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THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003
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TOP COVER PHOTO BY BRUCE HARMER: CPR Pacific #2662 on the layout of Dick Walker during the layout tour for Forest City Rails.

BOTTOM COVER PHOTO BY BRUCE LECKIE: Looking west over Kingston Yard on Alex Thum's Canadian Pacific St. Lawrence Division layout.

NEW EMAIL ADDRESS FOR EDITOR

My local Internet provider who I have been with since the Internet became a thing was bought out by Rogers about 4 years ago and they have finally got around to telling us that we need to transfer everything to Rogers. As a result I have lost my old email address. I have chosen to go the Gmail route so you can reach me at either:

editor@caorm.org
OR
jjohnston6069@gmail.com

ANNUAL GENERAL MEETING

Then annual General Meeting was held in London on the Victoria Day Weekend. Several committees which had been struck by the Executive reported on their progress. While work still needs to be done there were several issues which were resolved.

DUES

A Committee which looked at whether a Dues increase was necessary made their report. Among their findings:

1. General Membership Dues for Members located in Canada would remain at $36 CAN.
2. General Membership Dues for Members located outside of Canada would remain at $36 U.S.
3. **Dues for Internet/Calendar Members located in Canada would Increase to $12 CAN.**
4. **Dues for Internet/Calendar Members located outside of Canada would increase to $12 U.S.**
5. Internet Free Members would continue to be Free.

Each year we have seen an increase in the cost of mailing the Canadian and the Calendar. In addition there have been slight increases in our printing costs. For General Members, dues are currently covering costs and should continue to do so for several more years.

Internet Members who receive a copy of the Calendar however are a different story. For Canadian resident members we are just breaking even and with new postal increases would be in a deficit position. Members resident outside Canada are already in a slight deficit position. As a result we have raised Dues for Internet Members who receive the Calendar. The additional $2 should keep us solvent in this area for several more years.

RESERVES AND MARKETING GRANTS

Over the years CARM has managed its finances extremely well and in the past our Conventions have been very successful. As a result we have approximately $15,000 in the bank. Roughly $6,100 of this represent Dues which have been paid in advance and needs to remain untouched to provide services to the Members who paid it.

The Executive looked at the cost of our Internet Servers and the issue of seed money for future Super Meets and Conventions and agreed to hold an additional $6,000 in reserves for future funding of these services.

We have recently received requests to assist in funding Promotional activities in Chapter areas. After discussion it was agreed that Chapters are in the best position to decide what would work effectively in their geographic areas. We will be advising Chapters that over the next 3 years each Chapter will have a total of $500 available to it to assist in promoting CARM, the Chapter, and model railroading. The decision on when and how to spend it will rest with the Chapter.

CARM GOVERNANCE STRUCTURE

A Committee has been reviewing CARM's governance structure and while their work is unfinished, they did report to the Annual General Meeting that they will be asking Chapter Chairs to participate in Executive Meetings a non-voting Members.

Look for more information on their findings in future issues of the Canadian.

JOHN JOHNSTON: EDITOR

PUBLICATION SCHEDULE FOR *THE CANADIAN*
The Canadian is published four times per year. Submission by authors or Chapters should be submitted by the following dates.

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

Chairman's Report

I am writing this column shortly after returning from London, Ontario where I took part in the excellent Super Meet organised by the London Chapter. We had three days filled with interesting activities, meetings, discussions, layout tours, museums with unique prototype locomotives and even a ride on a live steam train at Komoka. Elsewhere in this issue there will be more coverage of this very successful event including pictures so I will not spend more time describing it other than to extend my appreciation and thanks to all those who had a hand in organising and running the event. During the course of the Super Meet we held a CARM general meeting of members which was attended by more than 30 members including many of the Executive and we had a valuable and lively discussion of the health and plans of CARM. In spite of the three years of free e-membership our finances are still in good shape and our membership numbers have turned the corner from a decline and are climbing.

Executive members took the opportunity at the General Meeting to review some of the work of the Executive recently; in particular the preliminary results of two subcommittees of the Executive that have been working on strategic issues. The first group has been analyzing the costs related to operating CARM and whether or not there should be dues increases or other financial changes. I am pleased to report that the subcommittee recommended that the General Member rate could remain unchanged for at least one more year but we will be announcing a minor increase in the cost of the calendar shortly, which will take effect before the 2020 calendar is issued. The biggest single variable in our costs for both the calendar and mailing The Canadian is the postage rate and as most of you are aware Canada Post always seems to be increasing the rates.

The second Executive subcommittee reported on issues related to governance. As most of you who read your Canadian from cover to cover will have noticed that there have been some Executive roles with titles but no names besides them listed on page 2. The subcommittee has recommended that certain titles be eliminated and be replaced by a new set of positions which better reflect the needs and functioning of CARM. With better, more active communication between Executive, Chapters and members we hope to see further growth in the activity levels of the association, the Chapters, interest groups and individual modelers.

That increased activity and communication is already reflected in the fact that after a gap of a couple of years CARM had a Convention/Super Meet in 2019 and is already planning one for 2020 under the guidance of the Toronto Chapter. Another Chapter is considering to organise an event for 2021 and we have sown the seeds of the idea for a gathering at a third location for 2022. As soon as we firm up dates we will advise you so you can block out some time to attend each event. If you have any ideas about things you would like to see accomplished at such a Super Meet please forward your ideas to me so we can make sure that the events appeal to as many members as possible.

