



“CANADIAN”

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IN THIS ISSUE

CHAPTER REPORTS

RAPIDO CN H16-44

TRACK CHANGES ON
CN WESTON SUB

FINAL RELOCATION OF
ALEX THUMS LAYOUT

NEW ENGLAND MILK CARS

JOHN SPRINGS TH&B LAYOUT

MEMBER SUBMISSIONS

WEATHERING CPR BOXCAR
ROOFS





THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

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David King, Lex Parker

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ALLEN MCCLELLAND AND PAYING IT FORWARD IN THE HOBBY

In the fall of 1971 my wife and I were married, and in the summer of 1972 we were planning a vacation out west. With a brand-new Chevy Vega and a Canadian Tire soft-top camper in tow, we set out to see the Rocky Mountains. But before heading west, I hoped to make a special stop in Dayton, Ohio.

A few years earlier, I had followed with great enthusiasm the ground-breaking *Railroad Model Craftsman* series on the planning and construction of Allen McClelland's *Virginian & Ohio*. At the time, the NMRA published a member directory complete with addresses and phone numbers, something unimaginable today. Knowing Allen lived in Dayton, and that it wouldn't take us far off our route from Detroit, I thought: why not call and ask if we could visit?

To my delight, Allen couldn't have been more welcoming. Our visit with Allen was unforgettable. He shared his time, his layout, and his philosophy of model railroad operation with remarkable generosity. Running trains on the V&O and hearing his ideas firsthand shaped my own modeling journey for decades to come. Beyond influencing how I thought a layout should be built and operated, Allen taught me something far more lasting, the value of sharing our hobby with others.

Now, with more years and experience behind me, I try to honour what he showed me. If someone asks to visit, or if there's an opportunity to host an open house, my answer is always yes, and if scheduling is tricky, we make it work. I believe the hobby thrives when we open our doors and welcome others in. I would encourage everyone to approach the hobby in the same manner and the hobby will continue to grow moving forward.

Recently, CARM member Peter Ely and his wife were in the area for Real Rails in Burlington. I arranged a few layout visits for them, including my own. Here they are enjoying a visit to Ron Tuff's BC Rail layout, a perfect example of how our community grows stronger when we share what we've built.



John Johnston

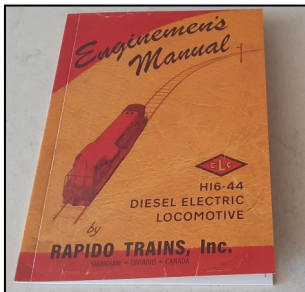
COVER PHOTO TOP BY JOHN JOHNSTON: This photo shows the 27 stall Chatham St. Roundhouse on the TH&B layout of John Spring. The roundhouse was scratchbuilt from plans found in the TH&B Archives and is a full scale representation.

COVER PHOTO BOTTOM BY ETHAN FLATT: This photo shows the harbour at Port Maitland on John Springs TH&B layout. The boat on the right is the TH&B car ferry Maitland 1, the boat in the centre is the lake freighter Algosoo and the boats on the right are the whaleback barge #105 and its tug. Also clearly visible are the TH&B coal docks and the TH&B Ferry Yard.

RAPIDO'S NEW CN H16-44 BY GEORGE DUTKA



I recently purchased Rapido's CN H16-44 new release in HO scale. It is a great running engine and the sounds are amazing. If you model the 1950's era this CNR diesel power could be found in use. Some of the fleet were designated to Montreal as I have seen pairs of these engines in photos on the Central Vermont Railway on the CN Montreal to New London run-through freights that were beginning to replace steam in New England. One or two of these engines would be nice to have for such a layout. My layout is smaller so one unit is more than enough. I recently took a number of photos of my model just out of the box on my White River Division which runs through Vermont on the CV and B&M. Now to get it on the workbench for a bit of light weathering. It may jump past some of my others that are lined up waiting work.



A bit of history regarding this engine can be found in the Rapido "Enginemen's Manual" which looks a lot like the prototype manuals that were placed in the units 70 years ago. In 1955, Fairbanks-Morse offered a new design for their existing H16-44 model locomotive. These changes involved raising the walkway and simplifying both short and long hoods to make construction easier. Under the hood, the locomotives were nearly identical to the earlier phases of H16-44 except for replacing the Westinghouse Electrical System with a more

reliable General Electric system. A total of 165 of the H16-44 Phase III Locomotives were built between 1955-1963. Locomotives for the Canadian Pacific and Canadian National were built by Fairbanks-Morse subsidiary Canadian Locomotive Company. A total of 58 H16-44 were built at the CLC plant. 18 of the units built in 1955 were for the CNR.



