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THE "CANADIAN"

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



THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003

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David King, Lex Parker

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PASSWORD: hopper



observation platform
john johnston: editor

THE FUTURE DIRECTION OF CARM

The CARM Board and the Officers of the 4 active Chapters have held several meetings over the last month to discuss the future direction of CARM. Many positive ideas have been generated during these discussions to increase the perceived value of CARM Membership and the group will continue meeting to flesh them out and put them into practice. Here is a synopsis of the discussions.

IMPROVE ONLINE PRESENCE:

Everyone agreed that the future of CARM and indeed any hobby organization today lies in having a strong online presence. This would include an improved Web site, a YouTube channel, Zoom meetings and the return of Zoom clinics. In addition to this online presence, we would continue current activities such as the Newsletter, Chapters and possibly Meets, though each may be changed to reflect the current situation.

WEBSITE UPGRADES: The Website is currently in the process of being updated with out-of-date content being removed and a plan being developed to encourage new content and to make the site more easily navigable. David King will be pursuing this in conjunction with several other members.

FACEBOOK: We discussed a Facebook page; however, it was agreed that it required a lot of monitoring to be effective which given our volunteer numbers was problematic.

YOUTUBE CHANNEL: Walter Reid offered to establish a YouTube channel and create a

plan to generate content from Members and he is pursuing that now. The Channel itself is up and functioning and can be found at.

[https://www.youtube.com/
@CARMYouTube](https://www.youtube.com/@CARMYouTube)

David King, Walter Reid, and John Johnston will co-ordinate the activities of the Web Site, the YouTube channel, and the Newsletter to maximize their usage.

ZOOM MEETINGS: There was overall agreement that we needed to begin monthly Zoom meetings/clinics as soon as possible. The Board has approved an expenditure of approximately \$250 for Zoom Pro on an annual basis. Zoom Pro will accommodate up to 99 individuals in a meeting. The next level of Zoom would cost more than \$300 annually and will be considered if necessary.

NEWSLETTER: The Newsletter will continue in its current format but there are developing challenges. Print costs have remained relatively stable; however, postal costs have skyrocketed with the latest increase from Canada Post being 25% and there are more increases on the horizon. In addition, Microsoft has announced it is discontinuing MS Publisher in October 2026 which has been our print platform since 2004. It has been suggested that we return to publishing 6 times per year. That would require a lot more content and that requires greater involvement from the Membership. I will speak to the Newsletter more fully under a separate heading.

COVER PHOTO TOP BY KEN LAYLAND: Two nearly identical CN locomotives lead a train across the Thames River bridge on the Forest City Terminal railroad. In the lead is SD60F #5555 followed by its almost twin, SD50F #5400.

COVER PHOTOS BOTTOM BY MALCOLM VANT: I built and weathered this small building by ITLA as part of my local NMRA groups annual modelling project. I enhanced the interior to resemble the slightly larger CP tool shed #2.

CHAPTERS: There were discussions about the role played by Chapters and even their continued existence. Chapters were overwhelmingly supported by those in attendance and the broader question became how to involve those who don't have access to Chapters in the same type of activities. This discussion reinforced the need to use Zoom to connect with members who are not in large urban areas which have Chapters. It also led into a discussion about Meets and it was concluded that a National Convention or Meet was beyond our current capabilities but that holding mini get togethers in conjunction with existing train shows, layout tours, or other such activities should be considered. A mini get together could be as simple as lunch or dinner as a group after a train show.

BOARD TERM: There was also a limited discussion about the 2 year term for Board members and its implementation.

DUES FOR ALL MEMBERS: Potentially the most controversial topic was re-instating dues for all Members. Currently, only Members who receive a print copy of the Newsletter, or who receive a Calendar, pay dues. The only costs for Internet Members are those associated with the Web Site and those are being paid from monies generated from past Conventions. As we look to increase our online presence and need to purchase items such as a Zoom license, this "convention" money is quickly being depleted. Since the benefits of these activities will be open to all Members, the cost should be spread amongst all Members. The amount has yet to be determined but the assumption is that it will be in the "nominal" category. Payment of dues will also give us a clearer picture of "active" members. Our current membership list is a little over 400 but approximately 320 of those are Internet Free members. No decision has been made with respect to Dues but the Board was overwhelmingly supportive of implementation. Expect to see something in the next Newsletter for implementation at the beginning of 2026.

John Johnston: Editor

CURRENT SITUATION WITH PUBLISHING THE NEWSLETTER

CURRENT SITUATION: I currently create two versions of the newsletter. The Print version has a colour front and rear cover with the remaining pages in black and white. The web version of the newsletter is in full colour and is distributed via email in PDF format. I distribute 74 newsletters by mail and 333 newsletters by email. The newsletter is distributed 4 times per year.

CURRENT COSTS: The Print version of the Newsletter and Calendar now costs \$36.24 per Canadian member to produce and mail. It costs \$44.48 per US member and \$64.91 per UK member. Revenue is \$36 per member per year. Canada Post's most recent increase for mailing was 25% and is the principle driver behind our cost increases. We can assume further increases moving forward. We are now losing money with each issue and this will only get worse. Dues increases for Print Members are a certainty.

TWO OPTIONS FOR PRINT MEMBERS: There are really only two options available to Print Members. Option 1 is to accept and pay an increase in dues in the near future to continue to receive a Print Version. Option 2 is to switch to the PDF Web Version of the Newsletter which has the added benefit of being in full colour. These are not decisions which have to be made today, but they are definitely on the horizon. To assist in making your decision, with this Issue, I will begin mailing the PDF version to Print Members at the same time as their Print Version is put in the mail.

If you haven't received one by the time our mailed copy arrives, there are two possibilities. One, check your SPAM folder to see if it ended up there, or Two, we don't have an up to date current email address for you. You can send a current email to either Ian McIntosh or to myself.

