



THE "CANADIAN"

a bi-monthly publication of the
"Canadian Association of Railway Modellers"
www.caorm.org

JULY AUGUST 2004 ISSUE #4

FIRST NATIONAL CONVENTION A GREAT SUCCESS

From the feedback, it appears that everyone who attended the 1st CARM National Convention thoroughly enjoyed themselves. The interaction between the modelling and prototype fraternities proved to be an excellent mix. CRHA was also pleased with the outcome and are considering joining us again next year in Winnipeg and have suggested a joint convention in 2006 at the newly renovated Rail Expo in Delson. We will be reviewing these opportunities. Particularly successful was the display area where many modellers brought out items to be viewed, some of them still under construction enabling the builders to dialog with fellow modellers. The clinics were also successful with everyone happy with the mix of subjects and with the set up at the University. If you were unable to get to St. Catharines, give serious consideration to being in Winnipeg in 2005.



Don Eastman's
"O" Scale CP
Mountain
Observation
Car #517 in
original and
rebuilt
configurations

**WATCH FOR
A
CHAPTER
MEETING
IN
YOUR AREA
OR BECOME
A CHAPTER
ORGANIZER**





FROM THE OBSERVATION PLATFORM
John Johnston: EDITOR

This has been an interesting month with the National Convention taking place, however, it became even more interesting for me when a few weeks prior to the convention (I was supposed to be on the layout tour) I went down to the layout room to get a magazine I had left on the benchwork and stepped into an inch of water. Switching on the lights I could see a stream flowing from the far corner of the room. Several buckets of water and numerous rolls of paper towel later I found the leak directly under the far corner of the layout.

Grabbing a utility knife I quickly cut a 2ft square out of the drywall, hoping against hope, that I would see the top of the crack. No such luck. It was above the first level of the benchwork and behind the curved backdrop. Fortunately, the second level sits slightly above the top of the foundation wall and so I knew the leak wasn't above the second level which would have meant cutting out a piece of the upper level painted backdrop. To get behind the backdrop would mean disassembling that portion of the layout. Four hours later, track all piled up, wood stacked neatly, the end of the room was bare. Taking off more drywall the top of the crack was quickly discovered. A trip to Home Depot, a couple of hours with a kovel outside, this new super stuff squeezed into the crack both inside and outside and some tar on the outside and we were as good as new. For those of you who experienced the storm at the end of May, (I understand Hamilton had more rainfall in two hours than when Hurricane Hazel went through, you will appreciate my elation at finding no leaks.

Faced with putting it all back together, this was the opportunity to sort out some of the design problems I had experienced first time through. In addition, as I backdate my layout from Conrail circa 2000 to PRR circa 1964, I need to place a greater emphasis on passenger and express freight operations and that meant a large passenger station, which currently didn't exist on the layout. The redesign created an island in the centre of the room where one had not been previously. This meant creating a freestanding two level benchwork design. I'm not sure that mine is the best way to do it, but it is solid and as I write this I realize it might make a good one page article. I'll have to take some photos. It also allowed me to address a problem I had discovered during the National Layout Tour and subsequent HOMES Club Tours. I didn't have enough room at the entrance to the layout for people to get in and out. People would get trapped in the aisle ways. Well, I solved that problem as well. Lastly, and I know that for everyone who agrees with me, someone will disagree. I had changed to grid type benchwork when putting the new layout together and had never been really happy with it. On this incarnation I have gone back to the tried and true L Girder.

So what seemed like a disaster 5 weeks ago has turned into a blessing in disguise. Now if I can just get the mainline back in, the Digitrax hooked up, some of those Pennsy diesels done, I might be ready for the HOMES Club tour in November.

Material for "The Canadian"
 should be sent to:

Editor: John Johnston
 41 Glenview Place
 Hamilton, Ontario, L9C 6H9
 john.johnston5@sympatico.ca

COVER PHOTOS

Upper photo by Don Eastman
 CPR Mountain Observation Car
 #517 circa 1902

Lower photo by Don Eastman:
 CPR Mountain Observation Car
 #517 after re-shopping. This
 configuration lasted into the
 1950's until replaced by dome
 cars.

