THE "CANADIAN"
www.caorm.org
CANADIAN ASSOCIATION OF RAILWAY MODELLERS
Founded in 2003
SUMMER 2020 ISSUE #72

IN THIS ISSUE

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

THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003
Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

DIRECTORS

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

OFFICERS

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

CHAPTERS

CREDIT VALLEY:	Chair: Open Treasurer: Open
LONDON AND AREA:	Chair: Jason Essery jasonessery31@hotmail.com Treasurer: Bruce Harmer bwharmer@execulink.com
NATIONAL CAPITAL:	Chair: Bruce Leckie brucel348@gmail.com Treasurer: Ian Frost ifrost8@hotmail.com
ONT. MIDWESTERN:	President: Steve Hoshel steve.hoshel@gmail.com Treasurer: Randy Schnarr rschnarr@bmts.com
TORONTO:	Chair: William Waithe wwsd40@gmail.com Secretary: James Rasor bearwandering@gmail.com Treasurer: Joan McIntosh carmintoarea@gmail.com
VANCOUVER ISLAND:	Chair: Ken Cringan ltime@telus.net Treasurer: Sterling Stump sterlingstump@gmail.com
SOUTH SASKATCHEWAN:	Chair: Open Treasurer: Open
GOLDEN HORSESHOE:	Chair: Open Secretary/Treasurer: Open

MEMBERS AREA PASSWORD

USERNAME: gondola
PASSWORD: hopper

Calling All Photographers

Please submit photos for the 2021 CARM calendar

If you have an image that you would like to submit to us for use in the 2021 CARM calendar please read the following. We are seeking 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes to include in the calendar. These images need to be in sharp focus for most of the image, well lit, well composed and of interest. Images should be in landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. If you have an image you wish to submit an image for consideration follow these steps.

Submit a small JPG image if possible (less then 1meg in size) for consideration Obtain all of the information about the image including:

Location
Date
Photographer
Camera stats
Owner of items in the scene
Description of scene

Once accepted send the large file as a JPG, RAW, TIFF, etc.

Send your submissions to calendar@caorm.org before August 15, 2020 Thank You

COVER PHOTO BY GEORGE DUTKA: View of my Central Vermont green boxcar built by Bob Hannah back in the 1980's in use on the White River Division.

Material for the Canadian should be sent to:

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

observation platform
john johnston: editor

OUR WORLD HAS CHANGED

It is hard to believe that the last time I did a newsletter, all I was worried about was did I have enough articles for the Summer Issue. That was the beginning of March. As I sit here now in late June and look back, it seems like a life time ago.

All in all, Canadians have pulled together and we are dealing with living in the new reality that we have. For model railroaders that means that model railroad shows are a thing of the past for the foreseeable future, as are conventions and meets. Clubs are having to look for new ways to communicate and meet. I know some of our Chapters have held Zoom meetings.

We are fortunate that it is currently summer and that opens up some opportunities. My home layout based club group had a "socially distanced" railfan outing. Two weeks later, after the government allowed groups of 10, we met in my backyard, brought along our lawn chairs and small tables and had a group weathering session using PanPastels. Not sure what we will do when the weather turns cooler in the Fall.

The one thing that did occur, particularly at the beginning of the pandemic as many modellers were isolating at home is that a great deal of modelling was accomplished. I for one decided to see how effective PanPastels were as a weathering medium.

What's important to note is that I am looking to achieve what I call Fleet Weathering. These are not contest models, I have over 500 cars on the layout that need weathering and I can't afford to spend hours on each car. I want to be able to achieve an overall effect of weathering on the Fleet so that they add to the overall visual effect of the layout.

I have dozens of scrap car bodies and they served as practice fodder as I learned how to use the PanPastels. First thing I learned was to have a variety of application tools. I have the applicators that PanPastel supplies which are sponges of various types. I acquired a set of makeup brushes from the dollar store which have soft bristles. I believe $6 for a set of 7 brushes. I have some good stiff haired brushes which I also used. Lastly micro brushes for small detail applications like rust spots. Each of these applicators will apply the PanPastel differently and the best way to understand this is with a little bit of practice. I have about a dozen colours of the PanPastels in black, several shades of grey, white, umber, sienna, several rusty browns.

Once I got going I found I could do about 20 cars in a session taking about 3 to 4 hours. I did stock cars, box cars, hoppers, tankcars, all the time learning and hopefully improving my techniques. I have now done about 150 cars. Only 350 or so to go. Overall, I am satisfied with the results and even better, I don't have an airbrush to clean up.

The photo below shows the effect achievable solely with PanPastels. The car on the right is the original car with the weathered car on the left. These covered hoppers are in cement service. It is hard to see some of the effects in the Black and White photo, so if you get a chance, check out the colour photo in the Web version of the newsletter on our website.

Stay safe everyone.

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

What a lot has happened since I wrote my last words to you the membership of CARM. Covid 19 has been rampant; the Toronto CARM convention along with almost every other railway hobby show/meeting/convention has been cancelled; the hobby stores have been closed and we have all had to fall back on the internet and telephone to communicate and hold virtual operating sessions. But one good thing that has come out of this period has been the remarkable amount of excellent modelling that is underway. Scratchbuilding is back in vogue and the frustration has been getting parts and supplies from stores that are closed or working on an order only basis. I hope all our excellent hobby stores survive this pandemic and we all thereafter appreciate them even more for what they do to keep us going in our hobby.

Congratulations too to all the CARM members who have taken the initiative to start e-mail chains of modeling stories. The Toronto Chapter has a very organised one which has grown from 20 pages to 53 pages during this period which is clear evidence of the incredible modeling being done. If you aren't on the circulation list for it you might want to e-mail the Toronto Chapter secretary (e- mail address on inside front cover of this magazine) and get him to send you a copy. As I write this, a few shows are tentatively rescheduling for the fall but with warnings that attendees should keep checking the website. Some of the more cautious organisers have decided to push out their shows by a year.

While the Board has not held any meetings during this recent period it set up a subcommittee to work on developing a By-Law No 1 to accompany the new Constitution. Even though the Constitution was to be approved by the membership at the Annual Meeting during the CARM Toronto Chapter Convention in May and that has not happened the Board decided that the sub committee should get on with its work so that when the membership does have a chance to approve the Constitution the By-Law will also be a reality. The sub-committee has nearly finished its work and will be presented to the Board shortly. Once the Board has approved it, the By-Law will be posted on the website along with the Constitution. Has anyone had a chance to read through the Constitution yet and if so have you any comments?

I hope that everyone has been able to keep well during this period of the pandemic and that your life has not been too disrupted financially or healthwise. At this time after more than two months it looks as if Canada is starting to emerge from the depths of the ravages and there are only a few hot spots left in the major cities. As restrictions are lifted by the authorities we will all be please to be able to get out and browse at hobby shops, get caught up with backlogs of mail ordered parts and visit with family and then friends. But please take care, follow the guidelines, social distance, wear masks and don't push your luck. If we all work towards an orderly re-opening of our lifestyles we should be able to enjoy a more normal life again. One thing that will be out of the question for longer though will be traveling long distance. Plan on taking in some local shows when they start up again rather than one over the border or you may be locked back into a 14 day quarantine.

I am among those who have been doing a lot more scratch building during the last 3 months. Several of the projects that have been on my mental to do list for sometime have got going. I have found that one needs to have several projects on the go so when one runs short of materials for one and has to wait for a mail order one can switch to one of the others. One of my projects are unique ore cars operated on the 3 ft gauge Anyox Mine railroad and built for them by Seattle Car and Foundry in 1914. An excellent set of plans is available in "Steel Rails and Silver Dreams" the Dolly Varden book by Darryl E. Muralt (Benchmark Publications 1985). I called them the Covid cars and have now built one completely, entirely out of brass and a second one which is waiting for a set of trucks which are back ordered. Once the three more sets of

trucks arrive I will be able to complete the four cars I plan to pull behind my scratchbuilt steeple cab, which by the way, has a new pantograph trolley pole now and since the photograph was taken the interiors of the steeple cab wheels have also been painted to look less shiny. Anyox had three steeple cabs which were built as 42 ton 3 foot gauge locomotives. I believe they were unique in Canada and I have not been able to trace what happened to them when the mine closed. I suspect they were worn out and scrapped.

