



THE "CANADIAN"

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SUMMER 2015 ISSUE #52

THREE GREAT STORIES ABOUT CARM MEMBERS

- 1: REALIZING A DREAM - A SUCCESS STORY
- 2: FINISHING A DIORAMA - HELPING A MUSEUM
- 3: SAVING A GREAT MODEL RAILROAD - DAVID
LEE'S LAYOUT FINDS A NEW HOME



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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003
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David King, Lex Parker

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FRONT COVER: Peterboro Feed and Seed Mill by Ted Rafuse: The silo end of the complex allows the viewer to witness the silo bands, turnbuckles, rust stains and the formed silo roofs. A portion of the raiiside dock is visible along with a few details. The mason at the side of the building is repointing some of the cement between the bricks of the foundation.



observation platform john johnston: editor

DOES CARM HAVE A FUTURE? ARE YOU WILLING TO GIVE CARM 30 MINUTES OF YOUR TIME?

This month's column was going to focus on the upcoming first operating session on the Grand Trunk Southern, however, I have decided to put that off for an issue. That's probably a good thing because the operating scheme is still evolving and I can share with you the results and hopefully provide insights for those of you looking at how your layouts operate.

Instead, this month I am going to muse a little

about our Association, its future and what you can do to have a say in how it evolves. I have been disappointed to see the continuing decline in our membership numbers. I have also been feeling frustrated over the general lack of activities within the Association and the value that we are delivering to the Members. For example, after two years of Executive run Conventions, we again had no one volunteering to host, and as a result there is no convention scheduled for 2015.

CARM's current situation has left me with two completely different perspectives on how to proceed. In my working career, I was an executive responsible for a sizable budget and thousands of staff, so I tend to approach things in a very analytical manner. That analytical mind tells me that we need to take a long hard

CARM NOW ON FACEBOOK

The screenshot shows the Facebook interface for the 'Canadian Association of Railway Modellers' group. The main content area displays the group's logo, which includes the word 'CARM' in large yellow letters and a silhouette of a steam locomotive. Below the logo are buttons for 'Joined', 'Share', and 'Notifications'. A search bar for the group is also visible. The 'ABOUT' section indicates it is a public group with 5 members and provides a welcome message. A recent activity post by Jason Essery, dated October 27, is shown with the text 'Hello all, Feel free to add anyone in CARM or interested in model railroading to the group, and post any railway related items or layout photos to the group.' The left sidebar contains navigation links such as 'News Feed', 'Messages', 'Events', and 'Saved'. The right sidebar features 'YOUR APPS', 'RECOMMENDED GAMES', and a list of members including Anthony Fletcher, Barry Oldman, and others.

look at continuing CARM. On the other hand I look at the actions of many of our Members and believe we owe it to them to help make CARM succeed. I look at people like Jason Essery who has started a CARM Facebook page on his own volition, at people like Ted Rafeuse who has done yeoman work supplying articles so that the Membership will have a newsletter, at people like Gerald Harper who has helped in a major way to run three conventions, including the one in Thunder Bay, a 1000 miles from his home, and I say to myself we can't let this organization just wither away.

After 12 years producing this newsletter, and 8 years as your Chairman/President, I also know that what needs to be done cannot be accomplished from the top. If we are to succeed in the future it needs to come from each of us.

What can you do? You can take 20 or 30 minutes of your time and give it to CARM by writing me a letter or an email and telling me your thoughts on what should happen with CARM. Tell me what we have done right, and what we are doing wrong. If you have a complaint, write it down and send it to me. If you have a plaudit to hand out, write it down and send it in. It is time for an honest discussion so do not be afraid to be candid in your comments. If we don't know what's wrong, it cannot be fixed. If we are doing something right, let me know, and we will continue doing it. I will put all of your thoughts together and circulate it out to the Executive.

Two other thoughts for you to keep in mind. CARM is not a faceless Corporation with Execs getting six figure salaries. Our volunteers get no pay, no honorarium, no perks, just the satisfaction of helping out their fellow modellers, so keep that in mind with both your criticisms and your expectations of what should be done. Secondly if you have something nice to say about someone, by all means do so, however, if you have a criticism, please make it about the subject, no personal attacks.

That's the challenge I am setting out for each of you. Give 30 minutes to CARM in the next few weeks. Put your thoughts to paper or email, and send it to me. For me, this will be successful if I receive 250 emails or letter in the next several weeks.

Here is my address and email:

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John Johnston, Editor

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CHAIRMAN'S REPORT

The communication lines in our Association seem to be a one way street, The Canadian newsletter goes out, with little comment of feedback. The guys responsible for the Website, Calendar, and Newsletter ask repeatedly for input and stuff to publish.

Apart from the faithful very few, they get nothing, not even a complaint (if you have complained, send it again, copying me, and action will be taken, and you will be kept up to date.)

Note that there is now the Facebook page, created right after the Thunder Bay Convention by Jason Essery. Thanks Jason!

While I personally do not yet have direct access to Facebook (my better half does, thankfully) I find that this provides a medium to exchange with transparency, and if one chooses, full distribution to the members. The entries, with photos, are clear, and easy to read. I will be pestering my wife to let me use her Facebook access more often. Gee, maybe if I got my own....?

Our membership is less than it was 5 years ago. Is it apathy, or are we off the tracks and bumping along on the ties here? The executive are asking themselves if they are doing something wrong, or out of

date.

We do feel the main tenets of our association are still valid, that is promoting the hobby of modeling Canadian railroads, and Canadians modelling railroads generally. What is your view these days?

Oh, yes, what am I doing these days? I am building wooden 'Craftsman' structures, replicas of Canadian Pacific and other Canadian lines. My push to clear half-finished rail cars off my work bench was a relative success, there are still a few at the to-be-painted stage, or less, but hey! It's a hobby!

I try and use Canadian suppliers where possible, for my raw materials, kits, and tools/paints etc. There are some excellent suppliers out there, and I appreciate their existence. Yes, I also use sources from the US of A, and Great Britain. There are some good quality items out of Germany as well. I have seen some great model railroads in France & Australia. Those guys make a lot of fantastic scratch built items, and end up marketing their designs and bits as well.

Hope to hear from you soon,
Ian Macleod Chair Canadian Association of Railway Modellers

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Scratch Building: Trials and Triumphs

Some Tips and Techniques on Scratch Building Model Structures

by Ted Rafuse



If you are an experienced scratch builder, you may not wish to read further. If you are a modeller with little or modest experience in constructing a scratch built model structure you may be encouraged by reading this article which outlines a recent personal model building experience. The text describes the construction of a line side structure for my 1950s era HO model railway.

As a guide for all modelling the best tip, and perhaps the first and foremost tip, follows. Once frustration sets in, stop. Frustration will occur! Take a break, take a walk, come back in an hour or a day when your mind is refreshed and you are not tired and exasperated. This tip was followed several times during the construction of the building about to be described! The plan is to share with the reader a number of trials and triumphs I experienced during the conception, construction and completion of Peterboro Feed & Seed.

PHOTO ABOVE: This unfinished segment of my layout screamed for completion. For many years this cardboard mockup was a destination point for some cars in Ashburnham, the terminal point of my Cobourg & Peterborough Railway. The silos are fuel tanks are from an old kit and provided a visual reference for the number and location of silos that might be used.

