



THE "CANADIAN"

www.caorm.org



WINTER 2023 ISSUE #82

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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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COVER PHOTO BY JOHN JOHNSTON: CP Rail SW1200RS (custom weathered by Steve Nichol) crosses the 150 ft. Pratt Truss bridge over the Thames River. The bridge is a Central Valley kit. This scene was constructed over many months with the majority of the work done by myself and fellow club members John and Ethan. The water is Woodland Scenics Deep Water Pour and the trees and scenery are a combination of Woodland Scenics, Scenic Express, and Super Tree material. The backdrop is from Backdrop Junction.

2023 CARM CALENDAR

NOW AVAILABLE COST: \$12

TO PURCHASE YOUR
CALENDAR(S)
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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

*Material for the Canadian should be
sent to:*

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MEMBERS AREA PASSWORD

USERNAME: gondola
PASSWORD: hopper



observation platform john johnston: editor

FINAL WRAP UP ON MY "NO-OX-ID A SPECIAL" EXPERIMENT

It has now been more than 6 months since I put the NO-OX-ID A SPECIAL on the track on my layout. During late October my club group operated on the layout for 2 operating sessions. I have not cleaned my track since the beginning of May. The numbers of locomotives that stalled, jerked, or hesitated on the track. ZERO. One of the banes of N Scale layouts with DCC has been the need to spend a considerable amount of time ensuring your track was clean to overcome the super sensitivity DCC has shown to the slightest dirt on track. I'm sold that NO-OX-ID has solved that problem. I continue to stress the caveats that I shared last issue for anyone who wants to try it. There is a slight loss of tractive effort, hardly noticeable in my case, and everyone who has used it says don't use it if you run steam engines. It eats traction tires. From my perspective this experiment has been a success and I plan to continue using the product.

SUBMISSIONS TO THE CANADIAN

Let me begin by thanking everyone who has made a submission to the Canadian. I appreciate that you took the time and made the effort. With more of you sending material to me particularly for the Member's Submissions section it is worth revisiting how to send material.

PDF's are a great way to share information on the Internet when all the person receiving it intends to do is read it. However, if you want to copy the material or get a photo out of the document it is next to impossible unless you have the Adobe Suite including Adobe Writer and Editor. I would implore anyone sending me material, not to send it in PDF format. I don't have the Adobe Suite and refuse to pay their latest price of \$72 per month.

So how to send me material. Text can be sent in one of three ways, one of which should be available to everyone. Send it as a Microsoft Word document. Send it as a Google Docs (free) document. Send it written out in your email (free). Any of these methods will allow me to do a simple Cut and Paste to bring the material into MS Publisher which I use to create The Canadian.

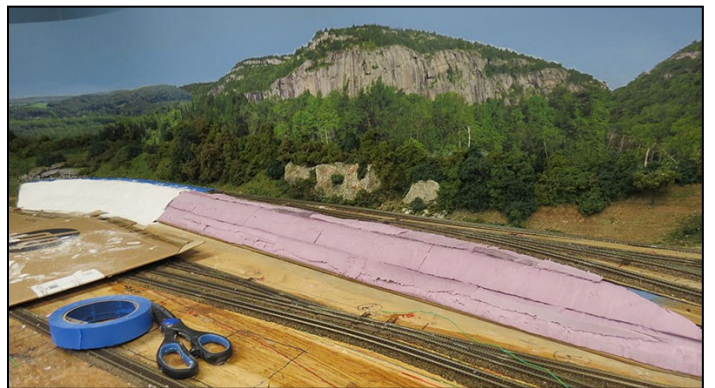
Photos should be sent as exactly that, photos. Please do not imbed them in PDF's or Word documents. Please do not reduce them in size to send them. Send the original photos. Most email providers, I use Gmail, will allow up to 20 Megabytes of data. My camera is about 10 years old and it takes 3 Mb photos so I usually send 4 or 5 photos per email to someone. If you have a camera that takes higher resolution photo's you can quickly ascertain how many photos per email you can send.

The reason for the high res photos is that 25% of our members still receive a print copy of The Canadian and hard copy requires high res photos to avoid pixelation. I do have Photo software so reducing photos for the web version of the Canadian is not a problem. Hopefully this is helpful. If you have any questions please contact me.

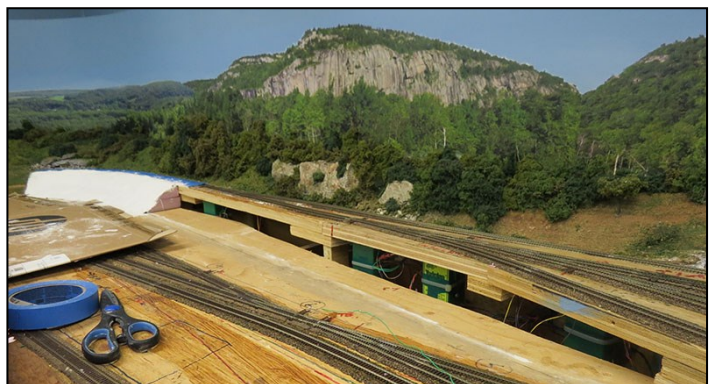
LATEST UPDATES ON THE GRAND TRUNK SOUTHERN

With the conclusion of operations at the end of October it was time to start working on the layout again. The plan was to get a little bit done before shutting down again to run trains over Xmas. Three projects were on the agenda. A complete rebuild of the track work in Gavinsport. I had never been happy with the layout of the sidings, so decided better to change now then once the area had more scenery. The other two projects were starting scenery in the area around the new staging yard above the helix.

The area between the mainline and the staging yard is only 1-2 inches so as you can see in the **photo below**, rock castings are the order of the day. The tunnel portal leads into the helix and down to lower level staging. Not overly prototypical but choices in such a restricted area were limited.



The area behind Nathansville required removable scenery as shown in the **photos above & below** in order to access tortoise switch motors serving the staging yard.



JOHN JOHNSTON: EDITOR



CHAIRMAN'S REPORT

Recently I bought the November 2002 back issue of RMC. One reason was the article "Visiting the Sheridan & Bruce Lake Rwy" by Bruce Leckie (now National Capital Chair and a Director). The Toronto Chapter visited this layout (in two groups alternating with Mike Walton's two layouts) about 15 years ago and really enjoyed all three. It was worth the drive to Acton! There were a dozen of us in the 12'x13' room holding the S&BLR, so this article wasn't just a good read, it filled in some details of one town I missed back then. Don't ignore back issues. Keep CARM and carry on!

Ian McIntosh



CHAPTER REPORTS

LONDON CHAPTER:

The CARM London and Area Chapter attended the Railway Safety Day at the Sleep Hollow Railroad in Strathroy on September 10th. Members in attendance were Jason Essery, Rob Essery, Neil Froese, Dick Walker, Pam Richardson, Bruce Harmer and Alan Gilchrist.

CARM Members gathered to meet in the pavilion, tour the vendors tables and ride on the 7.5 gauge miniature railroad built around a park, which is owned by the town but run by a dedicated group of volunteers. The event was very successful with a large gathering and good representation from members of CN Police, VIA Rail Police, Strathroy-Caradoc Police and the Strathroy-Caradoc Fire Service. **Photos Right.**

It was great to see everyone out again after a long hiatus and many ideas brought up for future road trips and tour locations. The group has also been invited to tour the Windsor Model Railroad Club and other area layouts on November 26th.

