



# THE "CANADIAN"

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SUMMER 2022 ISSUE #80

## IN THIS ISSUE

IAN MCINTOSH ELECTED AS NEW CHAIR OF CARM  
AGM REPORT AND CHAPTER REPORTS  
TRACK CLEANING EXPERIMENT ON GRAND TRUNK SOUTHERN  
BEGINNING OF SERIES ON COBOURG & PETERBORO RAILWAY  
CV JORDAN SPREADER IN TWO DIFFERENT ERAS  
MEMBERS SUBMISSIONS



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

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**COVER PHOTO BY TED RAFUSE:** Ashburnham is the northern terminal of the Cobourg & Peterboro Railway and is located on the eastern side of the Otonabee River. The city of Peterborough is on the western side of the same river. Ashburnham is a busy community but is not as populous as its cross-river neighbour. It has an extensive railway yard befitting a terminal and its spurs lead to a number of businesses receiving rail service. This view looks east along Commercial Avenue.

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**PUBLICATION SCHEDULE FOR  
THE CANADIAN**

*The Canadian* is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

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## observation platform john johnston: editor

### A NEW APPROACH TO TRACK CLEANING ON THE GRAND TRUNK SOUTHERN

If you are like me there is nothing you hate more than cleaning track prior to an operating session. It is just one of those tedious tasks that has to be done if you want your railroad to operate well. Two areas in particular are difficult to clean, yards including staging yards since they are generally occupied by trains, and the helix. I wish I had a dollar for each time I skinned my knuckles trying to reach inside the 4 track helix to clean tracks 2 and 3.

My track cleaning efforts utilized two primary tools. A Bright Boy abrasive cleaning pad, and isopropyl alcohol applied with a cloth or utilizing an Aztec track cleaning car. They were effective. I did note however, that track would get "dirty" quite quickly after each cleaning, I would say within a week. The track is Atlas Code 55 nickel silver rail.

Over the years I have tried some other methods such as graphite pencils rubbed on the rail but these met with limited success and in the end didn't seem to be worth the effort.

I subscribe to a You Tube Channel run by a fellow N Scaler entitled **Ron's Trains N Things**. Excellent channel with a lot of good information. About a year ago Ron did a video on track cleaning. He had to that point been using the same tools as I am, bright boys and isopropyl alcohol. In this video a year ago Ron talked about an article published by *Joe Fugate* in his online magazine **Model Railroad Hobbyist** in the May 2019 Issue.

In his video Ron describes how oxidation is caused by a phenomena called micro arcing. These are tiny microscopic sparks which arc between our rail and the wheels of locomotives. This micro arcing causes microscopic pitting on the rail which encourages oxidation. In his column Joe Fugate looked at various products that were used to clean track and at their polar properties. The reason for this is that every product we use to clean track leaves a residue. The question is does this residue promote or inhibit oxidation, does it promote or inhibit good electrical conductivity.

Joe published a listing of the Dielectric Constant of a number of products. In a nutshell the lower the rating the better it is for inhibiting oxidation and promoting electrical conductivity. At one extreme is Kerosene with a rating of 1.8 and at the other extreme is Water with a rating of 80.0. (I certainly don't recommend using either on your rails) Ron suggests using Mineral Spirits as a cleaner, it has a rating of 2.1. Isopropyl Alcohol by comparison has a rating of 18 (not very good). If you use other products you can check out the full chart and read Joe's complete column by looking up the May 2019 issue on their website at [model-railroad-hobbyist.com](http://model-railroad-hobbyist.com).

In addition Ron notes that a Bright Boy due to its abrasive nature adds to the problem of pitting on the rail, thus encouraging oxidation. Bottom line here is that the two products I have been using, a Bright Boy and Isopropyl

Alcohol are not good for keeping my track free of oxidation (dirt). Ron asks his audience the question, "is there a product we can use which will reduce oxidation and improve electrical conductivity" Of course the answer is yes. The product he recommends is called NO-OX-ID "A SPECIAL". Ron searched for information on this product and was surprised to find that it had been recommended as far back as 1965 in an article in Model Railroader by Linn Westcott. To be clear, this product is a grease which fills the pits, inhibits micro arcing and promotes good electrical conductivity. The obvious question is since it is a grease doesn't it effect tractive effort. The short answer is no, and I will explain in the next several paragraphs as we talk about how you apply it. One major caution, Ron states clearly he doesn't recommend using it with traction tire equipped locomotives. Watch his video for more info.

Ron applied NO-OX-ID a year ago and several weeks ago he did an update video. He has not cleaned his track in the last 12 months and locomotives are operating as well today as they were the day he applied NO-OX-ID. No changes were noted in tractive effort and no changes were made in train lengths. Other videos I found on You Tube are from model railroaders who use NO-OX-ID and haven't cleaned track in 5 years.

Sounds too good to be true, right, colour me skeptical, however, I am willing to give it a try to get away from constant track cleaning since DCC and particularly DCC Sound are highly sensitive to "dirty" track. I decided that I would try out the process in several of my industrial areas. This would allow me to see if it works while not "gucking up" my mainlines, yards or helix. I decided the test bed would be the paper mill. It has 12 sidings, lots of track, and for whatever reason seems to oxidize quicker than any other track on the layout. If I clean it this week and I am operating next week, there's a couple of areas I usually have to quickly go over again.

I decided to follow Ron's process to a tee. I started by vacuuming the track. Next I began to clean the track with mineral spirits. Boy, I opened a window quickly, I forgot how much that stuff stinks. In one of my previous efforts to reduce cleaning I had bought a product called De-oxIT D5, it comes in a spray can. It actually has a better rating 2.0 than mineral spirits. I dug it out, sprayed some on a cloth, and cleaned with it. To be honest, neither one seemed to be really effective. Since I've been cleaning this track with a bright boy for 10 years, I thought one more time isn't going to make it any worse, so out came the bright boy and the track was soon spotless. It was now time for the NO-OX-ID "A SPECIAL".

First, where do you buy it. It is made by a company called SANCHEM in Chicago. I checked electrical stores and the likes of Home Hardware, Home Depot, etc in Hamilton and no one had it. I had to revert to Amazon where a number of suppliers offer it. I paid \$14 for a 2 oz





tub with free shipping. While it looks small, when I describe applying it, this tub will probably do all 4 layouts in our group.

Now that the track is clean, you apply the NO-OX-ID by just dabbing your fingertip on the grease and

lightly rubbing your fingertip on your rails. I strongly recommend that you google Ron's You Tube Channel "**Ron's Trains N Things**" and watch him applying it since it is hard for me to describe how little you put on the rail. You cannot see it when you have applied it. If you see it you have applied way too much. The little dabs of my finger you see in the above photo covered over 100 feet of track.

The next step is to clean the wheels on your locomotives and run them on the rails. This applies NO-OX-ID to the locomotive wheels and keeps them from getting "dirty".

After this step is complete you take a lint free cloth and gently run it over the rails you have applied the NO-OX-ID on. As you can tell from the application description and this part, you are only leaving a very fine non visible film of NO-OX-ID on your track.

It is now two weeks since I applied it and based on past experience I should have seen some light oxidation on some of the rails. The rails in the mill are all bright and clean, no evidence of oxidation anywhere. If I reach the 3 month mark with no evidence of oxidation, I'll be a convert and I will apply this process to the entire layout. I will post an update in the next issue.

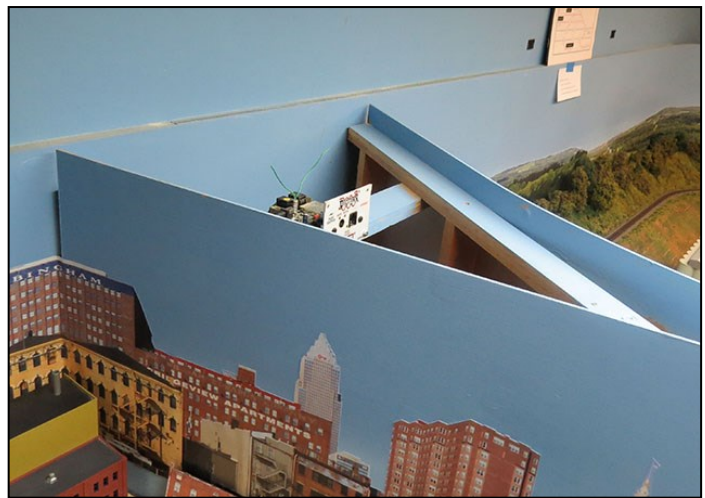
### IMPROVING MY DCC RADIO CONTROL

For some time I have been having issues with losing radio control with my Digitrax throttles partway through an operating session. With little data to back it up I became focussed on the rechargeable 9 volt batteries as the potential culprit since they seemed to lose charge fairly quickly, dropping from 9.2/9.4 volts at the start of a session to 8.0/8.2 at the end of a session. Even when I used alkaline batteries I had noted that Digitrax throttles seemed sensitive to voltage drop in batteries. Fellow modeler Ken Layland and I went to visit Gord King in Port Dover who is a Digitrax dealer and highly knowledgeable about their products.