In the spring 2020 Issue I included a picture of some cows I had painted. They are not on the same layout as the picture of the Covid car. The problems of scratchbuilding and running out of materials means that I have about 4 projects on the go at any one time and when I run out of supplies for one I switch to the other. So with the contented cows grazing in their Cornish field I shifted focus to northwest British Columbia to the Anyox Mine where you may be able to see the mountain goats.

Enjoy the summer and I hope there will be a few more opportunities to actually talk face to face in the fall.

GERALD

TORONTO CONVENTION

2020 Toronto Convention Postponement

On March 13th, after the Spring *Canadian* had gone to the printers, the Toronto Convention committee decided to postpone the 2020 convention. We would lose a lot of money if we or those booking rooms in the residence couldn't get our deposits refunded. We decide postponing anyway was the right thing to do, because:

- We expected the Covid-19 situation to get noticeably worse by May.
- We didn't want our members and others getting sick.
- We weren't sure Humber College would even be open in May.
- We didn't expect layout tour hosts to want visits then. A couple were already hesitant.
- Registrations were slowing when they should have been increasing, possibly indicating concern.

By convention time the virus was spreading, gatherings of more than 5 were forbidden, the layout tours would also have violated government isolation rules, and the college was closed. *We did make the right decision.* We refunded all registrations, and we were able to negotiate a full refund both for the meeting room and for residence rooms. When the time is right we do expect to go ahead. By then the layouts will be even better! Looking forward to hosting all of you in the future.

BRIAN CHAYTOR'S

LONE PINE RAILWAY

TEXT AND IMAGES BY TED RAFUSE

Following several e-mail exchanges Brian Chaytor and I arrived at a convenient time for us to meet and for me to prepare the material for this article. Brian invited me into his home and we descended the stairs to the basement, walked several steps along a corridor, and stopped at a doorway which entered into his train room. What a stunning sight that the eyes and head could not immediately assess.

Stunning, to me, was the reveal. My eyes bounced from one site to another site in rapid movement. Here in a 12 by 20 foot area resided an HO layout of remarkable rolling stock, track and incredible scenery which filled the entire room save for an aisle parallel to one wall. That aisle and a narrow aisle along an end wall allowed for layout maintenance. Inside the oval track plan, accessed by a duck under, the operational control centre is easily accessed. From this control point the entire layout is visible.

John Armstrong, whose name provides recognition as a model railroader and model writer of the 1950s and 1960s inspired Brian's current layout. Brian adapted Armstrong's Cajon Pass, Salt Lake & Santa Fe Railroad track plan as it appeared on page 54 in the 1969 version of the magazine *101 Track Plans by Linn Westcott)* [Kalmbach Publishing]. Brian retained most of the original track plan but modified the San Bernardino yard to a stub ended yard with one receiving and one departure track plus a run-through track. The roundhouse and turntable are on the right.

It is immediately apparent that one of Brian's modeling skills lies in scenery configuration. When one enters the train room, the overwhelming aspect speaks scenery in a host of details. Of special note is one mountain that dominates the room, almost to ceiling height. From this craggy snow-capped feature tumbles a crystal clear stream that disgorges into a lake of pristine water clarity. The upper level Y on the right side of the plan is dual gauge. This is the terminus and transfer point for the narrow-gauge railway. The other terminus for the narrow gauges is on the upper left mining town, currently under construction.

Mountains and rocky cliffs are made from dental stone using latex moulds that I have accumulate from Caboose Hobbies and Bragdon Enterprises. Snow is made from baking soda with sparkles from a dollar store to give a glint to the snow under sunlight.

Witnessing this snow-capped peak and water fall one can easily fail to observe other detailed mountain features. These include several mountain hikers on a trail above the tree line, a mountain climber pitting his skill attempting to ascend a challenging cliff, and men with fishing lines cast into the cool water of Mountain Lake. The first two representations of people are n-scale figurines which provide a distant perspective.

PHOTO BELOW: This is the overall view of the model layout as one enters Brian's model room. It is a stunning view with mountain tops approaching the ceiling. Immediately to the left is a recent HOn3 diorama, Rockton, currently under construction. The rest of the view includes an impressive mountain vista complete with winding railway tracks straddling rock outcroppings and substantial steel and wooden bridges that span deep chasms allowing for the movement of trains in this panorama.

This is not Brian's first model train arrangement. As he describes, in the Dark Ages, in the late 1940s and early 1950s, while in elementary school and living in Toronto, an uncle bought him an American Flyer train. The engine represented a Pennsylvania K-4 class that operated on the 2-rail system. The layout resided on two pieces of plywood and buildings were made from plywood and appropriately painted.

High school and university followed

PHOTO LEFT: The bridges and building gang have illustrated their maintenance prowess as this old wooden Howe truss bridge still spans a gorge high above a mountain stream which widens briefly into a small pool. Some locals sunbathe on the pebble beach while others bathe in the cool, pristine water-course. Note one foolhardy individual as he leaps from the railway bridge and will hopefully enter the water without bodily injury. Where are the railway police when needed! The wooden Howe truss bridge is a Campbell kit.

PHOTO BELOW: At the North Creek Station, a local car buff idles his vintage car. Perhaps he is awaiting the blonde in the blue skirt to enter the passenger side of his restored early Mustang convertible. A laid back, black vested and black hat cow-poke, leans against the wooden sheathed station amused with the episode unfolding within his purview.

and a house was constructed in 1966. Then followed two successive layouts American Flyer layouts each succeeded by a larger pattern. In 1969, the American Flyer was shattered. Following a visit to George's trains, and reading the January 1969 issue of Model Railroader, THE change was made. HO scale was the future. It was at this point that the current layout was commenced. John Allen's Gorre and Daphetid was featured in that issue and provided the inspiration for me to change scales to HO.

The power to the original layout was DC blocks. That system has been converted to DCC operation although for ease of problem solving. Twenty-two of the original blocks have been retained. Both DC and DCC operation can be performed on the current layout. The track is primarily code 70 Shinohara, with some hand laid code 55 on sidings and spurs. A relatively new area, high in the mountains, is narrow gauge operation, reflecting Brian's interest in that gauge as found on the Cumbres & Toltec Railroad.

PHOTO BELOW: The Herring Bros do not harvest and sell fish! Rather they are purchasers and sellers of livestock. The structure is Dyna Models kit. The cattle in the pens will be forwarded by stock cars in a local train to a near-by meat processor. The horses in the pens will be in transit by rail in special rolling stock to a distant ranch for breeding purposes. The livestock pens are a Campbell kit.

Motive power is numerous and extensive. Several diesel eras can be viewed, with the primary focus on CN locomotives of various paint schemes and models. CP units are also well represented. Including in this locomotive roster are examples from Pacific Fast Mail, Alco Models, Van Hobbies, Precision Scale in brass, all custom painted, and Atlas and others in non-ferrous material. Other rail companies are also represented, particularly those that Brian has witnessed in his traveling forays both in North America and on other continents.

Rolling stock originates with several manufacturers including Accurail, Athearn, Intermountain, Rail Line, Blackstone, Branchline, and Walthers. Brass rolling stock includes items from Overland, Oriental, PFM, Precision Scale, Key Imports, Blackstone Models, PBL, Wasatch Car Co, Alco Models and Van Hobbies.
Many of the structures are constructed from kits: Suydam, Timberline, Model Masterpieces, Suydam, Campbell, Grandt Line, Blair Line, Cornerstone, Builders in Scale and others. Some are modified to alter their out-of-the box appearance. Other structures are scratch built to suit a particular location or to satisfy Brian's interest in

a particular edifice. The roundhouses and engine houses all have lighted interiors, some of which is observed through open engine doors or through side windows both views showcasing the interior equipment.

Brian has visited the southwest USA on multiple occasions and has ridden on nineteen excursions in that area, notably the Cumbres and Toltec Scenic Railroad. He is a visitor and long-time supporter of the Colorado Railroad Museum. On multiple visits to South Africa Brian has ridden on South African and Zimbabwe Rails and has also witnessed and rode in the cab of the famous Garrett locomotive while in mainline operation. He has also explored the railways of England and Switzerland. Closer to home Brian has had the opportunity to participate in many steam excursions in Ontario when they were in operation. As a modeler he has been a member of the Pine Ridge Model Railroaders since its inception decades ago.