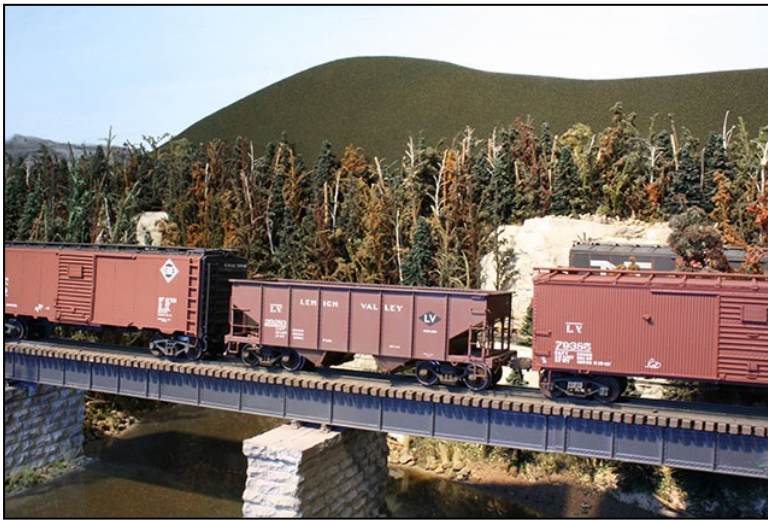
JASON ESSERY



TORONTO CHAPTER:

Despite occasional snow squalls, several CARM folks and their family members managed to make it to The Model Railroad Club of Toronto's superb O scale layout on Sunday afternoon. We were treated to excellent guided tours and in-depth explanations of almost every feature of this layout. Missing from the **Photo Left** is former Toronto CARM chair Willie Waithe, who left before the group shot. We should also have a couple of tables for CARM at the Lakeshore Model Railroad Railroaders' Association (LMRA) flea market at John Paul II Polish Cultural Centre in Mississauga on Dec. 11.

RICHARD MORRISON



Rolling Stock Tips

“Making your next rolling stock project a stand out”

Article & Photos By George Dutka

PHOTO ABOVE: Three pieces of rolling stock that have received a coat of flat finish, painted wheels and trucks and on two cars chalk marks which are all simple tasks that help blend newer acquisitions into the fleet.

Let me show you a few easy tips that have helped me in the past while readying my rolling stock for use. Nothing I mention is time consuming or will take a high degree of skill. Just simple little extras that can help your rolling stock look better following a visit to the workbench. On my layout I do not let new or second-hand rolling stock additions be added to consists till I have done a few simple updates which help the new arrivals blend into the rest of the fleet.

Steel Wheels: I have been in the process of changing out my plastic wheels set for steel wheels the last few years. I do not have a lot of cars with plastic wheels but when I do find a set during a workbench visit, they are switched out. I feel this one change to a piece of rolling stock greatly improves the operation of the car and cuts down on derailments. Steel wheels just roll better than plastic.

I like purchasing boxes of 100 steel wheels from Rapido. They also offer smaller boxes of 50. What I have current-

PHOTO BELOW: Rapido steel wheels receive a brush coat of acrylic dollar store cinnamon brown using a smaller sized Testors brush.



ly in stock are 33" diameter wheels. Rapido offers standard and fine tread versions. Kadee and Tangent are also good sources for steel wheels.

Painting Wheels: This one weathering effect alone changes the appearance of a piece of rolling stock with minimal effort. Most steel wheels come with a darker coating which one can leave as is. To get a nice effect though I brush paint my wheels. Many modelers feel they may need to invest in wheel painting apparatus and an air brush but that really is not required. I have been brush painting wheels for years using a smaller size brush.

There is a lot of different approaches when colouring and weathering one's wheel sets. Everyone has a tone in mind as to how wheels should look. None are wrong, it is a personal choice. I do suggest that you not color all your car wheel sets the same as they do travel to all corners of the continent and pickup what they travel over. One should also consider the region you model. If the area you model is mostly clay, wheels would pick up a lot of red tones. In coal areas there would be a lot of black dust on the trucks and wheels. Something to think about.

I like to have a variation in the appearance of my wheel sets. The simplest way I found to get this effect is to begin with dollar store acrylic cinnamon brown brushed on the face of the wheels. This has been the finished colour on some wheel sets but it works great as the base coat for whatever weathering colouring I want to add to the wheels. Cinnamon brown is a medium to dark rust looking tone. The smaller size Testors brush works well for painting on this coating.

A dusting of Bragdon Powders bright rust gives me the effect of new wheels. Even older cars get wheels changed out so new wheels can be found on an old car. Looking around the layout new wheels are found on a few of my models. To darken the cinnamon brown, I apply a light coat of Bragdon Soot which is a blackish looking powder and looks great on the wheels.

There is a nice selection of PanPastels tones that can be also used. I have applied almost every shade of PanPastel I own on my wheels. I like to apply a dusty gray look to the wheels especially those on hoppers cars that could be carrying crushed stone. Many of the brown tones work really well.



PHOTO ABOVE LEFT: Once dry the wheels receive a dusting of Bragdon powders.



PHOTO ABOVE RIGHT: Vallejo rust texture is another good option to coat your wheels.

My second option for painting wheels is to coat the wheel faces with Vallejo Rust Texture which is a very dark looking rust tone, almost black. I like leaving these wheel sets with only the Vallejo coating but one can adjust the colouring with your favourite PanPastel colouring. I have been known to also paint the truck side frames Vallejo Rust Texture although my go-to paint for truck side frames is a Princess Auto produce called Cast Iron Gray which comes in a spray can. It has a nice darker steel look to it. Many of my trucks are done in this shade. At times it also has been a great base for PanPastels and Bragdon Powder weathering.

Flat Finish: This is a very simple application to a piece of rolling stock. New or old models seem to have a bit of a sheen out of the box which is not very realistic. I always apply a coat of flat finish to my models before they are placed in service on the layout, even if no other work is done. I like using spray cans as they are very simple to use and no clean up is required. I had been using Testors Dullcote for years but a few years back switched to Tamiya flat clear. I find the Tamiya gives one a very flat finish and if weathering powders are later applied, they stick well to this product. One spray can goes a long way.

Chalk Mark Decals: If one models any decade up to the mid 1980's, chalk marks applied to rolling stock during yard switching was very common. In my early working days on the CN I remember the yard foreman walking the track with a switch list chalking the cars in the tracks we would be switching. Back in those days brakeman and yardman did not always have radios available to them, so chalking the cars with track destination helped the two- or three-man crews know where to put the cars and how many. The track destination and how many cars in the cut would be

marked on the lower left corner of each car. Other details could be chalked near the door such as spotting. Midpoint chalk mark could also be for required repairs. The carman at times also chalked information they required on the sides near the midpoint although most time a bright red-orange rip card was placed on the car. Even back in the chalking days, chalk graffiti would appear.

I do not mark all my cars but when I think about it, I pull out my collection of chalk mark decals and apply a few. Some chalk marks came in the decal set included in craftsman kits while others can be acquired on full sheets. I have a New England area sheet and Mid Western sheet that I like using. These can be found on line or if you are lucky at train shows.