During the course of the Super Meet in London several people talked to me about the information related to shows, meets and conventions available on our website. I appreciated their concerns and the webmaster is also very aware that we need to be as up to date and comprehensive as possible. Anyone who wants to have an event posted on the website can do so by providing the information to the webmaster and it will be posted as soon as possible. For other events we rely on the information being provided by third parties and cannot be quicker than they are. If you would like to contribute anything to the website, such as activity information, product information, a new manufacturer, product review, etc. please compile the information and forward it to the webmaster.

One thing that always impresses me about layout visits, wherever we go at Super Meets, is the high standard of modeling and the imaginative skills applied to create those basement transformations. Maybe ahead of the next Super Meet we can describe some of the exciting layouts to be visited, either in The Canadian or uploaded to the website so that you can decide what to make a priority at the Meet!

Now I must get back to ballasting track on my new layout that I hope to have open next year for the Toronto Super Meet.

GERALD

FOREST CITY RAILS REPORT

The Friday evening pizza party meet & greet included an in depth look at the German railway system by Mike Walton and a movie on the historical importance of the various railroads that made St. Thomas a hub for the Canada Southern route.

Saturday proved good weather wise for the tour of the Elgin County Railway Museum and the BX Interlocking Tower. This gave us the opportunity for an up close and personal experience with C.N.R. Hudson 5700 and also the perils of the physical demands of working in the BX Tower. Many of the group took advantage of the open St. Thomas layouts. Thanks to Rick Mason & Wilf Rhyness for their participation. Saturday evening some went to chase the "Big Boy" at the Thames Valley Central Model Railway Club, while others took in an informal gathering with David King on micro switches.

Sunday brought us the tour of the huge Canada Southern Railway Station and the impressive job of restoration work that they have accomplished. The capitals on the dining room pillars were well done. The Komoka Railway Museum gave everyone a chance to ride the elevated live steam train and also to see a shay in the flesh. The day concluded with some open London area layouts such as Dick Walker's CP Melrose Subdivision, Don Wesley's Shalebank Subdivision and Vivian Dallarmi's layout. Many thanks to Dick, Don & Vivian for hosting us in their homes. Those attending the event enjoyed themselves and left anticipating next year in Toronto. Thirty-two model rail fans took part in the meet.

Bruce Harmer

PHOTO ABOVE by Ian McIntosh: Members at the Saturday morning Annual General Meeting.

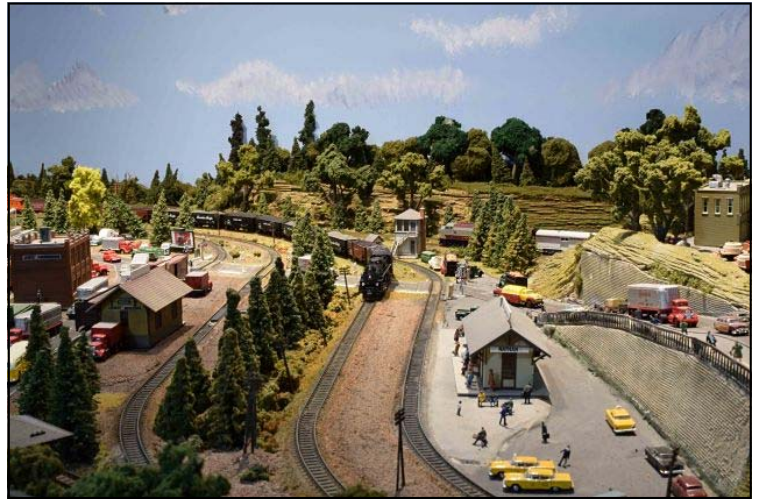**PHOTO BELOW by Bruce Harmer: Attendees gather in front of CNR Hudson #5700.**

PHOTO ABOVE RIGHT by Bruce Harmer: Don Wesley's layout.

PHOTO ABOVE LEFT by Ian Mcintosh: Wilf Rhyness's ONR layout features a barrel ore car unit train from Sherman Mine to a blast furnace, the Northlander Tee train, Polar Bear Express and excellent backdrops.

PHOTO RIGHT by Ian McIntosh: Vivian Dallarmi's Hamber Mountain RR. The hopper car has just been filled with ore.

PHOTO LEFT by Ian McIntosh: The Thames Valley Central Model Railway Club in Thorndale hosted an operating session.

PHOTO BELOW RIGHT by Ian McIntosh: Rick Mason's CPR layout has heavy industry, a refinery, blast furnace, coke ovens and grain elevators plus an ONR and CNR barrel ore car unit train.

PHOTO BELOW LEFT by Ian McIntosh: Marg and Dick Walker's CPR is set in the mid-1950s. An eastbound freight arrives in Woodstock.

PHOTO ABOVE LEFT by Gerald Harper: Elgin County Railway Museum BX Tower former operator Charles Beckett demonstrates the interlocking switch and signal levers.
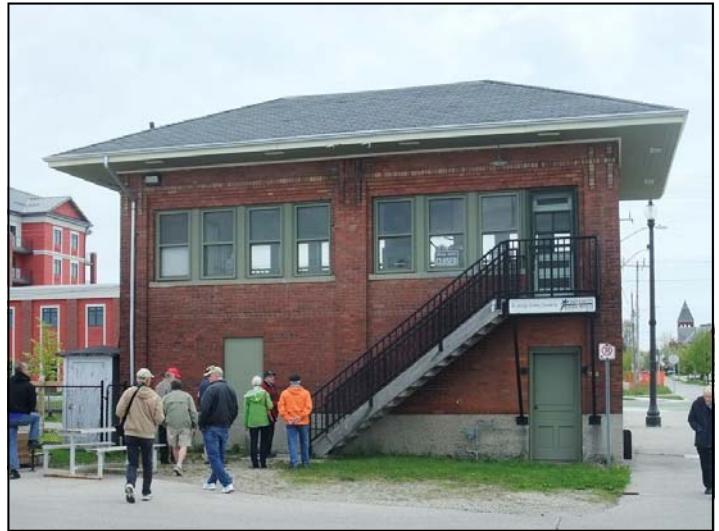
PHOTO ABOVE RIGHT by Ian McIntosh: Exterior view of Elgin County Railway Museum BX Tower.