John Johnston: Editor



CHAIRMAN'S REPORT

CARM Evolution

The Board of Directors has been meeting to consider CARM's evolution. One essential thing is to improve services to our members. An important part of that is to have a Zoom account that we can use to provide online meetings, both for the overall organization and also for the individual chapters. We could of course still have face to face meetings, but would also be able to meet without travelling. Members could join meetings in other chapters, and those not in any chapter could also participate in meetings. Zoom isn't expensive but isn't free. To cover the additional cost, we would need to raise dues slightly, meaning totally free memberships would likely end. The Board will have more of these meetings before we're done. If you have questions or comments, email me at Ian McIntosh carmchairman@gmail.com.

Ian McIntosh

**DO YOU HAVE AN IDEA OR SUGGESTION
THAT WOULD IMPROVE THE NEWSLETTER**

send it to

Editor@Caorm.org

TORONTO CHAPTER:

This spring the Toronto Chapter held 4 layout visits for its members. All were well attended and from all reports, all participants had a good time. We thank Ed Freeman, Gerald Harper and Willie Waithe for hosting these sessions.

The first layout visit was hosted by Ed Freeman on his Nipissing Southern Railway. This is a modest-sized railway, U-shaped in a space 5.4 x 7.2 m. A lot of operations are packed into this space, and it is enough to keep 3 operators busy for a session. The layout is operated on a sequence basis, that has stood the test of time for many years. For more information and pictures see The Canadian, Winter 2020, #70.

The second layout visit was hosted by Gerald Harper on his Sweetgrass Subdivision, set in Southern Alberta. This layout has been described many times in the Canadian, most recently in the Spring 2025 Issue#91, where Gerald mentions that the railroad is going to be dismantled in the near future. 3 members enjoyed an operating session, including Dave Fleming, Harold Kemp and Ed Freeman. Since this session, Gerald has offered to hold another session on June 8, 2025.

The third and fourth visits were hosted by Willie Waithe on his CN Weston Subdivision layout, a beautiful N gauge layout that was built for operations. Many articles have appeared in the Canadian over the years as Willie is always changing the layout to accommodate and refine operations. This N-Scale industrial switching layout is proto-freelanced and is based on sections of the CN Halton and Weston subdivisions from the MacMillan Yard to the CP Lambton yard at The Junction. The prototype industrial segment depicted by the layout extends about 19 KM. (12 miles). The era is the late 1980s. Way freights (turns) originate at the MacMillan classification yard and serve industries at Rexdale and Etobicoke North. Yard transfers move cars between the MacMillan yard and the CP interchange (Lambton yard). The layout is approximately 14 x 24 ft. Control is by Lenz DCC and operation sessions are conducted using computer-generated switch lists (Ship It). Operations involve two-person crews: Engineer and Conductor/Brakeman.

Willie is also hosting a seminar on Ship-It for members who are interested.



Walter Reid operating in Nipissing Yard.



Mike Walton operating in Keene.

Dave Fleming (l) and Harold Kemp (r) operating.



Gerald, Harold, and Dave hard at work.





Engineer Howard Back and Conductor Dave Randall switching in Lampton Yard.



Ed Freeman, Willie Waithe, Sim Brigden and Walter-Joseph Grabowski enjoying a break.

NATIONAL CAPITAL CHAPTER:

The National Capital Chapter has three excursions in the tentative planning stages. 1: A visit to Keewatin with a possible layout tour 2: A visit to two layouts in the Cornwall area. 3: A visit to Exporail with a possible behind the scenes tour.

All of these are in the initial stages. Dates and other confirmations are yet to be determined.

Bruce Leckie

Calling All Photographers

Please submit photos for the 2026 CARM calendar

If you have an image that you would like to submit to us for use in the 2026 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 for consideration. Obtain all of the information about the image including:

**Location
Date
Photographer**

**Camera stats
Owner of items in the
scene**

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

Send your submissions to calendar@caorm.org before

July 4th, 2026 Thank You

MAKING YOUR TRAINS LOOK GOOD BY IMPROVING THE APPEARANCE OF YOUR LAYOUT

ARTICLE AND PHOTOS BY KYLE MILLER



PHOTOS ABOVE: The most obvious visual enhancement to any model train layout is a scenic backdrop.

Legendary O gauge model railroader and pioneer Frank Ellison once said that "Trains were the 'actors', the layout the 'stage', the structures and scenery the 'set', and the model railroad operations was the 'plot' of any model railroad". Most of us will not achieve the recognition that Frank did for his magnificent scratch-built structures, buildings and railroad, but there are two things we can all do to greatly enhance the visual appeal of our model railroads and our enjoyment of operating our model trains.

table skirt.
All of us like to enjoy the trains on our tabletops, but how many of us operators take the time to apply this simple treatment to our layouts? Adding a 'tear away' front drop instantly makes our layouts look great by removing the visual distractions of boxes, trains, clutter and other junk lurking just below the surface of our layouts. With no visual distractions, the trains

and model railroad take centre stage and become the sole, easy focus for anyone in the room enjoying the trains. Especially the operator!

After I added my backdrop and table skirt, my enjoyment of operating my trains increased greatly. Your train room and layout will instantly look better, cleaner, 'finished' and more professional.

PHOTO BELOW: Do you see something like this when running trains? Attachment point Velcro strips are now in place along table frame.

Many members layouts, mine included, have scenic backdrops added to the walls behind and beside the trains. There are a variety of commercially available backdrops that can be applied like wallpaper. Industrial backyards, city scenes or rolling country sides all enhance the layout stage and give the trains a place and purpose. Some members have reproduced photographs of their farm properties or other local scenes that produce a perfectly realistic setting. Others have painted scenic landscapes, clouds and buildings, or have had artistic friends supply their talents for us.