CARM ZOOM SESSIONS



CHAIRMAN'S REPORT

The first two ZOOM sessions were successful. We had 29 participants at the first session and 39 at the second. We look forward to many more sessions. Invitations will be sent to members one week in advance of each meeting. Sessions will be held on the third Monday of every month at 7:30 pm (ET) unless otherwise stated. We have assembled a lineup of engaging presentations, and we hope you'll find something of interest. If you would like to make a presentation yourself, or if you have suggestions for future topics, please contact:

Malcolm Back – mback1217@rogers.com

Willie Waithe – wwsd40@gmail.com

We look forward to greeting you at these meetings.

Upcoming Presentations

December 15 – To Be Confirmed: Michael Hodgson: *My Layout and Planned Future Operations Using TT&TO.*

January 19 – Phillip Jago: *Restoration of the coach 4977*

February 16 – Gerald Harper: *Making Scenery on the Cheap. Review of the quantity of Scenery needed to fill a whole layout and the wild costs of doing so by buying the small quantities made by RR modelling supply companies. We will explore some ways to dramatically cut these costs.*

March 16 – Richard Morrison: *A presentation while walking around my layout, made up of 2' x 4' folding tables that can be unbolted and folded up when it comes time to move. Model Railroads are typically associated with homeowners and when the home is sold, the layout is demolished. Folding tables allow tenants to take down their layouts and move to new rental accommodations and (possibly) set them up again with a little tweaking.*

April 20 – Walter Reid: Using AI to improve Photos/Videos for modelling research. Using various AI software packages, we will explore how you can use this new technology to reveal new levels of detail when challenged by only having older photos or videos of the prototype. We will also demo colourization software which makes old black and white pictures come alive in a new way.

EDITORS NOTE: Ian McIntosh has stepped down as Chair of the Board and on behalf of the entire Membership, the Board expresses their thanks to him for the years he served in that role. David King reports this month on behalf of the Board. A new Chair will be appointed by the Board in the Spring.

Hello everyone, I'm pleased to have the opportunity to talk to you this month. As a member of the Board, I offered to communicate with all of you. I'd like to thank all of you that attended the Annual General Meeting in November. I found your participation exciting and informative in both your comments and questions.

I'd also like to wish all of you a Merry Christmas, Happy Hanukkah, Happy Winter Solstice or what ever festivity you wish to celebrate. This is a great time of year to connect with family and friends. This does include our friends and acquaintances from the model train world. It is amazing how easily we can miss the interactions of our fellow modellers. The connection with this like minded group is more important than we realize.

I find that as time continues to advance, we sometimes lose these connections, and this doesn't need to happen. We have the marvel of using many forms of communications that make it possible to stay in touch, we just need to accept these newer methods. The use of the Internet allows us to send messages (email), talk face to face (Zoom), read about other's ideas (articles), watch how-to or information videos (YouTube). So, you can reach out and try all these different techniques and others. If it helps you, it most likely helps others as well.

To this end you can think about volunteering some time to helping your fellow modellers so that everyone can help each other. If you have no idea where you can volunteer just reach out to any member of the Board and we would be pleased to talk to you. I mention volunteering as something we can all do. It can be very little time or great amounts of time, both are helpful. To this end the Board is currently looking for a Volunteer Coordinator that can ask the right questions and help our members get involved in areas that are best suited for both the volunteer and the membership. We are stronger together and we can continue to grow as an organization. I believe our future is bright and the possibilities are great.

All the best to you and your families, stay on the right track.

David King

The Canadian is published four times per year.

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

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



CHAPTER REPORTS

NATIONAL CAPITAL CHAPTER:

On Saturday, October 25, a small group of Chapter members plus two special guests from the Bluewater area, Randy Schnarr and Dan West, visited Exporail under a special arrangement. We were given a guided tour involving several pieces of their vast collection, including some things not normally open. Our guide, Karim took us through several cars that had been locked and gave a very good commentary. We even got to ride the streetcar! While we did not get the access to the archives that we had hoped we would, the event was fun and interesting all the same. We had a long, late lunch at a Quebec staple: St Hubert BBQ, after which we all departed for home, as it was getting late.

Bruce Leckie



PHOTO ABOVE: The gorgeous Sibley Park, a tail end dome car which was being restored so was not open for tours.



PHOTO ABOVE: Left to right: Jeff Hill, Dan West, Andrew Taylor, Bruce Leckie, Malcolm Vant, Ian Frost, Randy Schnarr.



PHOTO ABOVE: Karim demonstrates the mail hook to Malcolm and Ian.



MEMBERSHIP REPORT

The 2025 Membership process has been completed and we, meaning I, learned quite a bit in the process. One thing I didn't do for about the first 75% of you was send out a follow up letter acknowledging your membership. That has been changed and the last 25% of you received a letter and that will be the norm for 2026 renewals.