I explained my problems to him. Turned out he used the same rechargeable batteries and wasn't having an issue. He suggested the problem might be the operators. Literally, since it turns out that the human body is a very effective block to radio waves. Even Digitrax acknowledges this on an obscure page on their website which I only found using a google search. (I'll spare you my rant on Digitrax's manuals and ease of access to information) My UR91 radio control transmitter is fascia mounted at waist height in an aisle which is usually quite populated by bodies. Gord suggested getting it up higher. I have a backdrop which is hollow inside right above the location of my command station. With an operating session coming up in a matter of days I quickly moved to relocate the



The photo above shows the hole in the fascia from the previous location of the UR91 radio transmitter which was at waist height. The photo below shows the new location of the transmitter at eye level inside a backdrop.



UR91. With the new install in place I put a locomotive on the track in one corner of the room and I went to the other corner with two backdrops between the locomotive and myself and operated it on radio control with no problem. Operating night arrive and I loaded the throttles with the rechargeable batteries and lo and behold with the UR91 now at eye level we had very few problems with radio control. Lesson learned.

### OPERATING WITH THE NEW STAGING YARDS

In the last issue I described the changes I had made to the layout and the completion of two new upper level staging yards. Over the last few weeks we have conducted two operating sessions. They were a huge success with everyone happy with not having to bend down to find a train in the lower level staging yards and then losing their train in the helix for 5 minutes.

I was happy since the operating scheme of having to get your locomotive from the engine terminal and put it on your train or conversely if you start in the helix yard removing your engine from your train when you reach the Clarion staging yard and returning it to the engine terminal meant that trains actually took longer to run than previously.

Normal run time for a mainline freight from lower level



staging up the helix, around the layout, switch in Clarion, down the helix, and back into lower level staging between 20 and 25 minutes. Getting your locos and caboose, putting them on your train, transiting the layout including switching in Clarion and returning to the other staging yard took on average 30 and 40 minutes. The two locals which switch the interchange tracks in all 3 towns as well as Clarion took between 70 and 80 minutes.

In a two hour operating session we ran 5 trains the first time and 7 trains the second time. With 11 trains staged on the upper level I have more than enough to run a 3 or 4 hour operating session. I originally was looking at a

hybrid with 11 trains on the upper level and 7 trains in lower level staging. Now I realize that I can run the 18 trains by restaging between operating sessions with only myself running trains up and down the helix to restage them. With that in mind I may set aside my plans to rebuild the lower level staging since when I do run trains out of them as I sit down on a stool at the yard throat to watch them come out and with the restaging concept no one else would be effected by the staging yards or the helix. Food for thought, particularly if the NO-OX-ID proves to be what they say it is and I can eliminate having to get in there to clean all that track.

**JOHN JOHNSTON: EDITOR**

**PHOTO RIGHT:** Ken switches Nathansville with westbound train #308 as the northbound New York to Toronto #255 passes over on the high line on its way to the helix yard. If you look closely you will see the styrene tabs on the roofs of the cars for the car forwarding system allowing Ken to focus on his switching moves and his throttle.

**PHOTO BELOW:** From left to right we see John working the Ethansburg paper mill while Neal watches his train transiting the "hidden" track-age. Ethan looks like he has the yard under control as he watches Colin leaving the yard with #255 bound for Toronto.



**PHOTO BOTTOM LEFT:** This photo shows how the new 5 track staging yard at the rear of Clarion yard blends in with the rest of the yard. Once the engine terminal is complete the cabooses will not be on the trains.

**PHOTO BELOW RIGHT:** Here we see the helix yard with 4 of the 6 tracks occupied by trains. I am considering a farm scene in the area to the front of the yard with a tree line obscuring much of the view of the yard from this angle.





## CHAIRMAN'S REPORT

Normally I will write about what we're doing, hope to do or have already done, but this first time I'll write about myself because you deserve to know who your new Chair is.

Many of you know since October 2020 I've been organizing the monthly Online CARM Meetings, and those who attend those know me at least a little. Behind the scenes I also prepare monthly membership reports so our chapter officers know who their members are, and so the Board knows things like that during Covid we've grown by 52 members.

Before that I've done whatever needed doing, starting in 2004 with Toronto Chapter Secretary-Treasurer, Chair, Chapter Newsletter Editor, Membership for 6 ½ years, 2012 Election Nominating Committee / Returning Officer, Toronto 2010 Convention Chair then Co-Chair, Port Hope 2013 Treasurer and Venue, and before we cancelled it Toronto 2020 Convention Web Master and Venue. I've worked at the promotion table at dozens of train shows. I've had some articles published in *The Canadian* and photos there and a few in the Calendar. Overall, I've done lots for CARM and CARM has done lots for me.

In my personal life I have a wife Joan, two sons, 2 daughters-in-law, 2 grandchildren and 3 cats (14 before them) and a dog when I was a kid. I grew up on a farm, then small town, medium city, university, then big city. I spent my life getting paid to play with computers, normally the harder things like enhancing operating systems, networking and programming language performance optimization because they were more fun and needed doing. Less fun but important was fixing other people's many mistakes and unfortunately a few of my own. Various teams needed leading to get more done than I could do myself, and I dealt with everybody from trainees to customer presidents.

Our previous Chairs were expert modelers. I greatly admire that but am not one myself. Yes, I've built a bunch of kits, scratchbuilt buildings and a few freight cars, made scenery, started a couple layouts and was a member of a club for two decades, and taken a ton of photos, but I'm not a real expert modeller. I think that's OK because the Board and Chair's job is about organizing things so all members can have more fun – in chapters and at conventions when we can, in online meetings (now but also later because many members live where we don't now or won't ever have active chapters), *The Canadian*, chapter newsletters, the Calendar, the web site and more, and to have fun making that all work. Keep CARM and carry on!  
**Ian McIntosh**



## BOARD OF DIRECTORS

There have been significant changes to the Board of Directors at this year's AGM and Board meetings. Our long serving Chair, Gerald Harper, advised the Board that he wished to step down, and after the AGM would resign as Chair. He will remain on the Board as a Director.

The new Constitution will separate the position of Secretary Treasurer held until now by Pete Moffett into two positions of Secretary and Treasurer. At the Board meeting after the AGM the Board opened nominations for the four Officer positions of Chair, Vice Chair, Secretary and Treasurer.

Only Ian McIntosh was nominated for Chair, so that was an acclamation. Also Pete Moffett was acclaimed as Treasurer and Randy Schnarr as Secretary. Nominations were called for Vice Chair but none were received so Gary Baillargeon continues to hold the position until nominations are called at a future Board meeting.

For a little over a year now we've invited all Chairs of the four active Chapters to our meetings, observing and advising but not voting. We have now made them full Directors. Since Summer 2012 we've had 4 geographic "Zones" each with a "Zone Director" to represent that Zone on the Board. With Zone 2 Director Ted Rafuse retiring from the Board we were down to just one Zone Director, Ian Macleod, who wanted to be just a Director, so we eliminated the Zone Director positions and Zones.

Ted's departure left a vacancy on the Board. There was only one nomination, so at the AGM Mike Walton was acclaimed. We haven't given him a more specific job than Director yet but are glad to have him.

See page 2 for the current list of volunteers. Comments and questions are always welcome. **Ian McIntosh**



## 2022 ANNUAL MEETING

First the Financial Report was read and approved. Our finances are fine.

With Ted Rafuse retiring from the Board, there was one vacancy. Mike Walton was the only person nominated, therefore he was acclaimed and is now a Director. He'll do an excellent job and we're lucky to have him.