PHOTO BELOW: Ashburnham Coal Company and the partially evident Kawartha Cold Storage provide guests and operators of my Cobourg & Peterborough Railway with a geographical locale. The cardboard mock-up of Peterborough Feed and Seed has visible hand writing indicating the magazine and page references for the future model construction. Although lacking in many details, the mock-up does provide accurate length width and height proportions.

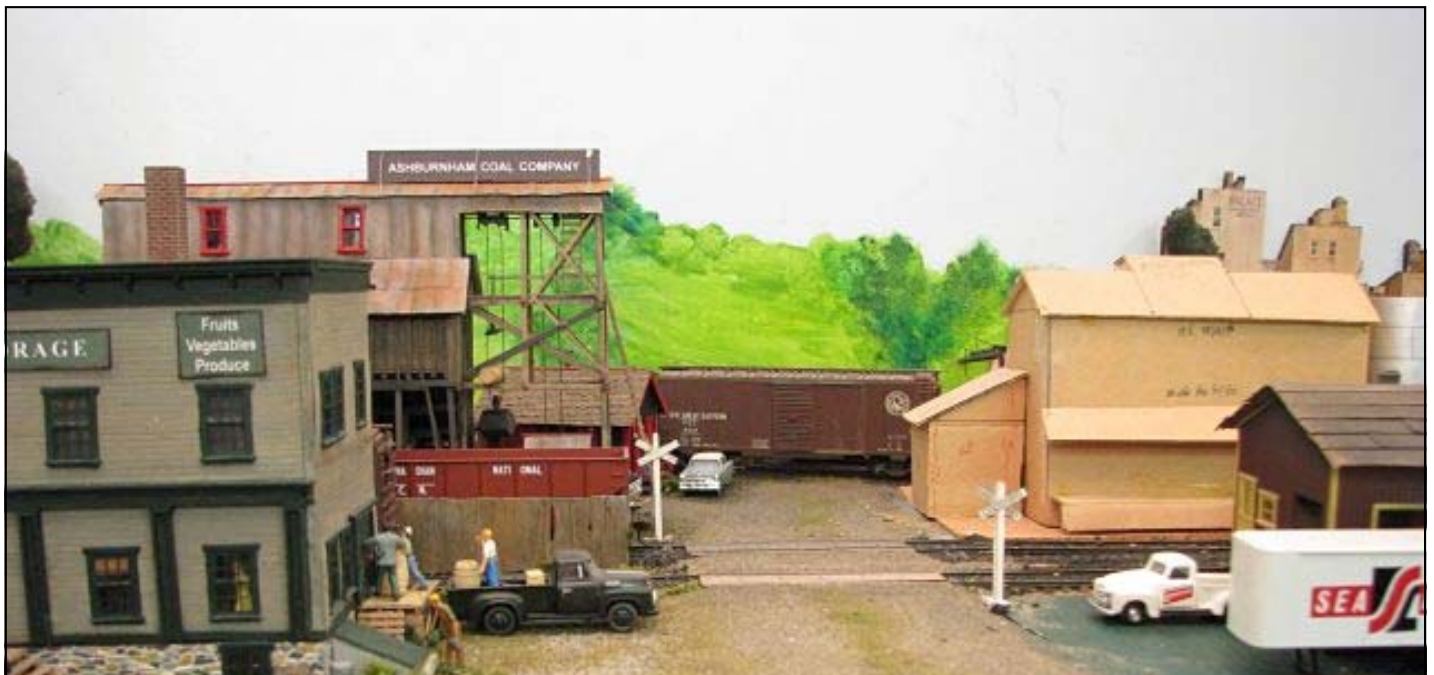




PHOTO ABOVE: A view of the rooftop fans and supports. The aluminium piping is rod styrene, the 'wooden' X braces are scale styrene lumber and the bracing for the fans are made from 0095a angle styrene. The domes for the silos are also made from styrene as described in the article.

This project had a very long gestation period. During the 1970s and 1980s E.L. Moore contributed a number of scratch building articles to Model Railroader and Railroad Model Craftsman magazines. His structures appeal to me as unique and captivating and serving, at times, a preposterous industry. Moore modelled primarily in wood which was a popular medium for modelling at that time. My first scratch built model was one of his projects, the Ceresota Mill. It still appears on my current layout, a reminder of my first non-kit project. I trust the observer of my layout recognizes that over the years my scratch building skill attained a higher level.

The March 1978 issue of Model Railroader provided the inspiration for this project. Several layouts and years later my version of E.L. Moore's Butz Milling and Feed Co.,

commenced.

The initial challenge was that the layout site selected would not allow the structure to be built as outlined in MR. So thought had to be directed towards some revision. Envisioning a drawing as built is difficult for me so the construction of a corrugated cardboard structure with a footprint to suit the space available was initially erected. This representation was merely a rough cut form of the main structure bonded with hot glue but built more or less accurately to length, height and width.

An office addition was similarly constructed but placed on a different wall than that of the original. A second addition to the original plan was omitted entirely. Three silos appear in the original drawing. A mailing tube was cut to height to simulate two silos, a compromise as the layout space for silos was limited. On the layout the two silos had to be located in a different position relative to the main structure as in the original. So while Mr. Moore provided the inspiration for my model it was my problem to alter that inspiration to suit my particular requirement.

The cardboard mock-up spent many years on the layout until the urge to build finally emerged. Rather than using wood as the primary modelling medium styrene was selected. There were two guiding reasons for this: first, styrene is easy to cut without possible fraying that can happen when cutting wood; second, the adhesion time when gluing two pieces of styrene together is much less than waiting for white or carpenter's glue to dry when joining wood pieces.

The walls of the major structure were measured and cut from Evergreen Styrene Models sheet clapboard. My preference is to complete all wall details with the wall flat on a surface and prior to gluing the four walls together. Thus the painting of the walls, windows and doors occurred to allow these fittings to dry prior to being placed in their wall locations. The openings for the Tichy windows in the respective walls followed. Dollar store acrylic

PHOTO BELOW: This image reveals the timber base on which the silo rests. The article describes the base construction. Also evident are the stiffening bands for the wooden silo staves. The bands are black thread, tightened by special screws, and spaced at different heights, close at the bottom, more space as the bands rise on the silo. The concrete pad is styrene painted a concrete hue.



paint was used, preserving money for other modelling pursuits.

Each window location was measured for height and width. A pin vise and small bit were used to create a hole at the interior of the four corners of the window. A new X-acto blade along with a straight edge was used to remove the wall material for the window opening. The blade was drawn between each hole, the hole preventing the knife from overshooting the mark and marring the siding material. A small file was used to create a final tight fit for the window, a trial and error process repeated several times for each window. Once satisfied with the fit, the windows and closed doors were glued in place.

Window glazing, .010 clear styrene, was added to the back of each window using Testor's liquid cement. To prevent the glue from running wildly a very fine brush was selected, dipped in the glue, then the brush was applied to the edge of the glazing allowing the glue to flow by capillary action around the frame and mullions. Generally two corners, diagonally opposite is sufficient for adhesion but one can observe the glue as it runs and determine if an additional application is necessary.

Scale 6 by 6 inch styrene was painted the frame highlight colour, allowed to dry, and then glued to each edge of the long walls, extending a scale foot or so above the wall at the top. When dried these extensions were cut on an angle to conform to the side wall roof line.