PHOTO RIGHT by Ian McIntosh: Elgin County Railway Museum London & Port Stanley electric L1.

PHOTO LEFT by Ian McIntosh: Elgin County Railway Museum Wabash diesel 51 "Tilley" still used to move museum equipment.

PHOTO BELOW RIGHT by Ian McIntosh: Elgin County Railway Museum model railroad Port Stanley funicular railroad (the cars are parked outside the museum).

PHOTO BELOW by Ian McIntosh: Canada Southern St. Thomas Station and Headquarters, with two tunnels through to save time

NATIONAL CAPITAL CHAPTER

A small group from the National Capital Chapter recently enjoyed the London Supermeet. The Meet and Greet was an excellent opportunity to catch up with old friends, make new ones and put faces to familiar names. The AGM on Saturday, was informative as usual. We had an excellent lunch and then quite enjoyed the tour of the BX tower and the Elgin County rail museum as well as some St Thomas layouts. After supper, some of our group went to the London MR club layout to operate, while the rest enjoyed a very entertaining and informative demonstration by Dave King on electronics. Sunday, half the group needed to return home early, but the rest enjoyed the tour of the CASO station and some London layouts.

While only some of the chapter members were able to participate, we enjoyed the meet!"

Photo Above: Left to right:

Bruce Leckie, Rich Stewart(seated), Paul Anderson (standing) Ian McLeod. Missing from the photo is Bob Elliot.

ONTARIO MIDWESTERN CHAPTER

The Annual Spring Meeting was held on April 28th at the home of Mike Mason. Our meeting opened with an overview of Mike Mason's project which is to build a 1/8 scale railway on his recently acquired farm near Owen Sound. Mike has two CPR locomotives, a D-10, 4-6-0 and a 4-4-4-Jubilee. He also has 18 freight cars, many which he has built himself. Our tour started in his barn viewing his rail cars, locomotives, and stacks of straight and curved track and turnouts. (He also has a 65 Plymouth Satellite with

a 426 Hemi). From the barn, Mike gave us a tour of his 18 acre farm We walked the right of way, first along the track already in place, then along roadbed being prepared and finally following pink and blue flags which identified the final route for the 6,000 feet of track. This is a very aggressive undertaking by a very competent and knowledgeable individual. It was a pleasure to see his vision for the railroad. A great Day! Our business portion of the meeting followed in Mike's living room with coffee and cookies provided by Janice.

PHOTO ABOVE: Mike Mason and his CPR D10.

Business Meeting

Our Chapter has grown with 6 new members. We were pleased to meet Dave Dyball and Larry Ker at the meeting. Paul Korhonen, a seasoned member sent his regrets.

Topics of interest/Project Challenge: Mike Pickup showed pictures of the latest additions to his layout. Presented well in a booklet. Randy showed the BCMR brochure and described updates to the project.

Tom Hakala, a new CARM member, could not join in our meeting because he was committed to a meeting of the Garden Railway Club, which happened to be across the street at the Grey Roots Museum. We were able to join in to view their layout and motive power and meet with their members.

We are planning a visit to Brian Swanton's Garden Railway and Clive Morgans's live steam layout both at Lion's Head. Dates to follow as co-ordinated. Our member's expressed an interest to help Mike with his project. Dates to follow as co-ordinated. Mike donated a Fowler box car, CPR 117892, to the BCMR. Thank you Mike. CPR will be well represented on the layout. Meeting adjourned at 3:40 PM

PHOTO ABOVE: 1/8 inch scale CPR 4-6-0 Ten Wheeler.

PHOTO BELOW: 1/8 inch scale CPR 4-4-4 Jubilee.

PHOTO ABOVE: From left: Randy, Dolf, Judith, Mike Pickup, Dave Dyball, Steve.

PHOTO BELOW LEFT: Stacked rail and turnouts.

PHOTO BELOW RIGHT: View of the right of way.

BRUCE COUNTY MUSEUM RAILWAY
PART 3
## THE EXHIBIT STRUCTURE
ARTICLE AND PHOTOS BY RANDY SCHNARR

FROM THE EDITOR

This is the second article on the construction of the Display Layout at the Bruce County Museum built by a group of volunteers. Randy Schnarr will be covering a number of topics including:

1: From Concept to Reality: ...explaining how it came together.
2: Research & Planning: The efforts of the research team to find the data to give the project substance.
3: Major Structure: how the structure was built from initial sketches.
4: Diorama Construction: with photos of some of the completed dioramas.
5: Control Systems: We will be operating in three modes. Computer controlled, DCC, and DC.
6: Future development ; we will be adding sound systems and video cameras to the system so disabled visitors and vertically challenged can enjoy all three levels of the exhibit with sound to match the images.
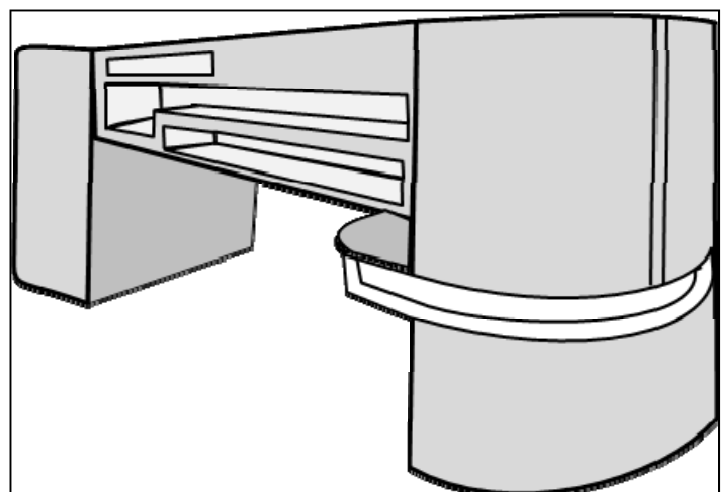
The order of the articles may change as Randy finds the time to write them.
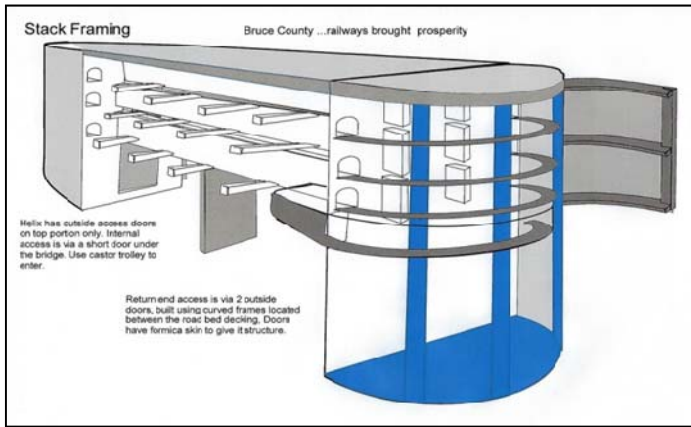
One of the many challenges on this project was to design and build a structure that could display the complete GTR/CNR Southampton Subdivision in Bruce County ...plus a Kid's Layout, all in a space of 5 feet by 26 feet. The sub consisted of five towns and 4 whistle stops. Four of the five towns had passing tracks which required a minimum of 12 feet in length. Southampton which has a wye and a spur to a dock on Lake Huron required 20 feet in length and 5 feet width at the wye.
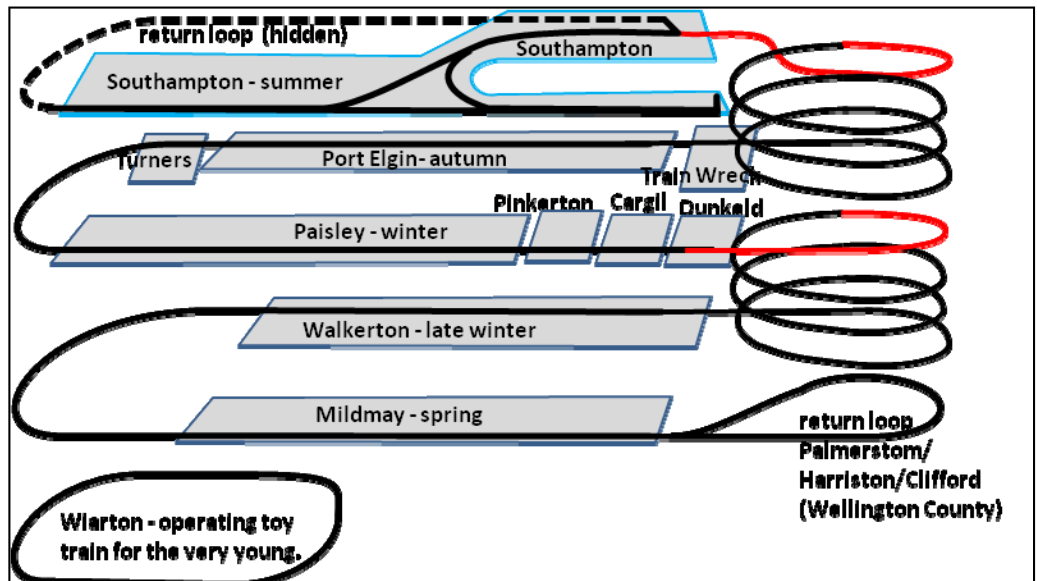
Window box dioramas were an ideal way to tell the story of each town in such a tight space. The standard diorama box is 12 feet long, 16" deep and 10" high, while Southampton was larger as noted above. Whistle Stops are represented by a photo and printed story in small window boxes. The Kid's toy train layout is positioned below the model trains and has a lever to allow children (and adults) run a Lionel "mixed train".

The Southampton subdivision runs from Palmerston to Southampton.   For "continuous operation" on this branchline, a loop-to-loop design was chosen.   The dioramas had to be stacked to fit into the available space. (Note: Palmerston is located outside of Bruce County, therefore is recognized in name only.)   The exterior shape of the exhibit uses the Bauhaus philosophy, "Form Follows Function".

Stack Framing — Bruce County ...railways brought prosperity

Helix has outside access doors on top portion only. Internal access is via a short door under the bridge. Use castor trolley to enter.

Return end access is via 2 outside doors, built using curved frames located between the road bed decking. Doors have formica skin to give it structure.

Helix & Return End Basic Structures: With the beams ready, ends were fabricated ...one as a return from one side to the other, and the other to contain a helix which would link the three levels. 3/4" plywood was used to produce the main structure. The helix end required a 2 x 4 brace to minimize lateral movement.