One note about decaling. Today I always coat my decals with a gloss coat prior to applying a flat finish. This extra coating helps hide the edges of the decals especially when using older thicker versions. I use all spray cans for this process.

Real Cinders! This past summer I attended an open house of the Elgin County Railway Museum which is in St. Thomas. Parts of the old CASO yard is still in place. While taking photos of some old C&O equipment I realize that area of the track was coated with fine cinders. I scooped up a cup full using a Tim Horton's cup I had in my car.

When I got home, I screened the cinders through a strainer removing the larger pieces. I found I had a nice amount of fine cinders that would work around the layout. I began by applying a bit inside a Central Vermont Ry. hopper car that was used back in the 1950's to load cinders at the St. Albans, Vermont shop. I just wanted a bit in the bottom so a small amount of white glue is applied to lowest areas inside the hopper followed by a bit of cinders. I tipped the car back over

PHOTO BELOW: On this Rapido hopper the wheels and trucks are both done using Vallejo rust texture.





PHOTO ABOVE: To hide the sheen on rolling stock a spray coat of Testor's Dulcote or Tamiya Flat Clear is a simple task. It helps hold the weathering on once applied.

so the excess could fall back into my bowl. I feel this simple addition to the interior adds nicely to the car. I have lots left to consider more hoppers and possibly a half full version.

Even today years after steam power was used one can still find cinders between the rails in forgotten yards. Another option for collection of cinders could be an active steam museum.

Modeling an almost New Car: One of the newer pieces of rolling stock on my layout is a Tangent Scale Models "Hooker Chemicals" tank car. I modeled this one as clean and as a new arrival to my fleet. I gave the car a light coat of Testors Dulcote to start which takes the sheen down a bit. Dulcote has a bit of sheen to it which you can see in the photo. Tamiya flat clear gives one a dead flat appearance. In real life newer cars do have a bit of sheen to the fresh coloring till grime and the sun begins to work on the finish.

The wheels are new too so a coat of acrylic cinnamon brown is applied with a dusting of bright rust Bragdon Powders. I also like to use cinnamon brown on the couplers to give a rusted appearance to them. When new they are quite rusty in appearance. I just dab a small amount of cinnamon brown on. The coupler trip pins are trimmed off also as I feel this gives the car a more prototypical look. There are hose bags already attached to the car and losing the pins have not hindered my switching operations. A few really simple upgrades adds character to this piece of rolling stock.

So, there you have it! A few simple additions made to your next rolling stock project can help you come away with a more prototypical looking model with minimal effort. I feel these few tips are very cost effective and will not mess with your modeling budget.

PHOTO BELOW: Chalk marks are offered as decal sheeting and add to the final appearance of a piece of rolling stock.



PHOTO RIGHT: A dab of white glue down low in the hopper bays will easily hold fine cinders found trackside.



PHOTO LEFT: Fine cinders located in an abandoned rail yard is a nice way to add loads to open top hoppers at no cost.



PHOTO ABOVE: The hopper is complete with leftover cinders still clinging to the lower areas of the bays.



PHOTO ABOVE: An in-service Tangent Scale Models tank car is modeled as a new arrival with a light coat of dullcote and painted wheels which still have their new rusty look.

PHOTO BELOW: A close up look at the wheels, trucks, & couplers which have been painted to reflect a newer car. The trucks have a spray coat of cast iron gray found at Princess Auto.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS



PAM & DANIEL RICHARDSON (London, ON)

This was the first operating session for the Silver Maple Railway since Covid started. It was also a time to honour and remember the person who built our garden railroad, Dave Whyte aka "Whytey". Whytey passed away in October of last year. He was a huge train enthusiast who volunteered for many years at Port Stanley and was also a long standing member of the London Model Railroad Group (O-scale club). His legacy will live on for many years and his impact to the neighborhood, family and friends was very evident during this operating session.



CRAIG WEBB (Hamilton, ON)

My latest creation is an "0" scale CPR Buffet-Parlor car #6484. The car is scratchbuilt using 4-ply bristol board for the sides. The ends, steps, trucks, and some undercarriage details are Walthers' castings. (No longer available.) The roof is North-eastern milled stock. The prototype car was assigned in the 1950s to trains M707-8 from Sicamous to Kelowna. (1954 CPR timetable.).

RICHARD CARNEGIE (Qualicum Beach, BC)

The former CN station in Kensington PEI is one of two "boulder" stations built in the early 1900s (the other smaller one is at Alberton). Only the station at Kensington has the distinctive extended roofline. It is designated as a National Historic Site. The architect used readily available maritime boulders to finish the exterior. I used gravel from various sources to build the model, some intentionally more colourful than the original.



GERALD HARPER (Toronto, ON)

The smelter is the last part of the On3 Anyox layout to be completed and it is now almost fully scened. The switch-back track through the smelter is now operational allowing trains to connect between lower and upper main lines. Catenary poles are installed but wires not strung yet. They are the last things to be installed.



IAN MCINTOSH (Regina, SASK)

PHOTO BELOW LEFT: I have a number of HO scale Mantua 4-6-2 and Bowser 4-6-0 DC steam locomotives from the 70's and 80's that I had altered to more closely represent Canadian steam. They had been sitting idle for quite some time since I converted my layout to DCC . I have been slowly updating them to operate in that DCC environment. These locomotives have received either new DCC friendly motors, or I have been isolating brushes on existing motors. More recently I have been installing Soundtrax Tsunami decoders along with LED headlights. The results exceeded my expectations. The locomotives are much more responsive, and the sound features impressive. A pleasure to see them running again! What was old is now new, almost! My intent is to continue the same upgrading with all of my remaining steam locomotives.

PHOTO BELOW RIGHT: This locomotive is a substantially altered Mantua 4-6-2 Pacific locomotive, originally New York Central to which I have done significant modifications to give it more of a Canadian look. I have tried to make it look similar to a CP G3 Pacific locomotive. I added a CP All Weather cab, feed water heater, valves and tubing, CP whistle, sides added to the walkways, revised handrails, and upgraded motor with flywheels. I have paired it with a Van Hobbies CP tender. At the end of the day, it comes quite close in appearance to a CP G3, and it runs very well. I have made these same changes to a second Mantua as well. These were fun projects!



IAN MAYNARD (Etobicoke, ON)

PHOTO LEFT: I continue kit bashing Pere Marquette Railroad cars for my N-Scale railroad. Caboose were being created until a major disaster! Not one, but THREE completed Caboose were dropped on a very unforgiving basement concrete floor. Frustrating, but in repairing the models I discovered that instant Gorilla Glue Debonder also strips paint. I had three cabooses, supposedly wood sided which due to heavy paint, looked like smooth plywood. I was able to strip them, use thinner Vallejo paints and it resulted in a better end product !