2026 Renewal will be going out in the next month. This is to remind everyone that the dues you recently paid were pro-rated for the remainder of 2025. You will be receiving a notice for the payment of 2026 dues. Again, a reminder, those of you paying by PayPal or etransfer. The treasurer's email address is treasurer@caorm.org

Please take special note of the spelling of CAORM

I also heard the feedback about how confusing the pro-rated memberships were. Effective with 2026 memberships we are returning to a Members' start date becoming their renewal date and abolishing the pro-rated memberships.

Our current membership stands at 177 including several new members and on a very positive note we know that these are all active members.

John Johnston

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

ARTICLE AND PHOTOS BY WILLIAM WAITHE

The ratio between track number and freight car capacity and the type and size of an industry is an important, but not always recognized aspect of modelling industrial railways. Given the size of the prototypes of the two adjacent food industries on the Weston Subdivision that are now modelled on the layout as one combined industry (United Foods), a track configuration of eight service spurs was excessive and unrealistic.

In two previous articles (*The Canadian*, 2024 #89 and 2025 # 92) I described the removal of four of these tracks. What was once an eight track configuration was reduced to four industrial spurs. In pursuit of further realism, another rail extraction of United Foods and subsequent re-arranging of the landscape is described here. The result is a more realistic scenario: three service spurs for this mid-size industry.



PHOTO #4 BELOW: Because track #6 had the remnants of two removed turnouts, I decided to replace the entire track and also remove the remaining portion of the now useless, truncated turnout. The poor condition of the styrofoam base due to the multiple holes for the three turnout servo motors is evident.



PHOTO #5 RIGHT: To provide a better, level surface for the new track section (Atlas code 55 flex track) a section of 1/8 inch medium density fiberboard was cut to fit the track route. The fiberboard was fixed with Weldbond and, after checking that it was level, was covered with weights and left to cure overnight.



PHOTO #1 ABOVE: A view of a portion of the remaining tracks of United Foods. The track closest to the foreground (#6) is to be retained and the one just above it (track # 5) is to be removed. Note on track 6 the remnants of the frogs of two turnouts which had been removed (described in a previous article).

PHOTO #2 LEFT: After removal of track #5 and its corresponding portion of the turnout. The surface was removed with water containing a few drops of dish soap and scraped down to the styrene foam base. The hole for the turnout servo motor (no longer needed for track 6) is visible.

PHOTO #3 BELOW: The styrofoam base was sanded and a piece of 5mm foam board was applied, fastened with Weldbond and held down with a 20 Kg. weight overnight. The surface was then sanded, the gaps patched with polyfilla and then given a preliminary coat of cement-coloured tempera paint.



continued on next page



PHOTO #6 ABOVE: The final product: The surface was sanded again and painted. A concrete curb was modelled using strip styrene and some foliage added. The building seen in figure 1 is being modified and will be re-installed and some additional details will be added to the area.

SPECIAL MEMBER OFFER FROM DON DAVIES HERITAGE ART EDITIONS INC.

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

Train Print Draw – Valued at \$200 CDN

- 25 Train Prints will be awarded by draw on **February 21, 2026**. Draw to be conducted by Malcolm Back.
- Eligible: All **new CARM Members** and **Renewing Members for 2026**.
- Winners may contact Don directly to choose their print.
- If the chosen print is valued above \$200, winners may upgrade by paying the difference.
- Winners are responsible for postage costs.

This is a great chance to own a beautiful Train Print simply by joining or renewing your CARM membership for **2026!**

Exclusive Offer – Larry Fisher Art Book Collector’s Set (see below)

- Limited Edition, Signed & Numbered Collector Box Set.
- Regular retail: **\$495.00** Current special price: **\$295.00**
- **Special CARM Member price: \$195.00 (shipping & handling included anywhere in North America)**
- Offer valid until **December 31, 2025**, while inventory lasts.



FINAL RELOCATION OF THE LATE ALEX THUMS ST. LAWRENCE DIVISION (SLD) LAYOUT BY ERIC TEMPLETON

During February 2024 I wrote an article on how far we had progressed in reaching our objective of having trains once again run on each of the re-located sections of Alex's SLD layout. After a year and some months we have achieved what we set out to do. Reaching this point has probably taken longer than most of us anticipated however, after tip toeing through a pandemic, seasonal flu and other infections, the talent, experience, innovation and determination of a great group of guys, Bruce Leckie, Andrew Taylor, Bill Ewing, David Hain, Don Whiting, Larry Terry, Mel Watson, Jim Baxter and Eric Templeton got the job done. Here are some views of the relocated sections on the 3 layouts they can now be found on.