What's in the future for the Lone Pine Railway? Signalling and electrification of block signaling is the current priority, especially of the 2.4% grade on the layout. The electrified units will be used as DPUs and will be removed once the train has reached the top of the grade. Brian also has an extensive collection of books and railway related magazines to provide interest in this area and for future improvements. Brian is most proud of his trackside structures and his scenery presentations. And there is always something to improve upon a 'finished' layout. Current focus is developing a terminal town for a narrow-gauge branch off the mainline. Brian continues to retain his passion for model railroading.

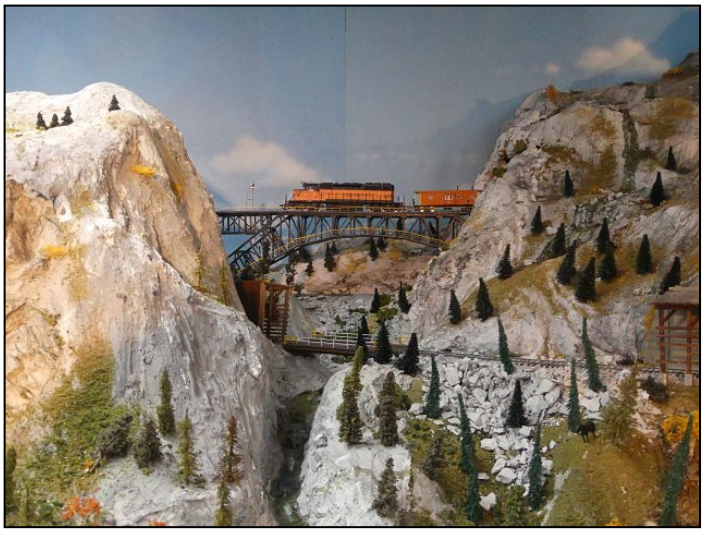


PHOTO ABOVE: Pictured here is mountain railroading at its worst. Or Best? Precipitous canyon walls create a cascading watercourse which the railway spanned with two steel bridges. One of these bridges mirrors an engineer's representative of an arched bridge dating from Roman times. A Milwaukee Road Sd40-2 crosses the dual gauge span high above the chasm below on its way to Rockton.

PHOTO BELOW: To ensure the safety of personnel, locomotives, passengers and trains functional signals abound on the track on the track as witness the two stands with signals attached. Also in the image is a Milwaukee Road unit decorated in 'what if' Milwaukee Road colours The electric box cab in this image wears number E-103. It is an Atlas model of AEM-7/ALP-44 General Electric locomotive. These full-size units were built between 1980 and 1982 by a consortium of the American firm General Electric and the Swedish firm ASEA. The originals replaced the iconic GG-1s on Amtrak passenger runs in the north eastern corridor of the United States.

PHOTO BELOW: The turntable, roundhouse and ancillary storage tracks can be busy places at times during the day and night. The 120-foot turntable made by Geiger handles the latest in locomotive models and can also turn the longest steam engines of a previous era. Their tenders are visible on the ancillary tracks. The six-stall roundhouse is a metal Suydam model kit, long out of production.

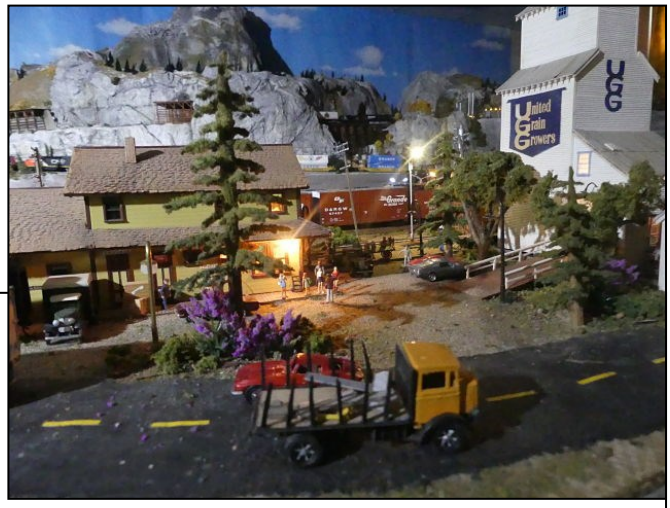


PHOTO TOP LEFT: Without a telescopic lens these mountain n-scale climbers are all but specs on the sheer mountain side. And for the casual observer visiting the train room they are exceptionally easy to not witness. The n-scale people provide an illusion of distance on the HO scale layout. The snow on the mountain is baking soda and sparkle.

PHOTO TOP CENTER: Brian Chaytor beamingly rests momentarily in an easy chair in his den filled with railway magazines, books and shelved, painted, brass locomotives. Steam and diesel, CNR and CPR, and a few US representatives line several shelves with a variety of model locomotives. From this room comes Brian's inspiration as the creator of the Lone Pine Railway.

PHOTO TOP RIGHT: Night retains a vestige of its allure as streetlamps and interior lights continue to illuminate this scene as dawn attempts to capture the scene. A family gathers on the rear station platform awaiting the arrival of an Amtrak train to take one or more members to the distant city. Mount Major dominates the background overlooking the entire model railway.

PHOTO LEFT: The mountain ranges with their chasms and valleys and cliffs challenged railway construction and operations and coincidentally provides spectacular vistas for passengers. The narrow gauge Denver & Rio Grande Western tourist line provides its riders with breathtaking glimpses of mountain gorges and ranges. A two-car tourist train clatters over a steel arch bridge on a pre-tourist season trial operation.

PHOTO CENTER RIGHT: Amtrak's named train, the Empire Builder, has exited a short mountain bore and slows to a glide as it nears North Creek's passenger station. Two Superliner coaches are visible as part of this day's consist as well as a trailing lounge-café car. Previous over the girder bridge was locomotive #217, an AMTRAK model F40PH phase 1. It was a four-axle diesel electric locomotive built by GM's Electro-Motive in several variants between 1975 and 1992. The 1:1 locomotive was scrapped at AMTK Beech Grove, IN, 2003, but the 1:87 locomotive operates in the 21st century.

PHOTO BOTTOM RIGHT: Rockton is a typical mining town in the infancy of its boom era. Structures are mostly of wood, inexpensive to build, with imposing fronts providing a misrepresentation of grandeur. A carpenter busily works on a new structure in the foreground. Some have struck the motherlode as indicated by the newfangled self-propelled vehicles parked in the street in front of the Scarlet Slipper Saloon. In the background is an imposing brick and stone two story edifice. Perhaps owned by an expatriate Canadian who struck rock laden riches and now proudly flies his homeland flag on this magnificent monument to his newly pocketed assets.