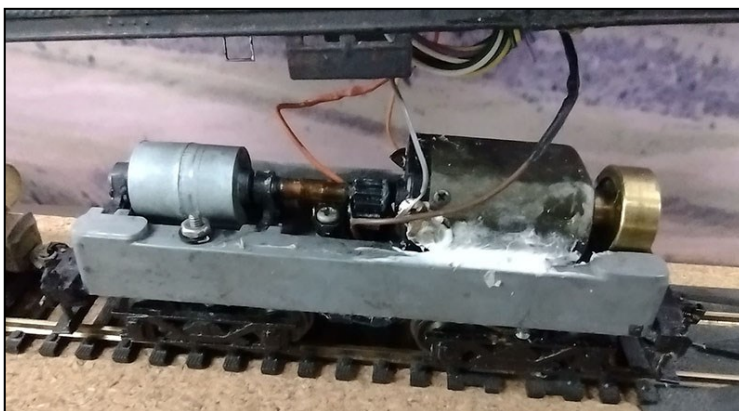
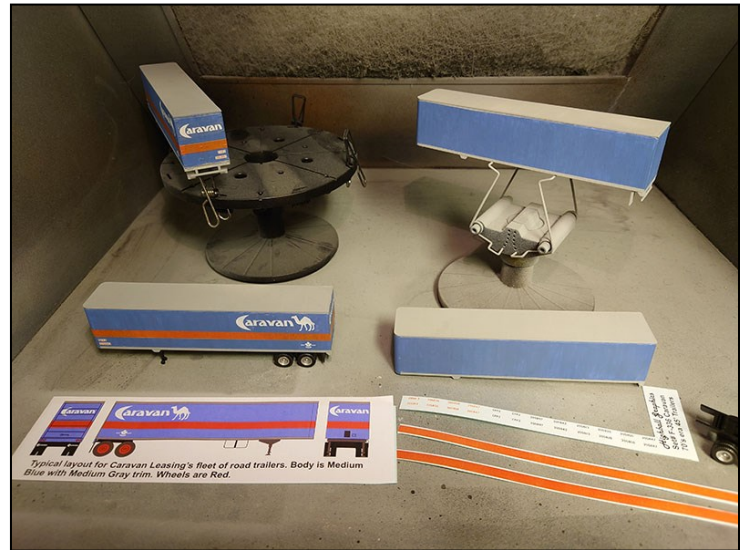


**JOHN BIGHAM
(Scarborough, ON)**

There are still many details to be added, from approach signals to trackside signs, and all my plastic framed chain link fence needs to be redone in more durable materials. But this year's module of CP in Peterborough, although it has taken much longer than expected, is at least operational again, and all the major structures are complete. For me it's a big "Whew, at last!"

JOHN VAN WEEREN (Vienna, VA)

This HO scale project started during the pandemic to give me something easy to do in short bursts as time allowed. My layout needs piggyback trains and a CP Express / Smith transport terminal. So, I chose an obscure trailer scheme from the 1970s not previously available and unlikely to come out commercially for which I found decals at Highball and Blackcat. Then, of course, Rapido announced their trailers! Some more decaling, painting wheel hubs red, and weathering will complete this fleet.



SIM BRIGDEN (Toronto, ON)

I bought this old Roundhouse Boxcab beater for \$30.00 at the Kitchener train show last week. It has a great flywheel and after-market power pickups on all eight wheels. Everything needed to be cleaned, adjusted and lubed. Then, I installed a bottom-of-the-line D13J NCE decoder into it. After testing it, it has a drawbar pull of just under 2 oz (50 g) before the wheels slip. It is INCREDIBLY noisy and extremely slow. It also uses almost no power. In DC mode it starts at the very lowest throttle level.



NEIL HUNTER (Cobourg, ON)

Dedicated volunteers have been working since Spring 2021 on a 36X18 foot layout for the Middleton Railway Museum in Middleton, NS. Representing the Dominion Atlantic Railway in the Annapolis Valley between the mid 1930's and the mid 1950's. The HO layout is controlled by a Digitrax DCC system and JMRI. Custom built turnout decoders and block detectors are controlled by Arduino microprocessors. Details on the scratch built structures and other scenic items are 3D printed. See more at middletonrailwaymuseum.ca

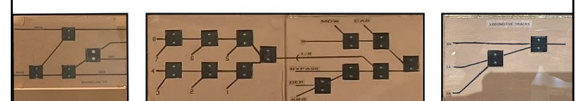
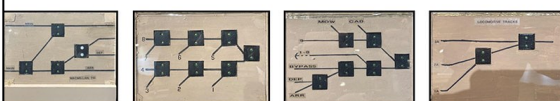
WILLIAM WAITHE (Toronto, ON)

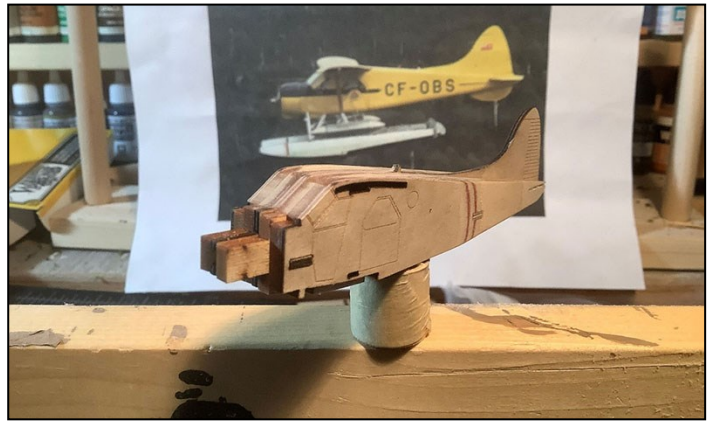
Installing the concrete industry required that a building on the N Scale CN Weston Subdivision be rebuilt. The initial building was made from parts of recycled styrene building kits. This building lacked sufficient mass for its purpose and was too long to fit the available space. It was therefore cut apart and a second level was constructed from styrene. The photographs below show the building under construction and the final building in place on the layout.



WALTER-JOSEPH GRABOWSKI (Toronto, ON)

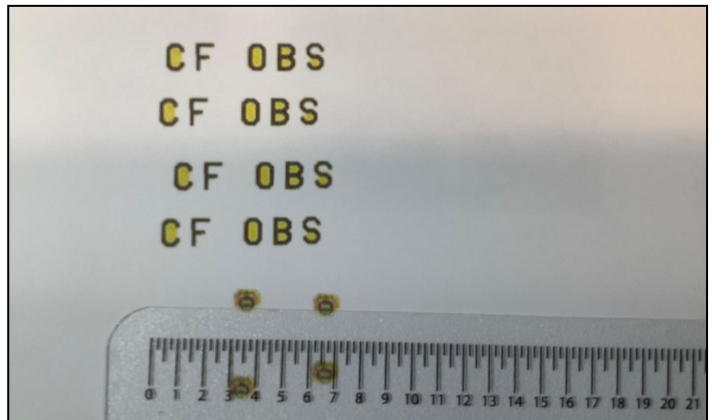
I have been working on Willie Waithe's CN Weston Sub and doing updates to his turnout control panels. Over the years, changes to the classification yard trackwork have resulted in an inconsistency between the actual turnout positions and the Berritt-Hill servo control panels which operate them. To improve efficiency and make the relationship between the panels and the turnouts more obvious for new operators, re-positioning of some panels was deemed desirable. This involved not only moving the panels but also re-wiring and extending, and in some cases making new servo cables. The photos illustrate the changes.