Don Whiting's Fundy Bay Railway: The Fundy Bay Railway runs from St. Stephen, NB **Photo Top Left**, formerly Tweed on the SLD, east to McAdam, NB **Photo Top Right**, east to Youngstown NB **Photo Bottom Left**, formerly Kingston west side on the SLD, and east to terminate at St. John NB **Photo Bottom Right**, formerly Kingston east side on the SLD. The Fundy Bay is now holding operating sessions and is moving freight traffic using car cards.



Eric Templeton's CNR West Pearl Sub: As previously reported trains continue to run on the Farnham Branch, CPR of Eric Templeton's West Pearl Sub, CNR (imagined) between Farnham QC **Photo Right**, formerly Belleville on the SLD, and West Pearl (interchange). Passenger service was initiated on the branch, but ran into a snag with the six wheel trucks on the combine/coach refusing to reverse through a curve between two turnouts when crossing over to the platform. This situation was resolved by realigning the three turnouts in the crossover to a straight ladder. Otherwise the track work remains as on the original. A photo backdrop has been added to approximately 90% of the module, and there remains plenty of room for detail which I will endeavor to work at during the winter months.



David Hain's Lyn Valley Railway: The largest part of the SLD layout (5 sections) is set up in David Hain's basement as the Lyn Valley Railway. LVR has its Eastern terminus anchored in Johnstown, ON , formerly Perth on the SLD **Photo to Top Left** . Johnstown receives westbound cars from Montreal (shelves under the layout) and conversely with eastbound traffic. To the west of Johnstown is Maitland, ON, formerly Trenton on the SLD. **Photo Top Right**

West of Maitland is Brockville, ON **Photo Centre Right** which has been lengthened by several feet from its former footprint on the SLD, and Manitoba Yard **Photo Centre Left** has been added to the immediate west of Brockville. A set of shelves under Manitoba Yard provide or receive cars representing freight traffic to and from Toronto. The town of Athens, ON, formerly Napanee on the SLD **Photo Bottom Left**, is situated to the west of Manitoba Yard. The Lyn Valley terminates at Perth ON, formerly Oshawa on the SLD **Photo Bottom Right**, and receives eastbound cars from North Bay, and conversely with westbound cars.

The LVR is powered by Digitrax and JMRI. An operating system is being developed in JMRI Ops and is proving to be reliable. Scenery continues to evolve through the efforts of several people. Recently, LED tube lighting was installed over the layout ensuring visibility of car reporting marks, and the possibility of a sun tan. A valence to complement the lighting is being considered.



MODELING A NEW ENGLAND MILK CAR BY GEORGE DUTKA

On my layout the White River Division I like to run milk trains which were a common site in New England during the 1950's. Most of my milk trains are those of the Boston and Maine Ry. and the Central Vermont Ry. More on milk car modeling can be found in the June 2024 issue of RMC.

Whiting's milk cars handled much of the milk traffic from several creameries along the Central Vermont Railway to the Whiting's milk plant in Charlestown, Mass. Central Vermont Ry. creamery locations were Randolph, Richmond, St. Albans, East Berkshire and Waterbury, all in northern Vermont. Whiting used several types of milk cars. I have modeled both versions using currently available kits. So, lets look at one of the milk car styles that I really enjoy.



The Roundhouse-Athearn milk car needs very little done to the model to represent the Whiting prototype.



Two version of the Whiting milk cars. The milk car on the left is a Roundhouse-Athearn offering as modeled in this article. The 50 ft. version on the right is made using a Walther's offering which is also easy to model.

WMKX 11: The Roundhouse wooden 40' milk car offered by Athearn back in 2005-2006 is a good match for Whiting's WMKX 7-11 milk cars. Although not currently available they can be found on the secondary market (train shows) for a decent price. Whiting milk car no. 11 lasted in storage along the Central Vermont Ry. until 1974 so this became my obvious choice to build. Milk cars make great storage locations along one's layout. This project is a simple conversion. The models only detail requiring replacement is the brake wheel followed by new paint and decals. The couplers are plastic and large. I clipped the pin and left them as-is for the moment. I want to see how these couplers will hold out during operations, but Kadees are a much better choice.

The Roundhouse model comes with an early era hand brake, I carefully removed this detail adding an upper brake platform and a Kadee brake wheel. I also ran a length of chain down from the wheel. I bent a cut lever

which has a handle on both sides running above the buffers. I then applied styrene placards in the locations the decals would be set. Currently I just color photocopy my decals, using the paper cut outs as my placard. The underbody detailing is nice on this Roundhouse model so I left it as-is.



The Concord Jct. decal that one can photocopy to get the two needed logos. Any yellow-gold lettering can be used to emulate the proper lettering-numbering.