There was an interesting discussion on the proposed new Constitution. Several members brought up parts they thought needed wording changes, particularly related to the election of Directors and annual audits. We could have voted on it with additional amendments to reword those parts. Instead we decided to have an expanded Constitution Review Committee go over all of it, and bring it up again for a vote at another Zoom meeting later this year. A presentation of the new Bylaw was on the agenda but omitted because the new committee will review it too. The committee is Gerald Harper, David King, Walter Reid, David West, Ian McIntosh (from Regina), and Ian McIntosh (me, from Toronto). The *current* proposed new Constitution and the new Bylaw are posted in the Members-Only part of our web site, and revisions will be too when they're ready. If you have a suggestion or concern with either, email [chair@caorm.org](mailto:chair@caorm.org) or [carmchairian@gmail.com](mailto:carmchairian@gmail.com) and the committee will look into it.

Finally, those of you who joined since September 16, 2015 have never known another Chair, but Gerald Harper retired. He is still on the Board providing guidance for another year or so. **Ian McIntosh**



## TORONTO CHAPTER:

A group of about 18 of our members today enjoyed an excellent behind-the-scenes tour of Little Canada led by Dave MacLean, an expert model railroader and Little Canada co-founder. The benchwork at Little Canada is crafted from extra high-quality plywood, the trackwork is (almost) flawless, as are the electronic and computerized controls for the trains, vehicles and animation. Most of the finely detailed scratch built structures are 3D printed and the trees are scratchbuilt. The public sees an impressive tourist attraction, but we model rails can appreciate the skill and patience that's going into its ongoing construction. Details on its construction will appear in The Canadian later this year.



CARM's portable switching puzzle module, built by Gerald Harper and Willie Waithe, has entertained visitors and helped attract members at train shows and flea markets for many years. Visitors enjoy using the reliable Atlas DC diesel loco to move cars from one track to another, and young operators are proud receive an engineer's certificate.

Over the last few weeks I have rearranged the module's tracks into a modified version of John Allen's Timesaver puzzle ([wymann.info/ShuntingPuzzles/sw-timesaver.html](http://wymann.info/ShuntingPuzzles/sw-timesaver.html), <https://en.wikipedia.org/wiki/Timesaver>). The Timesaver was built for two operators to co-operatively spot and pull cars on an interchange track between two parallel modules. The new CARM module is built for a single operator, with one more spur than the Timesaver.

The module can use up to six different coloured freight cars (boxcar red, brown, grey, blue/green, yellow and orange). I assembled six sturdy-but-unrealistic plastic structures from a children's building set and painted each one to match a car. The idea is to spot each car at its matching coloured building. There is no need to look for car numbers, road names, car types, signage, etc.

With one car and two buildings, it takes the operator less than a minute to pull the car from one structure and spot it at the second, which should delight children and other novice model rails. The difficulty rises exponentially ( $x^3+y^3+z^3=k$ ) as cars and buildings are added and the centre track becomes clogged with cars that must be moved. With six cars and six structures, it took me several evenings to successfully spot all the cars at their matching buildings. **Richard Morrison**



## COMING EVENTS

**Saturday, Sunday, June 18,19 Montreal Train Expo:** 10am to 5 pm, Kirkland Arena, 16950 Hymus Blvd. Kirkland, Quebec. Adults \$10, Children \$8, Family \$30

**Sunday, June 19 Hamilton Ancaster Model Train Show:** 9:30am to 2:30pm Ancaster Fairgrounds, 630 Trinity Rd, Ancaster,ON. Adults \$5 under 12 Free.

**Sunday, September 18, 2022 Breslau Train Show:** WOD-NMRA hosts its annual train show at a new location and date. Manufacturers, vendors and layouts. 8,000+ sq feet of space. <https://youtu.be/B2iMihfROGE> Ample paved parking. Door prizes. Breslau Community Centre, 100 Andover Drive, Breslau (3 minutes east of Kitchener). 10 a.m to 3 p.m. Admission: Children under 12 free; General - \$5.00; NMRA members - \$4.00. [TrainShow@wod-nmra.ca](mailto:TrainShow@wod-nmra.ca)

**Saturday, October 22 Kingston Rail Fair:** Royal Canadian Legion 734 Montreal St, Kingston. 10am to 4pm Adults \$6 Children 5-12 \$2.

**Saturday October 29 Nottawasaga Model Railway Auction:** Royal Canadian Legion, 490 Ontario St., Collingwood, ON. Admission \$10. Viewing 8:30am to 10:00 am. Auction starts 10am sharp.

**Sunday, November 6 Kitchener Model Train Show:** Bingemans Marshall Hall, 425 Bingemans Centre Drive, Kitchener, ON. Early Admission (9:30am) \$10, General Admission \$5. Under 12 Free.10:30am to 3pm.

**Saturday, Sunday, November 19,20. Whitby-Pine Ridge Model Railroad Show:** Father Leo J. Austin School, 1020 Dryden Blvd, Whitby, ON. 10am to 3pm. Adults \$7, Under 14 \$3, Under 5 Free.

# COBOURG & PETERBORO RAILWAY

## A MYTHICAL HISTORY

ARTICLE BY TED RAFUSE

**EDITORS NOTE:** Welcome to the first articles in a series on Ted Rafuse's home layout, the Cobourg and Peterboro Railway. We will start with a History of the Railway and then we will look at each of the five (5) towns/villages along the right of way.

Late in the fall of 1891 an association of prominent Cobourg entrepreneurs purchased the bankrupt Cobourg, Blairton & Marmora Railway & Mining Company. Properly managed they judged the railway line could be profitable by transporting natural resource products and by providing a communication link in central Ontario between other railways as well as the two terminal towns of Cobourg and Peterboro'. The Directors re-named their acquisition The Cobourg & Peterboro' Railway Company, a reflection of the original railway legacy of the Company's route and as an advertisement of the link between the commercial interests of these two communities.

Immediately the C&PRy commenced a massive undertaking to resuscitate the moribund railway property. New hardwood ties were laid, new ballast was tamped into place, several small pile bridges were replaced by fill, and the pile trestle bridge across Rice Lake was filled in creating a stable causeway. A steel central pivot swing bridge north of Tic Island allowed for a navigation passage. New steel rails were spiked into place at a new gauge of 4' 8½" between the rails, replacing the old Provincial gauge of 5' 6" width. Only the Carillon and Grenville Railway continued to exist with the Provincial gauge.

The new railway inherited three aged steam locomotives: one 0-4-0 switcher and two light 4-4-0s the latter used for both passenger and freight service. These locomotives had all been constructed in the mid 1850s. Also on the roster was an assortment of 49 "platform" cars, 50 four wheeled ore dumping cars, 1 box car, 1 van, 2 passenger cars and 1 combine. Each item of rolling stock had to be converted from wide gauge to standard gauge before it could be used in service on the new C&PRy, and then primarily for in house use only. In the spring of 1892 limited railroad operations commenced. Once sufficient profits were realized the company intended embarking upon a program to purchase new wooden standard gauge rolling stock from the Crossen Car Manufacturing Company of Cobourg to replace the original dated equipment.

The initial railway facilities at the harbour were unchanged from the earliest days of the predecessor companies. Two lines of track wended through the harbour area. One track fronted the northern break wall of the wooden esplanade. Another track, curved in a gentle arc towards Division Street where it terminated. To the north of this track, a third track extended from Railroad Street to Division Street, adjacent to which stood the various ancillary buildings necessary to railway operations.

At the foot of Second Street a turntable prevented direct roadway access to the harbour front. To the west of the turntable, and to the north of the incoming track, a two-

stall engine house sheltered the various iron horses from the elements. To the east of the turntable near Division Street, and also on the north side of the track, stood the station. A ticket agent provided services to passengers and the building provided a seating area for patrons. An express agent served the requirements for both freight and express consignments. The Company's offices and operating personnel occupied the second storey. A large freight shed and office were built next to Division Street.

From Peterboro' and area lumber mills the Company commenced hauling sawn timber on flat cars and dressed lumber in box cars. Cereal products and manufactured goods from the industries in that city complemented the transport of wood products. From Peterboro' ore cars laden with iron ore from the deposits at Marmora came south for transshipment out of Cobourg's harbor. From various stations along the right of way local farmers shipped box car loads of grains to Cobourg destined for various milling companies on line and east and west along the Grand Trunk Railway. Other farm products and livestock being forwarded to slaughter houses provided additional seasonal traffic for the railway. The freight yard at Cobourg's harbour was a bustling place by the end of the 1890's as the C&PRy assembled cars for unloading at the harbour or for forwarding to the GTR connection in the northern part of the town.

