THE "CANADIAN"
www.caorm.org
CANADIAN ASSOCIATION OF RAILWAY MODELLERS
SUMMER 2023 ISSUE #84

IN THIS ISSUE

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

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

MEMBERS AREA PASSWORD

USERNAME: gondola

COVER PHOTO BY TED BLACK: CN 725, the steel train, crosses the Grand River at Caledonia on its return trip from Stelco's Lake Erie Works in Nanticoke. Often powered by a pair of GP40-2Ws, it ran with a caboose on both ends to facilitate changing direction in Brantford.

observation platform
john johnston: editor

REVISITING ESTATE PLANNING

A number of years ago I wrote an editorial recommending that you give some thought to what will happen to your model railroad collection when you pass away. I was recently reminded of this again. A local N Scale modeller who I knew, though not well, passed away. A local club member who knew I had previously assisted a widow reached out to me to see if I would speak to this widow. This simple request and my affirmative response started a 15 month journey.

We visited with the widow and viewed the collection. It numbered about 3000 cars and 400 locomotives. A significant number of the cars were MicroTrains which fellow N Scalers would appreciate. In N Scale these are the Cadillacs. She told us how someone who knew her husband had approached her and offered to take the MicroTrains cars off her hands for $500. My buddy Justin and I made a quick estimate of the Micro Trains collection and told her that even at fire sale prices we put the value of the Micro Trains collection at somewhere between $15,000 and $25,000 depending on the value of a significant number of Collector Cars.

We advised her to tell the person No Thanks. Coupled with that we agreed to help her dispose of the collection. Cutting to the chase, we have now sold about 10% of the collection and the widow has recouped $8,000 so far. Of the remaining 90%, half has been given to Dundas Valley Hobby on consignment and half has been given to another N Scaler for sale on the Web as he has some expertise in this area and access to the US market. Again this is on consignment.

Because so many of the cars were MicroTrains our web buddy Gary recommended we contact one of the large American estate firms and see if they would buy the collection outright. This is an arrangement he has set out in his will for his 17,000 car collection. (that number is not a misprint, 17,000 cars). The estate firm advised him that they are no longer accepting Canadian estates as US Customs has made it too difficult to import used model railroad equipment into the US. This is a major setback for Gary's planning since the Canadian market simply isn't big enough for a collection like his.

In any event, the purpose of this editorial is simple. I am reinforcing the message that you need to have a plan on how your model railroad equipment will be disposed of and share that plan with your spouse. Within my group of 7 modellers we have a clear understanding that should anything happen to one of us the others will ensure that our collection is sold for the benefit of the widow at an appropriate value. As I described earlier about the individual that offered the widow $500 for $25,000 worth of equipment, even within our hobby there are those who will take advantage if given the opportunity. Don't put your spouse in that position. Create a plan and share it with them.

TOURS ARE BACK

Now that the pandemic is moving into the rear view mirror we see life returning to normal including the start up of layout tours. Most tours are leaving it up to the layout owner to decide whether they want to ask participants to wear a mask or not. On the tour I took in recently it was about 50/50 and tour participants seemed to have no issues complying when asked.

The tour I took in was the Brant, Haldimand, Norfolk Model Railroad Layout Tour on Saturday, March 18th. One of the layouts on the tour was Ted Black whose layout is featured in this Issue. Ted Black was also one of the principal organizers. It was a great day and we visited some excellent layouts. If you get a chance to take in this tour next year I would recommend it.

This page has photos taken by me on several of the layouts.

JOHN JOHNSTON: EDITOR

Photo Above & Below: Effective scenicking of a corner on Paul Kelly's Canadian National Railway Heritage Division.

Photo Below Left: Wharf scene on George & Elly Urbans pre 1955 CNR layout.
Photo Below Right: CN Northern getting coal at the coal dock in London Yard on Gord King's Silver Lake Northshore (CNR Dundas Sub) layout.

Photo showing how a beautiful scene can be accomplished in less than 8 inches of depth on Daryl Dankwardt's Cedar Valley Railroad.

Chairman's Report

A couple of weeks ago I went to the Lakeshore Model Railroaders Flea Market in Mississauga, just west of Toronto. I was there to see the show and friends, but more importantly to work at the Toronto Chapter's table. Of course our main objective was to sell memberships, and to promote CARM as a group to have fun in. Along with things for sale, the highlight of our table was a portable switching layout for kids and adults to play with.

When I can I like to stand in the aisle in front of the table, where it's easier to talk with people and hand them flyers. There were other maybes, but in the last hour 3 families whose kids had played with the layout told me they were definitely joining CARM. As the show was ending I ran into a friend (the Toronto Chapter has visited his layout several times) and asked whether he feels ready to give CARM an online tour of his layout and a look at his dispatcher's console. He agreed, provided he can find someone to record it, and we both thought of the same person. If that works out, it will be another interesting monthly online presentation and another bonus from going to the flea market. Covid isn't over and I'll often be wearing a mask, but most shows are back!

Ian McIntosh

Chapter Reports

NATIONAL CAPITAL CHAPTER:

The chapter has big plans for the summer. In late June we will be revisiting the Montreal Live Steamers in Les Cedres. We had a fantastic time last summer and it promises to be even better this year. Lots of train rides and a Barbeque lunch!

In August, we are planning a visit to the Frontenac Society of Model Engineers in Battersea. Looks to be a fun summer!

TORONTO CHAPTER:

On April 16, we had a promotional table at the LMRA (Lakeshore Model Railroaders Association) twice- yearly flea market. The volunteers were Andrew Malette, Ian McIntosh, Mike Walton and William Waithe. We expect that some new members may result from our efforts.

Plans are underway for layout visits to resume post pandemic beginning this summer. To date, nine layout visits have been arranged, one outdoor visit to two regional garden layouts and eight others to occur in the fall. Planning for operation sessions are also in the works.

Our monthly Zoom meetings, with their accompanying presentations, have been a great means of keeping us in touch both during and after the pandemic, thanks to the initiative of Ian McIntosh. It is hoped that in the future, we may return to the option (for some of us) of in person informal meetings. Future activities will, however depend on the new executive to be elected in September.

Subsequent to the resignation of Richard Morrison as chapter chair, an election is scheduled for September. We hope to have a new crew of dedicated chapter officials to ensure the continuation and vitality of the chapter.

LONDON CHAPTER:

On Wednesday May 3rd the CARM London and Area Chapter met for supper in London, followed by a tour of the London Model Railroad Group in south London. Members included Ian Clarke, Bob Robilliard, Bruce Harmer, Neil Froese, Paul Ross, Rob Essery, Jason Essery, Robert Langlois and Grant Miles.

The O scale club is in a new location, having vacated the old site and sold their building. We visited the layout in 2020 before the pandemic and were very impressed with the progress that has been made. The layout has benefitted from the most up to date modelling techniques including 3D models and cardstock replicas. LED programmable lighting also helps to make great scenes. Special thanks to Ian Clarke and Grant Miles for allowing us into the club and showing us around.

"The new Lake Erie & International Railway will always be under construction, but the main line, from the lower level of the front room (Stanley Cove), through the impressions of "what might have been" in Port Stanley, up the massive "St. Thomas Helix" to London, and on to St. Marys, is wired and operational under our new digital control (DCC) system. Visitors are advised that COVID-related safety measures will be determined by the LMRG Executive based on prevailing conditions and regulations. At a minimum, if you feel unwell, please stay home! Welcome aboard!"