**BACK ISSUES OF THE CANADIAN
 NOW AVAILABLE**

Back issues of the Canadian are available and may be purchased for the cost of production and mailing. Costs are:

CANADIAN MEMBERS
 1 ISSUE - \$2.75 FOR MORE THAN 1 ISSUE ADD \$2.00 PER ISSUE

U.S. MEMBERS
 1 ISSUE - \$3.50 – FOR MORE THAN ONE ISSUE ADD \$2.50 PER ISSUE

EUROPEAN MEMBERS
 1 ISSUE - \$5.50 – FOR MORE THAN ONE ISSUE ADD \$4.00 PER ISSUE

All costs are in Canadian dollars and the increased charges for U.S. and European members represents the cost of mailing to those destinations.

TO ORDER BACK ISSUES CONTACT THE EDITOR

REPORT OF THE CHAIR

Annual General Meeting

We have now had our first Annual General Membership Meeting and several issues were discussed which merit further distribution to the entire membership.

The first issue brought up was the process for elections. The plan of the Founding Board to hold elections in the fall of 2006 for a 3 year term was endorsed. A motion was also introduced by one of the members present to endorse the current Board members through the term expiring in the fall of 2006. This was approved unanimously.

The second significant issue, which arose, was the relationship, if any, which should exist between CARM and the NMRA. I read a letter, which I had received, from Clark Kooning MMR who is NMRA Canada VP and the Trustee for the NFR. Clark, who is also a CARM member, was in attendance, and he was given the opportunity to express his thoughts on how the relationship might develop. This occurred during the Meet the Chairman portion of the meeting, and unfortunately, after Clark had spoken we had passed the time scheduled for the start of the Annual General Meeting and so there was little discussion on any proposals. Clark's thoughts however, generated a fair amount of hallway conversation after the meeting and a number of members took that opportunity to express their views on the matter.

This is clearly an issue on which our members' views run the

entire gamut from positive, to neutral, to entirely negative. I advised the members present that I would meet with NMRA representatives as requested. As we have been stating all along, our goal is to be a positive influence for Canadian modellers, not to be a negative influence on anyone else. We also recognize the important role NMRA has played in the development of the hobby. We approach any co-operation with an open mind and will see what develops. The one commitment I made at the meeting and do so again here, is that any relationship with NMRA will be shared with the members before any decision is made to proceed.

Volunteers Needed

With the tremendous growth that we have experienced in our first 6 months we are now seeking volunteers from the membership for a number of tasks.

If you are interested in helping, send an outline of your experiences both within the hobby and otherwise to me, John Johnston, at the address or e-mail shown on page 2.

These tasks will include such individual areas of work as;

- assisting with putting on the National Conventions
- assisting in determining how we might obtain insurance for CARM events and members layouts.
- promoting CARM
- supporting the creation and the ongoing activities of Chapters

- assisting with the CRC program
- being part of the team that puts on the Copetown Train Show

Help us to make CARM into the strong organization that we all want. Consider becoming a volunteer.

Annual Dues

It seems like no matter which organization you belong to there is a fight over a dues increase every 5 or 6 years. This happens because the cumulative build up of inflation means that you are faced with an increase of 10%-20% and it seems like a large amount at one time. The majority of the dues you pay are utilized for the newsletter and the website. The difference between our costs and the dues you pay is relatively small. No honorariums are paid to Board members or volunteers and expenses are allowed only in limited circumstances. Nonetheless, even this year we have seen increases in the cost of paper and printing. The proposal being considered is to increase dues annually based on inflation, to the nearest dollar. This coming year that looks like it would mean an increase of \$1. Let us know your thoughts on whether you agree with this approach.