PETER HALL (Kenora, ON)

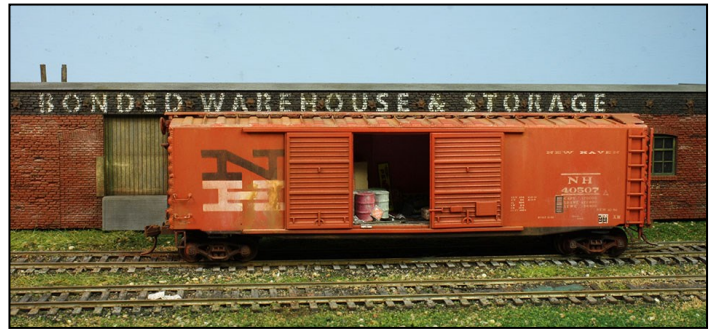
I recently purchased the Osborne Models DHC-2 Beaver kit. **Photo above left** shows the parts laid out on my workbench. After filing the parts, the **Photo above right** shows the kit slowly coming together. I didn't like the stock nose so I made a cowl out of fine metal, a wine cork cover. The **Photo below left** shows the new cowl and the start of painting. The serial numbers for this project are for the first DHC-2 owned by the Ontario Department of Lands and Forests. I designed them on the desktop, then printed them on decal film sealed with Microscale Micro Mask. **Photo below right** I model the Ontario Northland connection with the CNR near Cochrane Ontario in HO scale. In addition to the kit I used Experts Choice White decal film Bare Metal Foil Co., Vallejo Sand Yellow, Vallejo Gloss Black and Amroid Glue. A photo of the finished model can be viewed on the **Back Cover**.



ROBIN ALLARDYCE (Ottawa, ON)
CAPITAL REGION MODEL RAILWAY TOUR

This year there are 11 new layouts, one layout from the 2021 tour with significant modifications to the video, and 9 layouts selected from the 2021 tour provided for repeat viewing pleasure. These layouts in the Ottawa-Gatineau area and beyond feature steam and diesel eras, with Canadian, American and British settings, in N, HO, OO and P4 scales. Preparing the many videos included in the 2022 tour involved weeks of video shooting and editing by layout owners and other dedicated volunteers. Thanks go to those who shot and edited the videos, and to Chris Lyon who once again allowed footage from his excellent YouTube series to be re-used. A reminder that the Tour is open at capitaltrains.ca until January 23, 2023. Please take time to visit some fine layouts and enjoy the hobby from a distance.





GEORGE DUTKA (London, ON)

I recently completed a building flat offered by Monster Modelworks **Photos Above and Centre Left** which will be used in a back-alley scene I am working on. This company offers both kits and wall sections. The website is www.larkspurlaserart.com.



The laser cut wood brick walls are really textured or should I say worn with missing and broken bricks making the walls much more interesting to look at. The loading dock has some 3D printed details added. The milk crate is an offering from Dave's Decals while the pop bottles are from MiniPrints. I also added a fire alarm bell which is water driven along with a connection for fire hoses from FOS. The kit came with the stencils which I used to letter the walls.

CARM member Peter Mumby was selling off some of his train stock this fall (I was manning his table). One of the offerings was a new Proto CN switcher that I thought should have sold well but for some reason it did not. I asked him if I could take it home and work on some weathering with it. I was planning to do the cab roof paint as a peeling effect and add some overall shoot. The stacks and around the car body doors on the walkways would get some oil staining and spilling. The brake shoes are rusted up similar as to what one would see on the prototype. I think the switcher turned out well and who knows it might go quickly at the next show. If not, who knows I may keep it in my own collection. Having a low-cost engine to practice weathering on works well for me. **Photo Bottom Left**



RELOCATION OF ALEX THUM'S ST. LAWRENCE DIVISION LAYOUT

ARTICLE & PHOTOS BY ERIC TEMPLETON

Alex Thum of Brockville had an extensive HO layout which was featured in the Summer 2019 Issue of The Canadian. A group of six or eight of us would meet once a week to help Alex operate his layout, and enjoy the camaraderie that usually goes with "playing with trains" Unfortunately that came to an abrupt end with the sudden passing of Alex.

Decision Time: The passing of Alex in late June hit the six of us pretty hard. The St. Lawrence Division had to go, but where? As a group who had enjoyed operating the layout as well as participating in the planning of significant improvements over a period of years, our objective was to keep as much of it together as possible. Fortunately David expressed interest in taking a good portion, and after some hasty calculations I agreed to take one town, followed by Don agreeing to take the largest city. There were a few bits left, but we had enough to start planning.

Planning: I immediately undertook to prepare a 1 inch to the foot scale drawing of the layout with emphasis on locating critical features such as the yard throats and the distance between them in each town. I provided photocopies of the drawing to each of the group so they could assess how best to fit the pieces into their space. David prepared a similar scale drawing of the space available and cut out the five towns of interest from my drawing to determine the best arrangement for them in his space.

We assessed the structural design of the layout and immediately realized that we would have to add supplementary support beams (L girders) for us to be able to separate some of the towns from each other. An exit route from the basement room was quickly established through a ground level window from which both sections of glass could be removed. It also became apparent that the two largest towns, Kingston and Brockville would have to be cut in half to be manageable. Finally, we agreed to work on this project two afternoons a week until complete.

Execution: The layout was cleared of all locomotives and rolling stock each item being suitably wrapped and packed in cartons. Structures and loose detail items for each town were boxed and identified for the specific town. The DCC system and other control components were removed and packed. Under layout wiring needing to be cut was bundled and labeled as required. Eight foot L girders were fabricated in the garage, cut into the lengths required, and then installed as the dismantling progressed.

The town of Trenton, under the exit window, was cut free and removed to the exterior and then placed temporarily in the garage. Oshawa went out next and temporary supports were added to it to allow for stacking over Trenton. Perth was next to go and similarly was stacked over the

first two sections. As we progressed we collected the detritus to keep the mess to a minimum. Any of the bits and pieces which might be reusable were set aside and the rest was bagged for disposal. During these sessions Carole, Alex's partner and friends provided us with coffee, cookies and donuts to keep us going.

Gradually, the rest of the towns were removed and temporarily stacked in the garage save for Kingston since it would be the last to depart on the trailer for its new home.

The Friday of Labour Day weekend proved to be a beautiful day. We loaded several sections on the trailer and delivered them to the new sites. A second trip was required to complete delivery of sections being placed in the local area.

Lastly, the Kingston sections and associated scenic elements were loaded on the trailer. We also helped Andrew load a 7 foot scenic piece into his SUV. All of the sections made it safely to their destinations.

We attended the former layout room once more to clean out any remaining bits and pieces and garbage. The carpet was vacuumed and nail/screw holes were patched, our work here was complete.

The following week we commenced work on the sections in David's basement, leveling, splicing wires, tracing circuits, etc. Similarly, we went to Don's place the following week and started on the sections he had acquired. And so the work continues as we look to the future anticipating successful completion of the tasks and group operating sessions once again.

Looking back I am amazed at what our team consisting of Bruce "wonder saw" Leckie, Andrew Taylor, David Hain, Bill Ewing, Don Whiting, and me Eric Templeton accomplished in a month's time.



PHOTO ABOVE: Bruce Leckie during the dismantling.