Photo Above by Jason Essery : CARM London and Area Chapter members and guests gathered for supper before the tour. From left to Right are Bob Robilliard, Ian Clarke, Bruce Harmer, Neil Froese, Paul Ross, Rob Essery and Grant Miles. Not pictured is Jason Essery.

Photo Left by Jason Essery: Overall view of the central portion of the new club layout at the London Model Railroad Group. The railroad is named the Lake Erie and International and is loosely modelled on the London, Port Stanley and St Marys area in the 1970s.

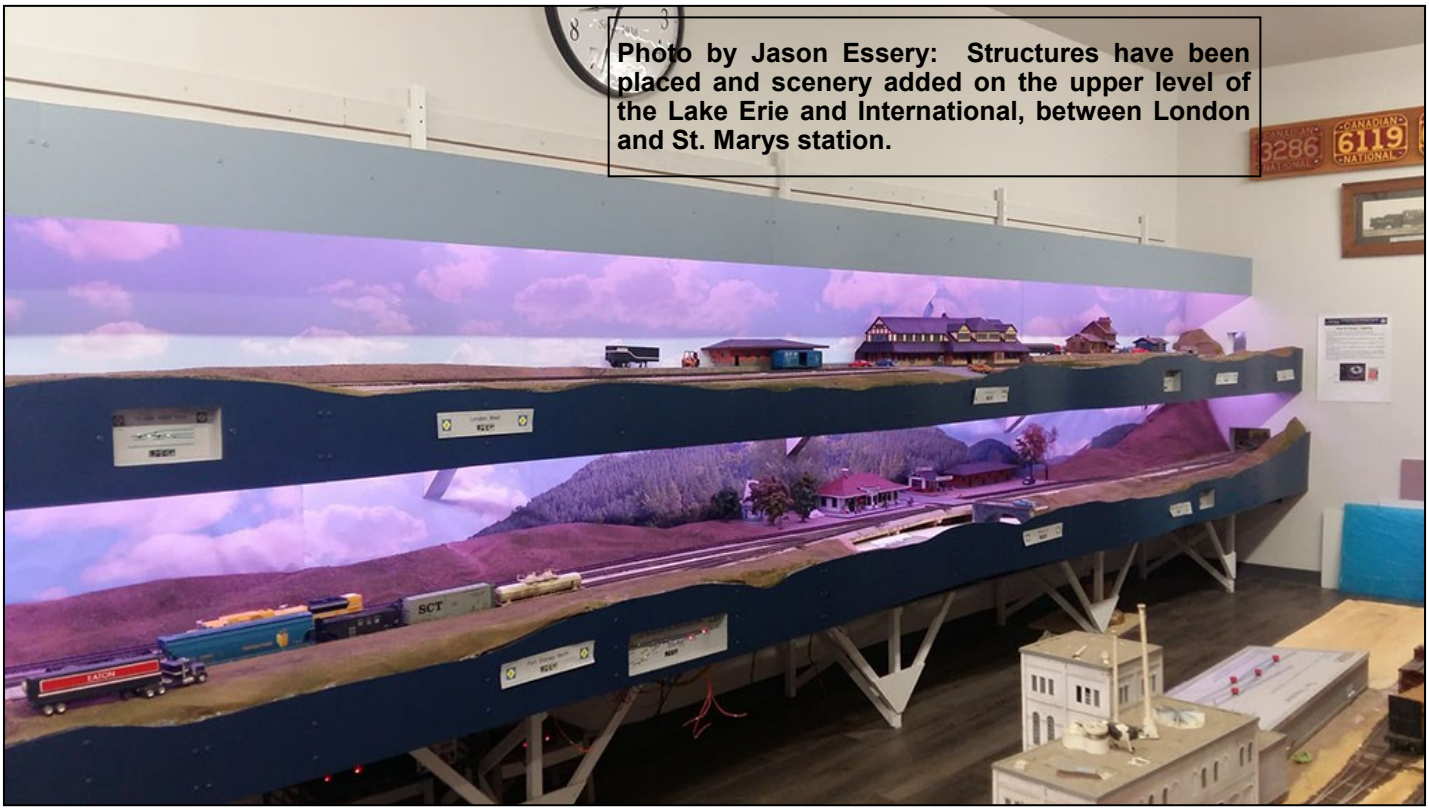


Photo by Jason Essery: Structures have been placed and scenery added on the upper level of the Lake Erie and International, between London and St. Marys station.

AMMO "Rail Center" Paint

By George Dutka

If you do not have a stock of railroad paint colors, options have been becoming lean lately. Scalecoat and Rapido Proto Paints, which offered many Canadian railway colours, have paused production. There are acrylics options that can work that we should consider.

AMMO by MIG Jimenez has recently introduced a new line of paints specifically for model railroaders. AMMO is known world wide for their military colors which have a tremendous following. Their new offering, Rail Center is a collection of 41 acrylic paints which flow well and can be applied by both brush or airbrush. Paints are available individually or in sets. Rail Center paints cover world wide railways but a few sets focus on North America. I like the fact that the 17ml plastic paint bottle is designed with a flip top lid that is shaped to allow me to count the drops of paint being used as it is poured. I also like that there is a metal stirring ball inside the bottle. In the past I normally added a lead pellet or ball bearing to my paint bottles.

PHOTO ABOVE: Rail Centers two boxed offering, Canadian railroad locomotives and American freight cars. Both sets offer a white and black bottle.

VIA Rail Canada Locomotives Set

The Canada Locomotives set is marketed as a VIA set which is confusing as it does not include any VIA shades. The sets focus is CN locomotives in two paint schemes, the red, white, and black noodle engine, and the earlier green and gold version. I feel MIG could have researched the Canadian paint schemes better, but when covering the globe's railways all at once, some details get overlooked. The set includes engine black, white, buff, passenger wagon green, red, and medium ash grey. For painting a CN green and gold coach or engine the black is good, the passenger wagon green is a close match but not exact. The buff which could work for handrails does not match the gold well. MIG offers some other tones which will work better for the gold tone.

I have been using MIG light rust for the CN family gold on handrails including GT, GTW and CV. I do have a MIG medium rust dry brush paint that is also close to the color. My thought is one should mix both rusts 50-50 for a better match. Floquil DRG&W yellow is an exact match to the gold in Accu-Cal 5808H decals or Microscale 87-990 decals but Floquil paint is not available anymore. The medium ash grey appears just a tone darker than

PHOTO ABOVE: The passenger wagon paint chip appears close to what is seen on the box, but when placed beside one of my factory painted engines the tone is lighter.

CPR gray in the maroon and grey scheme. With a bit of white a good match can be made. The red is not an exact match to CN but might work for CP action red. I found this color was a better match for VTR red.

American Freight Cars Set

This set includes engine black, white, dark grey, deep blue livery, signal yellow and Tuscan. I found this set confusing as it did not include a good boxcar red candidate. The blue and yellow is for use on B&O or C&O railroad equipment. The black and white is standard in most sets. The dark grey appears like Floquil grimy black while the Tuscan which is suggested for boxcars is a good match for CPR maroon.

Using Ammo Paint

I began by painting color patch cards that could be held

PHOTO ABOVE: The Tuscan tone which is suggested as a boxcar red is actually a good match for CPR maroon.

up to my engines and rolling stock while checking the tones. The paint flowed extremely well onto the card and minimal additional coating is required. As I did not have any rolling stock or engines ready for painting, I applied these paints onto structures I had on the go. This was all done by brush. I was really surprised how well it flowed and covered the walls and trim. One coat only was required. I had used MIG paints in the past and I find it superior to the acrylic craft paints I had been using. It really is a good product although the cost is a bit higher than the craft store products. For me the final appearance is well worth the extra cost.