EFFECTIVE JULY 5

MEMBERS AREA

Username: rail

Password: tie

Support these proud Sponsors of the Canadian Association of Railway Modellers

Miller Models
Custom Model Builders

www.millermodels.com

email:
info@millermodels.com

Niagara Central Hobbies
Canada's largest hobby and craft shop

395 St. Paul St, St. Catharines, On
www.niagaracentralhobbies.com

phone: 905-684-7355
fax: 905-684-1700

Pro-Trak

Operations, control & design software

www.protrak.cc/
50 Mill St., Baden, Ontario

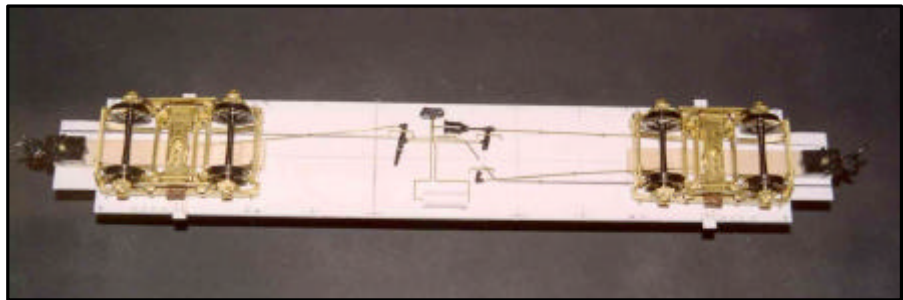
email:
jim@protrak.cc

CANADIAN PACIFIC MOUNTAIN OBSERVATION CAR #517 SCRATCH BUILT "O" SCALE MODEL

Modelling and Article by Don Eastman MMR, CRC

In 1902 Canadian Pacific Railway introduced its first mountain observation car. It was the first "Dome Car" in the world to be built purely for sightseeing passengers. This car was rolled out of the Angus Shops in Montreal during July 1902. It was 64'2" long and rode on 4 Wheel passenger trucks. Unfortunately due to lack of shade from the skimpy roof and absence of modern air conditioning, passengers roasted in the hot summer sun and the cars became unpopular. Over a period of time the slanted glass sides of the cupola rotted away. The cars were reshaped and the cupolas cut off and open ends appeared. These new observation cars lasted well into the 1950's.

PHOTO #1: An existing plan of the 1902 CPR Observation Car was enlarged to meet the required dimensions of an "O" scale model. From this plan a base was cut from 0.40 styrene.



To add weight to the car a piece of steel 1/16" thick was cut to cover the entire floor surface. Drill 1/2" holes in the steel where the bolster screws are positioned. 0.60" spacing styrene is now cemented to both sides of the base of 0.40" styrene and steel. The large end frames, which start at the edges of the coupler pocket and continue towards the center of the car were made from basswood and sanded to shape. The bolsters and bolster sideframes were built up of 0.40 styrene to house the Precision Scale #PST 9130 passenger trucks. Small lift rings were installed to chain the trucks to the coach frame. A brake system, air tank, and piping was installed on the bottom framework. Four scratchbuilt truss rods were put in their appropriate positions

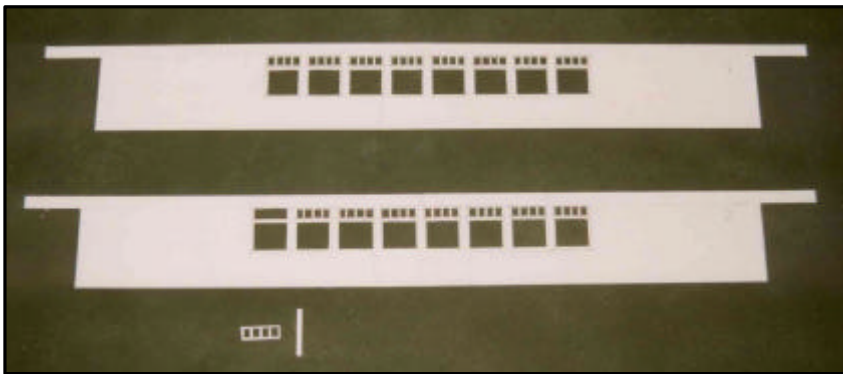


PHOTO #2: Measurements from the full sized drawings were used to cut out the observation car sides. This was done on 0.30" styrene scribed siding with 0.50 spacing. 0.20" styrene was used for interior window frames after the windows were cut out.

PHOTO #3: Glue the finished sides to the bottom frame and complete the ends with doors and windows. 0.30" styrene was used to cut the 8 pieces in making each set of end steps.