C&O St. Thomas Section House

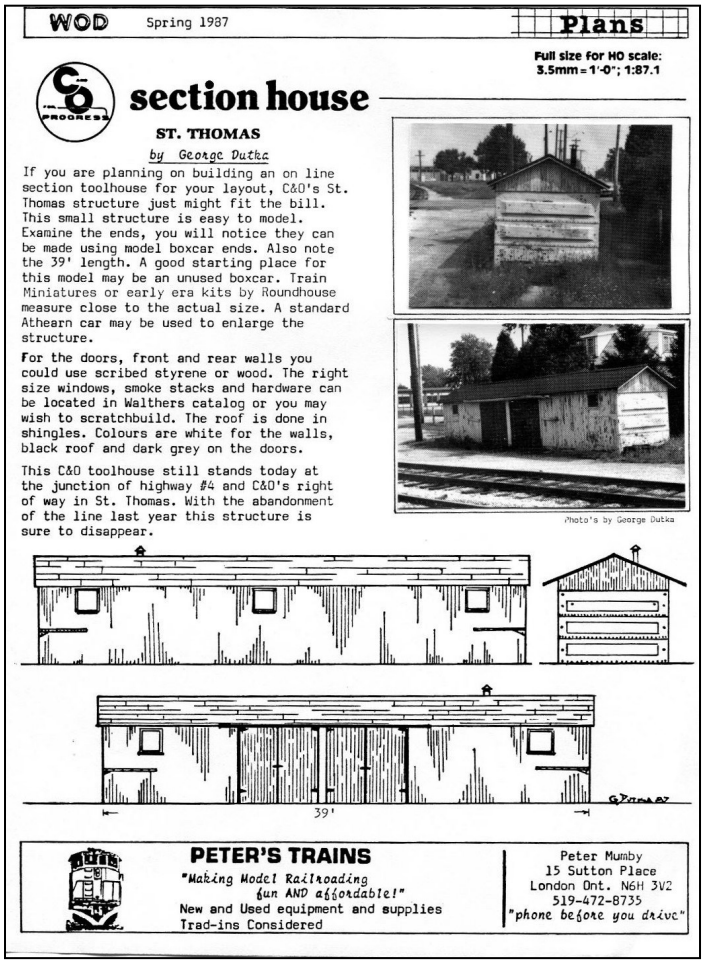
By George Dutka

There always is that railroad structure that one passes on a regular basis and one thinks is neat and maybe one should take a few pictures of it while it is still there. This was the case in St. Thomas, Ontario along the C&O mainline. I passed their section house every time we head to Pt. Stanley on Lake Erie in the 1980's. The structure appeared to have been made from boxcar parts such as the distinctive boxcar end and I feel it might make a really nice kit-bashing project.

I am glad that I did make the effort to take a few photos and some basic measurements of the structure. Once the C&O shut down in St. Thomas it disappeared very quickly. It was located along Sunset Drive (HWY 4) near the intersection with Elm Street. Just west of the section house was a large trestle that took the railroad over a valley and to their rail yard. The C&O had a large shop in town to the east, but the yard was located outside or should I say at the edge of town.

I used my measurements to draw up a set of plans of this structure and published them in the NFR-WOD Dispatcher in 1987 while I was editor. I thought one might enjoy my plans which are HO scale and photos and they might inspire you to build something similar for your own layout.

EDITORS NOTE: George received permission from the WOD-NFR-NMRA for us to reprint his original article. Anyone wishing to build this section house may contact me and I will forward you the original photo on the upper right so you can scale it up to HO scale.



WOD Spring 1987 **Plans**

Full size for HO scale: 3.5mm = 1'-0"; 1:87.1

C&O PROGRESS section house

ST. THOMAS

by George Dutka

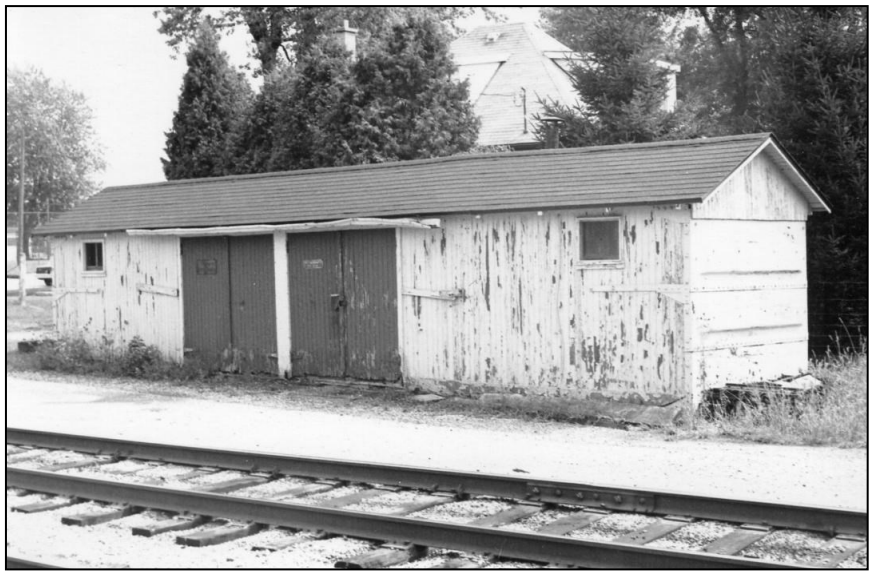
If you are planning on building an on line section toolhouse for your layout, C&O's St. Thomas structure just might fit the bill. This small structure is easy to model. Examine the ends, you will notice they can be made using model boxcar ends. Also note the 39' length. A good starting place for this model may be an unused boxcar. Train Miniatures or early era kits by Roundhouse measure close to the actual size. A standard Athearn car may be used to enlarge the structure.

For the doors, front and rear walls you could use scribed styrene or wood. The right size windows, smoke stacks and hardware can be located in Walthers catalog or you may wish to scratchbuild. The roof is done in shingles. Colours are white for the walls, black roof and dark grey on the doors.

This C&O toolhouse still stands today at the junction of highway #4 and C&O's right of way in St. Thomas. With the abandonment of the line last year this structure is sure to disappear.

Photo's by George Dutka

39'



Gibbs Gas

HO Scale Scratch-built Structure

Text and Images By Ted Rafuse

PHOTO LEFT: Gibbs Gas as it appeared in the summer of 2019. My model does not mirror the present appearance as I sought to present a structure that would have an appealing pit stop to a passing motorist. In this image the gas pump appears more modern that I wanted to represent so my version will have older pumps in front than those that appear in the image.

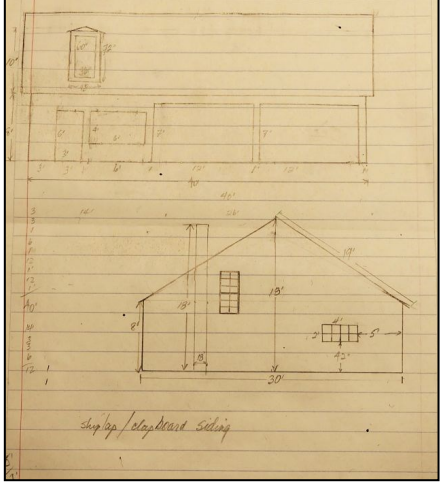
Gibb's Gas has not been in service in the twenty-five years that I have driven past this structure on the way to my cottage. It is located aside Ontario Highway #7 west of Sharbot Lake. It rests on the north side of the highway in a sparsely settled area of the province. For many years its neglected and dilapidated appearance has appealed to me as a modelling project.

In 2019 I decided to act upon my yearning to model this structure. From my cottage I drove to its location, parked my car in the lot, and commenced to photograph the front and sides of the building. The late summer vegetation growth at the rear prevented me from obtaining a reasonable image of that viewpoint.

While I was photographing an elderly gentleman rose from his fold-up chair which was partially hidden in the adjacent shrubbery. He approached me and I anticipated a warning about trespassing. Instead we engaged in friendly discourse. He divulged important modelling information to me: his father had built the gas station in the 1930s and the footprint of the building was 40 by 30 feet.

With the era established and the foot print known, I extrapolated the other dimensions, not from some sort of mathematical computation, but more from deducing the size of the various openings. While wintering in Mexico in 2020, with the aid of a scale ruler, I drafted a rudimentary 'blue print' of the building basing the measurements on the overall dimensions given to me by the owner's son.

My Mexican drawn 'blueprint' composed without the aid of a cervesa!



Back in Ontario, and restricted from visiting a hobby shop due to self-isolation imposed as a consequence of the corona virus outbreak, I relied exclusively upon my own stock of modelling supplies to commence the project. I had clapboard and V-groove material on hand in both plastic and wood. Upon closer examination of the images I noticed that there were two variant sidings on the structure. The front apparently had been resided in a ship lap product while the sides and back, presumably original, were sheathed in a clapboard sheathing. With a supply of Evergreen Scale Models (ESM) plastic material on hand I selected the plastic option for model construction.

A caveat before starting any modelling. Experience has taught me that if I become frustrated or make an error,

PHOTO LEFT: The west side of Gibbs Gas, summer 2019, showing the horizontal window and chimney location. The small structure obscured by vegetation I did not attempt to model. Nor did I desire to fashion a path through the vegetation growth with sandals. I do not know what the building is/was, but suspect that it dates from the 1930s and may be an outdoor privy.

that is the point to stop modelling, take a break, and perform some other activity. Sometimes that means stopping for an hour, or more, going for a long walk to consider aspects of the project, or going to bed for the night to sleep. For certain something will happen with this project to force such an interlude.