AMMO by MIG's web site mentions a 50% reduction for airbrush applications. I decided to try one of the tones on my test hopper. I have a few cars which are guinea pigs for such tests. The paint applied and covered well when applied to the car side.

MIG offers a paint thinner and cleaner. For cleaning my brushes, I found tap water does the trick saving one from purchasing the cleaner. For my air brush clean up water is good, but I like running some window cleaner (Windex) through my airbrush first. Any stubborn paint appears to come off well at least in my limited experiments. I have been using Windex to clean stubborn acrylics in the past when other paint products are being used.

Final Notes

If one is thinking of purchasing Rail Center paint sets be aware that some sets contain engine black and white which would be duplicate coloring. I found that Rail Center's dark gray works well as grimy black and MIG's military tone green moss could in a pinch work for CNR green on a coach or engine, although it is a lighter shade than is offered by other manufacturers of CN paint. I should also note that the Rail Center paint dries to a flat finish while some of MIG's other products such as green moss appears to have a semi-gloss finish. Even though some colors appear off, if one was going to weather a coach, boxcar, or engine the slight difference might not matter. I really like how the Rail Center paint flows on my projects and I have found myself shying away from using craft store and dollar store acrylic's.

PHOTO ABOVE: MIG offers thinner and cleaners which will work when using your air brush. Paints being sprayed should be thinned by 50%. I like using water and window cleaner for clean up.

PHOTO ABOVE: The red offered in the Canadian locomotive set is close but not an exact match to CN tones which have a more orange-red look. It could also work for CP red or VTR red.

PHOTO BELOW: I painted a strip of Tuscan on the center of my test hopper which is painted boxcar red. One can see the difference in the shade. It may work for some modern US lines which have a darker red on their boxcar but not a good match for older era cars.

PHOTO BELOW: The Rail Center passenger wagon green is placed on the running board of an Athearn CV engine I painted using Scalecoat CN green. There is light Floquil weathering applied which changes the tone slightly.

CN BRANTFORD

Article and Photos by Ted Black

Imagine that it is September 1989 and you are standing with me on the station platform in Brantford. In the previous twenty minutes we have watched a VIA passenger train arrive and depart, and we've taken a step back as two freight trains roared past the station and the adjoining yard.

Noting our interest in the trains, a fellow with a camera and scanner mentions that sixteen VIA trains stop in Brantford every day. They run between Toronto and London, Sarnia, and Windsor. Mostly you see conventional smooth-sided coaches painted in VIA blue and yellow, led by an FP9 or the newer F40PH. You will also see Amtrak's International, a VIA LRC train, and a short string of VIA RDCs. Rumour has it that by January the VIA schedule is to be slashed in half and a lot of the older equipment will be taken out of service.

When we ask about freight traffic, we are informed that about two dozen freight trains go through here each day, with about four of these stopping to set out or lift cars. The yard is not as busy as it was before the collapse of the farm machinery business and the closing of Massey. Nonetheless, there are still local jobs serving industries along the Dundas Sub, the Burford Spur, and especially down the Hagersville Sub towards Cainsville, Caledonia, Hagersville, and Nanticoke. In the yard we see a CN SW1200RS at work. We learn that a GP9 and a pair of GP40-2 locomotives have also been assigned to Brantford, and that these are out working the line.

I admire the dedicated railfans who spend hours watching the trains, and who seem to know everything that goes on around the station and yard. However, I am not so much a railfan as I am a model railroader, and my thoughts go to modelling this scene and the action here at Brantford. As we leave the station, I wonder if such a dream will ever become reality.

I wrote the first draft of this imagined scenario in January 2002. The governing body of the church in Brantford where I was minister had approved my plan to assemble a small group to build a model railroad. We were given permission to use a part of the church basement that had once been used as a woodworking shop and had originally been the coal bin. I shared my dream with a few adults and teens, drew up a track plan to fit the 18'x12'room, and spent many hours over the next nine years building and operating an HO layout that I now refer to as CN Brantford 1.0.

In 2006, our CN Brantford 1.0 was part of the first Brantford Model Railroad Layout Tour. I got involved in the organization of the tour, and soon found myself connected with a much wider community of model railroaders. Many modellers showed an interest in our project, and significant friendships developed as the layout tours continued in the following years.

PHOTO ABOVE: The key feature of CN Brantford 1.0 was the Brantford yard, which including lead and tail tracks and was about 20 feet in length. The double track mainline connected to an 8 track staging yard, forming a loop. The open space inside the loop was accessible via a duckunder. The layout also had a single-track branch line that curved away from the main at Brantford, ran the length of the wall on a 12 inch wide shelf, and ended on a portable staging yard that could be set up in the hall outside the train room.

CN Brantford 1.0 was dismantled in May 2011 as I was approaching retirement. I had retained ownership of most of what had been on the layout, so I moved everything salvageable to my basement at home, and planned for the construction of a new layout.

In anticipation of this move, I negotiated the building of a new train room. This room was created by constructing a dividing wall in a relatively unfinished part of our basement, installing a drop ceiling, fluorescent lighting, laminate floor, and trim. The result was a very clean, bright, and comfortable space measuring 15' 6" x 11' 2".

A new track plan

From the start I knew that I couldn't fit the old track plan into my new room. In fact I wasn't sure if my new space could accommodate any model of the Brantford yard. Perhaps I'd have to develop a new concept. I decided to proceed by looking first at the question of layout design.

I wanted a multi-level shelf layout with a linear track plan, wide aisles and no duckunder. Most of the smaller multi-level plans that I studied used one helix. However, I had seen larger layouts with two helixes and added this to my wish list. Before long I had drawings for a two-level dog-bone shaped layout that had a helix at each end. On each level, the narrow part of the bone would fit along the walls opposite the entrance to the room. On the prototype, the station at Brantford sits beside a broad 35°

curve in the mainline. Ideally this section of a layout would take on the shape of a boomerang, with the station at the elbow. CN Brantford 1.0 had come close to this ideal by positioning the station at the front of the layout, near a point in the middle of the room where the layout edge made a 25° bend.

It took me a while to realize that, with the dogbone configuration, I could put the station in the corner of the room at the back of the layout. I would have to exaggerate the curve at Brantford to 90°, make some significant deviations from the prototype's yard design, and I was going to be viewing the scene from north to south instead of from south to north. But accepting these changes meant that I could go forward with the CN Brantford concept that I had first developed a decade earlier.

As I studied published track plans, the layout that became most influential for my design was Andreas Keller's CN Fergus Sub. This 14' long layout had three levels of sceniced shelves, something I don't think I had seen before. Here was a way for me to add some important scenes to the Hagersville Sub portion of my layout. Going to three scenic levels meant introducing a bridge across my aisle, but with the track being at 62" above the floor it was more like a nod-under than a duckunder. I was also going to block the furnace room door with a small yard, but I was sure that I could make this section lift up when not in use. A year and a half after tearing down CN Brantford 1.0, I finally had a track plan for CN Brantford 2.0. There would be four levels, including the lower staging level, and four helixes – stacked two on two.