With the advent of the twentieth century the prosperity of the C&PRy reflected that of Canada. Midway through the first decade of the new century the Company embarked upon a major renewal of equipment and expansion into new services. In 1905 the Company purchased two new 4-4-0 locomotives from the erecting shops of Kingston Locomotive Works to replace the smaller and lighter 4-4-0s it had inherited. Several older reconditioned 2-6-0 Moguls and 4-6-0 Ten Wheelers purchased second-hand supplemented the motive power. Several new Consolidations, 2-8-0 wheel arrangements, were also acquired second-hand completing the motive power roster. These latter locomotives were immediately placed in service to haul the ore trains operating from Peterboro's Ashburnham yard to Cobourg's harbour. Northbound they hauled loaded hoppers of coal as well as empty ore jimmies. Engineers were delighted with the new locomotives!

Simultaneous with the new locomotive purchases, the C&PRy bought a variety of modern freight cars including 36' truss rod box and flat cars. Box cars ordered were of both single and double sheathed design. New 22' wooden eight wheeled ore cars completed the re-vitalization project of the C&PRy. All wooden rolling stock was purchased locally from the shops of The Crossen Car Manufacturing Company. This Company is situated just south of the GTR tracks and had a service track connecting to the C&PRy. Frequent transfers of elegantly lettered and ornately adorned passenger cars left the Crossen Works destined for railways throughout the Dominion. New freight cars of various designs were also forwarded to the expanding Canadian railway systems in the west. James Crossen, president of the CCMCo, was a Director of the



original C&PRy.

While the revamping of its locomotive and rolling stock was an important process in the Company's progress the advent of a new service provided the most significant economic expansion in C&PRy history. In conjunction with the Grand Trunk Railway and the Buffalo, Rochester and Pittsburgh Railway Companies, a rail car ferry service was inaugurated to bring coal from mines in Pennsylvania to the homes, industries and railways of south-central Ontario. Empty coal cars moved south as well as lumber laden box cars and timber loaded flat cars for various manufacturers in the north eastern United States.

In order to commence this car ferry service the Companies in a tripartite partnership ordered the largest steam vessel on Lake Ontario to be built for the purpose of carrying railroad freight cars. The "Northumberland No.1" was fitted to carry 28 freight cars as well as several hundred passengers. Built at the Toronto Shipbuilding Works she commenced operation in the spring of 1907. The ship towers above all other vessels when in the harbour and her distinctively white painted steel sheathing gleams in reflected sunlight from the shimmering waters.

To accommodate this new service a ferry dock was constructed at the foot of George Street. A new four track yard was constructed between the ferry apron and a new switch which joined the C&PR mainline as it curved into the harbour lands from Railroad Street. A newly erected gangway enabled passengers to embark and disembark the S.S. *Northumberland No.1*. Nearby a two storey wooden clapboard station was erected. The passenger agent sells tickets for both rail and water transportation. A small express office combined with a baggage office completes the ground floor services. The agent's living quarters occupy the second floor.

Re-configuration of the tracks at Cobourg accommodates the new service. The old wooden iron ore transfer dock along the northern esplanade of the harbour was torn down. In its place a spur track was constructed along the northern esplanade to serve lake freighters and coal colliers. Several coal dealers are served on the northern side of this track as well as by a separate spur. Slightly to the north a large freight shed was constructed; its office fronting on Division Street with two large doors to serve teamsters on the south side. On the north side, two new tracks were constructed, one serves the freight shed and an adjacent second track serves as a team track with a ramp at the Division Street end. A fourth track to the north serves a local water treatment industry.

New locomotive facilities also reconfigure the harbour area. A two-stall wooden engine house was constructed west of Second Street. East of the station immediately north of the esplanade a 90' turntable was constructed. To the north of the engine house a 50-ton coaling tower and 20,000-gallon wooden water tank were constructed. In this confined area much of the maintenance of the C&PRy locomotives and rolling stock takes place.

Similar plant revisions took place at the C&PRy's Ashburnham facility. A new imposing stone passenger station was erected on the north side of the tracks. To the east a large 100-ton coaling tower, enclosed 40,000-gallon water tank, a new 90' steel turntable and a 6 stall

roundhouse were erected were constructed. To the south of these facilities a three track stub yard was constructed along with two industrial spurs. The marshalling yards are active with incoming hopper cars of Pennsylvania coal and outgoing laden Marmora ore cars. Southbound empty hopper cars and northbound empty ore cars are marshalled at Ashburnham. The first industrial spur serves a grain milling operation and a large coal dealer. The second south spur serves a major cold storage facility, the freight shed, a bulk oil dealer and a team track.

The entire line hummed with economic activity such that by the end of the first decade of the twentieth century the C&PRy was a thriving railroad operation. By 1913 two new transcontinental railway lines linked to the C&PRy at Cobourg. The Canadian Northern Railway opened for service in 1911 and three years later the CPR opened its lakeshore line through town. The First World War increased the demands upon the Cobourg & Peterboro' Railway for moving both goods and people. Following a short period of economic recession after the war the Company approached the mid 1920s with much optimism as the Dominion returned to a rapid expansion of commercial activity. The demand for the transportation of goods witnesses a profound increase.

The Depression Years of the 1930s proved difficult ones for the C&PRy, as it did for most businesses. While passenger service was curtailed it continued to be operated primarily subsidized by the assured income of a mail service from the Dominion government. Freight traffic was substantially reduced and a number of locomotives were idled. Even the S.S. *Northumberland No.1* is often tied up in port due to the lack of demand for coal for either commercial or railway use.

With the advent of the Second World War, the C&PRy burst into renewed activity. All locomotives and all rolling stock strained to meet the demands placed upon the Company by the war effort. The S.S. *Northumberland* crossed the lake twice daily and the rattle of empty hopper cars along Spring Street did little to soothe those trying to sleep at night.

Unfortunately, the years following the war witness the fortunes of the company sliding into economic decline once again. The shift from coal to oil fuel witnessed plummeting rail car transfers. While general freight revenues remained somewhat constant the company could not compete in the new era of diesel locomotives.

Without the resources to purchase diesel locomotives and with the prospect for new sources of revenue bleak the Directors of the Cobourg & Peterboro Railway Company accepted a lease offer from Canadian National Railways in 1951. While the old C&PRy steam locomotives still occasionally power a few trains, more and more trains between Cobourg and Peterboro' are headed by new diesel locomotives from the CNR.

While the Cobourg & Peterboro' Railway Company exists as a paper company Cobourg and Peterboro' residents can take comfort in the fact that at mid-twentieth century they retain operating railways which serve their communities and the country at large. Small boys continue to flock to the harbour area enraptured by the noises and smells and bustle of a working railway.

# COBOURG & PETERBORO RAILWAY

## A DESCRIPTION OF THE LAYOUT

ARTICLE BY TED RAFUSE

The HO scale basement layout is entirely imaginary. Bench work is L-girder construction with risers holding spline road bed. Some yard areas have a plywood base. Track for the most part is hand laid and spiked code 70 weathered rail with some flex track; turnouts are a mix of BK Enterprise kits and manufactured Shinohara ones. Operating lights indicate turnout direction. Scenery consists of cardboard strip web to which has been added wet plaster-soaked paper towels. Rock formations were made using rubber molds, some purchased, some home made. Base landscape colour is latex paint.

Ground cover is a mix of Woodland Scenic products of varying hues and textures as well as homemade dyed sawdust. Sifted and cured sand and earth of various colors comprise roads and additional ground cover. Trees are Woodland Scenic items. The bottom of Rice Lake is a foam core board while the water expanse is rippled using Mod Podge, an artist's medium. The puddles scattered about the layout are Woodland Scenics material.

Immediately to the left upon entry you are in Cobourg harbour. Looking to the left is looking north and this is the point of departure for this descriptive tour. I wanted a ferry connection so a scaled down version, in half length and width, appears to the left. The boat is scratch built and the 4 tracks adjacent partially replicate the actual 6 track ferry lead. There never was a station at the harbour but the Alder Model station appealed to me and is only slightly modified from the kit. A Juneco 2 stall engine house, a Campbell water tank, an Alexander Coal Tower and a Walther's indexing turntable comprise the engine facilities. The coal piles replicate coal piles that existed along the esplanade. The coal office and bins are scratch built. The wooden scratch-built freight shed is a shortened version of the 1911 built GTR structure. A Smith-Junior Fountain Syrup Bases enterprise existed in this location although the Design Preservation Model structure is not an image of that business.