Before scribing the sheet plastic, I drew templates on card stock for the front and rear and the sides. I cut these templates from the cardstock with an X-Acto knife and overlaid them on a sheet of ESM #4081 clapboard. I carefully cut the two sides, and front and back, and laid them against each other, back to back, to ensure that cutouts matched each other precisely. They did. Had they not been a match, I would have filed them so that they did match.

As this was a model project, and not a museum quality representation, I opted to use posts on the four sides for ease of construction. To that end the corner posts were cut from ESM #164 .080 x .080 strip styrene. My version of Gibb's Gas is not an exact model representation but rather a model version seeking to provide a reasonable appearance of the original.

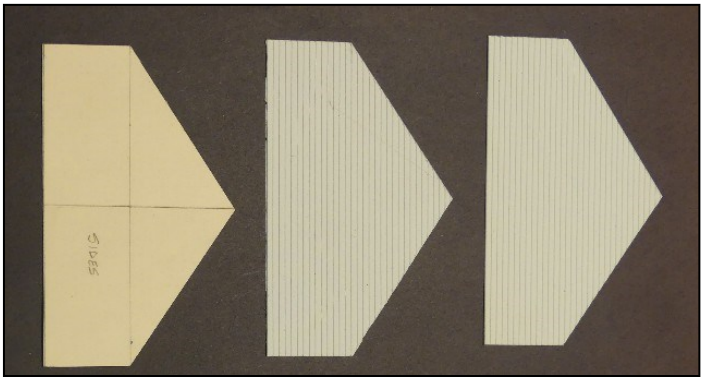
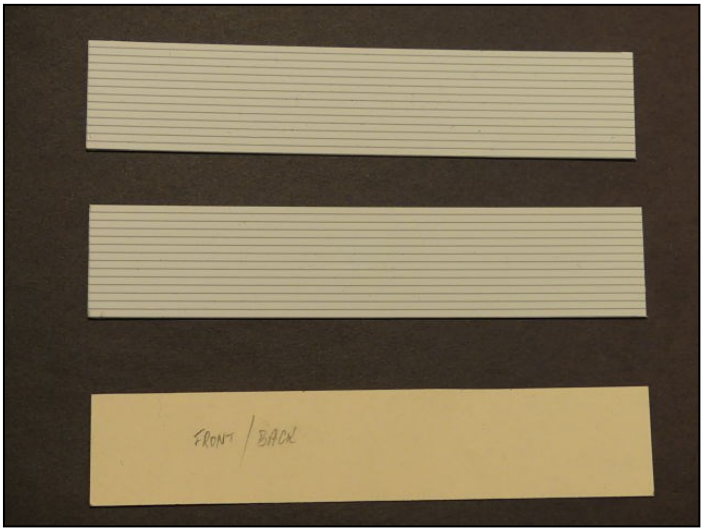


PHOTO ABOVE: Left side of photo, the cardboard template of the sides; right side of photo the two sides cut from Evergreen Scale Model clapboard.

PHOTO BELOW: Bottom of the image the cardboard template of the front and rear; above the two sides cut from Evergreen Scale Model clapboard.



At this stage of construction, I decided to paint the posts. As the current appearance of the station was a uniform weathered white, I opted to make the model somewhat more visually appealing to a travelling driver seeking a service station stop. The Gibbs Gas sign was red so I selected that colour as the building highlight. I painted the posts Tamiya XF-7 flat red, ostensibly to provide a new, but not pristine, hue to the building. I glued over length strips to the sides and then cut and cut and filed them to match the slope of the roof.

EDITOR'S NOTE: To see the colour scheme, please see the colour photo on the back page.

At this stage, using the same red paint, I coloured the windows and office door. The entry door and dormer window were Campbell Scale Model items acquired from my parts box, product number unknown. The three horizontal windows are modified Tichy Train Group #8029. These were a 4/4 double hung window that I altered to create a horizontal format by filing away the bottom sill to match the other three outer sides of the window. Thus modified, these became a reasonable representation of the west side and rear ground floor windows. The two rear windows were similarly modified. As I was modelling I sensed that the interior bay needed more natural light so I added the two rear windows to my model.

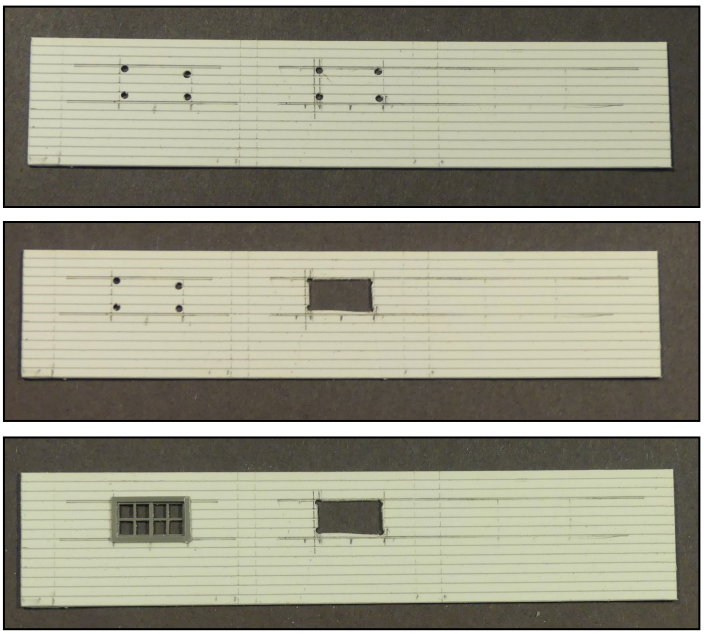
To prevent knife wandering that could mar the siding while opening the inserts for doors and windows, I measured the location of the apertures on the siding. On the inside corner of each opening I drilled a small hole. The hole was in line with the inner edge of the opening. With a knife in the hole I dragged the knife along a ruler to another hole. Using several light knife passes I opened the cut to pierce the back of the styrene. Once the scrap cut was removed, I used a small file to enlarge the opening so that the window or door would fit snugly. That fit required several filings and test fittings to ensure a snug fit.

And it was while cutting open the side horizontal window that a forced pause in the modelling occurred. I neglected to follow the axiom, measure twice and cut once. I cut the opening wider than the frame of the Tichy Train window.

When I returned to the project, I glued two pieces of 1x3 ESM 8103 styrene strips together. I cut these oversize and glued one piece to each end of the window. That provided sufficient window elongation to cover the excess opening. Not necessarily desirable, but acceptable.

The dormer sides and front were made from the scraps retained from the large front garage doors and the east side door openings. I used a Tichy Train Group #8029 window without modification for the window. I guessed the location of the window on the front providing equal distance from the two sides and one clapboard above the lowest clapboard. I cut the opening in the manner described earlier and filed the final dimension so that the window fit snugly.

On the front, I cut the front door and large single pane window opening. I glued the door in place. I framed the single pane front window with strip 1x6 painted with Tamiya XF-7 flat red. All future reference to red paint refers to this product. When the paint was dry, I construct-



PHOTOS ABOVE: The back wall with the window openings marked in pencil and the 4 drill holes used as starting and ending positions for scribing with an X-Acto knife to remove the area for the windows. The openings were enlarged with a hobby file to accept the Tichy windows. The back wall illustrating the fit for one of the Tichy windows and the incomplete filing of the opening for the second window.

ed the front window frame, keeping the interior frame side even with the back of the side.

A search of the internet did not reveal any vehicle garage doors that provided a close match to those of the structure. To me, it was the appearance of the garage doors that provided the visual appeal of the structure. The lack of a pre-made garage door made me ponder an on-site resolution. After contemplating the image of the front façade, I devised the following construction plan. Perhaps not the best, and certainly not the easiest, I commenced the fastidious work of creating the doors from scratch.