In some respects having my layout on the tour drove construction of the project. It certainly created an annual deadline for the work that I wanted to show. By April 2015, I had built the 2'x6' lift section across the furnace room door, installed the fascia over the helixes, begun the landscaping for Caledonia, and completed the bridge

PHOTO ABOVE; In the winter of 2013 I decided that it was time to be back on the model railroad layout tour, which I had continued to organize. The sixty-four guests who came to my home for the April 2013 layout tour saw only a bare bones model of the Brantford yard, but I was excited to tell them the story of what was to come.

across the Grand River. By April 2016, I had constructed the Golden Cat kitty litter plant and the Hagersville elevator. I had created a back drop to the Brantford yard, and worked on scenery for the Cainsville part of the layout. For April 2017, I was able to show my newly built gypsum mine and wallboard plant. Construction of the layout has been essentially complete for a few years. I now spend most of my "train time" running the trains and adjusting the operations. But as the layout tour approaches each year, I get back to work on the scenery so as to have something new for those who visit.

Structures

The structures on my layout are meant to be representations of the prototype. To learn about the prototype, I rely a lot on Google Earth, Google Street View, and infor-

PHOTO BELOW LEFT: The layout in a box was an afterthought. I had drawn each of the four levels on graph paper with pencil, ruler, and compass. Then I realized that I could glue the paper to cardstock and mount the cut-out pieces in a shoebox. The layout was built as drawn, but in several places it was necessary to make changes to industrial trackage on the branch line.

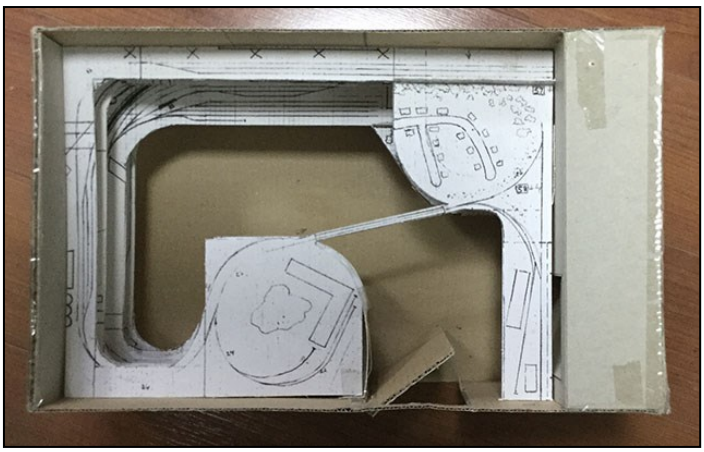


PHOTO BELOW RIGHT: Construction over the fall and winter of 2013-2014 was intensive. By the time that the April 2014 layout tour arrived, I had built a staging yard under the previously constructed main level. I had built four helixes in two stacks. I had put the connecting shelves in place. And I had laid track on everything but the upper level.

PHOTO ABOVE LEFT: The Golden Cat Kitty Litter plant in Caledonia. This paper on foam-core structure sits on a 2'x6'section of the layout that raises and lowers using drawer slides and counterweights.

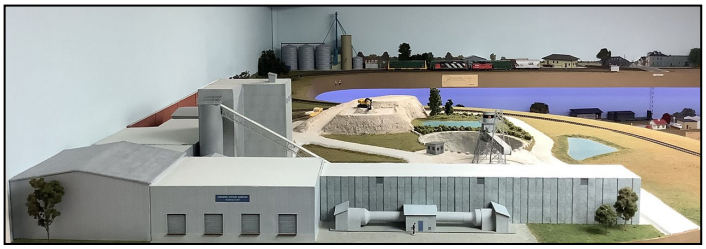


PHOTO ABOVE RIGHT: The Canadian Gypsum Company mine and wallboard plant near Hagersville. This scene on my upper level fills the area above a helix, and is the largest industry on the layout.

mation from internet searches. My preferred materials for industrial structures are paper, cardstock and foam-core board. I use Model Builder by Evans Designs, and also Microsoft Paint, to prepare the artwork; then print with an inkjet printer on 24 lb. paper. For smaller projects such as a house, I like to work with styrene brick sheets from Walthers, or siding from Evergreen. Plastic structures that I have picked up from train shows are used alongside the purpose-built structures to fill out the scene; while keeping things representative, at least in my own mind.

PHOTO ABOVE: The former Michigan Central station in Hagersville sat near the diamond where the CASO sub crossed the Hagersville Sub. The paper backdrop is a collage of edited Google Street View images.

PHOTO BELOW: Several of my scenes represent trackside neighbourhoods. This scene represents Ridgewood Drive in Brantford and was built between the upper and lower helixes. The three small houses on the right were scratchbuilt to represent houses typical of Brantford.

An evolving control system

Both CN Brantford 1.0 and CN Brantford 2.0 were built for DC block control, and for the use of multiple hand held throttles. In January 2018 I purchased the ESU CabControl DCC system, and set about to upgrade or replace the twenty-two DC locomotives on the layout. This was the beginning of a new (and very expensive) chapter in my model railroading.

The CabControl system can be used to control turnouts as well as locomotives. However, without a track diagram, and with the need change the throttle screen back and forth from locomotives to switch panels, this was not practical. So I turned to the free version of *iTrain* - a computer train control program produced by Berros.eu. The track plan was now displayed on a monitor, and with the click of a mouse I could control the turnouts and reserve track routes. Derailments due to an incorrect turnout setting were virtually eliminated.

Next, I purchased the first of several ESU Detectors and the Pro version of *iTrain*. My schedule had long called for trains that were not part of my car-forwarding system. These trains, both passenger and freight, could be thought of as "scenic trains." I wanted these trains to run more or less automatically in the background, as I manually switched cars in the yard and on the branch line. I have been successful in setting up the scenic trains to run according to the time on a fast clock; however operators assigned to switching duties are not always appreciative of a fast clock. In the future I'll have to allot more time for switching, or slow down the clock, or have a dispatcher run the scenic trains in sequence without the clock.

I have approximately 275' of track inside helixes. For long periods of time my trains are hidden from view. I have discovered that this provides another opportunity to use computer control. When I am finished with the manual switching of a yard or industry, trains that are part of my car-forwarding system can be sent to the next yard or industry; and unlike human operators the computer doesn't race the trains through the helix.

Working with train automation has been like finding a hobby within the hobby. There is potential for even more automation on the layout. However, I think that the switching operations will always be done manually.