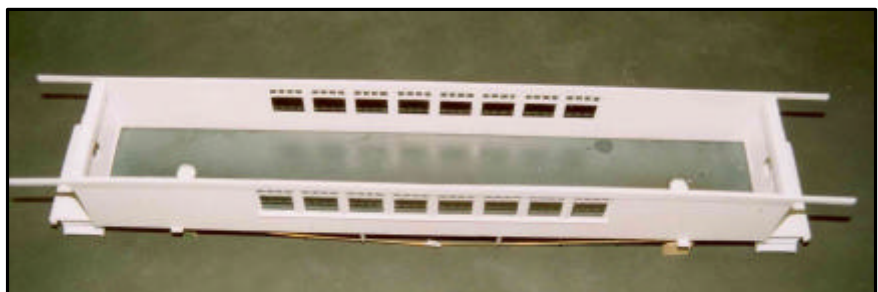
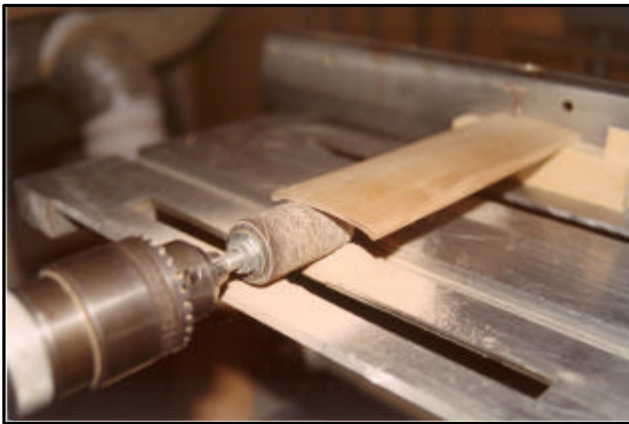




PHOTO #4: A block of hard maple was sawn and planed to the appropriate size for the roof. The final shapes were drawn on the block. A notch was cut around the roof so that the finished roof sat down into the sides and end walls 1/16". This flange is necessary to keep the side walls straight and also to remove the roof portion for painting and installing the seats and window glass



PHOTOS 5 & 6: Now the end roof curving is done. This allows the end curved profile to show on the finished model. This procedure is done on shopsmith sanding drum. Next, the exterior roof contours are sanded away on a belt sander.

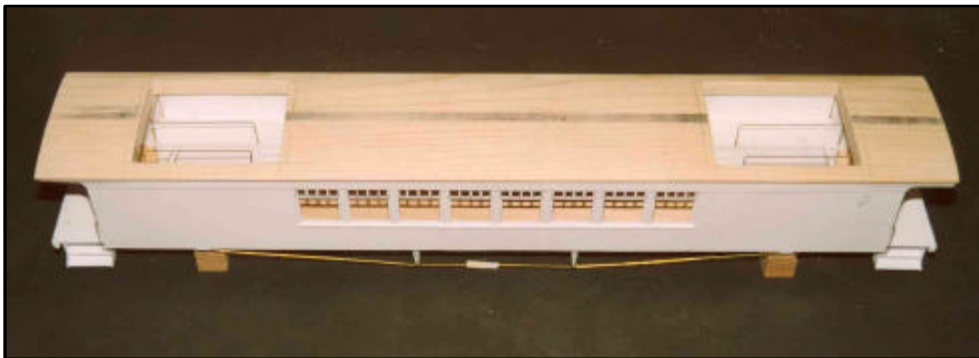


PHOTO #7: The necessary holes are cut in the roof and filed square on each end where the observation cupolas are to be positioned

PHOTO #8: The roof cupola and windows were cut and assembled from 0.20" styrene



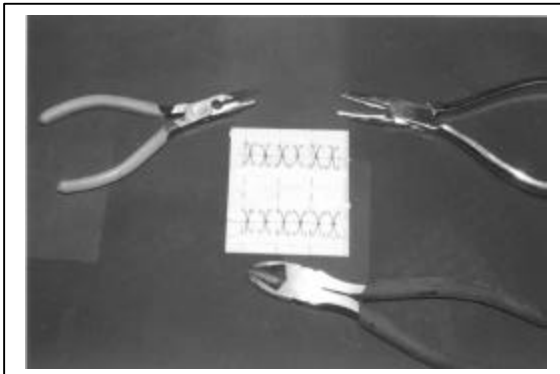


PHOTO #9: The end railings were built up from round and flat brass wire. A total of 6 hrs were involved to make and assemble the two end railings. Shaping a pair of needle nosed pliers to make the necessary curves attained the small wrought iron shapes. Use cheap pliers.