Once the garage door opening was made, the thinking began. I added a .010 strip of styrene to the back bottom of the door entrance. This strip was 2¼ scale feet high. I did not measure at the time of my visit any of the door dimensions, so this dimension, and later dimensions, are based only on what appeared appropriate. A similar strip, in a similar manner, was adhered to the top of the door frame descending a similar distance. Midway between the top and bottom of these backing pieces, a 1x6 styrene strip was glued on the back. This to my thinking represented the thick board that horizontally separated the top and bottom garage door windows. I speculated that the strip might be a 1x3 on each edge of the roll-up door. Once glued it created in my mind a reasonable facsimile of that divider.

I painted 2x6 strips of styrene red. Once dry these strips were cut to length and glued with Walther's Goo to the side frames and the top of the garage door openings. I learned the hard way that Testor's liquid glue made the red paint run somewhat.

Next the fiddly, time-consuming, frustrating process of placing the mullions and panel spacers in place to the doors. Again back to the thinking process. Using 1x4 strip styrene the tops and bottoms of the solid doors were framed. Each was cut and trimmed to fit as precisely as my eye would allow! Using the same 1x4 styrene strips, the vertical dividers were individually cut and trimmed to fit – 28 pieces in all. Monotonous, tedious, yes. Worth it, yes. But there were spans of time when I was occupied elsewhere in the home to alleviate the frustration with this meticulous work.

Next came the construction of the 'mullions'. Using 1x4 I glued appropriately sized lengths to 'join' the vertical divider strips on the top and bottom of the doors. The five vertical strips were glued to the horizontal strip of 1x6. Again a tedious chore to complete on the two doors. A break, actually a break over two days followed due to other indoor activities. When the 1x4 strips were all in place the same procedure was followed to insert strips of 1x2 styrene half way between the 1x4 vertical strips to conclude the window making process. It perhaps took you two minutes to read these two paragraphs. I can assure you that much more time was exhausted in manufacturing these doors!

With the front wall completed with doors and windows in place, clear styrene pieces were cut to fit all the windows of the model. As this styrene came from the 'parts' inventory, I do not know its thickness.

Before gluing the exterior walls together, four .125 strips were glued to the inside side walls. When gluing the back and front walls to the side walls this addition assisted in ensuring that a square fit with an even projection of the post beyond the siding was made. This was set aside to allow the glue to dry.

Once dry, I thought the walls were somewhat flimsy and so I added .125 square styrene strips to the bottom and top of the long walls and a single strip on the side walls about half way between the bottom and the peak of the wall. A styrene strip of square .125 was cut to length and glued between the two peaks of the side walls to serve as a ridge pole. With the glue dry on these pieces, the interior walls were painted an acrylic flat black. It was not my intention to detail the interior of the garage and the black walls would inhibit a view of the interior.

Constructing the dormer. My previous scratch building

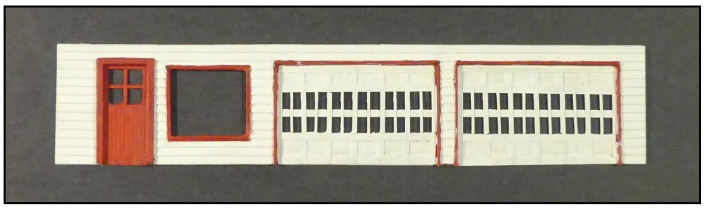


PHOTO ABOVE: The finished front of the model Gibbs Gas. The windows and door work is complete. One can readily witness the problems experienced with paint running from the use of a liquid glue. Later application of Dollar Store antique white paint redeemed the bleed markings

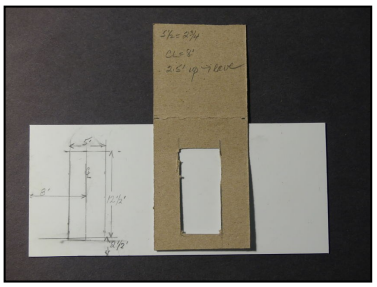
experiences have never included building a dormer and more particularly inserting it in a pitched roof. I thought long and hard on how to do this. Remember this effort occurred during the corona virus crisis. My wife ordered Chinese food for delivery to our porch. In the bottom of the bag was a piece of cardboard just about .040 thick, the same thickness of styrene to be used for the roof.
I pondered how to use this cardboard to make a template for the dormer opening in the roof. Inspiration came in the following manner. I measured the width of the rear of the dormer, five feet. I measured out that distance on the cardboard. I then penciled in two parallel lines towards what would be the peak of the roof. I short measured what I thought would be the necessary opening of the height of the dormer opening. I drilled small holes in the four corners of the rectangle made on the cardboard and cut out the rectangle. As judged, the opening was too small to allow the dormer to fit in. Judicious small cuts were made at the 'top' of the opening until the dormer fit in the opening. I filed the cardboard to ensure that the opening allowed the dormer to sit horizontally.

Next measurement was to determine how far up from the eave of the roof to make the dormer opening in my template. I decided that a roof of 19 scale feet would allow for an appropriate soffit projection of about one foot by the eyeball method. Next to determine was the distance up from the edge of the eave was the bottom of the dormer. Another eyeball distance based on observation of the photo. This distance was deemed to be 2½ feet. The centre line of the dormer from the edge of the roof was measured as 8 feet.

The dormer is essentially a rectangle. The same siding was used to build the 3 visible walls. A rear wall was constructed of plain sheet styrene to complete the rectangle and provide stability. The roof angle above the window is a very low pitch, in this case a scale 7 feet from bottom of the bottom course to peak. Width of the front is 5 feet. To ease my construction, 4x4 square styrene strips, painted red, were used for corner posts. The window is a Campbell Scale #905 from the parts box painted flat red; ditto for the corner posts.

As the dormer roof slope is shallow, the two roof sides, 3 by 13 feet were cut and set aside. Once the dormer was installed in the roof, the roof halves were filed to fit the slope and angled to match the roof. Shingling on the roof will cover the gap between the joint. The edge of the roof was painted the same flat red as a highlight as per the original.
A pause prior to commencing the cutting, measuring twice, cut once, came to mind. This caused another consideration for the roof. The building today has asphalt shingles on it. My in-house parts supply held two shingle possibilities. One had great appeal. That was a package of Master Creations, now BTS, random cedar shingles with a peel away backing. Alas, insufficient in the package to cover the roof of Gibbs Gas.

The second possibility included several packages of Campbell Scale Models profile shingles with the cardboard roofing material with the shingle layering lines thereon. My reasoning for this choice was that Gibbs Gas was in a lumbering and milling region and wooden shingles at the time would have some credibility as an original roofing product.



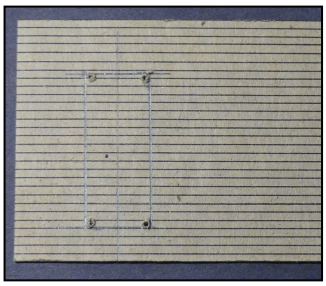


PHOTO ABOVE LEFT: The dormer roof cut out template and the styrene sub roof. The measurement location for the dormer opening were largely made by eyeball. The measurements were first applied to the card stock and then imposed on the styrene sub roof. The styrene opening was cut to fit using drill holes, an X-Acto knife and hobby files.

PHOTO ABOVE RIGHT: The Campbell Scale Models roof sheet with the dormer markings imposed. The hole was cut out and then the shingles were applied leaving the opening devoid of shingle strips.

With previous use of CSM shingles and roofing I observed that over a period of time the cardboard, due to humidity changes, warped considerably, detrimentally, in my point of view. I decided nonetheless that I would opt for the CSM shingle version. The cardboard roof shingle template was cut to the roof dimensions of 43 x 19 feet. The dormer opening in the cardboard roof topping was then cut out.

Before installing the roof a styrene base of .040 was cut two feet smaller on all edges than the CSM roof cardboard. A mirror opening for the dormer was cut in this styrene. This was set aside while the CSM profile shingles were added to the cardboard roof. When the front roof was completely shingled the excess shingles at the dormer edges were trimmed with a sharp hobby knife. The backing styrene was glued to the cardboard roof using Walther's Goo. I chose not to use a water-based glue such as white or yellow carpenter's glue. I considered using Gorilla Glue but I have no history using this product and was reluctant to employ it on this project.