The roof and underbody were painted Floquil grimy black. The car sides are painted Floquil Pullman green with a touch of black mixed in. I have found that here in Canada, Home Hardware "Camo Coat" olive which comes in a spray can will work well for Pullman green making the project much easier to complete. Once gloss coating was applied, I used Concord Jct. decal set no. 8512. which is not available today. One can use the artwork seen here for the placards and any yellow lettering and numbering found in passenger decal sets.

Once a flat finish is applied this car received some light chalk weathering on the trucks and ends but is kept relatively clean. This might have been the simplest milk car project I have done to date and maybe one worth considering.



Bill Brigham photographed the Whiting milk car after its milk service life was completed. It spent many years in St. Albans, Vermont as local storage in the Central Vermont railway yard.

AN UPDATE ON JOHN SPRING'S HO SCALE TH&B LAYOUT

ARTICLE BY JOHN JOHNSTON PHOTOS BY AUTHOR & ETHAN FLATT

I had previously done an article on John's layout in the Summer 2016 Issue of The Canadian. There have been some very significant changes over the last 8 or 9 years. In particular, the scene at Port Maitland has been completed and an accurate to scale roundhouse has been installed at Aberdeen Yard. I met John at the Real Rail's Meet in Burlington where he and his wife were major driving forces in its success. My grandsons' had never seen John's layout and he was happy to have the three of us come up for a visit. I hope this updated photo tour does the layout justice.

This is a large layout. It occupies 2 rooms and much of it is double level. One room is 16ft by 25ft while the other room is 16ft by 28ft. There is over 400 feet of mainline. The mainline switches are controlled by switch motors of numerous types but primarily Tortoise switch machines. Non mainline switches are hand thrown. The layout has Code 83 track on the layout itself and Code 100 in the staging yards. The layout is controlled by a Digitrax DCC system. Pretty well every significant point on the TH&B between Welland and Toronto is represented on the layout with the branch's to Port Maitland and the Belt Line represented as well. The layout operates on a point to point basis between two staging yards representing both ends of the TH&B system. I have made an effort to show the photos in a geographic progression as you would move across the layout. On this page the four photographs give an overview of the entire layout.

PHOTO BELOW: As you enter the layout room you can see that the room is divided in half. In the right aisle is Aberdeen Yard on the right, and Kinnear Yard on the left. The circle of drywall at the end of the aisle hides a helix leading to the upper level.



PHOTO BELOW: If you turn to your right you can see the Chatham St. roundhouse and backshop. In the foreground is Netkins Foods.



PHOTO BELOW: Still in room 1 you can see Ferguson Ave in Hamilton on the right and the Hunter St. station on the left. You can also see the beginning of the Upper Level starting at Vinemount.



PHOTO BELOW: This photo shows Room 2. The centre aisle is Port Maitland. You can clearly see the two levels. Staging is on the left of the photo on both levels.



PHOTO RIGHT: One of the most significant changes to the layout has been the addition of the 27 stall Chatham St. Roundhouse. John did all of the track-work. The structure was scratchbuilt by Dave Patterson based on the actual TH&B blueprints from the TH&B Archives. Sylvan Scale Models cast the doors and windows for John. The turntable is a Diamond Scale Model.

On the wall are cabinets containing numerous complete passenger trains including motive power. The bottom shelves are trains that regularly run on the schedule, the top shelves are trains which would from time to time be detoured off the CASO due to derailments or track work and run from Waterford to Hamilton to Welland. Trains such as the Detroit, the Wolverine or the X350 Mail Express.



PHOTO LEFT: The interior of the roundhouse is fully detailed and lighted.

PHOTO BELOW LEFT: In the foreground we can see the scratchbuilt Netkins Foods. This used to be the TH&B Car Shops till Netkins took over. One benefit, they generate more car loads for the railroad.

PHOTO BELOW: TH&B power waits under the scratchbuilt coaling tower. On the right we can see the scratchbuilt backshop attached to the roundhouse.



PHOTO BELOW LEFT: Directly across from the backshop we can see the Westinghouse appliance plant and in front of it Aberdeen Avenue and the bridge across it. To your right is Aberdeen Yard.

PHOTO BELOW RIGHT: Aberdeen Yard is the main yard on the TH&B. The main line runs through the middle of the yard. The yard tracks closest to the aisle, the South Yard, service Welland Smithville and the Belt Line. The yard tracks on the other side of the main, the North Yard, service Toronto, Guelph Jct, Dundas, Waterford, and Brantford.



PHOTO ABOVE LEFT: The Aberdeen Yard office and station. This model was built by John Mellow.

PHOTO ABOVE RIGHT: The Victoria Avenue interchange with the CN. In a later photo you will see the CN staging yard. Trains come through the wall in the centre, cross the TH&B on a diamond and proceed up the escarpment. The two tracks to the rear are the TH&B mainline while the two tracks to their left are the CN interchange. In the foreground are the industries along Forest Avenue.