The design concept was presented to the museum with a cost estimate. Once museum funding was approved, and with commitments from our Control Systems Engineer, Craig Dolbeer, and our Workshop Partner, Paul Maurer, we were ready to start production. The original concept sketches provided the overall layout and rough dimensions. The details were resolved as it came together. Some elements actually were built more than once as better ideas evolved.
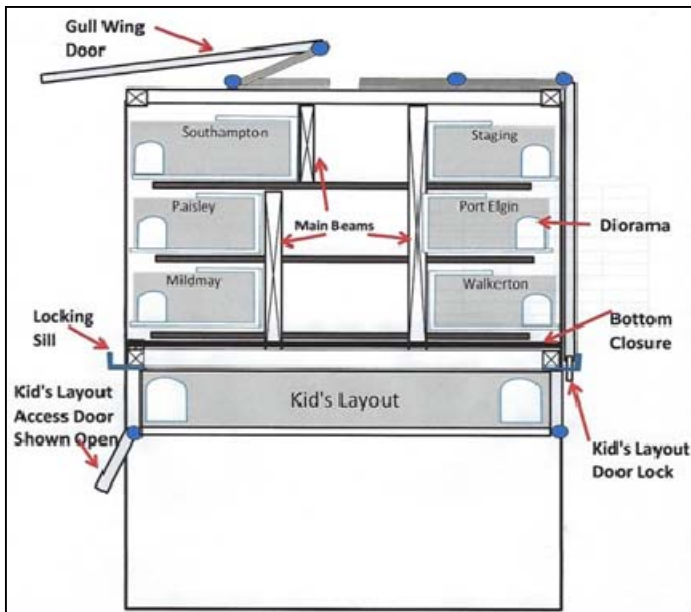
Main Beams: The original concept called for 2x12's to span the 20 foot distance, however, Paul proposed fabricated beams to simplify assembly and add strength. Heights: 30", 20" & 10". Materials Used: 2x2 Spruce with 1/4" plywood glued and nailed to make strong light weight beams. In the final structure, we added a center support to stop possible sagging over time.

Assembly of main structure: The beams were then fastened to the ends using a saddle arrangement that allowed us to make adjustments. Paul and I could lift the beam easily. The hoist made it easier to make the connections.

Tubular Steel Arms to hold Dioramas: Diorama boxes and spacers are placed on horizontal steel tubes. Dioramas can be pulled out like a drawer for maintenance. Upper and lower 2"x3" frames are in place for mounting doors and bottom enclosure panels. Diorama boxes are 12' long x 10" high x 16" deep. They are made of 3/4" birch plywood for bottom, sides and back. The top, which

covers only the back half is 1/2" birch plywood. The front half of the top is a hinged aluminum panel which also holds the LED strip lights. The hinged top allows us to work on a finished diorama for repairs etc.

Typical adjustment bracket

Space between the two main beams shows the steel tubes which hold dioramas. Adjustment brackets permit us to level the steel tubes to align the dioramas.

Building the Helix: A helix was the most effective method to link the three levels of dioramas. The diameter is 60 inches. Three spirals are required to move up the 10" height between levels. This is approximately a 2.2% rise. Our mogul can pull three freight and two passenger cars (mid-day mixed train) up this slope.

Three spirals in 10" leaves little space for each level. To fit within the height, we chose 1/2" (13mm) Baltic Birch with 1/4" cork. To minimize the number of joints which can take up valuable space, we cut one circle from each sheet. To get accurate circles, we used a router (with a straight bit) mounted to a pivot arm which pivoted from the center of the 60"x 60" sheet. Paul is shown sanding a freshly cut spiral circle.

end of the diorama section and the other end to the back side of the aluminum channels. Each end has 2 panels that come together to lock, completely enclosing the curved sections.

A 60 inch diameter helix over 10" requires 3 spirals. This leaves little space for each level. To fit in the available height, we chose 1/2" (13mm) Baltic Birch which comes in 60" x 60" panels. To minimize the number of joints which can take up valuable space, we cut one circle from each sheet. To get accurate circles, we used a router with a straight bit mounted to a pivot arm which pivoted from the center of the sheet.

Helix end ready for painting and "doors". The original concept for the doors shows a wooden frame ...difficult to build. Lexan/polycarbonate sheet is flexible enough to form around the curved ends, providing a see through cover. Door hardware was designed and fabricated to take advantage of the simplicity of the Lexan doors.

Enclosing the Exhibit: The next major challenge was to totally enclose the exhibit yet provide access to all elements of the exhibit for maintenance. This was achieved by a variety of techniques. The long body of the exhibit is protected by large gull-wing doors, with small doors on the ends to provide access to controls and 120v power. The curved ends are protected by polycarbonate/Lexan panels (originally planned as wood framed doors) and the Kid's layout doors are simple hinged panels that flip down. The underside is enclosed with 1/4" plywood sheets that can slide out when the gull-wing doors are open.

Locking systems: The large gull-wing doors each have a single keyed push-in bolt which locks them into a bottom channel. Small access doors have cam locks, the helix and return ends have custom built toggle lock hardware, and the Kid's layout "flip down doors" are contained by pins on the bottom of the gull-wing doors.

Custom hardware for curved Lexan doors: "Over center" toggle action latches were designed and cut from plate steel, then fitted into 1" x 3" rectangular aluminum tubes. One end of the Lexan panel was fastened to the

Doors to enclose the dioramas: The original concept included individual doors for each diorama. This was much more complicated that originally realized and it broke up the exterior of the exhibit. Large lexan panels in wooden frames simplified the production and provided a clean face to enclose the dioramas and whistle stop boxes. Our concern regarding the weight of the doors was resolved with a spring assist that reduced the lift load when opening and the pull required to start the closing motion.

BCMR Maintenance Work Bench: Removal of dioramas for maintenance is facilitated by this work bench with end racks that can be raised to the diorama level. One person can remove a diorama for maintenance by sliding it onto the rack. It can then be lowered and moved out of the gallery for repairs.