My work surface is a pane of tempered glass. This allows the 6" by 6" addition to the wall and the back of the wall to meet flush leaving a small protrusion at the front of the wall. This makes the 6" by 6" lumber stand slightly out from the textured wall surface. A 1/8" by 1/8" stiffener was then added to the back of the wall so that the exterior edge was flush with the interior edge of the 6" by 6" end pieces. No additions or stiffeners were added to the end walls as these will glue to the side walls such that the 6" by 6"s will extend beyond the clapboard siding very slightly.

Structure identifying decals were applied from a Micro Scale alphabet set. The number of letters and spaces was determined, the centre of the wall determined and then starting with the middle letter of the name each letter was individually applied working outward from the centre reference. When all letters were in place, decal set was used to affix the decals in place.

Another trial arose almost immediately. My youngest grandson, proud of himself when he read Peterboro Feed & Seed, created apoplexy in me. This was not the name I was going to use, but, short of repainting the wall, it was fixed. My blooper was assuaged by putting on the opposite, unseen side, Peterboro Milling Company which was the name originally intended for identification. The rationalization for the two names on the single structure is that the business underwent a name change but not all of the former company painted names disappeared.

To the foundation. Clay was available in this region when the building would have been erected so I elected to construct a brick foundation. The brick is Walthers dark red 5" by 9" styrene sheet. This was a new product for me. The desired number of brick courses were cut with an X-acto blade. This styrene was stronger and thicker than the styrene used for the walls. Following an errant cut, diligence was taken to follow a mortar line without slipping across a row of bricks.

When suitable lengths were cut for the walls and sides of the main structure and the office, the ends were bevelled to a 45 degree angle. On the long sides a 1/8" by 1/8" styrene stiffener was glued and then all the sides were glued together. I did not bevel the office brick where it joined the main structure, but did reinforce this joint. A floor of .040 scribed styrene was then affixed to the top of the main foundation.

The roof received the next consideration. Sheet styrene was used as a roof base. It was spray painted with an aerosol primer and left to dry. In previous modelling,

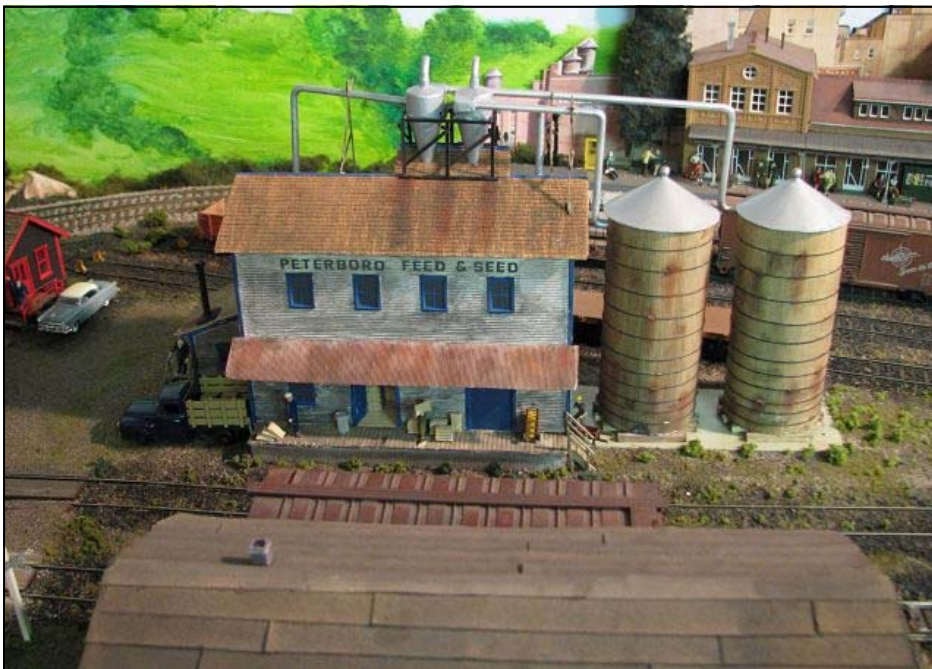


PHOTO LEFT: A view of Peterborough Feed & Seed in place on the layout. Various architectural details of the building can be observed as can the roof detail with its braces and funnels and supports. Many of the other added details are visible as well. The silo details are visible. The India ink weathering helps to age the structure into its landscape which include dyed sawdust, beach sand, and several Woodland Scenics turf and bush material. The boundaries imposed by the spur tracks, the yard tracks and the road clearly delineate the triangular shape of the lot which forced the concessions mentioned in the article to the construction of the mill and its accompanying silos.

Campbell shingles and Campbell supplied printed card board roofs were used. I learned, with chagrin, that over time, the cardboard base severely warped on several of structures. Now painted styrene is always selected as the roof base, and many of my original roofs have been rebuilt with styrene as the base. Instead of wet gluing the shingles as per Campbell shingles, Goo is applied in small bands and then the shingle strips applied. The Goo ensures a secure adhesion and allows the opportunity for adjusting the shingle strips as well prior to drying.

On this structure, BTS roof shingles were selected as a new medium that I had not previously used. The idea of press and fit shingle strips appealed. Unfortunately there are no shingle templates included, proving to be another trial. As a triumph, printed Campbell roof card stock was used as a template to pencil shingle row guidelines onto my base.

The application of the shingle strips went well following the included BTS instructions. The shingles were not initially so firmly affixed that small movements of the shingles could be made using a dental pick. As per instructions, the shingles were cut along the edges. The roof was glued to the walls and a painted top cap of 4" by 4" was added where the two roof halves met.

Having attached the roof I discovered that I had omitted the roof extension that holds the two collectors. Another trial. Several silent negative utterances! The problem was solved by constructing two side walls as per the Moore article, a roof, shingled, added to the walls, and all set on the back roof. The shingle overlap of the new roof hides the 4" by 4" cap such that the error on my part is virtually invisible. Another triumph. However had the thought processes been functioning, much time would have been saved and the error avoided.

Once painted various trim boards were added as observed on the model. These provide an additional enhancement. All these trim boards are painted styrene.

The dust collectors, or cyclones, or whatever they are, add visual appeal. Once again the decision was made not to follow Mr. Moore's construction of forming these from a block of wood. Instead Walthers Dust Collectors were purchased. The cyclone bin had a large round duct on the bottom slanted inward so as to attach to a wall. In this situation the units would be on the roof. So the duct was cut off where it joined the bottom. A hole was cut in the roof to accept the bottom of the collector and the device affixed with Goo.

The dust collectors came with a pre-made frame suitable for mounting three of them to a wall. As only two collectors were to be used on my model I opted to construct a new frame using small styrene L shaped strips. The angle shape was painted flat black prior to construction.

The installation of the bracing proved to be somewhat of a trial due to the roof line. There are grooves in the side of the collectors and this was the starting point for gluing a horizontal rectangular brace on their outer sides. The roof angle braces were attached to the shingles using

Goo. The vertical braces were all measured and filed separately to fit in place. Two horizontal braces were added to the inner sides of the collectors to attach to the outside framework. Two diagonal braces were added to the ends. Triumph after trial.