PHOTO BELOW: Across the aisle from Aberdeen is Kinnear Yard which services the Belt Line. Underneath Kinnear we can see the CN Staging for the Victoria Ave interchange. The building in the distance is Mercury Mills while the building in the foreground will become the Lifesaver Plant.



PHOTO BELOW: TH&B Hunter St. station.





PHOTO ABOVE: The top of the helix from Aberdeen Yard comes out through the bridge seen on the right of this photo at the top of the escarpment known as Vine-mount which is on the layout's second level.

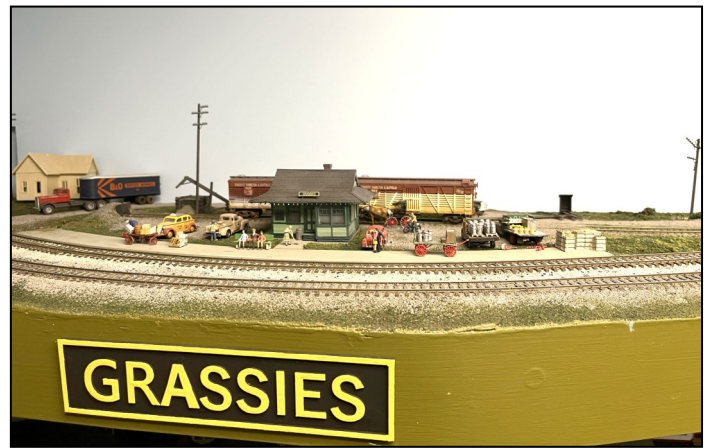


PHOTO ABOVE: The next stop as you head towards Welland is the farm community of Grassies. From here you head into the next room and Smithville.



PHOTO ABOVE: As we turn into the next room we come to Smithville and its striking scratchbuilt station. Behind Smithville is another hidden helix leading to the Dunville branch to Port Maitland.



PHOTO ABOVE: Another view of Smithville with a freight pulled by double headed TH&B Berkshires hitting the crossovers in front of the station. My grandson Ethan is on the throttle.

PHOTO BELOW: This photo captures 3 levels. On the top is the farmland south of Smithville. On the centre level is E&O tower and the CASO crossing on the Dunnville sub headed to Port Maitland. On the bottom level is the Belt Line on its way to the Steel Mills of Hamilton.



PHOTO BELOW: In this view we see the scratchbuilt combination station and freight shed at Fenwick. Fruit would be the main freight commodity shipped from here. In the foreground is a Sylvan Scale Models cattle truck.



PHOTO ABOVE: The TH&B car ferry Maitland No. 1 which was scratchbuilt from plans found in the TH&B Archives. John built the hull and the superstructure was built by Dave Patterson.



PHOTO ABOVE: The lake boat Algosoo is a kit from Sylvan Scale Models. John has become the latest owner as a number of fellow members of the Ontario and Eastern modular group owned the model.



PHOTO ABOVE: This unique model of whaleback barge #105 and the tug which pulls it were scratchbuilt by Dylan Harris. In this photo you can also see the harbour's fireboat out on a rescue mission for an overturned sail boat.



PHOTO ABOVE: My grandsons, Ethan (left) and Nathan (right) take in an overall view of the 4 foot by 12 foot harbour scene. In the lower right we see a number of the unique Lake Erie fishing tugs and in the centre of the photo we can see the ferry yard. This view looks north.

PHOTO BELOW: Once more we have an overall view of the harbour scene, this time looking South. At the end of the benchwork we see the layouts owner, John Spring. In the left of the scene is the ferry yard and to the right of the scene we see the TH&B coal docks.

PHOTO BELOW: In this view of Maitland No. 1 we can see the ferry apron with its counter weights and the 4 tracks on the ferry. Cars are loaded and unloaded from the ferry during operating sessions.





PHOTO ABOVE: The TH&B's Hamilton Belt Line served both Stelco and Dofasco steel mills. We can see the 2nd level Dunnville sub, and the 3rd level mainline to Welland.



PHOTO ABOVE: An overview clearly showing the 3 levels of the Belt Line, the Dunnville sub, and the Hamilton to Welland mainline.



PHOTO ABOVE: John believes in "Staging with Flair". That means open, scenicked staging areas. Here we see Toronto's Union Station.



PHOTO ABOVE: In this view we see Toronto staging and on the benchwork above is Welland staging.

PHOTO BELOW: Continuing John's "Staging with Flair" theme we see the Welland staging yard below, fully scenicked with a representation of Welland Pipe forming the backdrop.