Leaving the harbour the rails run up Spring Street (formerly Railway Avenue) past several oil storage tanks. The buildings on Spring Street actually face the tracks but I chose to have the rails run behind structures so the structure fronts were visible. Many of the names on the buildings are locally accurate so as to provide a setting for the railway. Two spur tracks will eventually become part of the Crossen Car Manufacturing Company grounds and structures.

The rails leave town climbing to the north and cross over a ravine on a Juneco bridge kit. The barn and farm house are Sylvan Scale kits built to the instructions and painted by hand. Beyond, Summit, as its name suggests, is the highest point on the railway. This station stop did exist on the original railway but the track design and the trackside structures are all figments of my imagination. Berry Milling, the freight shed, Summit Elevator, the feed store and Kemp Coal are all scratch built, the trestle for the latter a

modified Scotia Scale model. The house behind the edge is a Dyna Model, the gas station a Woodland Scenics product, Hansen Farm Supplies a Campbell kit, and the station a Kanamodel kit.

Approaching Harwood the rails pass a modified Rendall kit junk yard. The street scape includes Susan Dewhurst Fashions, a Campbell kit, a Scotia Scale B-A Garage on one side while on the opposite side of the street is a Micro-Engineering hardware outlet, a scratch-built triangle law office and two DPM structures complete the scene. The station is a different Alder Models kit, while the freight station behind is a Scotia Scale model. The green elevator is a scratch built using Evergreen Scale Model plastic sheets and shapes. Along the divider is Gruesome Casket masquerading as Harwood Creamery, Ludgate Lumber a Timberline Model, and a somewhat modified Rendall saw mill kit. Aisle side is a small rooming house from left over DPM parts, Crosby Coal, a laser kit with modified base, two oil storage tanks, and a scratch built ice house. The wharf is a modified Campbell kit as is Rice Lake Chandlery: both kits moderately modified. The boat is from Frenchman River Model Works.

Continuing, Tic Island is a cottage representing my cottage near Sharbot Lake, constructed from an Osborne Models kit. The through truss steel bridge is a wooden Campbell kit. The railway station at Keene was not in the village but it is modelled as though the rail line went through. The Oil depot is scratch built, the elevator is a Rendall kit. The station is scratch built from plans that appeared in a 1950s Model Railroader magazine. the flats and stock yard are all scratch built. The coal dealer is a Hamilton Model Works kit and the Ashcroft Brewery is a modified Campbell kit.

Clustered in Ashburnham (Peterborough) are three modified Campbell kits: Ashburnham Coal and Kawartha Cold Storage. Two scratchbuilt kits are opposite: the freight shed and Peterborough Feed and Seed, the latter modified from an E.L. Moore plan that appeared in a 1950s issue of Railroad Model Craftsman. A modified Walther's kit is the basis for McGraw Oil. The coal tower is a Fine Scale Miniature kit and the enclosed water tank is a Kanamodel kit. Beyond are several plastic kits modified in a variety of ways and whose heritage is unrecalled. A motorized turntable leads to the walls of an unknown 3 stall roundhouse kit under renovation into two Kanamodel edifices to create a six-stall structure.

Beneath the Keene area is a hidden storage area of four tracks each with two isolated sections of rail. This area connects with Cobourg where the passenger train is currently parked and at Ashburnham where track is hidden behind Ashburnham Coal. The C&PRy is DC powered using cab control blocks for operating sessions. Car forwarding is determined in advance by rolling a 12 sided die to determine town, siding or spur location, and car type.



# COBOURG & PETERBORO RAILWAY COBOURG

ARTICLE AND PHOTOS BY TED RAFUSE

The Town of Cobourg, on Lake Ontario, is a terminal railway facility on the HO scale Cobourg & Peterborough Railway. Several local industries are served by rail. An unusual feature of rail service here is that a railway car ferry service operates across Lake Ontario to Genesee Dock, Rochester, NY.



**PHOTO ABOVE:** From the car deck of the *S.S. Northumberland*, two freight cars are lined up to be pushed onto the car ferry tracks by the local shunter. The car deck tracks are glued to a removeable piece of wood that can be exchanged for another similar wooden 'plank' to allow for a unique interchange situation. The car ferry was scratch built as a pseudo replica of the *S.S. Ontario No. 2*, one of the two original boats that sailed between 1905 and 1950.



**PHOTO ABOVE:** A portion of the port stern of the car ferry is visible through the multiple steps and landing by which passengers access the promenade deck of the vessel. Somewhat spindly in appearance, the C&P always was conscious of costs so the boarding and departing services are minimal. There is no protection from the weather for passengers using the ferry service. A cylindrical apron weight is visible astern, that weight is used to adjust the height of the apron to meet the ferry car deck. Cobourg Station is an Alder Model Barry's Bay kit. A Life-Like RDC-3 model is painted in CNR 1950's paint scheme and awaits the time for its northern departure.



**PHOTO ABOVE:** A bird's eye view of the top deck of the *S.S. Northumberland* at her dock in Cobourg. In addition to transporting railway rolling stock, the ship also carried passengers across the lake. No passenger cars were transferred. The vessel could also be hired as a party boat of sorts. Here a band plays at the top left stern of the boat deck greeting excursionists. Other passengers lounge in chairs or simply enjoy the landscape from a uniquely elevated position. Aft of the boat are the marshalling tracks for the ferry. The C&P station is nearby to the right of the stern.





**PHOTO ABOVE:** A Lifelike model RDC in CNR colour awaits departure from the Cobourg station. The Walther's turntable literally is the end of the line in Cobourg! Beyond the rail stops lies the harbour. To the immediate right is the yard office with the water tank behind.



**PHOTO ABOVE:** A bird's eye view of the docking area and part of the engine facilities. Astern of the ferry are the marshalling tracks to the car ferry. Also visible are the cylindrical counter-weights to the moveable (here stationary) apron that allows the apron to be moved to mate with the car deck according to the level of the harbour water. Behind the station is a flanger on a company service track. An escape track from the turntable allows locomotives to be turned while the station track is occupied.



**PHOTO LEFT:** From a height, a view of the busy Cobourg harbour station. Many passengers wait to entrain, a newsstand occupies one end of the platform, and a motorcyclist railfan sits atop his steed at the end of the platform. Behind the station on a company track is a flanger (brass model of unrecollected origin) and a tool car (Scotia Scale Model). A portion of the ferry and its lead tracks can be seen behind and to the right of the station. Nearby is a rail served industrial spur with a named structure after one of the modelling gang. In the left foreground several rail employees are playing checkers; presumably they are on their lunch break.

**PHOTO RIGHT:** Immediately north of Cobourg station this aerial image depicts the road crossing to the station, a maintenance of way shed with a muscle power speeder, a company storage track with a Tichy crane and boom car, a black and white logoed Buffalo Rochester & Pittsburgh gondola on a ferry marshalling track, and a back track serving several industries of DPM flats and image flats pasted on 1/4 inch foam core board. The Overland Route box car is a track cleaning car with a felt pad underneath the floor frame. The flashing light stand is not electrified – it is on the to do list!







**PHOTO LEFT:** Two important railway facilities of the steam era dominate this picture. The coaling tower (Alexander Models kit) provides the black fuel for steam locomotive tenders. The water tank (Campbell Scale Models) provides water to tenders which is used to create steam in the locomotive. Behind and between the two structures the Cobourg station is visible. Background left the stern of the car ferry is also visible. Caboose Hobbies ground throws are the turnout levers to access various yard tracks.

**PHOTO RIGHT:** Smith-Junior was an actual rail served manufacturer in Cobourg at the transitional time of the layout. It manufactured syrup for soda fountain-based drinks and confectionaries. It received box cars, tank cars of syrups and occasional ice-cooled reefers. The plant is a Design Preservation Model kit. The wooden ramp is a scratch-built. It was used to drive vehicles onto flat cars which were then shunted onto the car ferry. The long building to the left is a modified scratch-built model of the harbour freight shed.



**PHOTO ABOVE:** The long structure is the freight shed, scratch built, but based on a GTR structure erected in 1911. It was subsequently used by the town for park storage and was demolished in the 1980s. In the foreground are coal piles which dominated the northern esplanade of the harbour at the time. Behind the freight shed is the Smith-Junior plant, manufacturers of various syrups for industrial food use. Beyond that is a general, albeit blurred view, of the much of the layout.



