operating between Thorold and Port Colborne. The TH&B line then merged with the Canada Southern Railway (CASO) mainline a subsidiary of the NYC which operated between Detroit and Buffalo through Canada. With trackage rights on the double track CASO mainline, trains crossed the Welland Canal over Bridge #15. The bridge was scratch built by Dr. Kevin Greaves. Here we see TH&B Extra 75 East crossing the bridge. The Chevy is on Canal Bank St in Welland. Doug White painted the backdrop and Steve Juranic built the highway and finished the scene. (RON TUFF PHOTO)

PHOTO 16 RIGHT: In this photo taken from downtown Welland we can see Bridge #15 in the distance. We can also see the houses and the Station Hotel along 6 Street. The houses were kit-bashed by Brandon Bayer who also scratchbuilt the Station Hotel. The NYC CASO Station was started by Bruce Roussey and finished by Ron Tuff. (PHOTO BRANDON BAYER)





PHOTO 17 LEFT: CPR 5240 leads a freight entering Welland. The CNR Welland Sub is in the foreground, with WX tower just out of the picture to the left. Bridge 15 and Hwy 58 are at the far rear. Electro-Metallurgical and Page Hersey Tube are the low-relief backdrop structures, built by Ron Tuff. The structures are hanging on wooden brackets covering large holes in the backdrop. This allows access to the main line which runs behind the backdrop along the wall and connects Staging to Aberdeen Yard. The NYC passenger station and freight shed can be seen in the distance. (BILL GODDARD PHOTO)



PHOTO 18 LEFT: CASO freight MX-1 led by a NYC RS1 switches in front of Page Hersey Tube in Welland. The entire CASO Welland yard, including all tracks and switches has been modelled but the length of the yard has been compressed. (RON TUFF PHOTO)



PHOTO 19 LEFT: TH&B MT-1 westbound, approaching the CASO station at Welland. The CASO freight house is just out of the picture to the left. The cars behind the train are on the Montrose and Victoria spurs and Page Hersey Tube is in the background. (RON TUFF PHOTO)

THE TH&B'S BELT LINE TO STELCO'S HAMILTON WORKS



PHOTO 20 ABOVE: This overall view shows the Stelco Hamilton Works. Stelco has been constructed by Ron Tuff MMR with input from Ray Hoadley and some structures from Ron Robinson and Kevin Greaves. The ore yard is the only part of the steel mill TH&B locos work; the rest is handled by Stelco's own railway. The foreground tracks are the TH&B main emerging from the west end of the Hunter St. tunnel, heading for Chatham St. locomotive terminal and Aberdeen yard, in reality a completely different part of the city from the steel mills. (BILL GODDARD PHOTO)

PHOTO 21 BELOW: In this view we see the coke ovens and screen house. A Stelco engine has the quencher car in position under the coke guide. Ron Tuff MMR is developing this scene from structures and equipment by the late Ron Robinson, as well as his own modelling. The coke ovens were built by Kevin Greaves for a previous layout. Ron added the coke guide car and other details to complete the model. (BILL GODDARD PHOTO)

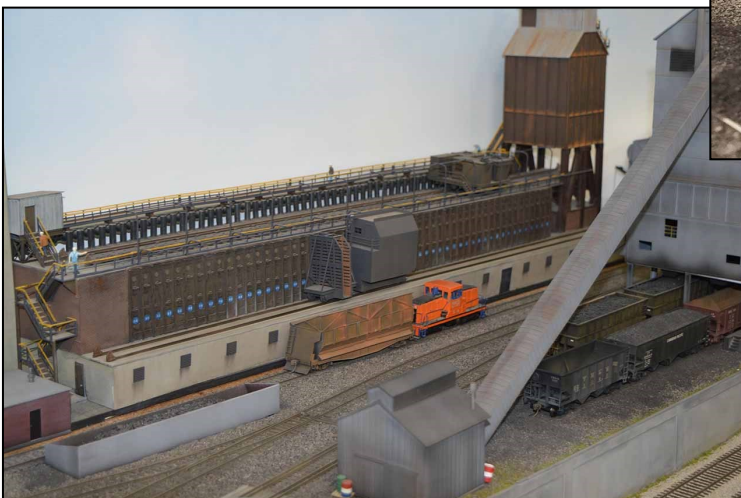


PHOTO 22 ABOVE: Hamilton Steel and Iron (HS&I) 67 at the Stelco coke ovens. Hamilton Steel and Iron was a predecessor of Stelco. We're pretty sure they never owned an S4 as they merged into Stelco in 1910. (RON TUFF PHOTO)



PHOTO 23 ABOVE: Stelco hot metal ladles at Blast Furnace and Pig Machine at Stelco's Hamilton Works. The entire steel mill scene occupies an area 18" deep and about 24' long. The slag and hot metal cars in this photo are both scratchbuilt and kitbashed. Models are by Ray Hoadley, Ron Robinson and Ron Tuff. (BILL GODDARD PHOTO)