The second, and usually the most overlooked and neglected aspect of any train layout, is the 'front drop', or





PHOTO ABOVE: Detachable table skirts, now in place enhance the enjoyment of running trains.

For the price of a few pieces of rolling stock, and minimal effort, you can achieve this look for your layout. My front drop cost me about \$150.00 all in when I completed the project in 2019. The required materials are quite simple: Inexpensive fabric, cut in sections to fit; Velcro 'hook' and 'loop' strips to be able to attach the skirts to the table; hot glue and/or a staple gun; and the services of your local dry cleaner/tailor/seamstress (or maybe a spouse with a sewing machine!).

Let's get started!

First, let's measure up. My layout has 5 main sections that I wanted to cover up and be able to remove individually. My table height is 34" with a finished edge, so the required height of my table skirts would be 32" when finished. I accounted for a 1" hem at the top, so I could sew on the Velcro

PHOTO BELOW: Skirts can be easily detached and reattached to access storage and supplies under your layout.



strips, and a 1/2" hem on the other 3 sides to give a neat, finished edge. Many fabrics come in bolts of 36" or 48" widths. I confirmed the length each of the 5 required panels would be, added the measurements for the hems, and made a nice list of the measurements for the tailor.

Next, I went shopping at Fabricland to find an

inexpensive, lightweight, basic black, durable and easily washable fabric to be cut and sewn. I bought the required length as one piece and added an extra foot or two to allow for good measure. You may need to acquire it as multiple lengths.

I acquired rolls of Velcro to make the attachment points. I attached the firmer 'hooks' side to the wood side panels of my table, and had the softer, more flexible 'hoops' sewn to the skirt fabric. I cut matching pairs of Velcro strips about 2" to 3" in length and spaced them about 2' apart,

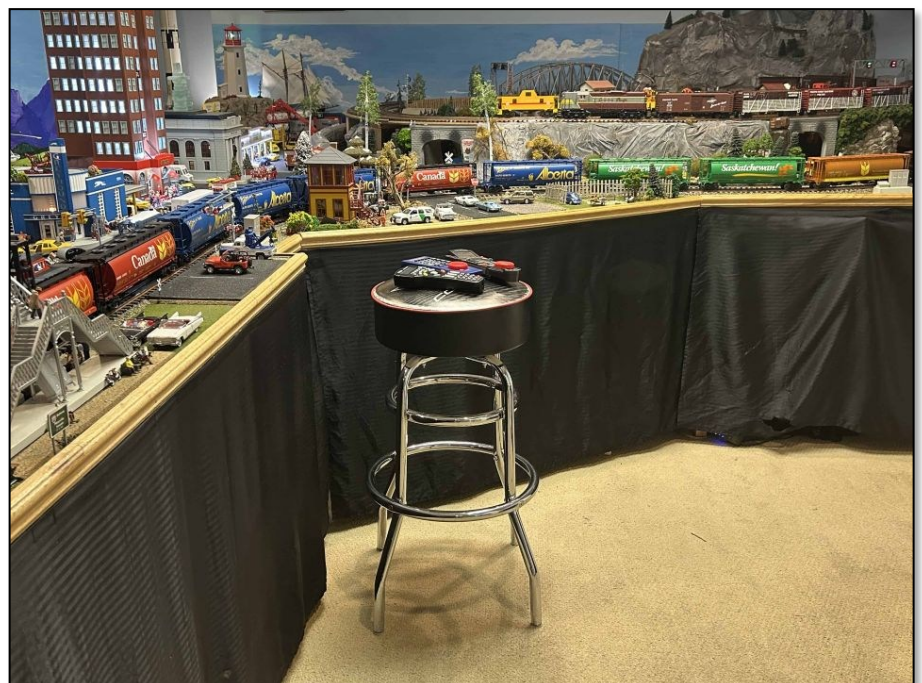
closer where needed. Of course you need a strip at each end of each skirt. This makes it quick and easy to attach or detach the skirts when you need to access under the table. You do NOT need to apply Velcro to the full length of the table or skirts. Attach one end, pull the skirt taught, press the next Velcro strips in place and finish at the other end.

After providing the measurements and instructions to my local tailor, I waited patiently for the skirt panels to be cut & sewn, and then for the Velcro 'hoop' strips to be sewn on, spaced as needed. They charged me about \$25 per panel to cut and hem to size. After receiving the final skirt panels, I attached the matching Velcro 'hooks' pieces to the table so they would match up perfectly.

That's it! Enjoy your Trains.

With the skirts in place, I can safely maintain all the chaos, mess and storage under my table without ever seeing it when I'm running my trains! Having no visual distractions and clutter makes for a very enjoyable experience when operating and makes for a very pleasing visual experience when sharing your layout and trains with friends and visitors.

PHOTO BELOW: With the skirts in place, the trains can take centre stage with no visual distractions. Enjoy!



DCC SOUND DECODER RETROFIT

BY WALTER-JOSEPH GRABOWSKI



I recently completed a wonderful dcc retrofit & upgrade of an older N scale Bachmann Spectrum GE 44-Ton yard switcher from William Waithe's superb CN Weston Sub. To date this was the most challenging and most rewarding dcc install that I've had the pleasure to complete. The three reasons for considering this upgrade: A) improve the slow speed performance B) improve the lighting C) add high quality realistic sound.

Prior to disassembly I weighed the locomotive and it was 35 grams, and it needed to be closer to 50 grams. So I researched tungsten tape (used in pickleball racquets) and found a great product on Amazon. After applying 12 thin pieces to the exterior body I achieved the target weight of 50 grams.