PHOTO BELOW: The Digitrax Command Station and Booster units to control the layout along with operators throttles are all centrally located.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

PETER HALL (Kenora, ON)

I'm working on a three track tunnel portal with a "new to me" material. **Photo 1:** The air drying clay "Dab". **Photo 2:** I built a mold after measuring the trackage out of Woodland Scenics foam board. **Photo 3:** After lining this with plastic card, I pressed the cells lay into the form, then scored rows across the clay with ruler and knife. Letting the clay partially dry, I removed it from the mold, which required cutting apart and let them completely dry. I am working on painting and weathering before installation. **Photo 4:** Glued into the layout after a spray of gray undercoat. Final step, fill homemade rubber molds with Plaster of Paris and let set. Ready for final roughed in scenery and some finishing.

PHOTO 1



PHOTO 2

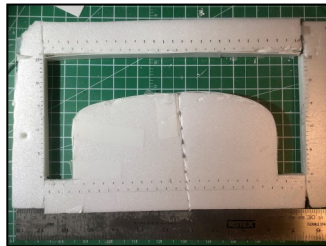


PHOTO 3



PHOTO 4



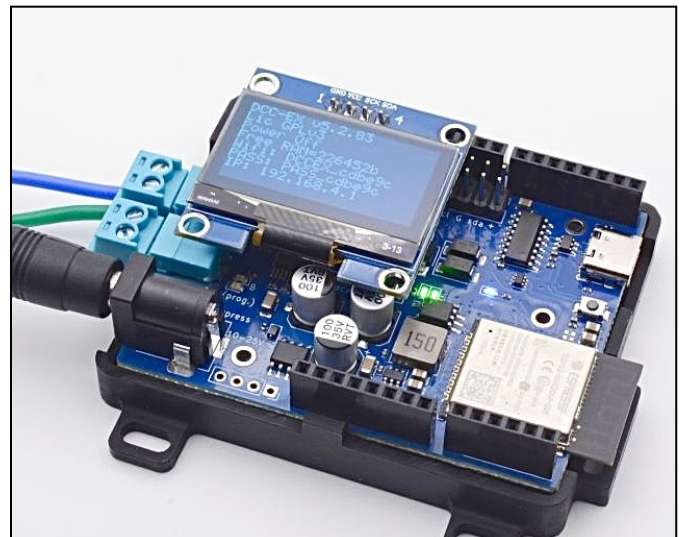
WALTER-JOSEPH GRABOWSKI (Toronto, ON)

In October I retired my ESU CabControl command station and Mobile Control II handheld throttle for a newer DCC-EX CSB1 command station. I previously learned of the DCC-EX system by way of Sim Brigden who was a guest operator on William Waithe's CN Weston Sub. I was curious by this newer cost-effective dcc/dc command station and the excellent documentation on their website. <https://dcc-ex.com/ex-csb1/index.html#gsc.tab=0>

The DCC-EX CSB1 is a fully assembled ready to run dcc and dc command station that provides 5 amps and either a 12 volt or 15 volt track output based on the power supply selected. Since the ESU CabControl was 15 volts I configured my DCC-EX CSB1 the same, with a dedicated main and program track. Out of the box I was up and running in 20 minutes, my full fleet of diesel locomotives were very easy to setup and controlled with either a WiFi mobile telephone throttle or the ISE ProtoThrottle.

No major coding required, just a simple straightforward setup and pure operating enjoyment!

I would highly recommend this top-notch dcc/dc command station for anyone looking for a truly wonderful operating experience and the next huge improvement in digital locomotive control. I would also like to thank Gary Foulds at ACI Model Railways UK for his exemplary customer support and amazing 3-day shipping during the Canada Post rotating strikes.



GEORGE DUTKA (London, ON)

I built this small roadway diorama for two reasons. It is an add on section to my back alley diorama and also is small enough to take to shows when I wish to display trucks and cars.

The diorama is a piece of Gatorfoam painted with Woodland scenic asphalt paint then coated with powders. I stenciled a stop line and adding a Tichy stop sign and pikestuff guard rails at the end of the roadway. Some static grass is on the boulevards and styrene curbs are added.



Aaron Cecala (London, ON)

"Winter 2025-2026 is coming to the London East Yard." A photo I took this morning, November 8, 2025 at Canadian National's London East Yard. The air was crisp and the clouds ominous. The locomotives are based in London and are used for yard switching and locals. They are: CN 4902, former GMTX, GP 38-2 on the left of the picture. Tucked in behind this locomotive are BNSF 2968, a GP39V and CN 4956 a former BNSF GP38-2.

CN 4911 a former GMTX, GP 38-2 and CN 4726 a well worn zebra stripe GP 38-2 are lashed together on the right.