We are now ready to start telling the stories of each town in the diorama boxes.

ALEX THUM'S CP ST. LAWRENCE DIVISION LAYOUT

ARTICLE AND PHOTOS BY BRUCE LECKIE

Alex Thum's Canadian Pacific, St Lawrence Division is a layout built for operation and is the end result of a lifetime of experimentation. It includes several interesting features, many of which have been added recently based on input from the group.

The layout room is 20x30, filling about half of his basement leaving room for a crew lounge, all with a great view of the St Lawrence River and the ship traffic.

The St Lawrence Division is a self contained point to point railroad with no staging or connections to the outside world. Using Shipit to manage the traffic, Alex has carefully balanced his industries with his rolling stock fleet, resulting in a smooth flow. Computer switchlists are used for all movements.

The railroad uses a mixture of CP and CN power from the 80's and no cars larger than 40 feet, so as to make the train lengths and sidings easier to manage. While Alex uses real world town names, this was done solely for the benefit of operators, as the layout towns mimic the geographical progression of the real world. The layout is freelanced, however, and no attempt was made to duplicate anything from the prototype.

At one end is Oshawa. Half the trains originate there and proceed "east". There are engine facilities, a small yard and several offline industries that exist in an under table

PHOTO LEFT: The east end of Trenton Yard.

PHOTO ABOVE: The industrial area of Belleville showing an unusually empty yard.

shelf.

Proceeding east we get to Trenton, which has limited engine facilities, another small yard and several online industries. This is a surprisingly busy town.

East of Trenton is the town of Belleville. There are no engine facilities here, but there are a few online industries, and a very small yard. The line from Tweed comes in here and this has ramifications for the passenger service.

Next up is Napanee. This town has a small yard and several online industries.

On to Kingston, the hub of the railroad. While no trains originate here, it is a division point and most inbound trains swap power before proceeding. This yard and Brockville are the only real classification yards (the rest are mostly storage) and Kingston is usually quite busy, keeping two operators hopping. As mentioned there are extensive engine facilities here, as well as several online industries.

From Kingston we proceed to Brockville, which has two industrial areas, an engine terminal and a yard, larger than most, but smaller than Kingston. There is also a small operational line that handles passenger traffic to and from Ottawa, which exists offline and consists of a shelf for the loco and rolling stock when not in use. Perth is a the extreme East end of the layout. Most of the remaining trains originate here and proceed west.

PHOTO RIGHT: Jim Baxter, a crew member is working the town of Brockville during a recent operating session.

There are recently added engine facilities, a few online industries and a few more offline industries.

Tweed runs from Belleville and is mostly hidden track until it appears at a lower level. This town is almost entirely offline. There is a yard here and plans are in the works for some engine facilities.

Control is Digitrax DCC. Alex has a command station and a pm42 power manager to give 4 power districts. He brought in a surplus laptop to run JMRI and we have several old phones used as wireless throttles. All the stations have loconet jacks still and a couple of operators prefer the hardwired throttles.

Most of the turnouts are powered by twin coil machines, and these are controlled by a series of Diode matrix boards. A capacitive discharge machine provides the necessary kick.

The train movements are controlled by a device called a Flip Clock, which is the subject of another article. This is an event driven "clock" that has the benefit of being low stress for the operators. The day is divided into half hour segments and the train movements for each segment are listed. The operators proceed down the list doing the movements in order. Once all the movements are done, the "time" is advanced, and the work proceeds.

Operation is done every two weeks, in the afternoon during the winter and in the eve-

ning during the summer months. This runs for about 3 hours real time, covers anywhere from 3 to 5 hours of train time and does include some social time before and after the session. The group size can vary from 2 to 6 people, with the average being 4.

ALEX THUM'S CP ST. LAWRENCE DIVISION

FLIPCLOCK SCHEDULING SYSTEM

ARTICLE AND PHOTOS BY BRUCE LECKIE

Alex Thum has a unique method of scheduling trains on his Canadian Pacific St Lawrence Division. He uses ShipIt to generate the switchlists and manage the traffic. Careful planning with a spreadsheet and graph allowed him to create a smooth schedule, critical since most of the layout is single track, with lots of movements in both directions.

Most operators use a fast clock, and rely on a human dispatcher to keep things moving. This can be an enjoyable part of the hobby for many people, but can also be extremely stressful for many others. Because of this, Alex has devised an "event driven" schedule based on input from the operating group.

The day is divided into segments, mostly half hour. Each segment lists the train movements, in order, that need to be done in that half hour. Since the operators are familiar with the system, we have an ad hoc work management process, whereby someone grabs the first job on the list, the next person takes the second and so on. Once these tasks are completed, this fact is communicated to the person closest to the schedule board and the time is changed.

Each station control panel has a toggle switch that is connected to an annunciator board showing the town with a bi-colour LED underneath it. When someone accepts a train movement, he flips the toggle to show a red indicator- he is working that town. When he has finished his task he flips the toggle the other way to show green- the task is done and the train is ready to leave.

Originally, this system was printed on small pieces of paper and hung on one end of a peninsula. While this worked, it did involve hiking back and forth which became a chore. To combat this, Alex and I transferred the information on the paper slips to PowerPoint slides. These

are projected onto monitors on each end of the layout. This works very well and is extremely convenient. We recently made a structural change to the electronic display. We run the PowerPoint program on a single machine, but share the display by using Teamviewer (thanks to Seanna Watson for pointing us in that direction). This allows a series of smaller tablets to be placed at each town and the current schedule segment is shown on all.

Each slide on the display has the time in 24 hour format at the top.