The wall and shingles were weathered using a mix of 2 drops India Ink and 30 drops of methyl hydrate. The latter acts as a quick drying agent. While I had used this concoction on wood, I had never used it on styrene. With the first brush stroke applied, second thoughts as to how appropriate this method was filled my head. Trial? I persisted as the alternative was to repaint the walls, a thought not relished. With the model completely weathered, my reaction was more positive and the resulting wash weathering appeals to my eye at least. Triumph.

Additional weathering followed using Bragdon Enterprises weathering powder. This product comes in a single plastic case with four compartments. The powder contains an adhesion agent activated by the friction of brushing. This was applied to the 'metal' angle braces and streaks were made down the roof to suggest running rust stains.

Silo construction followed. A paper mailing tube was cut to length in a mitre box using a fine toothed saw. While E.L. Moore fabricated his silos from scribed wood, my model is made of scribed styrene. The styrene was cut to the silo height. Scribed styrene was wrapped around the tube to determine where to cut such that the join would be invisible. Another trial. That proved impossible for me as the cut was missed by one board width. At the end of the process I simply added the needed board by cutting a single board from the excess styrene. Not pretty, but it is on the back side of the silo and out of sight. Another triumph.

Up to this point the structure was built at my cottage, but not all materials were on hand when needed. Cottage life is relaxed and slow moving and so too was the construction of this model. Several time lapses in construction occurred until a weekly trip home to cut grass and weed the garden occurred. At such intervals, what was needed was brought back to the cottage.

Contact cement was retrieved to attach the scribed styrene to the paper tube. As I was about to brush the solvent contact cement to the styrene I was worried about how the solvent might react with the styrene, so that procedure was stopped. Trial again.

Two home trips later a water based contact cement was procured. While there was some concern about how this might affect the paper tube, contact cement was applied to both the tube and the styrene. The tube was set on my glass work surface as was the styrene. Using the silo base as a guide the styrene was wrapped around the tube, trying all the time to keep the pressure even, and the styrene touching the glass surface. This will result in a uniform adhesion and a vertical application of the scribe styrene. Again a triumph.

The silo was painted a sand colour using dollar store

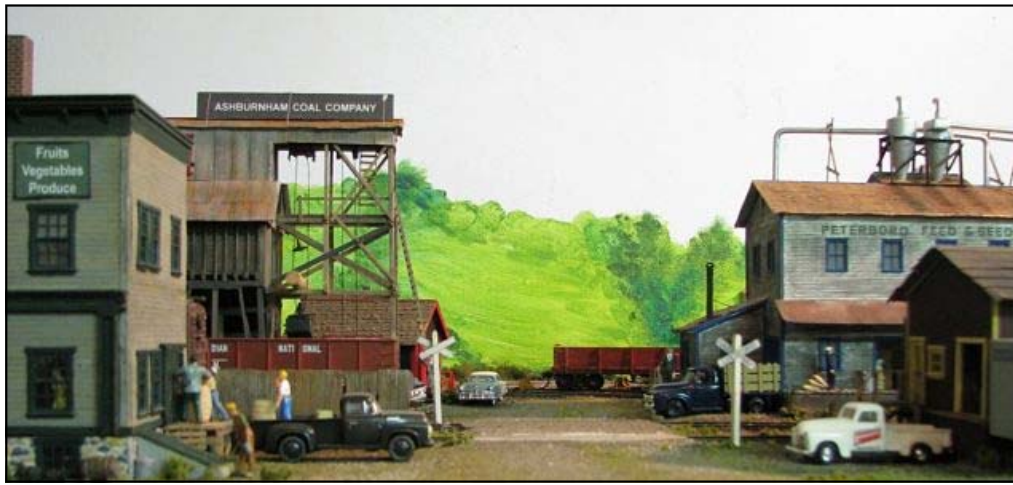


PHOTO LEFT: A pedestrian view of the completed area. The road provides a focal point for the eye to travel and the structures provide a point of concentration and a boundary to contain the eye to observe the detail in the scene.

acrylic paint. The India ink wash mentioned earlier was used to weather the silo side and highlight the grooves between the boards.

There are wire stiffening/retaining bands on the silos. The idea and process of applying these bands was borrowed from a Campbell water tank kit put together many years ago. The bands are black thread. To begin wrap the thread around the tank as many times as there are bands to be applied and add another foot or two excess. Thread is cheap and you do not want to have to repeat this process a second time from scratch.

Where the scribed styrene wrapper ends join, drill a hole large enough for a needle to pass through at each point where a band is to be applied. Using black thread, tie several knots one on top of the other large enough so that it will not be pulled through the hole. Make sure before you start this process that the needle will fit inside the tube in a horizontal manner or you will have problems as you "darn" up the side of the silo.

Starting from the inside of the tube, thread the needle through the bottom hole to the outside. Wrap the thread around the tube and insert the needle from the outside through the same hole to the inside. Pull the needle through. Go to the next hole, insert the needle from the inside, and pull through to the outside. Continue the process until all the bands are in place on the wrapper.

On the final insert of the needle to the inside of the tube use the needle to make knots in the uppermost and second uppermost threads to secure the bands. If the bands are not horizontally aligned, move them about gently by a finger or a small prod and then paint on a small dab of white glue to hold them in place. Tichy turnbuckles were added using small amounts of glue. These were staggered around the bands.

When the turnbuckles were purchased, only one package was acquired. This allowed me to only use one turnbuckle on each band, not prototypical. Two or perhaps three packages should have been purchased. Another trial not resolved by my cottage location. By judicious placement of these items a reasonable rendition was created. Triumph. More could be added but for my purposes this part of the project was complete. The turnbuckles

were brushed with Bragdon Enterprises rust powder and streaked down the side of the silo.

The silo roof construction process was one of trial experimentation. Instead of Moore's use of bond paper .010 styrene was used. The diameter of my silo was different from Moore's but his instructions were followed. Using a compass with two points a circle was scribed and then cut with scissors from the sheet. As I am not a mathematician, several circles were scribed as the roof diameter required was not known. For each circle a segment was removed. The remaining circle was then brought together with a small overlap and glued. This provided a peak to the roof and a circular cap for the silo.

Three of these caps were made until an appropriate size was discovered/determined. With that known dimension a second roof cap was made. Where the cap seam was, squadron green putty was applied to fill the different levels at the joint. When dried this was filed and sanded smooth so that the seam became almost invisible.

The roof was Goo'ed to the silo column. Using a jeweler's file a small horizontal surface was created at the peak. A pin vise and drill created an opening at the top to receive a pin with a large head on it. In place, the roofs were painted a flat aluminium colour. Triumph.

Bottom supports for the silo to rest upon were made of styrene as per the Moore drawings. These were made from 1/8" square styrene cut to various lengths and painted an aged wood hue. A concrete pad of .020 styrene for the silos was cut and painted a cement colour. These two units were then glued together.

The piping. These proved a vexing trial. Moore used wood to create his piping. That had no appeal to me. Again styrene was imagined and my initial thought was to use sprues. This was rejected due to the parting lines of the sprues. The trial persisted. A package of 1/8" styrene rod was purchased as the base from which to work but how this would become the piping was unclear.