**PHOTO ABOVE LEFT: Trenton installed in David Hain's basement.
PHOTO ABOVE RIGHT: Half of Kingston Yard in Don Whiting's basement.**



**PHOTO ABOVE LEFT: Splicing together the halves of Brockville Yard
PHOTO ABOVE RIGHT: Belleville Yard in Eric Templeton's basement**

COMING EVENTS

Sunday, December 11. Mississauga (formerly the Toronto) Model Railroad Flea Market 10:00am to 3:00pm, John Paul II Polish Cultural Centre, 4300 Cawthra Road, Mississauga, Ontario. Plenty of free parking. Admission: Adult \$7 Youth \$3 Children under 6 free. Info: Steve McCoy at cell 416.817.4015 or supertraindude@yahoo.ca Sponsored by the Lakeshore Model Railroaders' Association. <http://www.lmra.ca/>

Saturday & Sunday, February 4 & 5. Barrie-Allandale 51st Model Train Show & Sale. 10:00am to 4:00pm both days. Bradford Greenhouses Garden Galleria, 4346 County Road 90 at County Rd. 27, Barrie, Ontario. Sponsored by the Barrie-Allandale Railway Modellers. Adults \$8, Children under 6 free. Visit <https://barm.ca/> for more information.

Saturday & Sunday, February 25 & 26. Port Hope-Ganaraska Railway Modellers Model Railway Show Sat, 10:00am to 4:00pm Sat. 10:00 am to 3:00 pm Sun. Town Park Recreation Centre, 62 McCaul St., Port Hope, Ontario. Note: McCaul St. is on the east side of the Ganaraska River off Elgin St. Admission: Adults: \$6, Seniors \$5, Children 6-12 \$3, under 5 free. 2 day pass available \$9. Family pass \$15. Adrian Ristok, Show Coordinator Email: adrianristok@gmail.com Tel: 705-933-6070. Pre-

ented by the Ganaraska Railway Modellers of Port Hope.

Saturday, March 11. Greater Napanee Valley Railroad Model Train Sale. 10:00am to 4:00pm Strathcona Paper Centre - Ballroom, 16 McPherson Drive, Napanee, Ontario. Admission: Adults: \$5 Children under 12: \$2 CASH ONLY. For more information call John 613.354.4298

Sunday, March 12. Newcastle Spring Model Railroad Sale & Open House 10:00am to 2:00pm Newcastle Community Hall, 20, King Avenue West., Newcastle, Ontario Admission: \$8, Children 12 and under, free. Sponsored by the Soper Valley Model Railroad Association <http://www.svmra.ca/> sopervalley@gmail.com

Saturday, March 18 Brant-Haldimand-Norfolk Model Railroad Tour Sat, Mar 18, 9:00am to 5:00pm FORMERLY the Brantford, Simcoe & Port Dover District Annual Model Layout Tour. \$5 per person. Children under 12 free when accompanied by an adult. For more information, or offer to participate, contact Ted Black 519.770.4086 or by email at revtedblack@hotmail.com Also for more information, check: <http://www.brantfordmrclub.com>

COBOURG & PETERBORO RAILWAY KEENE

ARTICLE AND PHOTOS BY TED RAFUSE

Keene is a small community on the north shore of Rice Lake. The C&P railway did not pass through the village but the rails were constructed about one mile west of the town.



PHOTO LEFT: In this image, an Osborn Models kit overlooks the shore and is painted to represent my cottage on an Ontario lake. The cottage colours were selected by my eldest grandson. The railway, exhausted by the maintenance of a pile trestle across the lake, constructed a causeway with a swing bridge, not depicted on my layout. Operators must use the ammeter shown to limit their speed over the causeway. An Osborne Model boat kit is partially hidden by the cottage. A vintage PFM Mogul passes by the cottage.



PHOTO ABOVE: A daily sight on the causeway is the southbound ore train led by Mikado 3402, a brass engine built by an unrecalled Saskatchewan modeller. The ore cars are wooden, really plastic, Tichy Train models kits with Woodland Scenics replica ore. The van is a Rapido Trains Inc. model. This ten-car train is the maximum length for the layout's sidings.

PHOTO RIGHT: At the south end of Keene a small stream is spanned by a Campbell Scale Models through truss bridge. Southbound Mogul 410, a Pacific Fast Mail brass product, was captured rattling through the bridge. The stream is a favourite water haunt for sport fishermen. The water is a Mod-Podge product as is all the water form on the layout. Mod-Podge is a water base sealer, glue and gloss finish product.





PHOTO ABOVE: This gull's eye view illustrates the relationship between Milne Fuel Oils, a B/A distributor, and the Keene Co-op Grain Storage Feed & Seeds enterprise both at the south end of the village. The B/A oil tanks are a Campbell Scale kit, part of the Oil Compound house complex of kits. They have been lightly weathered. I don't recall the origin of the fuel rack from which fuel oil is transferred into tank trucks. The compound house is that structure with the partially opened freight door and is a Campbell kit. The tall wooden structure to the right is Keene Co-op.



PHOTO ABOVE: The office end of the B/A oil distributor with a Jordan Miniatures stake truck has backed to the loading ramp to transfer filled 45-gallon drums of petroleum product. A wooden single sheathed box car sits in front of the loading door of the warehouse. The red blur in front of the truck's door is from a Caboose Hobbies switch stand.



PHOTO ABOVE: The Keene Co-op elevator is a John Rendall Pontypool Farm Supply kit, the kits were originally a Canadian production. Hidden by the Taylor kit (Canadian) outside braced box car is the concrete base of the building, all the remaining part of the structure is of wood construction. Boards were individually weathered by brush strokes. Details such as sacks and broom and water barrel and person were added to lend a sense of authenticity to the scene.



PHOTO ABOVE: The brewed products of Ashcroft Brewing Company are a favorite refreshment throughout Northumberland and adjacent counties. The company is proud of its heritage brewing process and its production is limited to ensure its craftsmanship appeal. The ABC building is a Campbell Scale Models Bret's Brewery, partially rearranged and modified to show more of the stone ancillary furnace room. The field stones are individually coloured. The aluminum roofing sheets have been weathered using Bragdon Weathering powders. A loaded hopper car is about to dump its contents on the ground to be moved by hand to a storage area hidden from view. The office was separated from the original structure plan. When this facility opened the modelling members celebrated in an appropriate manner.

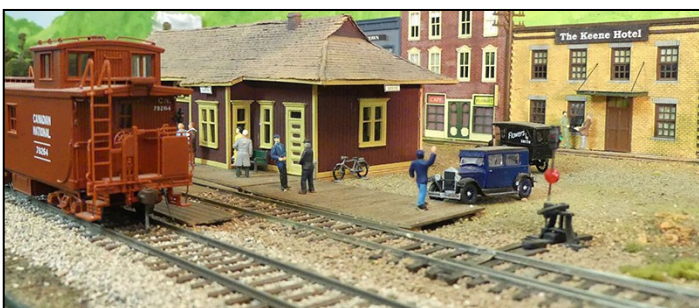


PHOTO LEFT: The north end of Keene station with a Rapido Trains caboose slowly moving past the station dominate the left side of this image. Along the back wall of the room are several flats that add to the sense of a street scape in this rural village with its dirt streets. The Keene Hotel has an unknown origin while the 3-storey store front structure is a Design Preservation Models component. Both are flats. The van is a Rapido Trains model.