Campbell Scale Models have been applied to multiple other model roofs on my layout. But I have never weathered the shingles. I decided that this model would need such treatment. My first weathering application consisted of India ink diluted in methyl hydrate being brushed on with a stiff brush. The methyl hydrate evaporates quickly and I reasoned it would have little effect on loosening the shingles that were applied with water activating the glue backing.

The India ink application toned down the fresh shingle appearance but was not quite what I wanted. I then dabbed the end of the brush in a dollar store burnt umber acrylic and then dipped the brush in methyl hydrate and attacked the roof in long brush strokes. I was not looking for an even distribution of the paint, rather a mottled look. When finished this application appeared to me to be still too new. So following the same method with the dollars

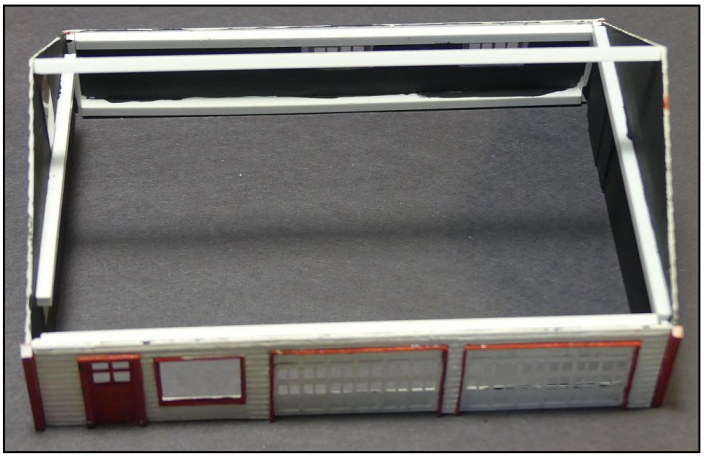


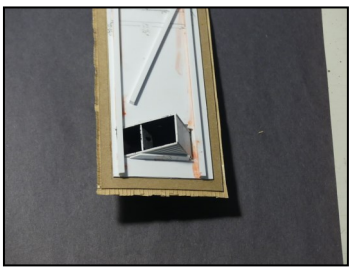
PHOTO ABOVE: Illustrating the bracing added to the walls to reinforce their rigidity.

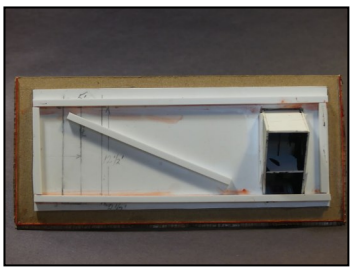
store paint, I used the same technique to apply a black tone. That's where I stopped and the result can be observed in the images of the roof.

Next the fascia was applied to the roof edges. I used Mt. Albert 1x6 inch scale lumber, painted the aforementioned red. I cut the necessary pieces to length on the three sides of the roof and secured them to the cardboard edge of the roof with white glue. I used a small paint brush to apply the glue to the roof edge and then carefully manipulated the lumber in place and set the roofs aside to allow the flue to set.
Before installing the roof, I checked again the dormer opening and trimmed and filed it as necessary to provide a fit which appeared snug. Where the dormer fit snugly against the roof backing styrene a paint brush was used to apply a liquid hobby cement along the two edges.

The next step was to attach the roof to the structure. I tried several types of glue and none affixed the roof to the walls with a neatness and firmness desired. I opted to use a contact cement and following the instructions on the label that application worked to my great satisfaction. With the roof in place a fascia, painted red, was made from 1x6 inch scale wood strips. These were trimmed cut to fit the edges of the roof at the eave. They were glued in place with white glue applied by a small hobby brush. Similar installation of the roof side fascia were made. Last a ridge pole was installed be-

PHOTOS BELOW: The roof shingled showing the underside of the roof with the sub roof and bracing. The bracing along side the dormer allowed the dormer itself to be securely affixed with glue to the sub roof.





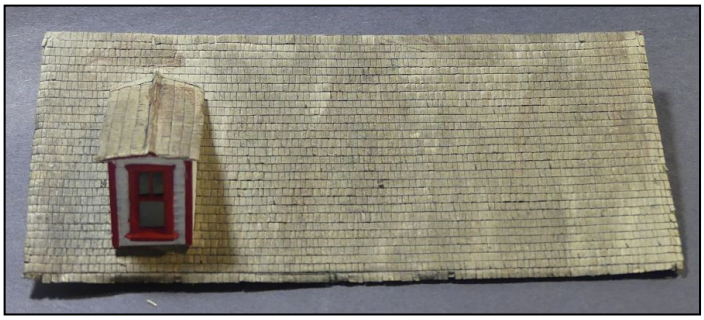


PHOTO ABOVE: The dormer roof with the dormer inserted and both roof surfaces shingled and weathered as described in the article.

tween the two roof sections. This was made of 4x4 inch wood strip painted red as a highlight and installed with white glue as the adhesive.

With the roof installed attention focused on the chimney. A second search of the internet for a representation of the chimney followed. Those that appeared appropriate were out of stock! And back ordered with no expected date of filling an order revealed. Back to the materials at hand. A package of Walthers Dark Brick Red Brick Sheet #933-3523 was located and was selected as the material to construct the requisite chimney. The images revealed a square chimney, 2 bricks wide on each side. As scribing commenced on these sheets, and the depth of the scribe deepened, the sheets frayed and splintered twice. Perhaps the age of these sheets made them brittle, but the sheet was not useable for my purpose.

Search for another plan – back to the parts box. There was a sheet that appeared to have similar sized scale brick. It was in a sleeve identified as Model Railroad Supplies HO Brick. I scored a piece of this plastic/styrene two bricks wide and after several passes the two sides of the sheet were bent and a perfect separation occurred. The single length of the piece was more than twice as long as I needed so I cut two 20' lengths which gave me two sides of the chimney. I repeated the process to gain two additional sides. The chimney of the structure appeared about 18 feet tall to the height of the roof ridge. My version elevated the chimney top above the roof line.

Next came the intimidating task associated with the chimney. Four pieces, two bricks wide, were cut from the sheet. That was the easy part. Each side had to be filed to a 45-degree angle for the sides to mate brick to brick. First an X-Acto blade was used to provide a rough angle approximating that desired. Then filing and refiling commenced. Using a series of small files, with the aid of a hobby vice to stabilize the length of styrene, shaping the edge of each side of the four pieces commenced. This was a time-consuming activity, filing, test fitting, filling test fitting, etc. An hour or more was expended to obtain two edges which mated sufficiently well to satisfy me. Finished, the result was a 2-brick square chimney. The chimney was weathered with a wash of later.

Having made this chimney, and not completely satisfied with the result, I searched the internet for an alternative. I could not locate a suitable chimney of the correct height but did locate a Tichy 8123 chimney. It is shorter than I want, but with three in a package I believe I can modify

these to make a chimney that suits my purpose. But I will have to wait until my mail order arrives to work on this adjunct.

All the exterior sheathing and garage doors were painted with an inexpensive dollar store acrylic white paint. This was not a brilliant white, but a slightly off white which provided the appearance of light sun-bleaching. I also painted the soffit areas the same colour.

The sign was made from 3 pieces of styrene: The basic sign from .040, the thin pole from .040 rod, and 3/32" tube. A length of rod was inserted into a scale 7 foot length of tube to provide the pole with a greater base solidity' The rod was cut so that the pole from the top of the tube to the bottom of the sign extends 12 feet. The pole and sign were attached to each other by white glue.

The computer generated coloured lettering was printed on plain white paper. The lettering was cut to sign size, scale 2½ x 3 feet. The lettering on paper was glued to the sign with a light brushing of white glue and allowed to dry thoroughly. Flipped over a second paper sign was adhered to the sign base. When 'planted' the sign base would be 16 feet above the ground. I painted the rod and pole the same white paint as on the structure.

At this point the main structure was completed. Details to follow but Covid-19 placed a damper on this exercise due to self-confinement. I have ordered some external features to arrive by mail but am at the mercy of hobby shop openings and Canada Post delivery of same.