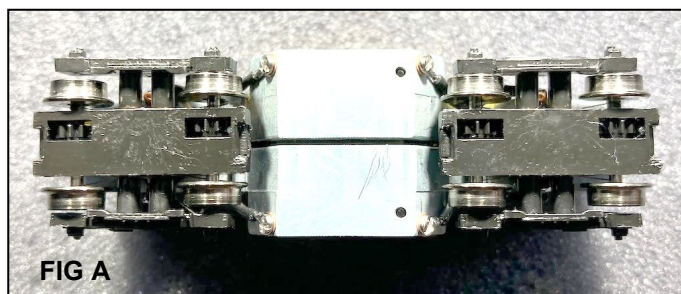


FIG A

The original factory dcc non-sound decoder was very spartan in its design and efficiency, so I selected an ESU LokSound 5 Nano with a Danish OWS 9mm x 16mm speaker & baffle that fit wonderfully inside the top cab. The LokSound 5 prime mover sound file was a dual Caterpillar D17000 with prototypical 1st generation switcher horn and bell sounds. The split-frame required some milling to make room for the decoder, I used a Proxxon MF70 vertical end milling machine to remove about 3mm. Extremely handy and very accurate. I also used the Proxxon to drill #62 pilot holes for the 00-90 machine screws. To improve the electrical power pickup I hardwired the trucks to the split-frames with Daburn AWG28 hookup wire, 00-90 machine screws (hand tapped), and phosphor bronze

ring connectors. Fig. A. The original (cold white) LED directional headlights were removed and upgraded using EveModel 2700k warm white 0402 SMD LED's, that pro-

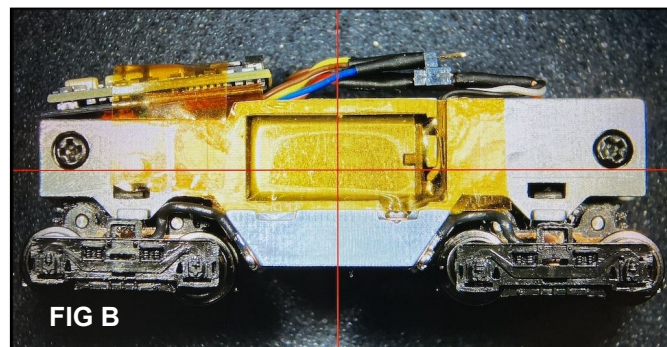


FIG B

duced a very nice warm incandescent glow with realistic prototypical dimming. I discovered pin header and socket connectors on DigiKey Canada, and used (2) 6-pin connectors for wiring the motor, track power, lighting, and speakers. Fig. B & Fig. C. The pulling power was dramatically improved with the tungsten tape, and now (10) 40 gram cars can get switched without a single hesitation even on curves. The switching mode speed was also greatly improved due to the efficiency of the ESU LokSound 5 Nano decoder, and now it gently creeps along providing more realistic operation. This was truly remarkable!

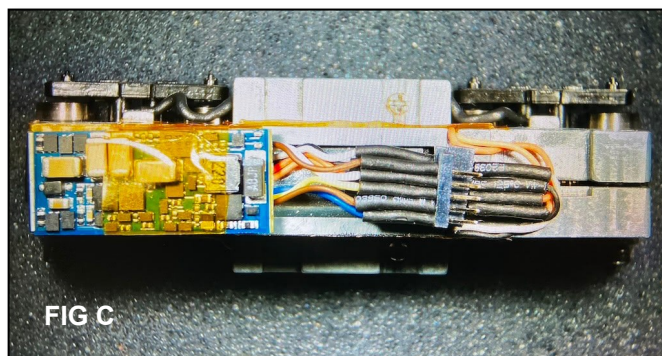


FIG C

MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

PAUL ALLARD (Milton, VT)

CN DOUBLE DOOR BOX #590281

This car started as Sylvan kit HO-1079, a CNR 1949 double door auto box car. I enjoy building Sylvan kits and have a fair number of them on my Northern Vermont Railway layout. During the cold days of winter, it was time to pull this kit off the shelf and put it to work on the layout. The kit was built following the Sylvan instructions. Before putting the car into the paint shop, it was cleaned using a bristle artist brush and Dial soap. The soap was rinsed off with water and the model was given a day to air dry. The car was painted with Tru-Color #196, CN 1945-60's freight car brown. This paint provides a nice smooth surface for the Sylvan supplied decals. The model received an over coat of Testers Dullcote applied with an airbrush. Since a 1949 car is nearly new on the 1950's NVR only light weathering was added using Pan Pastel.



CPR 50FT FLAT #101590

This car is a Proto 2000 HO kit. It was found assembled at a Train Show for a good price. It needed a load so I purchased two packages of Walther's Scenic Master HO tractors. To hold the tractors, a frame was constructed around the models using Northeastern Scale lumber. A second frame was constructed to lock the load in place of the flat car deck. Using the two frame approach, the load can be locked in place when on the flat car deck or lifted off for empty car routing on the layout. The car received limited weathering using Pan Pastels.



PUBLICATION INFORMATION FOR *THE CANADIAN*

The Canadian is published four times per year.

Submissions should be submitted to John Johnston at editor@caorm.org by:

Spring Issue: February 1

Summer Issue: May 1

Fall Issue: August 1

Winter Issue: November 1

ANDY MALETTE (Etobicoke, ON)

I built a building flat for the Owen Sound backdrop of my layout. It is of the North American Bent Chair/RCA factory that was on the CNR side of the river opening. I built it in S scale. The frame is aluminum 'L' girder. Twenty two nine - windowed panels are resin castings I produced using a pattern made from DPM HO building wall sections. Three panels had different window configurations and needed to be cut and spliced from DPM building sections. It is eight feet long and sits across from where the turntable and roundhouse will be. It has just been test installed and some adjustments are in order.



KYLE MILLER (Coquitlam, BC)

VIA F40PH Power Parade: As VIA acquired its new motive power fleet in the 80's, the EMD FP-9s and FP-4s were retired. MTH was quick to start issuing the popular F40PH passenger diesel in VIA livery. MTH also produced several sets of very attractive semi-scale passenger cars with the VIA colours, so it was easy to compile a long passenger train that would require two-dual powered engines to pull it.