**PHOTO ABOVE:** The 2-stall engine shed at Cobourg with a bevy of first-generation diesels waiting their next road assignment. 1856 and 1854 are F-M model H16-44 diesels (Bachmann Spectrum) while GP-9 (Kato) 1706 missing its numbers rests on the outside track. Several cabooses are on the rails of the caboose track. The engine shed (Juneco) has interior details. It would appear that maintenance is required to the smoke stack on top of the model.





PHOTO LEFT: A local coal dealer at the time William Jennings & Company, is represented on the layout by an office and the weigh scale. A coal laden small dump truck rests on the scale. The coal shed and coal piles are to the right of this image. Tracks behind the building bring loaded hopper cars, such as the CNR 2 bay hopper partially seen, and whose payload is gravity dumped on the ground and transferred by wheel-barrow to the coal shed.

PHOTO RIGHT: As the railway leaves the harbour it runs through the centre of Railway Street (currently Spring Street) behind the Supertest Service Centre. I attempt to reproduce vintage names, such as Supertest and White Rose seen in the background, both former Canadian oil companies of the 1950s. The tall tanks are served by rail and often witness tank cars delivering oil to those distribution companies. A Frontenac tank car, owned by a Canadian Company, is partially visible on a spur track. Visible are items on the to do list, are to complete the background landscape and straightening the factory image.



PHOTO LEFT: In reality these buildings would have faced the tracks on Railway Street, but with modeler's licence I have turned them to face the operator for what I think is a more interesting view. Both are Design Preservation Models kits painted in representative colours. A recent storm has blown over a mail box on the sidewalk. The hardware store has an interior, while the variety store interior is under renovation and awaits its new furnishings. The most tedious part of erecting a DPM model is the painting, but it is also the feature that makes the structure eye candy.

PHOTO RIGHT: Cobourg Café was a real business but did not resemble this model in appearance. The model was picked up at a train show for a very modest price and I decided to invest time and effort into giving this model pizzaz. It displays a fully detailed interior and is lighted for darkened room display. The figures are dime a dozen type painted to representative indicative characters. Although not an *Architectural Digest* structure, I am pleased with the result





# CV Jordan Spreader

## two different eras

by George Dutka and Don Janes

Don Janes and I both changed the appearance of the Walthers Jordan Spreader into what was used by the Central Vermont Railway a subsidiary of Canadian National during two different eras. Don began with the kit version which he built to emulate how it looked during the 1950's while I used a ready built model to appear as it did on the CV during the 1960's.

These kits were announced by Walthers back in 2017 and are still readily available and were used by many Canadian railways. I purchased my spreader last summer from Otter Valley Hobbies and a good stock was still on the shelves. It is quite simple to convert one of these plows to appear like the CV prototype. Although Don built his model up from the hundreds of parts supplied in the kit, I took the easy route and purchased an assembled version.

### The Prototype

CV owned two Jordan Spreaders, an older one numbered 4284 and a more modern unit, number 4285, built in 1947 and the same as the Walthers model. After browsing through many different books and publications we found several good photos of the spreader with both the high front plow and also a short plow version. The Walthers model comes with the high plow. Don's problem was he found all the pictures with the high plow were painted with the post 1961 CV noodle which I was modeling and any with the low plow were in the older pre 1961 wafer scheme. Since Don models the 1950's he was afraid he would have to cut down the plow to match the photos. The problem was that the kit is designed for the high plow and lowering it would require rebuilding the entire front end to accommodate the lower plow.



**CV Jordan spreader as it appeared in the 1950's.  
CVRHS collection.**

### Don's Model

Don decided to go ahead and build the kit as it was designed and hope that at some point, he would find a photo of it in the 1950's scheme with the high plow. Well, fortunately when he was just about to paint the spreader, I found the view he needed in the Central Vermont His-

torical Society's quarterly, "The Ambassador" viewing the plow with the white CV wafer on the side of the cab and the high plow. I think the spreader was built with the high plow but the top section was removed for better vision when doing right of way grading. One can clearly see in the photos that the top section was held in place to the lower section with bolts. It seems the high plow was likely put back when used in snow plow service and once the snow plows were gradually retired the spreader was used more in snow plow service as well as grading.

The new Walters model features working blades and can be built into various versions. Don decided to go with the kit instead of the RTR version so he could build it in sections and paint the various pieces separately, then do the final assembly. When he opened the kit, he became a little concerned because there were a lot of parts and no written instructions, just a bunch of exploded views of the various sections. Once he took a step back and started to decipher everything, he noticed every part was numbered on the spruce and if you follow those numbers with the exploded views everything started to go together quite nicely. All the parts making up the wing assemblies that move fit together extremely well with very little sanding or fussing. The only real time-consuming part of the construction was putting all the hinge assemblies together with the tiny pins.

As mentioned before Don built the kit in sub assemblies, painted them as he went, then did the final assembly. He used a mixture of Floquil engine black and grimy black for the body and painted the window frames in the cab



**PHOTO ABOVE: Don Janes finished Central Vermont Jordan spreader sits beside the White River Jct. roundhouse. Don Janes photo.**



area Floquil signal red. For modeling the 1950's decals can be hard to find. The decals used by Don were given to him several years ago by Armand Premo and are printed by Rail Graphics. The rear truck is roller bearing trucks which is incorrect for this model. Once Don tracks down a Walthers Bettendorf truck that fits correctly it will be replace. Don still needs to add some weathering to his spreader but the bulk of the work is behind him. Don notes that this was a fun kit to build and he is more than happy with the finished model.



**PHOTO ABOVE: CV Jordan Spreader as it appeared in the 1960's and 1970's. CVRHS collection.**

### George's Model

I am modeling a CV-GT New England work train and wanted a spreader included in the consist. As mentioned, I began with a completely assembled RTR spreader model after watching Don work on his kit. There were only two details changed on my model, both on the roof. I added a Details Associates AH-254 air horn behind the headlight. The new headlight came from my parts bin. The headlight is two beamed with bulbs stacked above each other.

I began by removing the CN noodle and number using a sanding slick and 400 grit wet sandpaper. There is mini-

**PHOTO BELOW: George Dutka's completed spreader with some weathering applied is found on the White River Division layout. George Dutka photo.**



mal lettering to remove and the job was very easy to do. The windows are then masked with tape along with some of the detailed lettering I wanted to save. A spray coat of Floquil engine black is then sprayed on. A gloss coat is applied using a Testors spray bomb.

The lettering is not offered as a set, so it was a piecemeal of decal sets. I used CDS CV HO-67 caboose noodle rubbed on Walthers decal paper prior to application. I also used the small numbering from the CDS CV caboose set but had to find the number 8 in a CN CDS 72 caboose set. There was no 8 in the CV set. The decals then received a gloss coating followed by a flat clear Tamiya spray bomb coating. I let some of the flat clear get on the windows to fog them up a bit, resembling grit and grime. These machines were never kept very clean.

I replaced the couplers with Kadee true scale #158 couplers. My model came with the proper Bettendorf trucks which I spray bombed Princess Auto Dynamic cast iron gray. The metal wheels are painted acrylic dollar store cinnamon brown. Some Bragdon powders are applied to the trucks and wheels.

### Weathering the Spreader

To weather the body of the spreader I began with a few touches of AK dark rust deposits. This product as it dries turns to a bright rust tone that is the base for the followed products. I then applied AK rust streaks lightly in the area of the AK dark rust deposits. Next small amounts of Vallejo rust texture are applied. Most of the rust spots are now done. I went over the whole model lightly with PanPastel Paynes Grey Extra Dark. Highlights are done with PanPastel Raw Umber Shade a dirty tone that I use frequently. Rust streaking for the rust spots applied earlier are done dragging down PanPastel Burnt Sienna from the rust spots.

Once completed I decided to do some extra rust highlights using a new-to-me product call MIG medium rust (drybrush) by Ammo. I just touch small amounts on areas I feel needed a bit more rust as these spreaders really got beat up over the years. The color appeared to go on really bright but dulled a bit as it dried. I then dragged a bit of the PanPastel powders already on the model over the rust for additional toning down.

**PHOTO BELOW: The PanPastels used to weather George's spreader. George Dutka photo.**







**PHOTO ABOVE LEFT:** MIG Drybrush paint is being applied to highlight some areas of the model that would have found chipped away base coating. George Dutka photo.