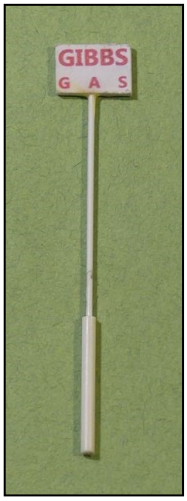
The current gas station island features were questionable for my model. The existing pumps and lighting features were more modern than I wanted. I checked Walther's catalogue to ascertain if there was a gas station accessory that might suit my thoughts on the island components. JL Innovations Designs 361-505 appeared to approximate what I had in mind. Cost was US$13.95 a bit more than I anticipated on paying but the circumstances warranted the expenditure. On checking out I was shocked to learn that there was a US$20 surcharge applied on this international mailing. Without an alternative I paid, reluctantly. The more reason in the future to support a Canadian vendor.

Not included in the JL package was an island lighting model. Another internet search caused some decision making. I could obtain older style lamp shades from Campbell Scale Models or similarly shaded lighted shades from Model Tech Studios. I was not making a museum model so I opted to purchase the CSM lamp shades, and then fashion a suitable light fixture. These were ordered from a Canadian model supply emporium.

More or less finished, this is definitely not a museum quality model. But it provided pleasure in construction and I am pleased to add it to my own layout. You may not wish to model the same structure, but reading the construction article may give you some inspiration to commence your own building project or perhaps you learned a new technique. Continue to scratch build or kit modify to your own personal satisfaction. This was not a task accomplished in one evening. It was a multiple day project interspersed with other limited family activities. Happy Modelling.

PHOTO BELOW: The west side of the model. The chimney is not attached to the side of the building; it is anticipated that a modified Tichy chimney might be affixed at this location.

PHOTO RIGHT: The Gibbs Gas sign is made from 3 components of styrene. The base tube is 7 feet long, enough to 'plant' in the ground and leave 4 feet above the ground. Inserted into the hollow tube is a rod. It extends 12 feet above the too of the tube. The sign is 2½ x 3 feet in area. The sign was attached to the pole by white glue.



GTW Second Hand Boxcars to Central Vermont Ry. Green
A rolling stock project one can construct

Article and photos By George Dutka

Views of my CV green boxcar built by Bob Hannah back in the 1980's in use on the White River Division.

I am in the process of modeling a few of the variations of the GTW second hand boxcars that the CV acquired and painted green. Photo evidence is best to build the model as some of the fleet had small noodles while other stayed boxcar red or GT blue with CV reporting marks. Since I model New England these cars fit into a regular service seen along the line. Although they spent most of their time in Vermont they did travel along the CN on occasion, especially in later years as tool cars. I have seen them come through London on their way to the GTW in Pt. Huron.

I am building my models using my stock of Front Range 40' boxcars. This is a fleet-build project with my friend Peter Mumby on our workday Mondays. With the current events and self isolating, the project is now put on hold. Let's take a look at a finished model, supplied by a friend that is operating on my layout. The car is a green CV boxcar built by my friend Bob Hannah decades ago from an Athearn blue box kit. I recently added a bit of weathering to update it to my White River Division current fleet standards. **(see photo top of page)** Also, another friend Kevin Smith sent me a photo of his model which was also built back in the 1980's. Kevin models the New England area also. Here is what Kevin had to say about his model.

"After reading an article in the Central Vermont Railway Historical Society, the Ambassador Volume 26, No. 2 I thought I would share a picture of my own CV 40' boxcar model. Although a bit crude by today's standards, the car sees regular service delivering bagged grain on my layout. It's actually the first car I painted and applied decals to back in the early 1980's when I lived in Vermont. For the model I used an old MDC kit for the boxcar and Herald King decals. I painted it "forest green" using a spray bomb. I'm big on rattle cans vs. an airbrush although I do have several".

Kevin Smith's MDC model constructed in the 1980's looks great considering today's standards. Kevin Smith photo.

Kevin who once worked for the Green Mountain Ry., GMRC (19 years) reports that these cars were used in bagged grain service. The grain was bagged in Richford, Vt. and shipped to Ludlow, Vt. in the late 70's. The GMRC would spot the cars of bagged grain (feed) on the back track behind the depot for a local distributor. There a gentleman and helper would unload the car in about three days using a couple of smaller van body trucks. Then the process would begin again. These shipments lasted into the 1980's with CP 40' boxcars being the normal but CV green boxcars were also in this service being returned to Richford for loading. Kevin noted that at least one time a blue CV 50' newsprint boxcar was used. An interesting operation for modelers and an extra car to add to your branch consist for grain shipments on a regular basis.

CV Boxcar History

Bob Hannah's model in a view with my decal and prototype photos ready to begin my modeling project.

The CV did not have any new boxcars on their roster till the 1970's when 500, 50' newsprint cars arrived. That was the first new boxcars in 44 years. Their fleet until then was outside braced forty-foot boxcars built in 1924. By the 1970's there was only a few hundred wood boxcars left it service. Steel cars were needed for grain service at Richford, Vt. The first group of 16 GTW boxcars built in the 1940's arrived numbered 54510-54525 followed by a second group of 5 numbered 54526-54530. These transfers happened between January 1979 and January 1982. Interesting to note the cars were destined to a large mill on the CP Vermont route and at the end of a CV branch line. These cars would be interchanged between the two lines for loading. Some shipments might have occurred over the CP also.

Building a model

CV 54511 a Front Range model is getting near the paint stage. A door, and cut levers still need to be added.

CV 54511

The model I began with is a Front Range 40' welded panel boxcar that will become CV 54511. The wooden floor is painted with Model Master wood as one door will be left part open. I am using Tichy wire grabs and the ladders from the kit. The end opposite the brake wheel is cut down as no running boards are on the car. Kadee #58 true scale couplers are used with the trip pins clipped. Rapido steel wheels are also used in the supplied trucks. I also replaced the stirrups using what I had available in my parts box. As mentioned, Peter and I halted construction till social distancing is canceled. I still need to bend the cut levers, paint the car Floquil Vermont green and apply the decals which are Herald King B-152. I have a few of these CV decals that are regularly found at local train shows.

CV 54514

On this Athearn blue box kit Bob cut the ladders down on one end, removed the running boards and scrapped off the molded-on grabs installing new wire ones. On the

CV 54510 East Alburgh, Vermont June 10 1994. By this time the car was in company service being used as a tool car.

roof Bob filled the spur holes with special plugs once offered for this purpose. Once painted and lettered he went a bit further adding an ACI labels and wheel inspection symbol. Bob did a bit of airbrush weathering using Floquil weathering colours.

On Bob's model I changed out the wheels with Rapido metal wheels and clipped off the uncoupling pin from the Kadee couplers. The couplers look much more like the prototype with the pin removed. I do not use uncoupling magnets also. I did a bit of weathering to Bob's model. The roof got a bit of Burnt Sienna and Burnt Umber acrylic paints along the edges and the roof seams. I then dragged some Bragdon powders bright rust from the centers of the spots. PanPastel Raw Umber Shade and Neutral Grey Shade is brushed over the roof finishing off the weathering.

CV 54515 at Millers Falls, Mass. with the smaller CV noodle. This car is being used as storage at the time I visited, June 10, 1995. I am considering when modeling this car, a N scale decal or CDS dry transfer for the noodle. Although these are white, I have had great success using yellow chalk over the lettering for changing the colour.

Views of my CV green boxcar built by Bob Hannah back in the 1980's in use on the White River Division.

GEORGE DUTKA'S CENTRAL VERMONT GREEN BOXCAR

PHOTO ABOVE LEFT: George rusted up the roof on Bob's model beginning with acrylic burnt umber and burnt sienna followed by some Bragdon Powder rust tones.

PHOTO ABOVE RIGHT: Once the rust is done, George dulled down the tones using PanPastels.

BRIAN CHAYTOR'S LONE PINE RAILWAY

PHOTO BELOW: CN diesels power an eastbound hotshot intermodal train with containers from a variety of shipping companies through the Pacific mountain ranges.

TED RAFUSE'S SCRATCHBUILT GIBBS GAS

The completed model version of Gibbs Gas. The sign is not in the correct location but was placed here in order to be displayed for the article.