As well as the familiar 'Canada' scheme, they also produced several custom painted F40PH versions and 'wraps'. I acquired the original VIA diesels, but also started collecting the other attractive variations. #6402 (powered) & #6419 in the Canada scheme, #6411 (pwd) with the 'Operation Lifesaver' livery, #6405 (pwd) & #6432 in the Kool-Aid' wrap, and most recently the new Atlas O #6416 (pwd) 'Love the way' bilingual wrap. These diesels give me plenty of options to run multiple units on multiple trains. I usually run 2 power units and a dummy with 14 passenger cars as my version of 'The Canadian', or 'SuperContinental'.

<https://www.youtube.com/watch?v=knJ4wdb07dw>



MALCOLM VANT (Ottawa, ON)



As part of our local NMRA group's modelling project this year, we are learning how to weather different small buildings made out of different materials. This is a laser cut HO scale lineside shed kit by ITLA with a number of enhancements. I made the interior to resemble the slightly larger CPR tool shed #2. So there are fewer tools than the prototype but most types are there. This shed is badly in need of paint and the section gang has volunteered one of them to repaint it. He's just getting started on the trim. His buddies promised to bring him a ladder to do the upper part. The figure is from a Woodland Scenics painters set, but he was in painter's whites, so I repainted him completely. Plants and shrubs were made from scratch and laid over several layers of static grass. **ADDITIONAL PHOTOS ON FRONT COVER.**



GEORGE DUTKA (London, ON)

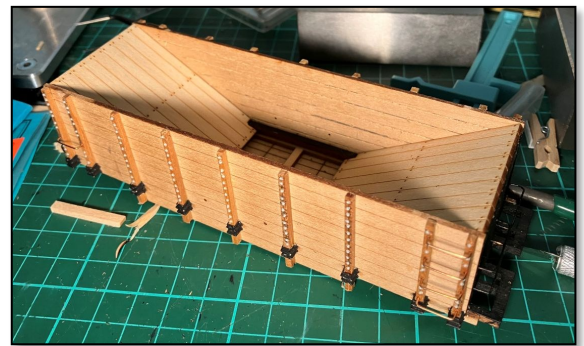
My good friend **Peter Mumby** passed recently and I acquired his On30" equipment and module that we built together. We each have a module that connect. This was one of the engines Peter ran which had DCC. It is factory painted but we added the decals and dry transfers to emulate our home road using what we had available. I took this photo of the engine on my turntable which is located on my module. The turntable is built using an Atlas HO scale bridge



WALTER REID (Mississauga, ON)



I have been working on this craftsman kit of an On30 hopper. Putting detail on the stakes was a challenge. The box on the ends contained the weights to get the car to proper weight. Currently I am on vacation and thought you might like this shot of the ICE train which I saw for the first time at Amsterdam Central Station.



PETER HALL (Kenora, ON)

The photo shows the brains of my DCC system. The shelf swings up and locks in place under the layout once everything is tested and then ready for railroading once more. At present I'm rewiring my DCC system after testing everything as I went with a regular DC powerpack. I also have replaced the pot light halogen bulbs with cooler Halo 4 inch foods with an 89 degree beam angle. Picked up at Home Depot in Winnipeg. As I'm 6'3" and the ceiling is 6' 3 1/2", there is a discernable heat reduction when I stroll past.



RICHARD MORRISON (Scarborough, ON)



After a long search, I finally found an inexpensive large roll-top desk to use as a workbench. This one will be used for building and repairing structures, locos and rolling stock and keeping tools and parts organized and close at hand. A roll-top works equally well for those who build model planes, ships, tanks, cars or dioramas. Even woodcarvers may find a roll-top handy. Anyone considering a roll-top as a workbench must assume there will be paint and glue spills and scratches on the desktop. Although you may be able to fix such blemishes, modelers certainly don't want the hand-crafted museum pieces that usually appear in an internet search for roll-top desks. In addition to the high price tag, these heavy gems don't come apart easily, necessitating movers and a truck for delivery.

This one had been originally sold at Costco about 20 years ago and was offered for only \$150 on Kijiji. It unscrewed into five parts that allowed me to use my car to transport the pieces home. With my wife and son's help, we carried in the desk pieces ourselves. The desk will be used for kit building and locomotive/car assembly and maintenance. The lower drawers will hold unbuilt kits, books, plans and tools, while the little cubby holes and mini cupboards above are for wheel sets, couplers, roof walks, locomotive components and kit building parts such as wood strips and anything else I can think of. There are even a couple of shelves that slide out from beneath the desktop to support things like plastic sprue trays, prototype photos, instructions and glued components waiting to dry.

Although the desk comes apart, the top is heavy and bulky so I didn't want to have to carry it to the layout room downstairs. Instead, since the oak laminate finish matches the nearby dining room table and sideboard, the desk sits in the ground-floor dining room. With the tambour rolled down, models in progress can be concealed whenever the Royal Family drops by for dinner.

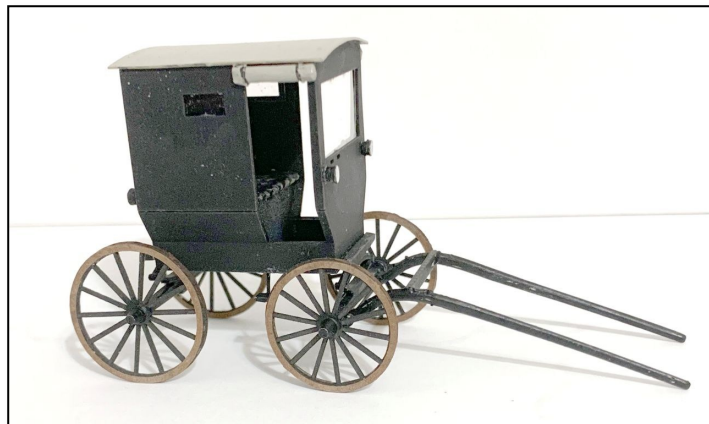


ED FREEMAN (Toronto, ON)

I picked up this little kit at the Narrow-Gauge Convention last fall and thought it would help fill up a gap in my Nipissing Yard. Here is the completed yard building situated between my coal tower and the sand house. I do like the way it fills in the scene.