Sitting one evening at the table in the cottage screened porch the thought processes started. Moore had created multiple angles at his joints and my model mitre box would not allow me to do this. A strait 90 degree angle did not appeal to me but a bent one did. How to create a

bent angle in the rod became a trial.

As my eyes idly wandered about the screened porch they fixed upon a kerosene lamp. The brain synapses activated. The lamp was brought to the table, the glass chimney was removed and the wick was lit. The styrene rod was placed in the flame, quickly removed and bent, placed on the glass to cool and hardened in seconds. Triumphant solution.

Each duct piping was cut over length, bent where required, glued to the cyclone and then to the roof or silo. The heating process blackened the white rod but this was eliminated with aluminium tinted paint.

Pipe supports were made of scale styrene 2"x6" strips. An X pattern was created with the pipe resting in the top of the X. The individual boards were cut to length depending upon the angle of the roof and the position of the leg. A scale 2"x4" was used as a roof brace for the legs which abutted the narrow side of the 2"x4". These were cut to length extending a few inches beyond the bottom of the X legs. A joint strip of 2"x6" styrene was added to the top of the X and the pipe to hold the bracing to the pipe and prevent horizontal movement. Such is my engineering theory at least!

On a subsequent trip home to maintain the vegetation, the completed model was placed on the layout. The structure was integrated into the adjoining landscape. Additional details such as people, crates, barrels and a vehicle provide added realism. Peterborough Feed & Seed now provides another destination for my model box

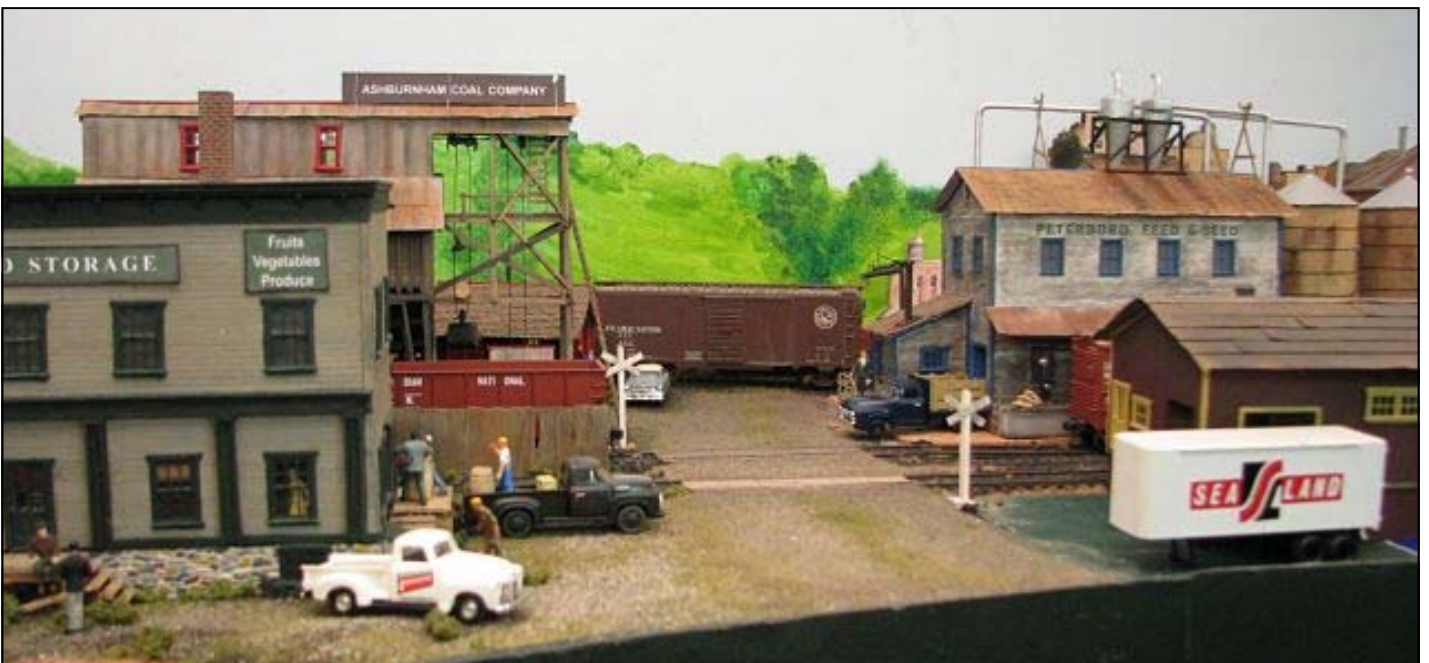
cars. It blends with other models whether scratch built or kit modified to create a number of unique structures on the layout.

Over many summers a number of structures or rolling stock kits have been built at the cottage. The porch setting allows me to enjoy modelling. And to listen to the loons. And watch the full silver moon rise above the varied forest canopy across the bay. Or listen to the rain drops tap dancing on the metal roof. The screened porch provides relief from the sun in the day and the mosquitoes at night. Whichever weather is present it adds to the allure of cottage modelling.

The construction of Peterboro Feed & Seed provided me with several trials during the course of its completion. These trials were met with several triumphs as indicated proving that at least some of my problem-solving skills are still operational. The use of new products broadened my perspective on the variety of materials available to modellers.

My hope is that the reader has enjoyed this article. Perhaps the reader has learned a new technique or two for their own scratch building project. Perhaps the reader can realize that many modellers face and solve a variety of challenges and scratch building is a reward unto itself. Scratch building is a possibility for all skill levels of modelling - the fineness and fidelity to form will vary. The adage that you can't teach an old dog new tricks does not have to hold true within the modelling fraternity. Try something new, like scratch building. And remember, modelling is fun.

PHOTO BELOW: An overall view of the site. The Kawartha Cold Storage, Ashburnham Coal Company and Peterboro Feed & Seed were all cottage projects, each in a different summer. The freight shed is a generic one in keeping with a 'family' architecture used here and elsewhere on the layout. In keeping with the era, there is no barrier at the end of the road to separate the road and rail functions.



FINISHING A DIORAMA

ARTICLE BY KEN CRINGAN WITH DAVID AMES

A long-gone and almost-forgotten Vancouver Island railroad landmark has been brought back to life in 1/87 scale. A diorama featuring "The Ladysmith Long Wharf", a 999 foot-long structure built in 1889-1899 to load ships with Robert Dunsmuir's coal was unveiled in a public ceremony May 30th, 2015.

At the behest of the Ladysmith Maritime Society the project was started by the late Guy Brooke whom many will remember for his wonderful model of Comox Logging Company's Ladysmith log dump which now shares star billing with the Long Wharf in the Society's Harbour Heritage Centre.

Guy was able to create the foreshore, water and the dock pilings before failing health forced him to stop work. His last contribution was to paint a backdrop of the tree-covered hills east of the narrow harbour.

After Guy's death in August, 2010 the project languished. To fill the shoes of such a master modeler was viewed as a daunting proposition by other hobbyists and the Society's limited finances would not permit the hiring of a professional model builder .