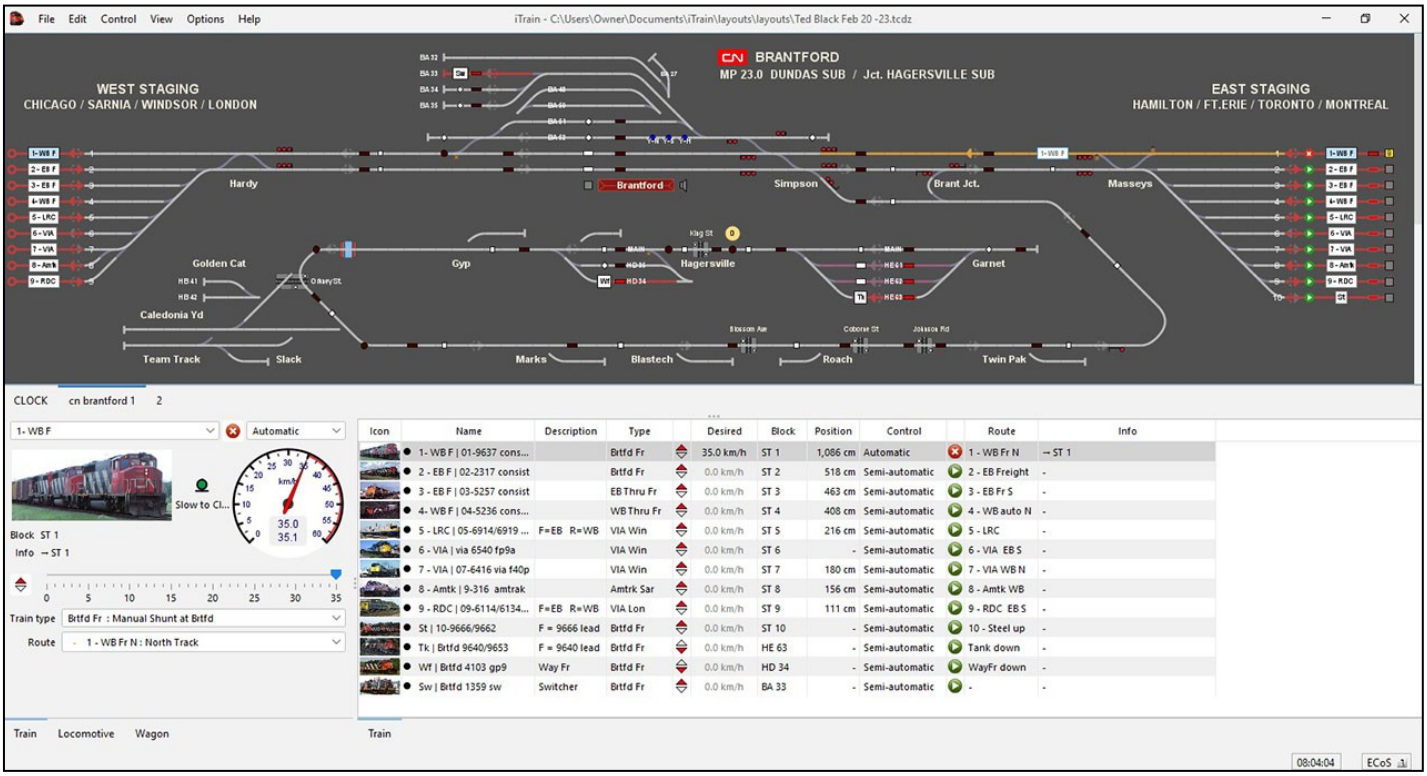


PHOTO ABOVE: The *iTrain* switchboard and train overview. In the track plan shown here, there is actually just one staging yard. Trains in west staging are simultaneously in east staging. The overview shows the status of the thirteen trains on my layout. Clicking on the small photo of each train brings up the larger photo, speedometer, and controls for that train.

Car Forwarding

I have used Ship It! computer-generated switchlists for car-forwarding, since 2006. Shipit! users know that car movement grinds to a halt after a few sessions if the system is out of balance. I have found it best to define car types and products in Ship It! so that most cars will move between staging and only one industry. Then, through trial and error, I determine the exact number of cars needed for each industry. When switchlists are generated, the results are quite predicable, but to me that is an acceptable trade off for the sustained operation achieved.

There are 145 freight cars on the layout. Of these, 96 are part of the car-forwarding system. The other 49 cars are permanently attached to the trains on which they run. Similarly, there are twenty-four freight trains that run through Brantford daily, but only four of these trains are known to *Ship It!* Each day these four trains leave staging, stop at Brantford, lift the same type of equipment as set out, and then proceed to staging with the length of each train unchanged. At the end of each day, four virtual trains run in *Ship It!* so that the actual trains in staging do not need to be turned.

Maintaining the focus

My layout is set in the year 1989. 1989 was the first year that the CN Timetable showed the Hagersville Sub running from Brantford to Nanticoke, rather than from Hamilton to Nanticoke. It was also the last year that Brantford

PHOTO ABOVE: Train 381, from Montreal to Windsor, is stopped on the north track at Brantford. According to the switchlist for 381, the four covered hoppers and CN box car seen at top of the photo will be set out on the yard's arrival track. The train will then lift the four covered hoppers and CN box car seen in the middle of the photo, and will take these cars to Windsor. Cars set out in Brantford are classified by the Brantford switcher for numerous local jobs. . For each job, *Ship It!* generates a switchlist noting the road, number, type, origin and destination, of each car to be moved. Action at most industries is akin to substitution switching, but I don't think this is out of place for 1980's railroading.

PHOTO ABOVE LEFT: GP9 4103 was set out in the Hagersville Yard by the crew of train 561S after delivering four cars to the Canadian Gypsum Company. The GP 9 will sit in the yard overnight and return to Brantford in the morning with the crew of 559N. 559N will switch cars in Caledonia, taking a string of five or six from Caledonia to Brantford. The GP 9 is a modified PROTO 2000 unit that was given to me as a gift.

saw sixteen VIA trains per day. In January 1990, the schedule was cut severely. The Amtrak train no longer came through Brantford, and the RDC's were taken out of service.

There are anachronisms on the layout. But when I add something new I try very hard to have it conform to my chosen era. This is especially so when acquiring locomotives. I might like Rapido's new Dash 8, but those locomotives weren't delivered until 1990. I had, and liked, Alco's FP4A and RS-18 locomotives, but these were retired early in 1989; so when I was upgrading my locomotives I took the old PROTO models off the layout. Even if a new model such as the M420 or the SD60F fits my era, I make sure that it was used in southwestern Ontario in 1989 before making the purchase. I think this discipline helps to define the layout. It also helps me to stay within my model railroading budget.

PHOTO BELOW: There is still a lot to be done. That 17 year old mock-up of the Brantford station definitely needs replacing. Most of the branch line needs ballasting, and the Garnet Yard still sits on bare plywood. Following the 2023 layout tour, our 15th, I announced that I was stepping away from helping to organize the tours. Maybe I will have more time to work on the layout. I am definitely hoping that I will have more time to operate it.