WAYNE WESSNER (Cambridge, ON)

Great model of an Amish buggy from Berkshire Valley Models. Small but a challenging model to build. Very pleased with the results and a very quality kit.



PROCOR: When is a tank car not a tank car?

By Keith MacCauley



Oakville ON 11/3/2000 KM photo

When a tank car is not a tank car? The freight car shown in the attached photo is not a tank car. It is actually a specialized two compartment covered hopper used to transport a specialized salt. The payload is loaded as a slurry with the liquid drained prior to transport. If the liquid remained, the car would have classified as a tank car. At destination an internal sparger system is used to introduce water to offload the commodity again as a slurry using bottom outlet valves. Between 1982 and 2000 Procor Oakville built some thirty-four salt slurry cars for Dow Chemical and BC Chemical.

STARTER SETS FOR KIDS

By Randy Schnarr



It's now been seven years since the Bruce County Museum Railway was launched, and in that time, many generous individuals have donated old and unused trains. I've been repairing, cleaning, and assembling these into **starter sets** designed especially for kids, complete with 5 cars, brass track, at least one turnout, a power pack, and other essentials, all priced to encourage participation. **Starter sets range from \$39 to \$99**, with most priced at the lower end. Mid-priced sets typically include: Two turnouts, and two transition cars to allow for compatibility with knuckle couplers. Higher priced sets typically include two turnouts, knuckle couplers on the rolling stock and eight wheel drive locomotives. Some may have alloy or nickel silver tack.

Each set now also includes an 8-page introductory booklet. This guide encourages young modellers to create layouts that simulate real-world railway operations including moving goods & people. The final page of the booklet invites owners to request free images of industrial and railway structures that support realistic operations. Simply print and mount. These include: **Industrial Sites:** showing the journey of raw materials like lumber (forest → sawmill → furniture factory or lumber yard), oil (oil fields → refinery → distributor), coal (mine → distributor → homes and factories), and grain (local storage → flour mill → food terminal). **Railway Structures:** including a passenger-only station, a combined passenger/freight station, a freight shed, an unloading ramp, and a stock pen. Each image includes explanations of the structures' roles and the types of rolling stock used to handle each commodity.

This project is a non-profit activity when you consider the costs of track connectors, cleaning supplies, couplers, printed materials, storage boxes, wiring, buying hard-to-find components, and travel expenses. On average, each set requires 3-4 hours for track cleaning and upgrading connectors, repairs on trucks, couplers, and drive trains, and for printing, packing and arranging sales. The objective is to **inspire the next generation of railway enthusiasts and modellers**. I'm currently gathering equipment to assemble sets #128 through #139.

If CARM members are interested in building their own starter sets, or making a donation, I can share print information in Excel format. Please include your Chapter name. Email me at randyschnarr@gmail.com

BRUCE COUNTY MUSEUM & CULTURAL CENTRE

Join us at the Bruce County Museum & Cultural Centre to explore a meticulously recreated layout of the Wellington Grey Bruce/ Grand Trunk/ CNR railway from Palmerston to Southampton, complete with five major towns and four flag stops. A return trip for the "local" runs almost 30 minutes. Just press the red button to start.

Every major structure is scratch-built from historical drawings and photos, offering a rare opportunity to re-live life along the Southampton Subdivision.

Highlights for Modellers and Fans of Railway History:
Authentic architectural scratch-built models based



on archival materials.

Realistic track plan reflecting original operations. Operating Lionel train with Whistle Pull cord (new) for the young (and young at heart).

Ring the bell from CNR locomotive 1319 wrecked during Hurricane Hazel (new).

Bring your passion, your curiosity, and your family—there's plenty to see and learn. You may also enjoy the many other interactive exhibits throughout the museum.

...keeping our railway history alive!

33 Victoria Street N., Southampton, ON, N0H 2L0
519-797-2080



PHOTO ABOVE: The roof is coated with a wash of grey paint.

I kept the weathering on the sides and ends minimal, or as the sides have been repainted a couple of years ago. I did this using PanPastel Paynes grey extra dark which is a very dark grey, almost black. I began along the lower edges of the car then along the ribs then lastly on the door. The doors got a bit extra powder. On the ends I applied a light pull-up motion from the area of the wheels as kick-up spray using PanPastel neutral grey. The last thing I applied to the doors was bits of old placards made from scrap paper that was toned down with PanPastel leftover powder on my brush.



PHOTO ABOVE: Some kick up spray is added to car ends. The extra dark grey used on the car sides and ends is also seen here.

Modeling From The Prototype

**By Kevin Smith
(retired Green Mountain Railroad engineman)**

This is kind of a neat prototype operation one can add to your layout which is reflective of what once happened on the Green Mountain Railroad Co. in Vermont in the 1990's.

The prototype photo is how the Green Mountain Railroad received track ballast. Frank Whitcomb Corp. (FWW) would truck the ballast over from their North Walpole, New Hampshire facility. Using the old coal dock, they'd dump directly into our ballast cars. We'd spot one bay, they'd fill it, then we'd shove down to the next bay. This was done on what's known as the Pocket Track, adjacent to the Patch Track, just across the canal bridge at Bellows Falls. The picture was taken from the engine on the Main.