PHOTO ABOVE: The station at Keene was scratch-built from plans of a Grand Trunk Western version that appeared in a 1950s Model Railroader magazine. The architectural style of the wooden station appealed to my sense of what I wanted to create for the Keene station. I used Juneco parts for the windows and doors. Added details bring some vitality to the structure. Behind the station are several flats to further define the area.



PHOTO ABOVE: Farther north along the industrial spur is R. Duncan & Sons, purveyor of the famous blue anthracite coal. The structure is a Hamilton Models Work kit built according to instructions. This is not a modern facility and coal is received on the backside of the building and hand bombed to be stored in bins according to grade. From the bins the fuel is then distributed by truck. The truck is emerging from the covered weigh scale and once the paper work is completed will be released for its delivery to a local farm. This firm is named in honour of one of the modelling group.

PHOTO BELOW: Farther along the spur track is a small loading/unloading dock, scratch-built.

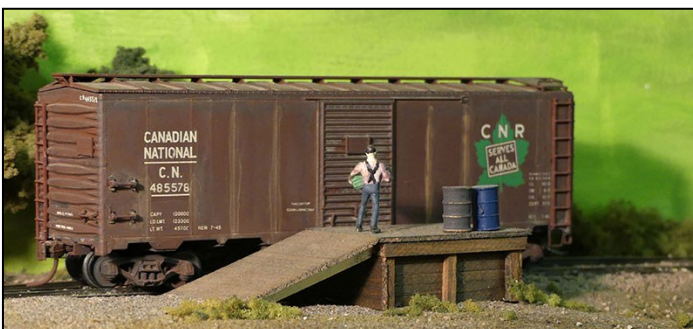


PHOTO ABOVE: Once a proud mainline passenger Pacific locomotive 5127 now travels the rails on a tertiary road. Here she crosses a wood Campbell models kit bridge appearing for all the world as a steel structure. This is the only location on the layout where the fascia has been cut away to reveal a depression in the landscape. The reefer car is an Athearn model and the baggage car a wooden LaBelle kit.

PHOTO BELOW: Keene is in the heart of a mixed farming region of Northumberland County and not only are grains shipped out of the area, cattle are also transported by rail stock cars to distant slaughter houses. Here a small stock transfer corral (Campbell Scale Models) meets the needs of the local herdsmen.



FOREST CITY TERMINAL RAILWAY

Big City Railroading in a Small Room

Article by Ken Layland, Photos by John Johnston



PHOTO ABOVE: CP Rail SW1200RS #8169 crosses the 150 ft. Pratt Truss bridge over the Thames River with 3 cars and a caboose in tow. The anglers below hope that the noise of the train doesn't disturb the fish. The locomotive was custom weathered by Steve Nichol. The 150 ft Pratt Truss Bridge over the Thames River is a Central Valley kit. This scene was constructed over many months with the majority of the work done by myself and fellow club members John and Ethan. The water is Woodland Scenics Deep Water Pour and the trees and scenery are a combination of Woodland Scenics, Scenic Express, and Super Tree material. The backdrop is from Backdrop Junction.

My wife Laurie loves Christmas, it is her favorite holiday. Our house is decorated from top to bottom. My introduction to the model railroad hobby was thanks to Laurie who mentioned to me about 25 years ago that she would love a train under the Christmas tree. I purchased a snap together set from a hobby store and was quite proud of myself, bringing it home, putting it together, and seeing it work. There were however several Christmas seasons where things didn't work so well. I decided to dive a bit deeper and build my own "Under the Tree" track. A fire had been lit.

I began reading various model railroad publications and my interest in the hobby grew. I started frequenting Hutch's Trains here in Burlington and through Hutch's I was introduced to Justin Parry who invited me to his home for an operating session on his large N Scale layout. At Justin's, I met John Johnston and many other modelers and became part of a loose knit modelers club who meet at member's homes.

Our group decided that we would build a modular HO Scale layout based on the CN trackage through Bayview Junction. It was a great way to start learning the nitty gritty of building a model railroad. Building the modular layout gave me the opportunity to figure out if I wanted to build a layout of my own without spending a large amount of money and then realizing this isn't the hobby for me. I started dreaming of what I might want to build, and I knew it would include my hometown of London, Ontario. I had delusions of grandeur at the beginning and wanted to build the entire line from Hamilton to London. My great grandparents lived near the TH&B Roundhouse just south of the wye in Hamilton and my grandfather worked at the Supertest Petroleum warehouse at the east end of the CP yard in London. A perfectly plausible layout, showcasing the CP from Hamilton to London and recognizing the paternal and maternal sides of my family.

The only room available for a layout in my house was an "L" shaped room 15ft long and 10 ft down one wall and



PHOTO ABOVE LEFT: The Kellogg's plant was located on Dundas Street. I kitbashed the plant using the back of a Walther's "Williams Electric Motors" kit. The grain bins are Walthers and the silos are scratchbuilt. On the left we can see the opening through which the upper level of track will reach the helix in the next room.



PHOTO ABOVE RIGHT: The rural scene at the "west end" of my layout is the Village of Komoka. It is the site of one of my "must haves" on the layout, a Supertest station. You can see the beginnings of the station building on the right. It is being built using Walther's "Al's Victory Service" kit. The two houses on the left are Osborn kits.

about 12ft 6inches down the other. The size of the space curbed my vision to only modelling London. I started sketching ideas on paper and with the help of Justin and John, I was able to come up with a rough plan. I wanted to model the 70's so that I could include the Supertest warehouse on my layout. Supertest was bought out by BP in the mid 70's.

Learning to operate on other's layouts, I realized I enjoy switching, but I also wanted a loop to just watch trains go around. To try and get as much track as possible I decided on 2 levels of around the room plus some sort of peninsula in the middle. During construction of their own layouts Justin and John had learned the value of "people space". My friends thought the peninsula would cause very narrow aisles in an already small area and make it very difficult to move around. To make their point they set up bins to simulate the benchwork and to create the 2 ft aisles the peninsula would require and they had me try to maneuver around. I am 6ft4inches and 260lbs. I quickly got the point, "No Peninsula".

To join the 2 levels of the layout would require a helix. We tried several plans to incorporate the helix into the existing room, however, anyone who has built a helix knows the amount of space they need. There was space in the next room to build one. When my friends and I were laying out the footprint of a helix on the floor, my wife came downstairs and asked why is there tape on the floor? That led to a lot of negotiating between Laurie and myself, but after drawing it all out and showing her she had access to everything she needed, she agreed.

I started construction in June 2015, with the help of our group. We started by building the benchwork for the upper and lower levels. With benchwork complete we moved on to putting down cork and track. The helix could wait until benchwork and the main line trackwork were complete. With all the benchwork complete I was now certain that eliminating the peninsula had been the best idea. I have a train room that can accommodate up to 6 people comfortably watching trains. During operations 4 people can easily move around the room both running and switching trains.

PHOTO BELOW: The afternoon VIA train is just pulling into my "Union Station". The under construction station is the "Grimsby Station" kit from "Imagine That Laser Art" and has custom "LONDON" signs made for me by ITLA. In the background we can see the freight shed which is a kit from "KC Workshop". The backdrops here are from SceniKing.