**PHOTO ABOVE RIGHT:** George Dutka's finished Jordan spreader is seen in a winter diorama scene. George Dutka photo.



**PHOTO RIGHT:** George's model is complete and ready for service. George Dutka photo.

## Calling All Photographers

### Please submit photos for the 2023 CARM calendar

If you have an image that you would like to submit to us for use in the 2023 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](mailto:calendar@caorm.org) before

July 15th, 2022 Thank You

# MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

## ANDY MALETTE

I have been working on and off for the past 12 years on a CNR Series 39 boxcar built between May and July 1954. I derived information from the Stafford Swain articles that were published in RMC in the early 1990's. It is finally done and ready to paint.

This car is S scale which started out as a Pacific Rail Shops 10' 6" IH boxcar kit that had Dreadnaught ends. Series 39 had Improved Dreadnaught ends, Superior doors, Universal Brake wheels, diagonal panel roof and steel running board. The car had to have the original ends cut off and castings added. I cast all the castings myself. I made the patterns for the doors but the roof and ends are from the Standard Railway Castings Company whose owner, Earl Tuson, has granted me permission to cast and retail his parts. All etchings and brass castings are from M.L.W. Services. The 8 rung ladders are from Des Plaines Hobbies. All PRS kits are now owned by Des Plaines Hobbies.

This car when painted will have the Transition Period Green Leaf. This leaf is a combination of the older green leaf with the blunt ends, stem pointing to the right with the angled wafer but for this brief period the wafer is horizontal. Later in 1954 the newer green leaf with the sharpened ends and stem pointing to the left was used with the horizontal wafer. The S scale decals are readily available from Black Cat decals. The car will be painted with a few other conversions which are almost ready. I like to have a lineup of things to paint using the same colour which in this case will be CNR Red Number 11.



## DOUG HUNTER

Attached is a photo I took on February 21, 2006 at 1546 (3:46 PM). CN 2245 an ES44DC is on the point of train M358 in the siding at Wattsview, Manitoba, (mile 198.9 Rivers Sub) in the Assiniboia River valley waiting for a west-bound. CN 2245 is barely a month old showing off its shiny livery. This turned out to be the newest locomotive I operated in my 32 year career as a CN engineer.



## DOUG THORNE

This log station is built one log at a time all around, not one wall at a time as we usually do. If I ever do another one I would start with a 2 layer subfloor, the bottom layer would be to the outside dimensions of the logs, the upper layer would be to the dimensions of the inner face of logs. I would cut out a portion of the office and waiting area floor to allow for lighting. The floor is removable to access to the inside because the roof plates interlock and overlap so roof removal is not an option because of valley flashing. The log corners overlap and were made with a small diameter wood rasp, the notches are on the bottom side. The windows were leaded and I could not find out if they were brass or steel but even if they were brass I doubt that this remote location would have been kept polished. I duplicated them by using window screen painted very sparingly with brass paint so they would look tarnished ( if brass) or peeling ( if steel) . This grill was glued to the inside of the window glazing and for the waiting room and office windows. The feature log work was only on the end facing the lake or access road. This station had a nice balcony on the track side which would have been the cool side for the one really hot month we have. This station was hit by a derailed coal hopper and severely damaged so it was donated to the Columbia Valley Museum and professionally repaired by local log misers. It is located in Invermere amongst a group of other historic buildings, unfortunately the leaded glass windows have not been restored.



## IAN MAYNARD (photo below)

Modeling in N-Scale, the PERE MARQUETTE RAILROAD as it existed in South-Western Ontario back in 1949 requires years of research. Followed by tracking down unDecs and altering to represent PM cars. Con-Cor Gondolas are now receiving updated body mount couplers, low profile metal wheel sets, painting and decaling.



## RICHARD MILLER (photo below)

The Avro Arrow has always been a disappointment to me. I was 12 at the time the project was cancelled. I could not understand why it was cancelled. As a boy of 12 I was devastated. As an adult, I now understand the project was over budget. Here's the thing, in my opinion, there was no need to destroy those beautiful aircraft. I have amassed a fair collection of Arrow memorabilia over the years so I thought why not honour it in my train collection. The photo shows my Avro Arrow heritage locomotive.

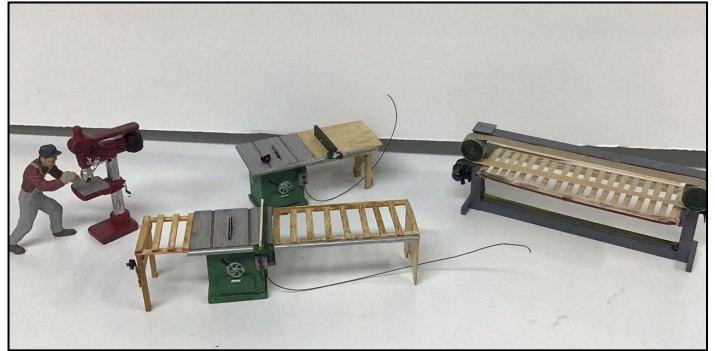
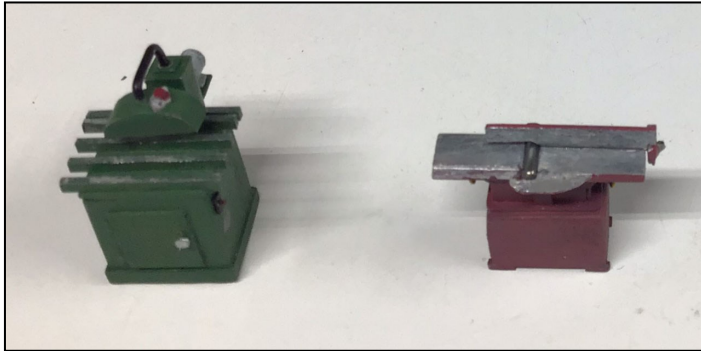




### WAYNE WESSNER

I modelled a C&S wood water tank (**photo right and back cover**) in On30 by enlarging plans from a Builders in Scale HOn3 kit. The tank is constructed board by board using Mount Saint Albert scale lumber. I stained it using combinations of Hunterline stains. Aside from chains and pulleys all parts were scratch built.

I am working towards modelling the very first cabinet shop I worked in. I am building it in O scale. I have started with the machines and the **photographs below** show just a few of them. They are constructed using wood, wire, laminate and miscellaneous materials and I have used brake wheels for some of adjustment wheels. It is not shown but I have also completed all of the work benches complete with hand tools.



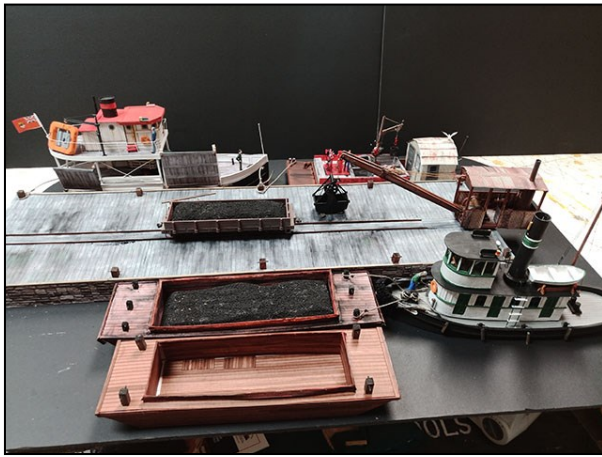
### MALCOLM VANT



Attached are two photos of a recent project built as part of a Western Ontario Division NMRA challenge. This is an ITLA lineside shed in HO scale, modified with removable roof complete with rafters, and lots of interior detail. I adapted it to resemble a CPR section toolshed, although CP sheds had drop siding not vertical and were larger. Interior stud work, hooks, and toolboxes were scratchbuilt. The tools are mostly Scale Structures pewter and were selected and placed in accordance with CP practice using a drawing of the prototype as a guide. The bin is full of scale spikes, tie plates, bolts and rail joiners. The underside of the roof was scribed and both sides stained with raw umber ink. The underside of the floor was also scribed and 4x4's added to raise the shed off the ground. The main body was finished with Tamiya Fine Surface Red Oxide Primer and Vallejo Air paints were used for the tools and details. Final weathering was done with weathering powders.







**BRUCE LECKIE**

**PHOTO ABOVE LEFT:** We see few more additions to the marine fleet displayed at Coralie Cove, a module with the Dirty 30 On30 modular gang. In the foreground are a pair of coal barges built entirely from cardstock.