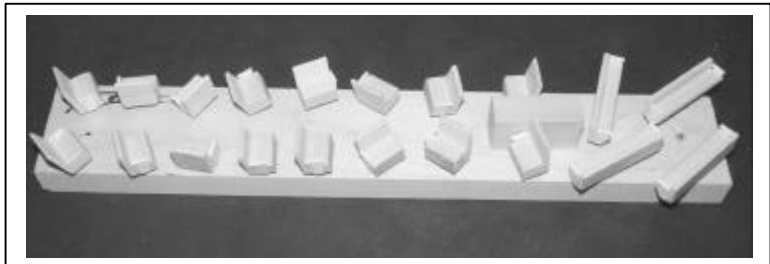


PHOTO #10: The seats were cut on a table saw on a lineal foot measure. After sanding they were cut to correct lengths and an armrest added.

**SEE FRONT PAGE FOR
COLOUR PHOTOS OF FINISHED CARS**

ERRATA FROM THE MAY JUNE ISSUE OF THE CANADIAN

Chris Creighton of Schomberg constructed the micrdayout shown in Brian Fayles' article and we want to acknowledge his fine modelling work.

The article on "Hamilton's Other Railway" failed to identify the author, Charles Cooper. Charles is a member CARM, and has previously published "Narrow Gauge For Us" (a history of the Toronto & Nipissing Railway) and "Rails To the Lakes", the precursor of "Hamilton's Other Railway", and is now engaged in preparing Omer Lavallee's manuscript of the "International of Maine" for publication on behalf of the Bytown Railway Society. The price of "Hamilton's Other Railway" has been reduced, and is now, \$64.95 CDN (taxes and shipped from BRS), and \$51.95 US (shipped from BRS).

Support these proud Sponsors of the Canadian Association of Railway Modellers

Fast Tracks
*Handlaid Track Assembly
Fixtures*

www.handlaidtrack.com
email: service@handlaidtrack.com
fax: 403-398-0579

**NORTH KILDONAN
PUBLICATIONS**
*Publisher of Canadian Railway
Books*
&
**CANADIAN RAILWAY
MODELLER**
www.cdnrwymod.com

Robbies Roundhouse

*Specialist in Canadian
Prototype models in HO & N*
www.robberiesroundhouse.com
email:
sales@robberiesroundhouse.com
phone: 705-268-4597
fax: 705-268-1415

**Credit Valley Railway
Company**

*Your 1st Choice in Model RR
Supplies*
184 Queen St. S., Streetsville, On
www.cvrco.com
phone: 905-826-1306
fax: 905-826-7306

**TRAINZ RAILWAY
SIMULATOR 2004**

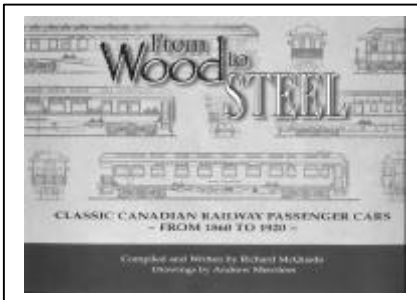
*The wonderful world of virtual
railway simulations*
*Scratchbuild your own trains,
Design your own layouts*
Access to 16,000 items online
Contact: rmilland@cogeco.ca
www.virtualtrainz.com

Northstar Hobbies

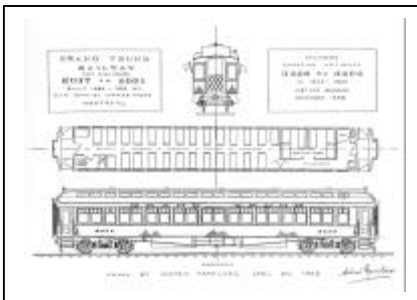
*Model Railroad & Hobby
Supplies*
1185 Dundas St. E.,
Mississauga, On
www.northstarhobbies.com
phone: 905-566-4758
fax: 905-566-5428

CANADIAN AUTHORS

Biography of a Railway Author – Richard McQuade



The book: *From Wood to Steel: Classic Canadian Railway Passenger Cars from 1860 to 1920*, produced by Martin Grove Press, is the culmination of over six years of work. It includes a selection of 80 HO scale plans of Canadian wooden passenger equipment, built from the 1860s to the early 1920s, originally drawn by the late Andrew Merrilees. For each car three views are usually shown – a side, an end and the interior. The 23 railways represented include CPR and the major components of the CNR system – the Grand Trunk, Grand Trunk Pacific, Intercolonial, Canadian Northern, to name a few. Also found are cars from the Toronto, Hamilton & Buffalo, the Canada Southern, Michigan Central and even a smattering of cars from Newfoundland. All types of passenger rolling stock are