The HO model is obviously inspired by the real truck. It's an Atlas Ford LN, cut down to 6 wheels with a modified Mini Metals dump body & extra details



CN WESTON SUBDIVISION: Eliminating More Track

Article and Photos by William Waithe

As part of a plan to reduce the number of industries on the layout, two food-related industries, *Dorney's Meat Packers*, based on the prototype St. Helen's meat packing plant and *Loeb Foods*, based on the prototype Lipton's plant were combined into one industry as "*United Foods*". This resulted in an excess of track space needed to accommodate freight cars. Accordingly, as previously reported, two tracks were removed from the meat packing sector (cf. *The Canadian* 2024, issue # 89, p.4). Here, I describe the removal of two tracks in the former Loeb Foods plant and the resulting modifications to the site.

DIAGRAM BELOW: The two lower spurs shown at #7 are to be removed. Removal of the two facing point spurs at # 6 was previously reported as cited above.

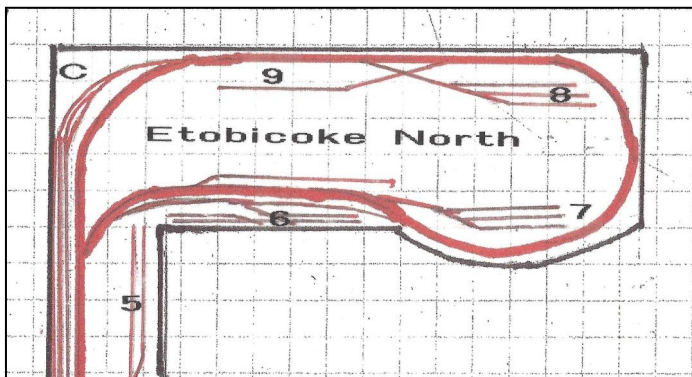


PHOTO BELOW: A photograph of the former Loeb Foods plant. The two tracks holding the tank cars and the boxcar are to be removed.



PHOTO TOP OF PAGE RIGHT: The site of the two removed turnouts is in the area of foliage between the two upper tracks at the left of the photograph. After removal of the turnouts and their associated tracks, the holes in the Styrofoam surface (the site of the turnout's servo motors) were patched and the surface sanded and leveled. The Styrofoam base was then covered with a layer of spackling material. After drying overnight, the surface was sanded and, a thin, 0.1cm sheet of polystyrene was attached with Weldbond adhesive to provide a smooth, even surface. This surface was then painted with two coats of cement- colored paint. I use a flat white acrylic paint base mixed with powdered tempera paints. A retaining wall, formed from 4.0mm styrene I-bar painted

grey was attached with cyanoacrylate adhesive. The entire surface was then lightly weathered with faint streaks of a black wash. Road grade crossings were redone with spackling material and re-finished.



PHOTO BELOW: The building openings for the two tracks were closed using spare doors from a previous building kit and door overhead details were applied using scrap parts. The building façade was re-painted and weathered.



PHOTO BELOW: The final result: The parking area was populated with vehicles, courtesy of Justin Parry.

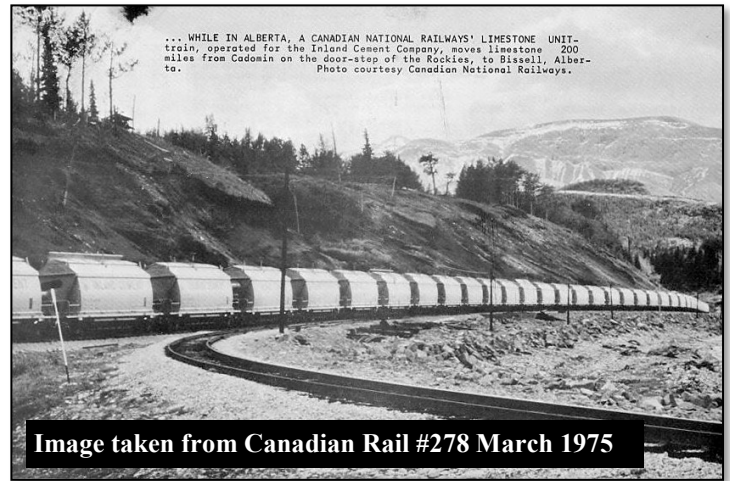


PROCOR

Rock Limestone

Covered Hoppers

By Keith MacCauley



Among the more unfamiliar designs of covered hopper cars (AAR designated 'LO') were a series built by Procor beginning in 1969. Most likely inspired by the so called 'Barrel' Ore cars constructed by NSC in 1967, the small 2,100 cu. ft. capacity cars, would spend their entire lives in relative obscurity moving limestone minerals two hundred miles from a mine in Cadomin (SE of Hinton, AB) to a cement processing plant located in NW Edmonton (CN Bissell Yard). Similar to the NSC built ore cars, they operated in unit train fashion. Constructed by Procor at their Oakville Ontario plant between 1969 and 1980, the cars were lifetime leased to Inland Cement.



UTCX 44670, built 10/1969. First car built, subsequently renumbered UNPX 121600

While comparable in appearance to the NSC built cars, the Inland LO's featured in motion loading and unloading. Copying the NSC roof geometry the Inland cars were equipped with full length rectangular hatches fitted with rubber-tired masts. Scroll assemblies located pre-loading and post loading opened and closed the

hatches as the cars moved through the filling operation. Track beneath the loading tipple was on a 2.5% grade. Disconnected from the motive power, the cars moved through the tipple by gravity. Connected to plant air, the cars were advanced manually and positioned using their onboard air brakes. At the destination cement plant, unloading was accomplished by indexing each car over a pit. Horizontal sprockets equipped with cams and levers connected by a chain loop operated full length bottom doors. Placed beneath the center sill the sprocket cams were engaged by angle iron fixtures placed between the rails to open and close the doors. The bottom doors were positioned such that the limestone payload, known as 'rock limestone', was dumped outside the rails through grating into a pit.