PHOTO 24 LEFT: Stelco switcher dumping slag pots in the West Dump. You can also see the scrap yard at the Open Hearth Furnace. The GMD SW8 has had its cab modified with a flat roof due to clearances inside some of the buildings. (RON TUFF PHOTO)

TURN A SPUR INTO A BUSY TEAM TRACK

BY RICHARD MORRISON

No room for an industry? Turn a spur into a busy team track. In the foreground of my layout I built a stub siding where I originally planned to park a couple of fancy passenger cars, like a business car or the railway president's private car. The cars would rarely be switched in or out, however, which meant a perfectly good siding would be unavailable for revenue service most of the time. Since I'm the railway's president, I ordered that the siding be used for revenue generating business. I offered to ride with everyone else, first class, of course when I take trips.

The siding has gaps of about 15 to 20 scale feet wide on either side, offering plenty of space for grass, weeds, shrubs and rocks, but not quite enough room for an industry. As railway president, I ordered the construction of two team track platforms where local shippers and receivers can pull up their trucks to load or unload freight, for a fee.

The 1:1 scale version of me scratch built two team-track platforms just south of the station. The platforms are stacked with less-than-carload freight, and should the nearby station get too crowded with people and baggage,



the platforms can be used for overflow baggage and as a spot for crews to wait for their trains. Instead of switching the track a few times a year the track will now be a much busier and more profitable siding.

The platforms and platform sides were cut with a Dremel saw from rock-hard scribed mahogany strips purchased years ago from John's Hobbies on Danforth Avenue in Toronto. Such strips of mahogany, walnut or cherry are used in making ship models. You will break a blade, and possibly your wrist, if you try to manually cut across the grain with a knife. You can use these or any other kind of wood for the platforms, but if you don't already have some on hand you may have trouble finding it in Canadian hobby shops. I spoke to Randy from John's Hobbies and he said that since imports are limited during Covid, hobby shops have to pay huge fees to import non-essentials like wood and other supplies. Bringing in \$12 worth of basswood, for example, costs \$85, he said. The platform canopies and some of the freight came from parts left over from two old Atlas Rockville station platform kits, together with lead castings left over from a Fine Scale Miniatures freight house kit.

It took about 10 hours to build each platform.



MENDING BALKY "N" SCALE LOCOMOTIVES AND SOLVING LOOSE DECODER PROBLEMS

BY WILLIAM WAITHE AND TERRY DANYLEYKO

Apart from the usual suspects, dirty track or dirty wheels, N-Scale locomotives will sometimes stall or otherwise refuse to behave. Here are two solutions I have applied to solve some of these problems.

A Method to Hard-Wire N-Scale Locomotive Pickups

Most N scale locomotives, with the exception of the latest models, depend on a spring contact between a phosphor bronze strip fitted into a groove in the locomotive frame and a metal contact in the trucks to pick up current from the rails (**FIGURE 1**). This contact point is tenuous and sometimes fails to conduct electricity because of dirt, insufficient pressure of the spring strip or outright dislocation at the contact point, resulting in poor performance of the locomotive, i.e. hesitating and stalling. Newer models are now hard-wired using a removable wire connection, resulting in a solid electrical circuit between the wheels and the motor.

To remedy this problem, Terry Danyleyko and I devised a hard-wiring system usable for older locomotives which will allow easy removal of the trucks for repairs and maintenance without having to undo any wiring. We cut off 23 mm. from each end of the phosphor bronze strips (**FIGURE 2**) and then solder a 23 mm. piece of 29 AWG flexible wire* between the ends of the strips and the truck contact points (**FIGURE 3**). This is a "tricky bit", a solid contact is needed, but too much solder would interfere with assembly of the truck frame. The amount cut off, and hence the length of wire between the strip and the truck contact point, is critical: If the wire is too short or too long, it will interfere with the swivel movement of the

trucks when the locomotive is negotiating a curve. We have found the proper length of wire between the end of the truncated phosphor bronze strip and the truck contact point after soldering to be 20 mm. The completed assembly (**FIGURE 4**), once the trucks are attached, can now be fitted into the groove in the frame and easily removed as one piece for truck or motor maintenance (**FIGURE 5**). Several locomotives have been hard-wired this way and tested and they run "like clockwork".

*We use NorthWest Short Line # 10007-9 29 AWG, 51 strand flexible wire. If not available, any 29-30 AWG insulated flexible stranded wire will do.

Fixing Loose Decoder Connections

Because of the split frame structure of older N Scale diesel locomotives, some decoders are not hard wired to the frame. Instead, the decoders are fitted into the frame halves as a friction fit and tabs on the decoder make electrical contact with the frame. This connection, especially in the case of replacement decoders, may sometimes be loose, resulting in intermittent loss of electrical contact. One diagnostic feature of this condition is the gain or loss of connection (watch the locomotive light) when the locomotive is lightly tapped.