In 2013 CARM Vancouver Island Chapter member, Dave Ames became aware of the Society's dilemma when the Ladysmith Maritime Society's artifact curator, Shirley Blackstaff came looking for HO coal cars at his table at a Nanaimo train show. Their conversation led to an invitation to see the unfinished diorama. Dave recalls: "I agreed to take on the project but not the ship, I thought the wharf alone would take me 2 to 3 years to complete. There wasn't much to go on: a few grainy photos, a couple of pages of research notes and a hand-drawn plan." One evening, fellow Chapter members Ken Black and Vies Salanski and local modelers Harry Southern, Bob



Hartl, Victor Gerwin, Jim Irvine and Bill Hook came to work on Dave's layout and when they saw the diorama, now in Dave's basement, all agreed that because the wharf is an important part of local history, they should and could, complete the project. Later professional model-ship builder Colin MacLock of Victoria agreed to construct the ship which would be named "Highland Light", after the first collier to depart from the new dock, on the evening of December 31, 1899. The design of the hopper cars was a head-scratcher until two surviving prototypes from which Dave was able to take measurements, were found stored only a few miles away.

Work was 90% complete by May of 2014 when the diorama was moved to its new home in the former Comox Logging machine shop, now the Harbour Heritage Centre. Final detailing was done there while awaiting completion of the model ship.

Only the two locomotives, the tugboat kit and the trees were purchased; everything else was scratch-built. The coal used in the diorama is the real thing – picked up from the beach where the "Long Wharf" once stood!

Construction-team member Harry Southern made videos of progress and a compilation can be viewed on YouTube: <https://youtu.be/Swk-iRI1r0>

This diorama will be a permanent educational display in the LMS Harbour Heritage Centre. It can be seen daily, 1 pm to 4 pm up until September 20th. For winter hours phone the LMS office at 250-245-0109 or the marina at 250-245-1146.



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

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RailCrew ...Realizing the Dream

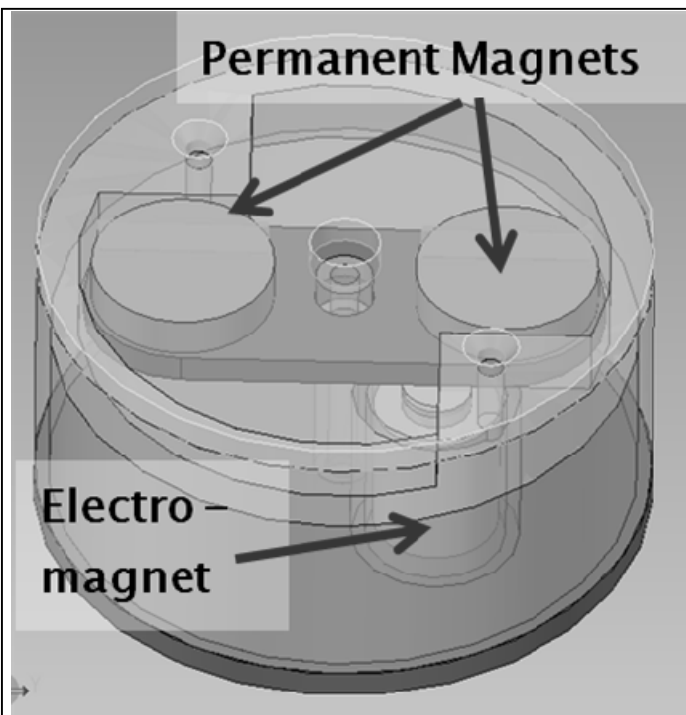
by Randy Schnarr

As a Model Railroader with a bent towards industrial and classification switching, constantly coupling and uncoupling of cars, I had an urge to toss away the skewer. Kadee couplers and surface uncoupling magnets worked fairly well. They made operations relatively easy even in low level lighting, with poor eyesight, or an unsteady hand, but they didn't look prototypical.

My next venture was to use Kadee under track magnets which looked fine and worked well enough. But, they required a fairly involved level of work to install them on an existing layout, and unintended train breaks were a problem on the mainline. On spurs, cars could end up on a magnet, unable to couple up. Undaunted, the Kadee electro-magnet uncoupler was going to be the ultimate answer. Installation involved major work to lift track and cut a large rectangular hole in the decking. When complete, I hooked up the unit and was amazed to find it required about 3amps of power to function effectively. Whoa! Too many barriers to achieve the desired results. There had to be a better way.

About this time, rare earth magnets became available. They worked well when placed under the rails, but they were always active. Then a "Eureka" moment. What if the magnets could be rotated from under the rail to the center of the track. A quick test showed that it worked beautifully.

Further experimentation with an electro magnet to move the rotating magnets from an active position to an inactive position actually worked. This was the birth of the RailCrew ON/OFF under track magnetic remote uncoupler.



With this idea and a working sample in hand, I went out to find a company that would take it to market. While Kadee was very intrigued with the idea, they were unable to go forward on my desired time frame. Major US model train manufacturers didn't even respond to my attempts to contact them, and smaller manufacturers simply felt the investment/return prospects did not work for them, until I approached Jason Shron of Rapido Trains Inc. Jason had been looking for a way to reliably uncouple HO Scale passenger cars with diaphragms that made the use of skewers difficult to impossible. The RailCrew uncoupler was the perfect solution. Jason loved the idea and we immediately embarked on further development of the concept as a joint venture project. After countless hours of fine tuning drawings and hand-made samples, we had a simple unit that achieved all the functions missing in earlier attempts, and more.

1 - Reliable Uncoupling: It works very well with properly tuned couplers and reasonably well with average couplers. Delayed uncoupling extends the range of each unit.

2 - Easy to Install: Installation on existing layouts is relatively easy, with a minimum of ballast work. A 1-3/4" hole saw, drilled from the bottom up to the base of the track will remove a plug that is replaced by the uncoupler unit. Align it, fix it in place, wire it ballast the track ...and it's ready to use.

3 - Sweet Zone: The uncoupler zone is identified with a unique blue glow when in the active mode. When operating at eye level, the light source is unseen ...until the light reflects off the coupler trip pins. This is very effective in classification yards where the action can be viewed 2 or 3 tracks deep, simply by watching the trip pins.

4 - Low Power Needs: Power required to operate the unit is less than 500 milliamps at 12 volts ...momentarily. Because rare earth magnets provide the uncoupling magnetic force, the only power consumed when in the active mode is the power to operate the LED light source. A single power pack can operate several uncouplers on a layout.

5 - Low Profile: The height of the uncoupler body is only 7/8", making it ideal for shelf and portable layouts as well much larger layouts.

6 - Life expectancy: The uncoupler machine has only two moving parts, plus a mass produced (reliable) micro switch, which turns the LEDs on and off. Initial testing exceeded 10,000 cycles without any sign of wear.