Underneath that is a 4 column x 7 row table. The left column list the arrival, the next gives the train number, the third is a code indicating the originating town and the terminating town and the last column shows the departure.
In use the movements are read from top to bottom and done in order. On occasion, we have a meet in town and the line needs to be cleared.

For example at 03:00, the first line reads:
ARRIVE TRAIN # ROUTE DEPART
Napanee 100 PE-OS
(train 100 from Perth to Oshawa enters the town of Napanee. The switching is done on the arrival segment and the time does not change until finished.)

the second line reads:
104 OS-PE Belleville
(train 104 from Oshawa to Perth pulls out of Belleville and stops between stations waiting for a time change)

at 03:30 the line reads:
ARRIVE TRAIN # ROUTE DEPART
Napanee 104 OS-PE
100 PE-OS Napanee
(104 must come in to town to clear the line before 100 can leave)

In practice, this works very well, provided the operators remember not to do anything that is not specifically listed on the schedule. This was a challenge originally, as most operators were used to running a single train from end to end.

We sometimes have detailed instructions for the operator and these appear at the bottom of the slide, usually pertaining to the subsequent slide.

While this system allows a great deal of flexibility and can be run by a single person, our operating group ranges from 2 to 6 people. Limited crews mean the work moves slowly, large crews mean the work can move quite quickly indeed. Anyone without a job in a time segment steps over to help someone else.

PHOTO BELOW: Schedule showing time and train movements. Annunciator Board below screen.
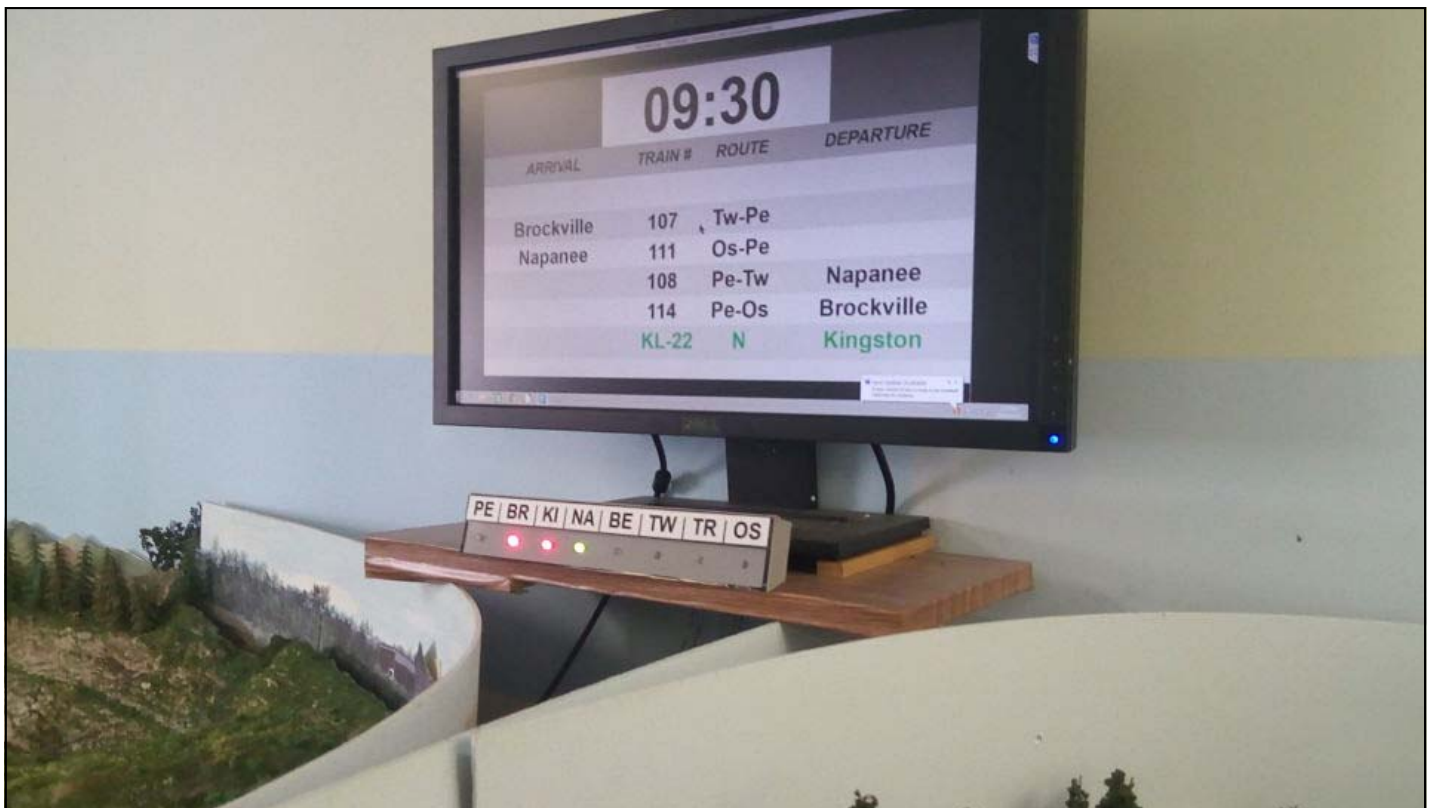
# 32' ROUND NOSE VAN TRAILERS - SHEEPSCOT SCALE PRODUCTS
ARTICLE AND PHOTOS BY GEORGE DUTKA

PHOTO ABOVE: Our fleet of competed trailers

Peter Mumby and I purchased a Sheepscot Scale Products trailers kit from the Bob Bowes estate last summer. At $5.00 for a kit including two trailers these were a bargain compared to the offerings out there today. Normally we buy things like this and just store them away for a decade or two, but I left mine out on my workbench as a reminder - they could be our next Monday workday project. Peter and I get together every Monday afternoon for a workshop type of day working on whatever we feel like doing. Lots of time it is nothing, but these trailers intrigued us. It took us a bit to get the project completed as we worked on other projects in between during our Monday workdays. It took us a bit of research to plan a lettering and paint scheme also. Thanks to Black Cat decals it did not take us too long to commit.