There are several approaches to remedy this problem: Soldering, shimming and application of pressure.

Soldering: One can make a solid electrical connection by soldering the decoder tabs to the locomotive frame. This

PHOTO BELOW FIGURE 1: The dis-assembled locomotive showing the phosphor bronze strips which fit into a groove in the frame. Below them are the four contact pieces removed from the dis-assembled truck frames.

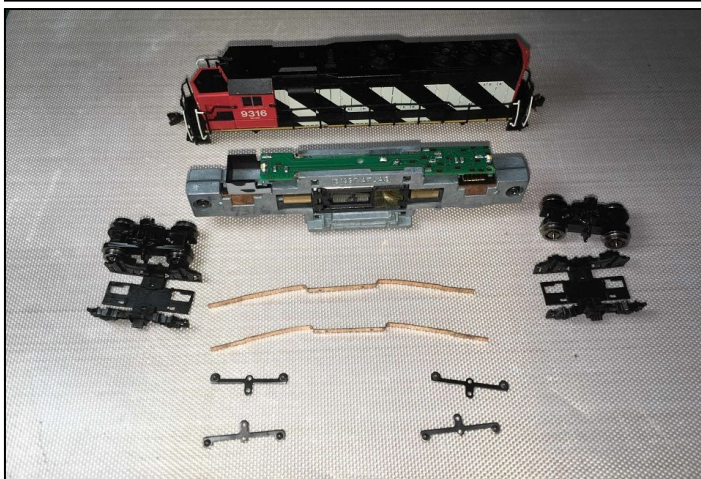


PHOTO BELOW FIGURE 2: The phosphor bronze strips after removal of 23 mm. of the contact ends (at upper right). Below are the four truck contact components.





PHOTO ABOVE FIGURE 3: Soldering the 29 AWG flexible wire to the truck contact points (a "tricky bit"). The piece is held in place by impaling it onto a softwood block with a sharp -pointed tool which does not accept solder. This prevents solder from impinging on the hole which must remain open to accommodate a nub on the truck frame.

is a bit risky in that a slight slip of the iron can permanently damage the decoder. Another draw back of this approach is the difficulty encountered when one wishes to separate the frame halves for maintenance or repairs; the solder must be undone, at least on one side, to free the decoder to permit separation of the frame. An example of a poorly soldered decoder connection can be seen in (FIGURE 5)

Solder can also be used in another way. A bit of solder can be applied to the tabs of a decoder before installing and then carefully filed down until there is a good firm fit in the frame halves. This works well, is safer and allows easy removal of the decoder when one wants to separate the frame halves.

Shimming: Perhaps the best way to resolve the problem of loose decoder connections is to force a conductive shim into the gap between the decoder tab and the frame (FIGURE 5). I use 0.2 mm. thick phosphor bronze shims cut from sheets of the material (Micro-Mark, # 83100 Phosphor Bronze sheets) The shims are easily cut from the sheets with a scissors. Finding them on the floor where they often end up is a bit more difficult!

Pressure: Sometimes, if the configuration of the installed decoder allows (AS IN FIGURE 6), an upward pressure can be applied by the use of a styrene block of the appropriate dimensions fitted between the frame and the underside of the decoder. The block can be held in place by pressure or by double-sided tape.

PHOTO RIGHT FIGURE 6: A decoder installation showing the space available between the frame and decoder where styrene blocks can be placed to gently force the decoder body upwards to insure a good contact.



PHOTO ABOVE FIGURE 4: The completed assemblies. The trucks, when assembled, can now be easily removed for maintenance by simply removing the entire right and left assemblies from the frame.



PHOTO ABOVE FIGURE 5: The re-assembled frame. The black insulated flexible wire can be seen between the truncated phosphor bronze strips and the trucks. The circles at left show the soldered connections of the decoder; the circle at right shows a phosphor bronze shim inserted into the space between the frame and the decoder.





TH&B HUNTER STREET STATION

PHOTO ABOVE BY RON TUFF: Hunter Street TH&B station on the HOMES club layout was scratchbuilt by Dave Paterson from TH&B plans. The station was designed in the Art Moderne style. Opened in 1933 as part of a major grade separation project, the Hunter St station saw nearly 30 trains a day during WWII. By 1970 the only train left was a daily Toronto to Buffalo CP Rail RDC. The last train left in April 1981 when VIA Rail was formed, and when the TH&B was absorbed into CP Rail in 1987 all of the corporate offices and dispatching were moved to Toronto. The station sat empty and deteriorating until it was beautifully restored in the 1990s to become the Hamilton GO Centre. Four (4) trains each way per day run to and from Toronto Union Station, still dozens less than in it's heyday. The coach yard, beyond the platforms, was removed, and that area, now back at grade serves frequent GO buses.