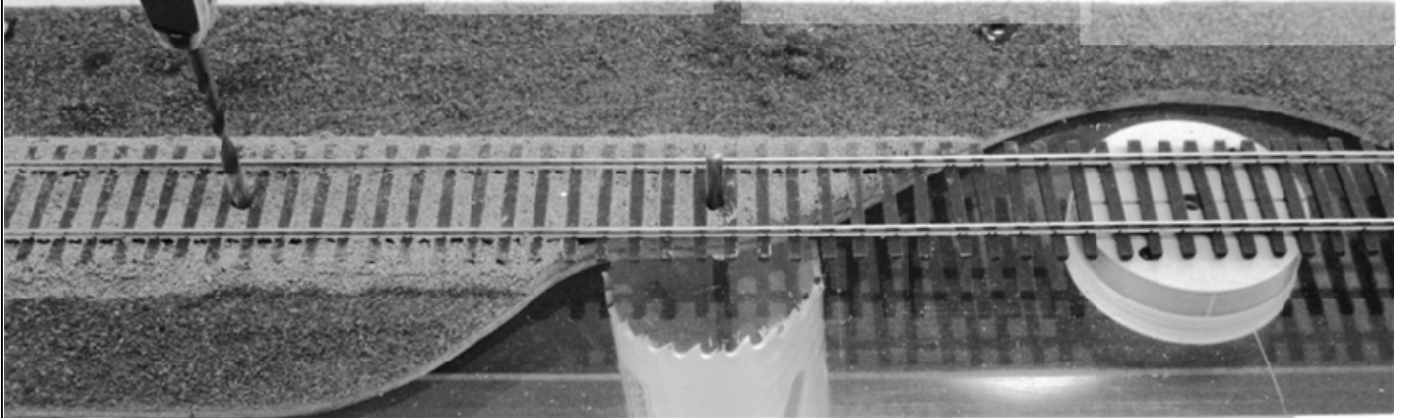
Once we were satisfied with the design and internal components, the product then went to the tooling stage, managed by the Rapido team. We now had a product that worked, but that's not enough to go to market. Consider-

Easy to Install on Existing Layouts.

1 - Drill
Pilot hole to
set location.

2 - Drill 1-3/4"
hole to base of
track.

3 - Insert
uncoupler,
align, wire, &
ballast circle.



able discussions were held to develop all the support information: product name (RailCrew), a funny logo (La Linea style man), instruction sheets that people can understand, packaging, package graphics, web page setup and story telling, and testing. The testing was my responsibility. In order to test several units through 10,000 cycles, it was necessary to build a testing machine to avoid the boring task of doing it by hand.

N-Scale: To date, efforts to achieve similar results with N-Scale couplers have been less than satisfactory. The simplicity of N-Scale coupler design and the low roll resistance of rolling stock do not lend to consistent uncoupling results.

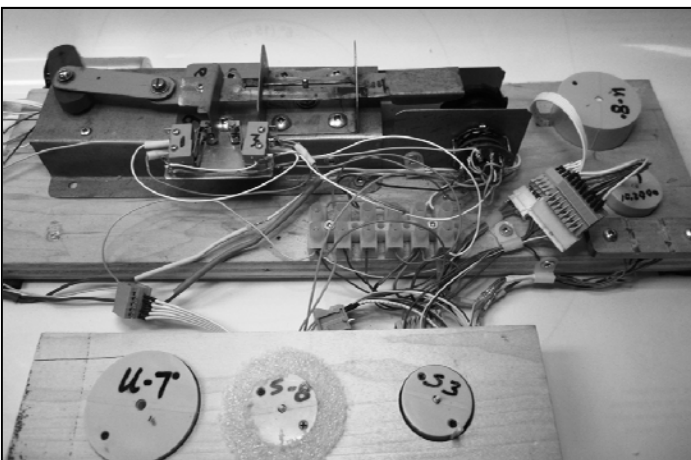
RailCrew Switch Machine

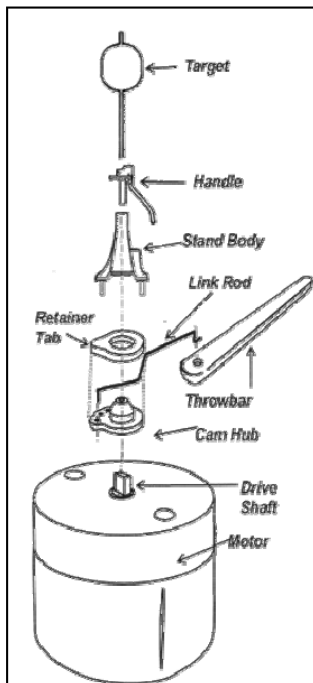
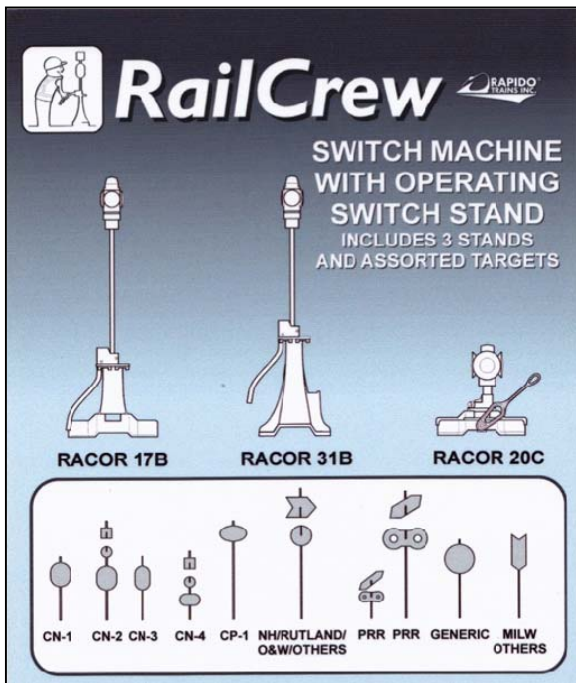
On the heels of the RailCrew Uncoupler, another key product was developed. Jason liked the uncoupler so well, he put out the challenge to produce a scale turnout

switch machine in HO that would **rotate the target when the points were moved.**

Before long, a rough sample using a pill vial as the outer body was working. The center shaft rotated about 90 degrees so it could move the target as anticipated. The motor was powerful and compact. It too operated on 12 volts 500 milliamps.

The next challenge was to provide contacts to power the frog and signals. Fortunately, a production Single Pole Double Throw (SPDT) micro switch is available that is small enough to fit two switches plus the two electromagnets in the 1-1/8" diameter x 1" housing. The unit operates with one moving part and two micro switches. Very reliable. In typical Rapido fashion, Bill Schneider





The RailCrew Switch Machine is unique in that it operates like the prototype. It is located directly under the head block ties and uses a cam on the pole shaft with a link rod to connect to the points/throwbar ...just like the prototype.

N-Scale: The switch machine motor can be used to drive N-Scale turnouts, however, the switch stand may appear to be a "bit big".

Once the motor and stand details were finally designed, tools were machined and tested. Installation, power needs, profile and life expectancy of the Switch machine are very similar to the uncoupler. As usual there were several "modifications" required to make things as close to perfect as possible ...read that as "it takes a long time to get to market". It has been four years since

developed the switch stand and targets. These components, while painfully small, are to scale, typical of Rapido's museum quality standards. Each Switch machine comes with three styles of switch stand, and 10 styles of etched brass target styles ...love at first sight!