PHOTO BELOW: This is what came in a box and is ready for painting. The metal castings are spray bombed with Home Hardware Camo Coat dark brown.
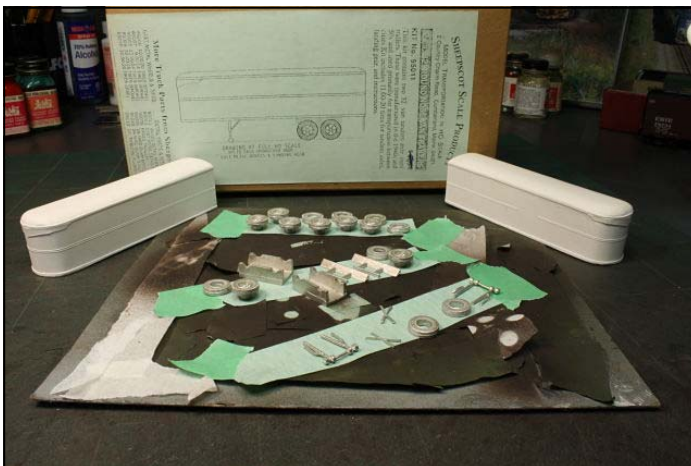
These trailers kits are decades old made from plaster castings with metal detail parts. The instructions are limited but straight forward. This project could also be completed using Mini Metals undecorated trailers, but at a higher cost. I had not done any painting on cast plaster before so this was going to be an interesting project. My past experience with cast plaster has been staining rocks and stone walls.

Painting the Trailers

One of Peter's trailers was already painted green, but we wanted them all to be red. Since I was not sure how the plaster would take paint, I tried a few different approaches. The green trailer was painted with a solvent based red spray bomb that covered well. It also appeared to attach well to the initial coating and plaster base. The

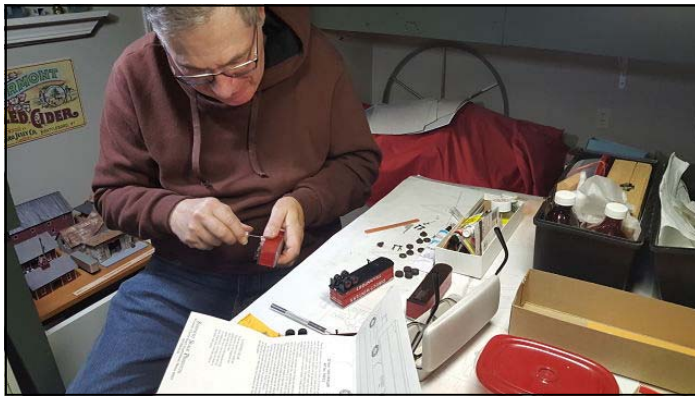**PHOTO BELOW: These are the products used to colour the castings and trailer bodies.**

PHOTO ABOVE: Peter Mumby works away on his trailer using a Mini Metal trailer as a guide. The instructions included with the kit was very minimal.

other trailers are kind of chalky and I was not sure what paint to use. One trailer I brushed with dollar store Christmas red mixed into deep red while another I tried brushing Floquil caboose red. The Floquil paint just lifted off so not a good choice. The dollar store acrylic seemed to be a good choice as it appeared to stick well but the brush strokes did show. This was a concern since they needed three coats. As it turned out by the time the gloss coat, decals and flat finish was applied this was not noticeable. Being a painting experiment, if you look closely there is a bit of variation in the trailer colouring.

Christopher Creighton stopped by for a visit this winter on one of our Monday Workdays and I asked him about painting plaster. Christopher is the owner of Schomberg Scale Models which produces structure and details made from plaster. He mentioned normally soaking the casting with water or at least spritzing water on them makes a whole lot of difference when topcoating. The first coat is as a wash, meaning the acrylic paint is watered down a lot. Christopher keeps building up the coats which could be numerous till the desired colour is reached. The final effect on these trailers I believe would be greatly enhanced using his method.

PHOTO BELOW: The rim centers are coloured using red chalk.

PHOTO ABOVE: My finished trailers ready for the next load out.

PHOTO ABOVE: The mud flaps and trailer licence plates are attached.

Detailing the Trailers

There are numerous metal parts that becomes the under-body and wheel assembly. These are spray bombed with Home Hardware Camo Coat dark brown. When the wheels are assembled the wheel rim centers are coloured using red chalk.

The kit came with some black construction paper that we used to make the mud flaps. I added Ontario commercial license plates for 1951 or 1958. Both years used the same style of plate. The trailer roofs are brush painted with dollar store silver paint. Two coats are required.

The trailers received a gloss coat using a spray bomb prior to decals being applied. This was followed by a coat of flat finish once decals are applied. All decals used are currently available from Black Cat decals and are for locally based trucking companies. HUS-1 is for Husband Transport and SA-1 is for Direct Winters. We had these decals already on hand prior to beginning the project.

I chose to model a Husband Transport model as my uncle worked his whole life for Husband Transport located in London and only a few blocks away from my childhood home. Husband Transport in later years became part of CN trucking.

SHEEPSCOT 32FT TRAILERS BY GEORGE DUTKA

Trailers are now in service in the Bellows Falls yard on my White River Division layout.