DAVE O'HALLORAN (London, ON)

This is an HO scale scratchbuilt model of the Cedar Lounge as it looked circa 1980 in downtown London ON. It was scratch built with the guidance of a half dozen pictures and my memory.

I'd been thinking about building this model for several years, but the dormers and bay window were scaring me off. Finally got down to it and learned a few modelling techniques and tricks and it wasn't as difficult as originally thought. Built from Holgate brickpaper, lots of styrene, ITLA fire escapes, Tichy fire escape and some ME window frames. Pics are taken where the original Cedar Lounge resided.



IAN CLARKE (London, ON)

I recently completed two O-scale models of the CPR Goderich station, now the Beach Street Station Restaurant on the shores of Lake Huron. Both buildings are 3D designed and printed. The present-day building was created from plans supplied by the restaurant. We subsequently opted to include the original, lower roof on a second version to be incorporated into the London Model Railroad Group's new Goderich peninsula. The original includes Arduino-controlled lighting and sound, while the restaurant has constant-voltage LED lighting. The building interiors are highly detailed, with center-heated benches in the station and tables, chairs, and place settings in the present-day restaurant. All figures and fittings on both versions were 3D printed.



GEORGE DUTKA with photos from the late PETER MUMBY (London, ON)

According to rpicpicturearchives.net, SW1 C&O 8401 was built for the Pere Marquette Railway as their No. 11 in April of 1942. After five years of service with her original owner, as part of the merger, No. 11 would transition to Chesapeake and Ohio Railway ownership and renumbered C&O 8401. Further to spending many year toiling in Canada for C&O and subsequently CSX, in the mid 1980's, No. 8401 was retired and set aside for preservation at the B&O Museum in Baltimore. While at the museum the venerable SW1 was restored to its original paint scheme and original condition; single beam headlights along with removal of full length handrails. Miraculously, PM 11 survived the B&O Museum roof collapse on February 17, 2003 with only minor damage and continues in operation on short trips within the museum grounds. Perhaps Peter's photo taken in St. Thomas in June of 1983 shows the diminutive unit spruced up for donation to the museum. It's certainly very clean!



Sarnia ON ca10/1978 Peter Mumby photo



St Thomas ON 6/4/1983 Peter Mumby photo



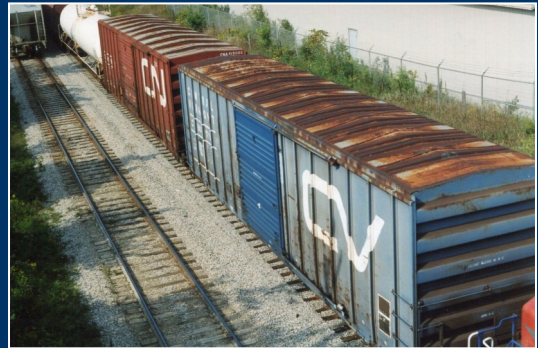
St Thomas ON 6/4/1983 Peter Mumby photo

HEAVY WEATHERED CP BOXCAR ROOF

by George Dutka

I have been weathering boxcar roofs for a long time now. There is nothing like seeing a model train consist roll by and seeing some of the roofs nicely weathered. It is a very easy process and I have wrote about it in RMC and also my modeling book. This time I wanted to try weathering a modern boxcar roof but as very rusty or total roof panel failure. Some guys may say roofs should not be that weathered but check out this view of a CV boxcar taken by Peter Mumby of its roof. It is weathering very fast if compared to the CN boxcar in the rear of the photo.

They both are about the same age too.



How you learn about weathering is by asking others that you find good at it. This roof technique is one used by my friend Jim Sloan from Sarnia. I was visiting him sometime ago and noted a really weathered boxcar roof. I asked him about it and came away with a new nice finish to apply to my boxcars that is very easy to do. I had not used Vallejo rust texture before this visit also and now it is one of my go-to paints. I did change the approach to make it my own by applying powers over the rust paint.

I began my project with a Proto 1000, 50' CP paper service boxcar shell. I wanted a totally rusted roof. To get this effect I just paints on 2 or 3 coats of Vallejo rust texture. You want to apply enough coats that it covers the roof well. One coat will not do it. Rust texture has a bit of grit to it also which is nice effect and dries to a very dark rusty brown. At this point the model looks done. I should mention that I like using Red Sable paint brushes for adding rust streaks on rolling stock. They are very fine pointed and clean up and wear well.



I sometimes like to take this effect a bit further as on this roof by adding some Bragdon dark rust, but sparingly. I also apply a light coat of PanPastel raw umber shade. As you can see the rust texture can be your base to work from. Use whatever tones you have available altering the looks of each roof you are doing. Rust texture is very coarse so the powders stick really well. I found Vallejo rust texture works well when you want a rusty roof covered hopper too.