**PHOTO ABOVE RIGHT:** The Sands and Sons fuel barge. This started as a Sylvan Scale Models coal barge. I fabricated a cabin from Clever Models cardstock and scratchbuilt the crane, fuel pumps and bunkers from styrene.

**PHOTO CENTER TOP RIGHT:** All of the models as well as the White Swan, the ferry Morris B, a small freighter GeeJay and a fishing tug Gail E are toted to shows in two custom built carriers.



**PHOTO CENTER BOTTOM RIGHT:** The tug Raven is a Sylvan Scale Models kit, based on a generic great lakes steam tug. This tug is used to move the coal barges as well as the Sands and Sons fuel barge. Built mostly stock, but I added a handmade bow pudding( the big rope bumper seen on some tugs).

**PHOTO LEFT AND BACK COVER:** The ferry Morris B.



**RICHARD CARNEGIE**



In HO scale, I built two spans of the historic (now disused) Prince of Wales railway bridge crossing the Ottawa River. The real one has 13 similar spans and was opened in 1880. My understanding is that the first Canadian Pacific passenger train from eastern Canada to BC crossed this bridge.

In the model, every I-beam was made in a custom jig out of .060" and .040" styrene sheet. The beams were then precisely aligned to form the trusses in another jig. A nice challenge!

The wires strung along the bridge are black thread that I weighted with black acrylic paint, then added some "weathering" with grey paint on a nearly dry brush.



## GEORGE DUTKA

**PHOTO TOP RIGHT:** Komoka Ontario, CN 382 crossing Komoka Rd. The sign in the foreground is something a modeler can include on a layout if they are getting tired of sounding the horn at a particular crossing.

**PHOTO CENTER TOP RIGHT:** CN 382 has crossed Komoka Rd and is passing the towns local auto mechanic shop. There is no sign on the building but this truck lets one know where they are which includes the name of the shop.

**PHOTO BOTTOM RIGHT:** I built this small roadway diorama for two reasons. It is an add-on section to my back alley diorama and also is small enough to take to shows when I wish to display trucks and cars. The diorama is a piece of Gatorfoam painted with Woodland scenic asphalt paint then coated with powders. I stenciled a stop line and added a Tichy stop sign and Pikestuff guard rails at the end of the roadway. Some static grass is on the boulevards and styrene curbs are added.

**PHOTO BOTTOM LEFT:** A variety store near the CP yard in London which might make an interesting model. What is interesting is the billboard is right against the stores side wall. Note the old grocery raised lettered signage from the 1960's is still partly there. There is a lot one can do to highlight a structure with just a few extra details and signage.

**PHOTO BOTTOM CENTER:** A variety store in the area where I lived in London dated 1956. Note even during that era there was a lot of signage on structures.



## JOHN BIGHAM

**PHOTO RIGHT:** This project seems to be taking far too long to complete, but here's a photo of my efforts to create a highly compressed version of CP's Peterboro station. Despite lots of photos on record, my wife and I had the chance to measure it up in March and by chance met the head of the Peterborough Chamber of Commerce, the present owner of the building, who gave us an impromptu inside tour. I'd worried for some time about how to make the servo operated train order boards removable for the almost inevitable maintenance when, after asking for suggestions, it eventually occurred to me to simply glue the servo mounts to the underside of the floor. I for one too often try to make life difficult, and the 21 0603 LEDs on the station could be used as a further example of complexity. The other scratch-built facilities on this loco servicing module are coming along in a seemingly never ending flow. Perhaps by next issue I can offer an overview shot.





## PHILIP JAGO



For some reason, I am fixated with doors. My last submission was a set of roundhouse doors. In this go around, please find attached a close up image of one of a pair of replacement doors that I scratchbuilt for a single stall engine house, built way back in the fall of 1987 based on an article by the late Jim Findley in "Model Railroader". The structure is based on a Central Vermont prototype. Because of space constraints, I had to reduce its length by one or two window bays, I no longer remember; it also had a shed roofed lean-to addition running along one side which was for a machine shop and other related engine house services. Space required me to cut that back significantly. Anyway, I am proud to say that the building is 100% scratchbuilt using stripwood, poster board and sandpaper (roof). With the passage of time, one of the original doors disappeared.

This spring, I finally had time to build a new pair, based on a CPR prototype from the files of the Canadian Pacific Historical Association. The doors are fully scratchbuilt. I laid scale stripwood at a 45 degree angle within the frame and then made up a sandwich. The tension rod is from a piece of handrail stock. The bolt heads are Tichy rivets. The hinges and various plates are recipe cards, cut to size. I painted the doors boxcar red and then toned them down with several washes of India Ink followed by weathering pastels, the latter inspired by the work of George Dutka.

## DAVID WATSON

Many years ago a farmer noticed a small peccadillo in a "Model Railroader" article on the scratch building of a barn. The braces on the doors were incorrectly located running UP to a hinge in tension, instead of DOWN in compression. Years later, while helping at a charity breakfast, I noticed a beat up old frig with a wooden brace on the outside of the door. It had been installed to unsuccessfully help keep the door closed. In a country village I, the city slicker suggested the brace had been installed backwards. Amid much grumbling, I reversed it with successful results. A long silence ensued after I explained the source of my knowledge. I come to Ted Rafuse's article. It is very good with one detail error. For those who follow "Mayday" on tv, a memorable accident was the stall and crash of a cargo 747. A Humvee at the tail end had come loose and damaged the controls in front of the tail. An uncontrollable loss of balance brought the aircraft down. Amazingly the loading instructions defined the number of hold-down straps required for a given weight of load, but NO directions to stop longitudinal movement. Big OOPS. Ted needs to add 45 deg straps at each end to make the model complete. Such can be seen on flatbed trucks and flat cars to hold the load in place during acceleration and deceleration. Installing them in a cross helps stop tipping over. For long loads they can also be reversed. See the **photos at right** for examples.



KW-391 1989-03 MacMillan Yard, Vaughan, Ont. CN672005, depressed center flat Ken Wilson

**Photos shared courtesy of the James Parker collection.**



113419 PC DEP.CENT.FLAT 8766091 BILL GRANDIN COLL.



## BEN DE VOS

**PHOTOS ABOVE:** On April 30, I went to the Great British Train Show in Brampton. There was a Gauge 1 Thomas the Tank Engine layout featuring accurate replicas of Elsbridge Station from the tv show as well as the engines and rolling stock. The engines featured (from right to left) are Thomas, Gordon, Toby, Stepney and James. The models were built by Jacob Jarrett, who is a prominent Thomas fan and content creator on the internet. The layout even had a replica of the pedestrian bridge that was seen in the intro of the show, here is Thomas parked near the bridge so photographers can recreate the iconic scene of Thomas passing under it as seen in the intro. There was also a display table with various show memorabilia.





**PHOTO ABOVE LEFT:** Don Janes' finished Central Vermont Jordan spreader sits beside the White River Jct. roundhouse. Once the kit is assembled all the wings move in and out on Don's model just like on the prototype. Don Janes photo.  
**PHOTO ABOVE RIGHT:** George Dutka's completed spreader with some weathering applied is found on the White River Division layout. George Dutka photo.



**PHOTO ABOVE LEFT:** Bruce Leckie's ferry Morris B is very loosely based on the ferry Morrisburg which ran from Morrisburg Ontario to Waddington NY. The model is mostly cardstock, using elements of the Clever Models Clyde Puffer kit, with several scratchbuilt bits. Bruce Leckie photo.  
**PHOTO ABOVE RIGHT:** Wayne Wessner modelled a C&S wood water tank in On30 by enlarging plans from a Builders in Scale HOn3 kit. The tank is constructed board by board using Mount Saint Albert scale lumber. Wayne stained it using combinations of Hunterline stains. Aside from chains and pulleys all parts were scratch built. Wayne Wessner photo.

**PHOTO RIGHT:** Here's the latest addition to the St Jacob and Aberfoyle layout. For years we've run a model of the CN/ON Northland (Toronto-North Bay-Cochrane-Hearst). The consist is quite accurate. Both railways contributed rolling stock. Usually it was pulled by ON and CN "A" units running elephant style. (The ON unit was cut off at Cochrane.) We've never had an ONR diesel until now. I had a P & D Hobbies kit and put the frame and drive train together. Dan Jutzi, one of our younger members put the body together and detailed it for the ONR. Then Charlie Ellis did the painting. We're quite pleased with the outcome. Craig Webb photo.