represented from baggage cars to observation and business cars, with the odd steam car, gas-electric and radial car tossed in. Although it seems an eclectic selection, based on whatever Merrilees drew, many of the cars are historically significant. They are highlighted in the text that also includes an authoritative account of the history of wooden car building in Canada and the transition to all steel cars. Included are photographs of about half of the cars. There are 13 appendices that cross-reference the cars by builder, date built and all car renamings and renumberings. Given that cars coming into the CNR system could have had as many as 5 different road numbers, this is no small task. Modellers can use the plans to build a model, use the photos to detail it, and then use the appendices to accurately number it for the appropriate years. As stated in the review in *Canadian Railway Modeller*, "If you have a passion for, or interest in, early Canadian passenger cars, this limited edition hardcover, landscape format book needs to be in your library. It's extremely well done." It should be added that, because many of these cars lasted into the 1950s through to the 1970s, the book's application goes far beyond the dates used in its title.

The Author: Richard was born in Toronto, "within sight of the CNR's mainline at Sunnyside, when steam was king." He has attributed that experience and Sunday drives to Mimico station and yards, which still featured steam, to his lifelong interest in railways. His parents' stories of the Depression and

World War II developed in him a love of history. Consequently, he became a high school history teacher, completing his Masters degree in history in 1984. While on a leave of absence in the mid-1990's he was invited by well-known modeller Jim Little to assist in cataloguing what remained of Andrew Merrilees' railway artefacts still held by the company. This led to the discovery of the "O" scale plans that became the catalyst for the book. "At first I thought that the plans would make a good book on their own. But they were of limited value without cross-references showing the various re-numberings that took place with most of the cars. Modellers need photos as well, so that broadened the search further. As I delved into the histories of the cars, it became clear that many of the cars were historically significant and should be discussed in their own right. So, the project just kept growing. Although it took more time and effort than I expected, I hope that I've done justice to Andrew's drawings. We owe him a tremendous debt for the incredible collection of artefacts he bequeathed to the people of Canada."

Available in Hobby Shops or from

Martin Grove Press
250 The East Mall, P.O. Box 36523
Toronto, On, M9B 3Y8

\$74.98 Can, \$64.95 U.S.
(taxes and postage included)

Support these proud Sponsors of the Canadian Association of Railway Modellers

DVG Scale Models
Canadian Signs & Billboards
www.dvg-scalemodels.com
email: info@dvg-scalemodels.com
phone: 416-444-0006
fax: 416-444-1742

Hunterline
Wooden Trestle Kits
www.hunterlinekits.com
email:
hunterline@golden.net

D.R. Custom Model Railways
Custom designed and built model railroads
Email:
bscott122@hotmail.com



Meanwhile a passenger train is made up and leaves the station on its southbound journey through the 'County.' When the passenger train returns to the yard, the switcher makes up a freight train for Picton. With appropriate power from the 3 stall engine house lined up correctly on the turntable, the wayfreight locomotive couples onto the assembled cars in the freight siding. Slowly the train leaves the yard tracks and commences its leisurely pace on the mainline towards Picton. Cars are spotted as necessary at the small industries along the line. The Trenton Junction switcher meanwhile keeps busy by locating cars at several local industries leading from the yard tracks. Meanwhile, once in Picton, all locomotives can also be turned on the table there.

at Picton. Electrical block wiring controls the railway action. Currently he operates in the transition time period, but is leaning to first generation diesels exclusively based on their model operation and reliability.

Once satisfied with operation, scenery follows. Bob works with a two square foot principle to landscaping. From grass and ballast, to structures and vegetation, to cars and people, he fully details an area of two square feet before moving onto the next two square feet. Following this practice, about 30 percent of his layout is completely landscaped, far more than any of his previous layout's experienced.

Following a brief instruction in painting backgrounds from fellow modeller Keith Hansen, Bob commences the two foot rule by painting the background using only two colours: cadmium yellow and hooker green. Mixing these colours provides tone consistency throughout, allows for easy blending, and, since he professes not to be Tom Thomson, the KISS principle is followed in this aspect of scenery development. Ground cover, ballast and dirt roads consist of Woodland Scenics products. Planted in the landscape are trees and shrubs of spray-painted yellow, other common plants and weeds and bumpy chenille. Forests are created with lichen.