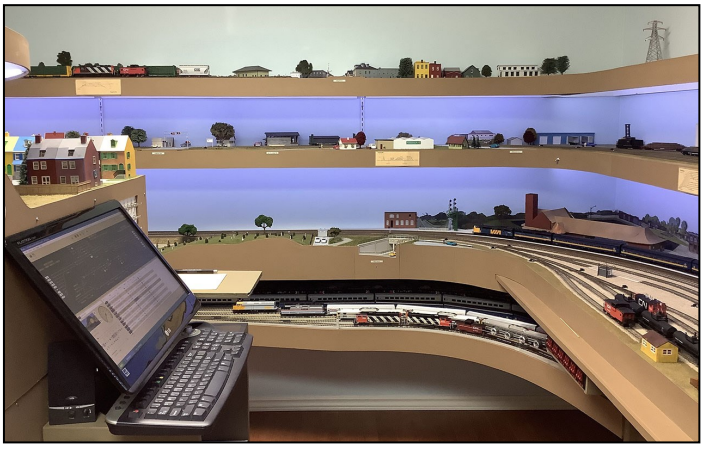


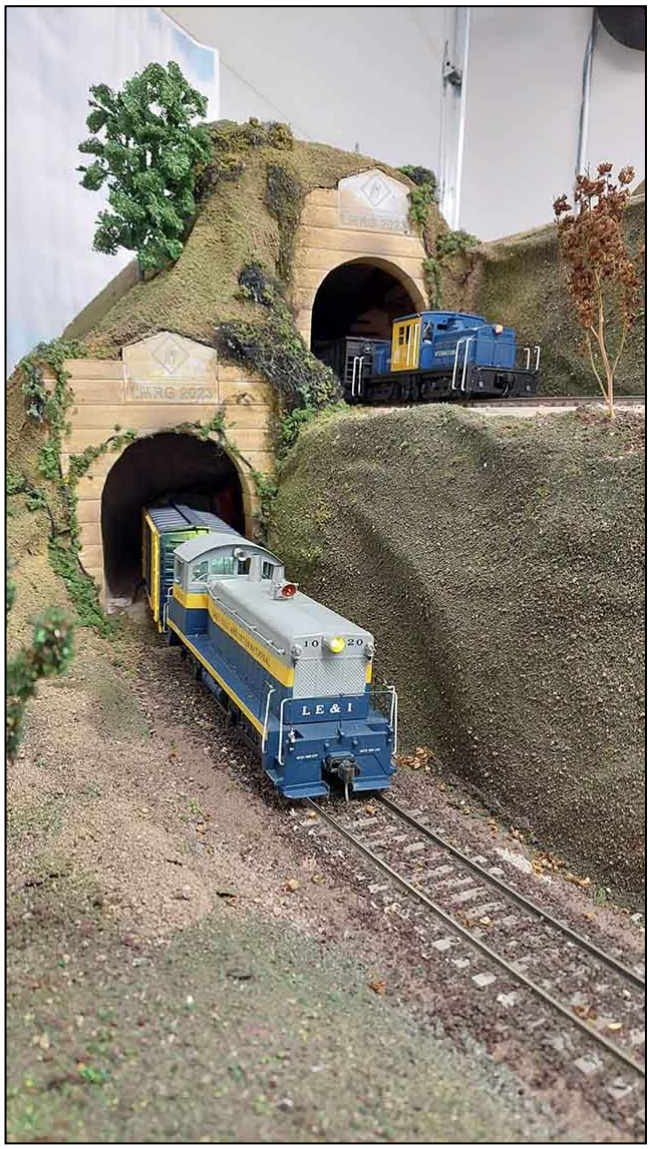
PHOTO ABOVE RIGHT: Waiting for the signal to change. There are actually three large Alcos leading this eastbound train at Brantford. This consist will appear on the layout four times over the schedule's 17-hour day; running as trains 410, 380, 392, and 424. Both 392 and 424 will set out and lift cars at Brantford. The other two trains will run through – unless held by the signal, as in the photo

THE STATISTICS

NAME: CN Brantford
SCALE: HO
ROOM DIMENSION: 15'6'' x 11'2"
ERA: September 1989
LOCALE: Mainline at Brantford, Ontario on the CN Dundas Sub: Branchline from Brantford to Nanticoke on the Hagersville Sub
BENCHWORK: Four-level shelf with four helixes: Shelves at 24", 36", 52", and 64"elevation: Helix tracks at 28" and 25 1/2" radius
MAINLINE RUN: 130' including helixes, 35' scenic portion
BRANCHLINE RUN: 140' including helixes, 60' scenic portion
MAXIMUM TRAIN LENGTH ON MAINLINE: 3 locomotives, 26 freight cars, plus caboose
MAXIMUM TRAIN LENGTH ON BRANCHLINE: 2 locomotives, 15 cars, plus caboose
NUMBER OF CONSISTS: 10 stored in staging, plus 3 originating in Brantford yard
NUMBER OF DCC LOMOTIVES: 17 freight, 9 passenger
TRACK: Atlas code 100 flextrack. Brass for scenic portions, Nickel Silver for hidden track
MINIMUM RADIUS: 25"
MINIMUM MAINLINE TURNOUT: Atlas No. 6
MINIMUM YARD & BRANCH TURNOUT: Atlas No. 4
MAXIMUM GRADE: 2.5%
MINIMUM AISLE WIDTH: 36"
RATION OF SCENERY TO FLOOR AREA: 83% (144 sq. ft. / 173 sq. ft.)
DCC SYSTEM: ESU CabControl
MAINLINE TURNOUT CONTROL: ESU Switchpilot decoders with Atlas switch machines or 9 gram servos
YARD & BRANCH TURNOUT CONTROL: Caboose Industry ground throws or Railcrew switch machines
TRACK DETECTION: ESU 50094 ECos Detectors
AUTOMATION: *iTrain* by Berros.eu
CAR FORWARDING: *Ship It!* by Albion software

MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS



BRUCE LECKIE (Ottawa, ON)

The **photo above left** shows an "O" scale Fuel Barge which started as a Sylvan Scale Models coal barge. The shack is constructed from cardstock, the fuel pumps and small crane are all scratch built of styrene and cardstock. The barge is usually pushed by the tug Raven **photo above right** (another Sylvan kit) and can be found in the harbour at Coralie Cove, a module with the Dirty 30 On30 modular gang of Ottawa. The skipper has just delivered a barge load of coal to the wharf at Coralie Cove.

IAN CLARKE (London, ON)

Photo left: Kit-bashed switcher No. 75 and All-Nation NW2 No. 1020 make their way down the helix on the new O-scale Lake Erie and International Railway at the London Model Railroad Group's south London clubhouse. The group holds Open Houses on the first Tuesday of the month from 7:30-9:00 pm.

DICK WALKER (London, ON)

My Pennsy GRa gondola is a Westerfield kits I had Pierre Oliver assemble and paint for me many years ago. I lettered the model myself. Pierre is the owner of Elgin Car Shops which offer custom model kits. Pierre does not assemble models for customer these days. I remember this style of car going through Woodstock, Ontario on the CPR during my teenage railfanning years. I grew up in Woodstock which is why I model the CPR in Woodstock and area during the 1950's. I didn't weather my model too much, just enough to take the brightness off the white lettering. With my eyesight (I am over 80), I really appreciated the custom decal set Al Westerfield created for this car. All the lettering for each section of the car side was separated out, making it easy to cut out and quick to apply.

DON DAVIES (Heritage Art Editions) (LaSalle, ON)

I have attached a "Sample" photo of our latest painting by our train artist Larry Fisher. We titled the painting, **"Busy Day at the T.H.& B. Roundhouse".** The Chatham Street Roundhouse in Hamilton, Ontario is quite congested during an unusually busy Saturday midday. Mainline diesels just coming in off the road while other diesel power will be readied for their next assignment then spotted to await The Call. Also adding to the congestion MOW equipment is set out on the storage tracks.

TH&B's diesel roster had 4 different models, all are on display in this 1955 scene. The very first diesel purchased by the TH&B was NW-2 switcher number 51 in December 1947. Presently she awaits her call to the turntable with van 63. Red caboose #63 was built in Hamilton in 1914. The TH&B began to repaint all their red vans in the yellow & black paint scheme starting in 1954. The color picked was to honor Hamilton's professional football team, the Tiger-Cats.

Another larger TH&B switcher, SW-9 number 56, shares the turntable with TH&B road switcher 76. The 1200HP SW-9s, arrived on the roster from GMD's new plant in London, Ontario during the winter of 1950 & 51. Four units of that class were ordered. Sharing the turntable with 56 is a 1500 horsepower GP-7 #76. Delivered in 1953 number 76 usually operated between Hamilton and Welland, Ontario. The Welland Subdivision was the eastbound connecting link for the TH&B to access Buffalo and the eastern United States.

The final diesel purchase for the TH&B was 3 GP-9's in 1954, numbers 401, 402 and 403. Numbers 403 and 401 have just arrived at Chatham from their Buffalo- Hamilton passenger run. When lashed as a pair the GP-9's always ran short hood to short hood. Nicknamed "Torpedo Geeps" because of their roof-mounted air tanks, the 1750 HP GP-9's were geared for 75 MPH and were the only company diesels equipped for passenger duty.