Initial estimates of the available limestone reserve were that the mine would play out in just over half a century. While this would indicate a ceasing of operations in the early 2020's, Google earth images show current ongoing activity. Between 1969 and 1980 Procor constructed some 181 so called

'rock limestone' cars. Owing to revised bridge loading requirements (known as Cooper E60), cars built post 1976 were made artificially longer while maintaining the same overall capacity. Related to mayhem during unit train operation, a handful of the later built cars were constructed as wreck replacements. The line from

Cadomin to Edmonton has portions with severe grades. As a result, Canadian National stipulated that the cars be equipped with a higher braking ratio, i.e. higher braking forces. Nevertheless, on one occasion the unit train ran away uncontrolled and derailed with a handful of cars careening deep into a canyon. In the aftermath some of the derailed cars were repaired and returned to service, while others are, in theory, still in the canyon. At its peak, operation of the unit trains (CN U894/895) involved sixty-car consists, scheduled twice per week. Some four hundred thousand tons of limestone were transported annually.

Initially constructed with UTCX reporting marks, early on the Procor rock limestone cars were remarked UNPX. In the mid to late 1990's, acknowledging a revised lease structure with Lehigh Hanson, the cars were remarked with PWCX reporting marks. Through mergers and acquisitions, Inland Cement became Lehigh Hanson and today is known as Heidelberg Materials; see <https://www.heidelbergmaterials.us/about/history>.

Simultaneously, in the mid 1990's the AAR Gross Rail Load (GRL) limit increased from 263,000 lbs to 286,000 lbs. Owing to the forty-year eligible life limit of the initial build of cars (built pre-July 1, 1974) and with no opportunity to increase the capacity of a closed car body, the diminutive covered hopper cars were removed from service 2008/2009. As mentioned, the limestone mineral to cement processing operation continues. The highly specialized LO's were

supplanted by 2,300 cu. ft. Trinity built open top hoppers cars (AAR Class HTS), equipped with rapid discharge outlet gates. Apparently, the need to keep the minerals out of the elements and dry was overcome. For a relatively brief period the two groups of cars were intermixed. Current Google earth images of the Heidelberg Materials installation show several dozen of the HTS's cued up for off-loading. Photos of both the Procor built (UNPX/PWCX) and Trinity built (PWCX) can be found online at:

<https://canadianfreightcargallery.ca/>

<https://www.rrpicturearchives.net/> .



UNLOADING PROCESS



PHOTO ABOVE LEFT:
Bottom gate opened.

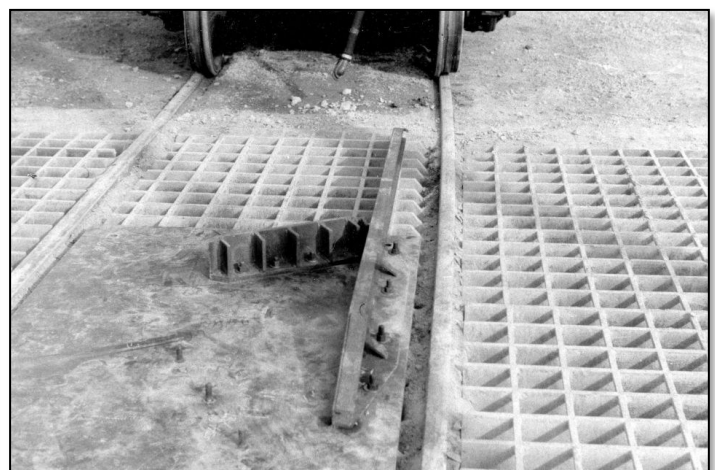
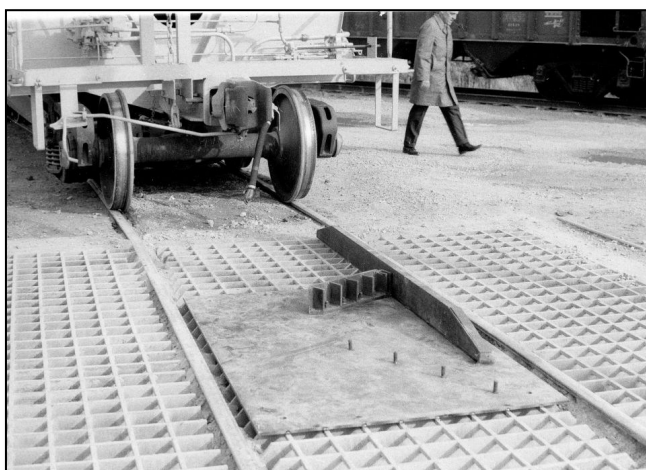
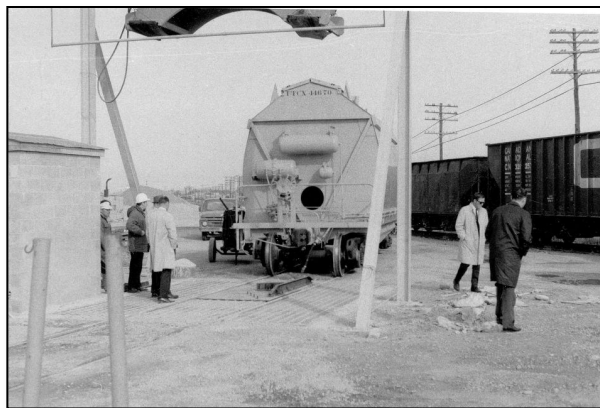
PHOTO BELOW LEFT:
Car approaching bottom
gate opening fixture.



PHOTO ABOVE RIGHT:
Bottom gate closed.

PHOTO MIDDLE:
Unloading pit, fixture at top
appears to be car shaker to
dislodge frozen minerals.

PHOTO BELOW RIGHT:
Bottom gate opening
fixture.



CP CABOOSES FROM THE COLLECTION OF THE LATE PETER MUMBY

Courtesy of George Dutka