PHOTO ABOVE: The afternoon VIA train is just pulling into my “Union Station”. The under construction station is the “Grimsby Station” kit from “Imagine That Laser Art” and has custom “LONDON” signs made for me by ITLA. In the background we can see the freight shed which is a kit from “KC Workshop”. The backdrops here are from SceniKing.

A year or so into the project we built the helix over a 5 or 6 week period. The helix is comprised of 1/2 inch plywood sub roadbed with threaded rods from top to bottom to separate the levels along with 4 wooden spacers on each level to provide additional support. Our group gets together once a week and we would build a level per week. My job was to lay the track for that level before the next week. I used Kato Unitrack glued to the sub roadbed with the inside track having a 24 inch radius and the outside track being 26 3/8 inch radius. The helix takes 4 levels to get from bottom at 44 inches to the top at 60 inches. Five years into operating the layout, the helix has operated without any problems.

One of the early decisions I had to make was how to deal with the entryway to the layout room. An around the room layout design meant the entryway was blocked by two levels of benchwork. Being my height and approaching 60 years old at the time, I had no interest in a duckunder. As a temporary solution we built 2 lift out sections so that I had a complete loop of track and I could run trains while a permanent solution was sought. I decided that the permanent solution would require the construction of a 2 level gate. This would be quite a piece of engineering. I didn't want the gate to be just track. I wanted scenery on both levels. This required the gate to be 8 inches wide. The gate, when opened would be 30 inches long hanging off two hinges, therefore its construction had to be rigid. We constructed the frame from 3/4 inch plywood to give it horizontal strength and connected the top to the bottom at the back with a 1/4 inch thick piece of hardboard to give it vertical strength. The gate is hinged to the layout at both levels with strong gate hinges. It has been installed for more than 5 years now and continues to work flawlessly. When open, the gate is not electrically connected to the layout but when it is closed the connection is made by using a metal clip mechanism used for keeping cupboard doors closed. This great idea for contact was thought up one of the members of our group, John Henwood.

So now, after more than 7 years of construction, tracklaying, wiring, and occasional troubleshooting I have basi-

cally the layout I originally designed with some minor changes thanks to input from my friends. I also realize that you have to be flexible and that something designed on paper sometimes doesn't work in reality. I am now at the scenery stage and have finished the first major scene. This scene showcases the Thames River and one of the bridges crossing it. All of the upper level has been ballasted and about 10% of the scenery is done. One of the major tasks still ahead is building structures with only about 20% of those needed having been completed.

One of the reasons I had designed a peninsula into the original layout plan was that it would be the location of a 130 ft turntable and a roundhouse. With the peninsula gone, so was my turntable and roundhouse, however, my desire for one hadn't. I can't recall how the idea was germinated, but the idea of using the unused area at the top of the helix for a turntable and roundhouse was thrown around. I drew up some plans and lo and behold it would fit. The base for this area is installed and the cutouts done for the stalls and the turntable, and there is a track

PHOTO BELOW: CN SW1200RS #1346 with a number of tank cars trailing is pulling out of the Supertest Warehouse track. The warehouse is kitbashed from a number of Walther's components including their “Yard Office” kit which is a stand-in for a future scratchbuilt replacement.



leading to it from the upper level, My plan is this will be a project I will tackle after most of the main room is complete.

It is possible to build a layout on your own if you have carpentry, electrical, and modelling skills, or are willing to learn them, but having friends who have these skills and are willing to share them and work with you, is much more fun. I want to thank Justin, John J, Neil, Colin, Ethan, Walter, John H, Bob, Ian and Steve for all their efforts and encouragement. Special thanks to my wife Laurie for getting me started and being my biggest supporter.



PHOTO ABOVE RIGHT: This view shows the end of the gate. A lesson learned early in the gates use was to ensure that the track ends are really secured. A friend of my wife's was being shown the layout and snagged her sweater arm on the ends of the bottom level track and pulled the rail out of the plastic fishplates. The answer as you can see in this photo was to replace the last 5 ties with PC board ties and solder the rail to them. It is now impervious to any "visitor accidents". Lesson learned.

PHOTO ABOVE LEFT: This broadside view of the gate shows the heavy duty hinges and latch mechanism I used. It also shows the beginnings of the sceniking of the gate. The bridge sides are attached to the 3/4 inch plywood subroadbed. This will be one of the next scenes I plan to complete. PS: Brownie points to anyone who can find the Editor taking this photo. Metal cupboard clips were used to bring power to the rails on the gate. The "female end" of the clip was on the benchwork, the "male" end on the gate. Power leads were soldered to each of the clips. This simple system has worked flawlessly.



PHOTO BELOW: I am an avid collector of locomotives and one of the issues with a small layout is how to showcase them. If you model London however, you have the opportunity to model the General Motors Diesel Division. Here we see a number of locomotives sitting on the ready tracks. All EMD of course.



PHOTO ABOVE: Ken Layland looks over the upper level of his Forest City Terminal Railway layout as his TH&B heritage unit passes by on the mainline through London.



PHOTOS ABOVE: These two overviews give a good sense of the entire layout minus the helix which is located in an adjacent room. Layout control is Digitrax and I have recently converted to Duplex. I am an avid sports nut and the TV allows me to keep up on my beloved Canadiens and Blue Jays while still working on the layout. The backdrops are from SceniKing and Backdrop Junction.



PHOTO ABOVE LEFT: A view of the helix. You can see the threaded rods used to support the levels.

PHOTO ABOVE RIGHT: The top of the helix showing the turntable and the base of the roundhouse. In the foreground you can see the transition between the Kato Unitrack in the Helix and the Peco track on cork roadbed used on the layout.



PHOTOS ABOVE & BELOW: My wife Laurie likes to help out with the scenery department and this backdrop park area in downtown London is an example of her work.

PHOTO ABOVE: The 4 track London yard with several trains waiting to depart. When you are constructing a layout there are many small tasks which you seem to keep placing on the backburner. This photo and others have shown me I really need to start tying all those wires up underneath the benchwork. Peco track and turnouts were used throughout the layout. Turnouts are controlled by Tortoise switch motors.





PHOTO ABOVE: A CP intermodal train passes through London West with a TH&B heritage unit leading on Ken Layland's Forest City Terminal Railway. Though he models the early 70's, Ken runs a variety of equipment for fun. He is a fan of the TH&B and loved the "heritage unit" idea. Ken designed the SD90/43MAC paint scheme and it was painted for him by Dave Browning. CP #9101 was built in London. Ken has been working on his own weathering techniques and you can see the results of his efforts on the weathered containers at the front of this consist. *John Johnston photo.*



PHOTO LEFT: Peter Hall finished this Osborne Models DHC-2 Beaver to represent the first Beaver flown by the Ontario Department of Lands and Forests. The finished product, has an acetate circle for the propellor. Peter created the hub with shaped basswood and a wire pin. *Peter Hall photo.*

PHOTO RIGHT: George Dutka recently completed this backdrop building from Monster Modelworks which will be used in a back alley scene. The laser cut brick walls are heavily textured with missing and broken bricks. *George Dutka photo.*