Because of rising costs and limited income, the TH&B merged into the Canadian Pacific system in 1987. Following the CP merger, the Chatham Street Roundhouse, which opened in 1930, closed. Demolition began in 1991. If anyone should order our new T.H.&B. print, we will also include the previous print titled, **"T.H.&B. Roundhouse in the Winter"** also done by our railroad artist Larry Fisher at **No Charge**. The value of this signed & numbered print is **$200.00** and only available as an Artist Proof, or Publisher Proof.

BARRY KELLY (Hamilton, ON)

I built and finished a Yelton Models TH&B Caboose #58. The model was built with a steel frame which #58, #59 & #60 didn't have but the 60 & 70 series did. The raised cupola was set on top of the roof which I had to raise to a more appropriate height. The hand railings and grab irons were cast on flush like an Athearn Blue box. I had to remove all of them and fill in the frame and using a Flexi File Ninja saw re-cut the tongue & grooves the best I could. I replaced them with Tichy & regular brass.

I changed the windows and one end door to the open position. The doors are 24" whereas they should be at least 30". The railings on top of the roof platforms broke at least half a dozen times so I replaced them with brass. The platform railings also broke several times so I kept gluing them back with Cyanoacrylate. It fell on the floor and landed on top to the cupola and broke off the railings which I replaced with brass.

They say to get the decals from either Black Cat or Aberdeen Car Shops. I couldn't get hold of Black Cat and Aberdeen shows out of stock on the one set and when I talked to him it didn't seem that these were going to be replace any time soon. Fortunately I found that I did have both versions.

I added stirrups and brake release arms. When I was applying the clearance marker lights it fell out of my hand and landed upside down on the work bench and broke the top of the smoke stack. I painted it with Floquil for the red and Revell for the black. The castings for the end railings are warped and I don't know how you would straighten them out. Instead of buying the trucks they suggested I found a pair of freight trucks that matched and replaced the coil springs with leaf springs. This is the first and last 3D Printed car that I will ever buy and suggest if you build one put it in a glass case when finished.

IAN MAYNARD
(Etobicoke, ON)

I have been very fortunate to collect some fine O-Scale models of Pere Marquette rolling stock created by fellow CARM Member Don Eastman MMR. During the past year, clear plastic cases were found complete with hinged doors to display these models.

JOHN ASKLAR (Niagara Falls, NY)

The **photo above left** shows a Lionel car repainted for the CNR and lettered with Black Cat decals. The **photo above right** shows a Lionel 2-8-2 repainted and detailed for the CNR.

PETER GARROOD (Rolleston, Newark, England)

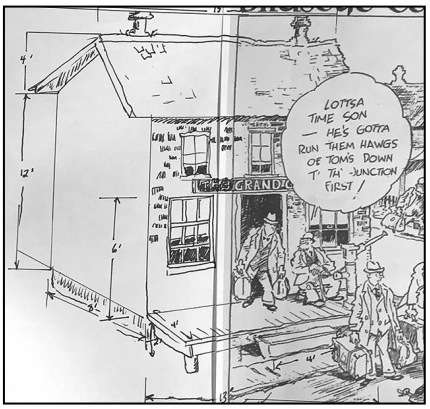
These two photos show my latest project on my HO CN layout here in the UK. This continues my theme of buildings in the Sudbury, Ontario, area, although this one is inspired by the Anchor Inn in Little Current, a bit further afield and somewhere I have stayed. The model has been adapted to a corner site on my layout but features and dimensions are based on the real thing. The model is a 2mm card carcass with a plasticard veneer. Windows are individually built up from plastic strip and shapes, as is the fire escape on the rear wall. There are almost 1,000 individual pieces. It is work in progress as it needs more details, including a sidewalk along the base.

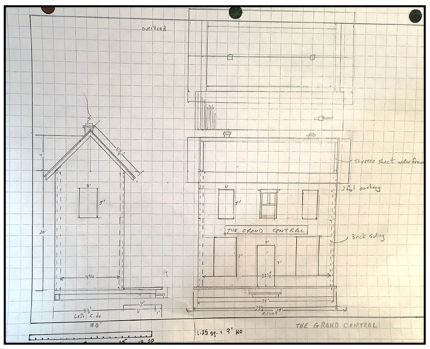
TOM MARSH (Houston, TX)

Something a little different for you from Houston, Texas. Having visited Canada a number of times for business and pleasure, I became a fan of CP and CN. As a result, I occasionally like to bring out some Canadian-related items to run on the Houston N'Crowd club layout, Bayou City & Gulf Railroad (http://www.houstonncrowd.org/layout/2015_layout.html).

Photo top left is my CASO special freight detouring on the BC&G. Must be some really valuable stuff in that one hopper!

Photo bottom left is the merger tug-of-war we staged on the BC&G, with CP and CN each pulling in their own direction. CP of course won. We will miss our KCS, but hope the CP does some interesting things when it comes to town.





PETER HALL (Kenora, ON)

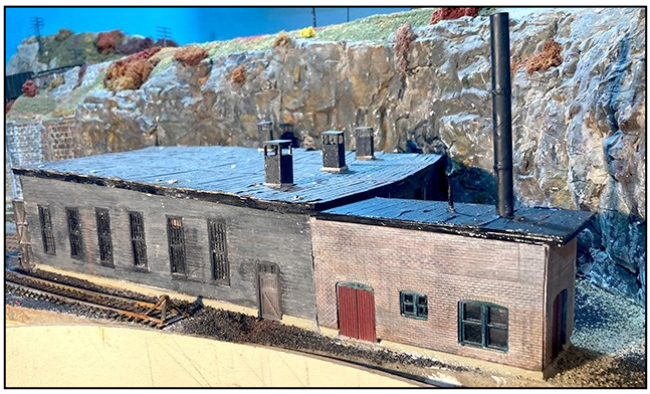
My latest project is based on the cartoons of the eminent Canadian cartoonist, Jimmy Frise. I am slowly building a model town in HO of Birdseye Centre and the latest is "the Central Hotel", that I started at 14 with a Suydam kit back in 1969. It hasn't weathered the several moves well over the years and now is just a wooden base. First, I expanded the cartoon, adding on the rest of the hotel, which was cut off in the original. Then I drew up a plan, however original plan had only 3 windows upstairs but review of other cartoons showed generally 4, and the original base is too narrow. Again, I was only 14 with a limited budget.

As the structure is brick, I have robbed a Roundhouse "Oldtimer 3 in 1" craft kit to create this kitbash. It too is from the earlier days of modelling. The walls are sections glued together and reinforced with styrene sheets glued on the back. You can see the white corners of the sheets sticking up on the peaks of the end walls.

I've used both the windows and doors from Roundhouse as well as Grandt Line medium and larger windows, with frames of sheet styrene added. The Roundhouse castings are chamfered, which makes a nice tight corner. I'm playing with adding the white mortar lines in the lower picture, which I had done before with varying success. You can see the original wooden base which I'll extend so the walls fit. I will rebuild the water pump if it's not in my wood scraps box.

My railway is based on the Temiskaming and Northern Ontario Rwy., and is called, (you guessed it), "The Birdseye Centre Railway"

PHILIP JAGO (Gloucester, ON)



Pieces of a Life Like Products "Belvedere Hotel" kit plus additional brick wall material provided the inspiration for this freelanced steam plant/boiler house to service the roundhouse and adjoining passenger tracks at Elizabethtown on my Quebec, Ontario and Pacific Railway, a wholly-owned subsidiary of the Canadian Pacific Railway, located in eastern Ontario. Although there is no prototype for the structure, the doors are scratchbuilt using plans of a boiler house/blacksmith shop found in the files of the Canadian Pacific Historical Association.