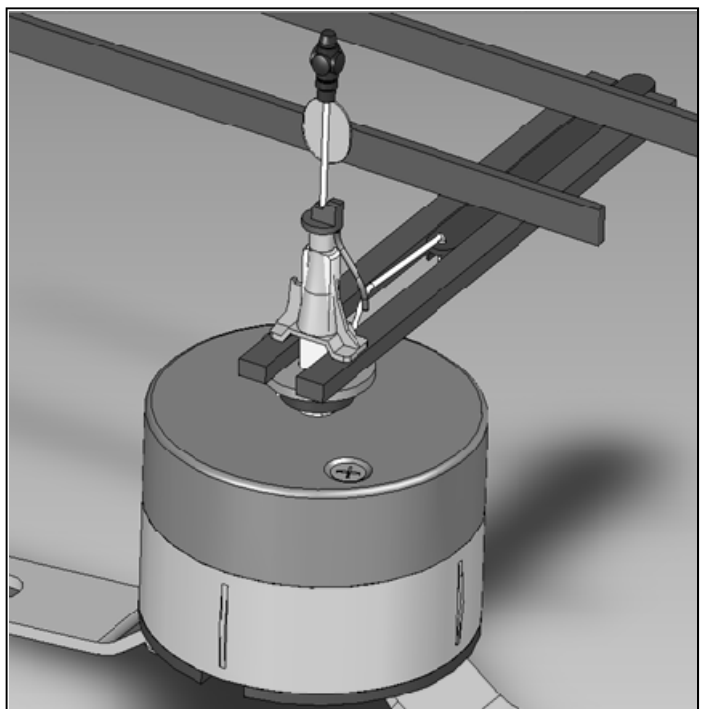
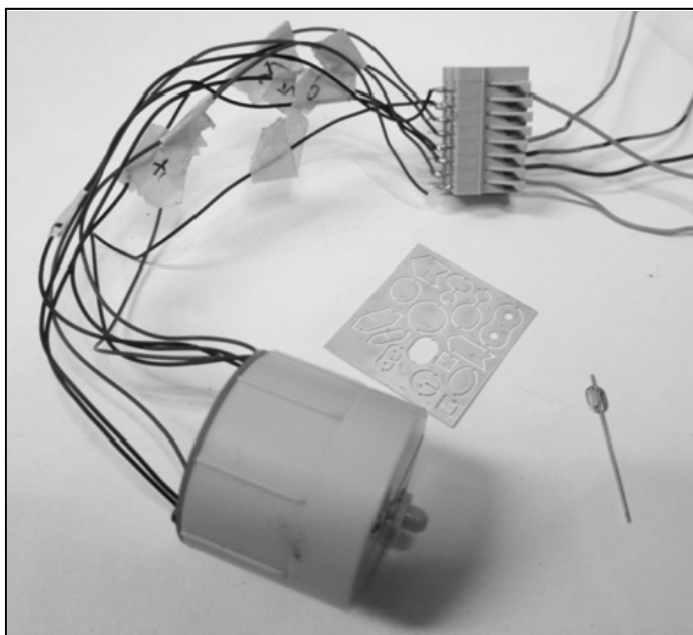
that "Eureka" moment.

Production of the RailCrew Uncoupler and Switch Machine has started in the Rapido factory in China. We anticipate that RailCrew products will be in the hobby shops by mid-September.



Realizing the dream, to help make model railroad operations easier, more realistic and generally ...more fun! The uncoupler and Switch machine go a long way to satisfying that dream. I hope you enjoy your model railroad operations.

For more information go to www.railcrew.ca. This web address will take you directly to the RailCrew section of the Rapido web site.



DUNDAS MODULAR RAILWAY CLUB HELPS SAVE DAVID LEE'S POYNTLAS AND DREERIE

Article by John Johnston Photos by Tony Czerneda

Last month, I wrote about the demise of David Lee's fabulous model railroad, the Poyntlas and Dreerie. A two page article about the layout in the Hamilton Spectator led to the family being approached by McMaster University to relocate the layout into the main foyer of their new Health Center located in the heart of downtown Hamilton across from City Hall.

The University was prepared to cover all of the costs of moving and storing the layout, but they needed some skilled help to take the layout apart. Enter the Dundas Modular Railway Club, a CARM Member Club. Club Members carefully took all of the craftsman structures off the layout, boxed and stored them. They then proceed to take the layout apart, crate it, and turn it over to movers for its trip to its new home. Kudos to the Club and its members for their efforts.

I also received the following email from David's wife Ruth which perhaps conveys the families appreciation for the Club's efforts better than I can convey.

Dear John:

It was very good of you to find so many copies of the above publication and to personally deliver them to my daughter, Deborah. We are so pleased to have so many copies with the cooling tower built by David on the front cover!!!!

We now have enough copies that David's grandchildren will each have a copy of their own. This has been very special to all of us.

Our whole family feel really blessed that David's layout is going to be preserved and rebuilt in the David Braley Health Sciences Campus in downtown Hamilton (across from City Hall - where the Board of Education building used to be). A large number of volunteers from the Dundas Modular Railway Club were instrumental in dismantling the layout - a fete that David felt was absolutely impossible. Now for the layout to be reassembled. It will occupy a large space in the foyer of the above building along with an indoor garden. As I said above, we feel blessed that this outcome happened.

The layout has been moved. It occupies about 30 custom made crates in a locked room at the Braley Health Centre. Re-building will probably happen in early 2016. It was hoped that the layout would be reassembled within 6 months of the opening of the Health Cen-

tre. David and I were guests at the opening (May 15, 2015). Our family could not see down the road last January when David was so very ill. We could see nothing short of taking an axe to the scenery. And we were devastated. Then, an article on Feb. 14/2015 by Paul Wilson in the Hamilton Spectator brought David's layout to the attention of Dr. John Kelton - who had been looking for some sort of model train layout for the Health Centre for some years now. We were happy and he was happy. It is still almost unbelievable.

So - now to see the trains up and running again.

David and I are hosting a party to thank the volunteers for their efforts in dismantling the layout. That will be at the end of June. David is doing so well at the nursing home that I have him home every weekend for 1 1/2 days. He will be able to thank the volunteers at the thank you party.

Again, thank you for being so kind to our daughter, Deborah. Not only did you rustle up a lot of copies but you delivered them to her home personally. We do appreciate your help so much.

Sincerely, Ruth Lee

Here is a short pictorial history of the move.

PHOTO BELOW: John Weylie appears to be giving a talk on how to remove sections of the layout in a sensible manner. Here a yard with a turntable is kept as a complete unit. John did a fantastic job of directing the cutting and boxing of the layout.





PHOTO LEFT: Preparation is being made to remove the last corner of the layout. It took a few weeks of careful work and the help of 10 to 12 members of the club.

PHOTO RIGHT: Dave Steele on the left is watching the movers getting ready to haul the crate up the stairs to the garage. The second stage of the move involved the loading of a truck to take the crates to the new McMaster Medical facility on the corner of Main St. W. and Bay St. in Hamilton, Ontario.



PHOTO LEFT: Two of the movers getting a crate to the stairs for the challenging climb.

PHOTO RIGHT: David's layout had to be cut into sections that could be crated and removed from the house. In this picture, from left to right, Godfrey Hall, Jim Vacola, Patrick Campbell, and Dave Steele are holding the layout as John Weylie who is underneath makes a final cut.





PHOTO ABOVE: Part of the team from the Dundas Modular Railway Club taking a break from cutting David's layout into pieces that would fit up the stairs (Left to right: Tony Czerneda, Godfrey Hall, Dave Steele, John Weylie, and Mert Hamby) .

PHOTO BELOW: Decision, Decisions, Decisions! From left to right, Pat Campbell, Jim Vacola, John Weylie, and Gord Sharpe, are trying to decide where to cut through the tracks and the scenery.