The interior wall finish is drywall mud applied to a depth to hide the various cast on bracings of the Belevedere Hotel walls. The boiler is from a defunct AHM 0-4-0 with a little bit of piping and valve handles added. The roof is framed in styrene, covered with tissue paper while the main stack is a cut down straw from Harvey's Hamburgers. Narrow strips of paper were added to simulate the individual connectors between the pipes. The steam pipe into the roundhouse and beyond is an old sprue, slightly out of scale but it certainly looks like it is suitably lagged and jacketed. Apologies for the toilet paper roll in the back, it snuck in as a placeholder for an eventual water tank to serve the roundhouse, etc. Some final details remain to be added, including something to hide the corner joints as well as interior lighting. The roof is removeable in case I wish to add further to the interior.

SERGE LEBEL (Sept-Iles, QC)

The **photo left** shows a very small section of my O scale 2-rail basement layout where I finally started the scenery after spending the last 6 years building benchwork, handlaying tracks and setting up a detection/signaling system. Finally things are starting to look more interesting than just bare plywood!

EDITORS NOTE: Serge is currently working on a layout article on his under construction "O" Scale layout and hopefully we will see it in an upcoming issue.

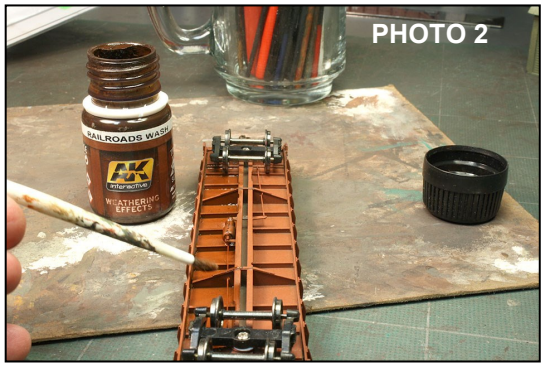
RICHARD CARNEGIE (Qualicum Beach, BC)

I like building Canadian icons. The five-span stone bridge in **photo right** is unique in North America. Built in 1903, it spans the Mississippi River at Pakenham ON (60 km from Ottawa.) **Photo below left** shows the thin plywood frame and stonework-in-progress. The model in **photo below right** is HO scale showing the "stone" work, which is a mix of large and medium "Chooch" cut stone applique, Gorilla-glued and painted a more realistic colour. The foot points upstream. Next step is making the water.

IAN DARWIN (Palgrave, ON)

The **photo left** shows the Erin Mill Model Railroad Club N Scale modular layout on display at the Woodstock Train Show on April 23rd.

GEORGE DUTKA (London, ON)



I purchased this Westerfield G22 Pennsylvania RR gondola from Dick Walker last summer. Dick has too many projects to complete and some needed to be sent to a good home. The model was already assembled but needed lettering, weathering and a load. Dick had commissioned Pierre Oliver of Elgin Car Shops a number of years ago to assemble and paint the kit along with a few others.

I began by changing out the wheels with Rapido steel wheels, added #158 true scale Kadee couplers and applying a gloss coat prior to decaling the model. I added a few Northeastern chalk mark decals which I have on hand. The model was then gloss coated again followed by a flat finish coating. The underside of the gondola was given a wash of AK railroad wash which comes in their rolling stock weathering set. The sides are lightly coated with PanPastel raw umber shade and AK asphalt road dirt near the ribs. Some powders are added to the interior. Vallejo rust texture is applied along the interior edges and the lower outside edges of the gondola. I held back from making the car to rusty.

I wanted this gondola's interior to have something interesting looking inside. So I decided to turned the interior of this gondola into one that was used for picking up leftovers at a work site. I had a good amount of tie plates that are laser cut by Monster modelworks that I thought would look neat. I also had some used ties, tar paper and milk crates that could hold rail spikes. The milk crates are 3-D printed by Dave's Decals. I think the interior of the car looks well used and I have another interesting car to add to the White River Division fleet.

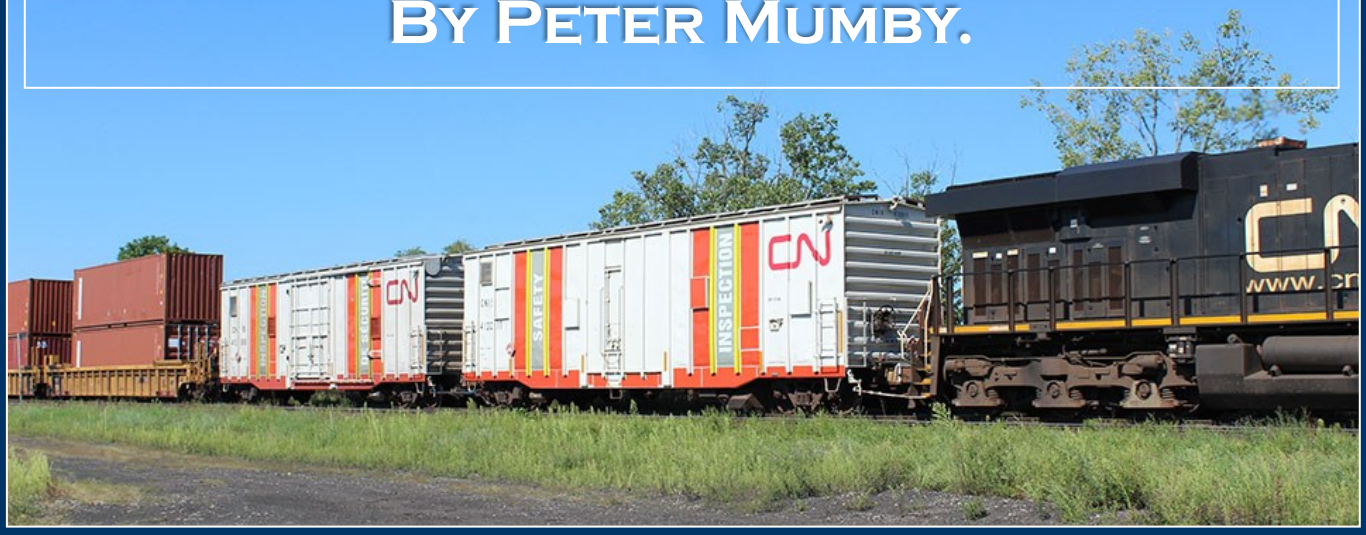
Photo 1: The decals are applied and set. I also added chalk mark decals from the Northeast.
Photo 2: The whole underbody is coated with AK railroad wash.
Photo 3: Some light weathering was done around the ribs using AK asphalt road dirt and PanPastel raw umber shade.
Photo 4 & Photo 5: Monster modelworks tie plates will be the main portion of the load. About half a sheet will be scattered around the interior. I just coated the tie plates with Bragdon rust powders in three tones. The interior of the gondola looks a lot more interesting with some details.

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

CN ATIP Boxcars

By Peter Mumby.



CN initiated its Autonomous Track Inspection Program (ATIP) in 2020. Operated under this program is a group of automated box cars designed to inspect track while operating at revenue speeds. Each car provides laser measurement with wireless communication and alerts along with GPS location. The cars are powered by a generator which is fed from a roof-mounted bank of solar panels. I don't know how many of these cars CN owns, but I will assume that 412000 is the class unit. I also have a photo of 412031, so this would imply a minimum of 32 such cars.

The photos show two cars, 412000 and 412011, at the head end of CN 3112E (148) at Komoka on September 01, 2021. They were thoughtfully marshalled in such a fashion that one car showed the side with French lettering and the other displayed the English "Safety Inspection" lettering.