Buildings generally reflect those that existed along the PECCR. Some are replicated faithfully such as those at Consecon, while others are less meticulously modelled.. Cardboard, wood shapes and aluminum foil are the essential raw materials used in the erection of most buildings. Farms dot the landscape in this area of Ontario and several on the layout help in creating the illusion of distance between each town. Bob's varied barns hold special appeal. Cows are present but mercifully for urban folk he has not attempted to model barnyard aromas.

An operating night generally commences with activity in Trenton Junction as the yard switcher fetches cars from the GTR/CNR interchange.

Bob supplements his interest in modelling by participating in other railway related activities. Since its inception. He has volunteered with the Cobourg Model Train Show and last year aided at the Maple Leaf 2003 Train Show in Toronto. A railfan as well, Bob is content to watch passing trains from Cobourg's VIA station where the CN and CP tracks closely parallel each other. He and several friends, dubbing themselves The Rusty Rails, have explored on foot a number of abandoned railways in Central Ontario.

Through his varied railway activities, Bob maintains a keen interest in model railroading.



Rail Fanning in the Woodstock - Ingersoll Area

By Craig Dunn

Until recently, I had not thought that this area was a great place to view trains. A lot of things have caused me to change. What makes for great rail fanning? First, you need large numbers of trains. Second, you need good scenery, both foreground and background, that can be used in photography. Third, you need a variety of locations from which to view the action of the various railroads that work the industries of the district.

Woodstock and Ingersoll see trains from Canadian National, Canadian Pacific, Norfolk Southern, and the short line, Ontario Southland that serves Ingersoll and Tillsonburg. Ontario Southland does this on leased CP track that interchanges with the small CP yard in Ingersoll. Ontario Southland hauls fertilizer for agricultural in tank cars, covered hoppers with material for Tillsonburg factories, and oversize box cars for the automotive industries. This line serves the interchange on a two shift basis, and an on-call approach is used on the weekends. The yard can see daily traffic both inbound and outbound.

One reason for rail fanning here is the motive power, Ontario Southland uses an RS18, and frequently two Alco S13's will haul the freight double headed. A second reason is that the track to the south is slow terrain for trains with a maximum speed of about 10 miles per hour. Anyone wishing to take photographs has no difficulty staying ahead of the consist, and there are good venues to the south for doing so. The line runs parallel to Plank Road, (formerly Highway 19) which the line crosses north of Tillsonburg, so the opportunities are numerous to watch historic locomotives operate. Ontario Southland has been doing repairs on the RS 18, replacing a leaking radiator, and doing other maintenance and it will be back in service about the first of June. If it smokes as much as the S13's it should be quite a display. A reminder: even slow moving trains can be dangerous, so stay off the tracks at all times.

The Canadian Pacific branch from Woodstock is known as the St. Thomas Subdivision. It sees daily use by a number of trains. The first train each day is the Cami Turn taking loads and empties from Woodstock to the manufacturer of the GM Equinox in Ingersoll. It hauls away loads only. Usually a pair of CP locomotives is engaged in this task. Both are old and discolored, one of these being distinctly pink. While at Cami, west of Ingersoll, the locomotives can spend hours switching the plant. The locomotives run past the wye with inbound cars, and back these through the wye and on to the four tracks leading to Cami's loading and unloading area. When CP departs eastbound, it can be pulling up to thirty loaded auto-racks. Again, these trains will run parallel to Beachville Road all the way to Woodstock, and they are never out of view. Occasionally there will be a meet at Beachville, but if you encounter this event, you should consider yourself very lucky. Any meet would be with one of two trains that use the line. There is a large mill at Putnam, west of Ingersoll and visible from Hamilton Road. The mill takes only covered hoppers at the rate of about fifteen cars per day. I am always amazed that the mill turns the loads into "kitty litter", which is all shipped out by truck. The other train on the line is usually a late afternoon or early evening job. Canadian Pacific says it is very proud of the "Frame Train" which is setting records in dedicated service. It hauls automotive frames from St. Thomas to Oshawa, Ontario. I have never been certain of the route taken by the loaded train, but the empties always return through Woodstock and Ingersoll. The best place to see this train in action is when it slows for the Putnam bridge where the speed is reduced to five miles per hour. The bridge is old and of wood pile construction, and has a builtin degree curve across it. That with one exception is all the traffic on the St. Thomas sub.

The exception is the Canadian National's Cami Turn, which runs daily from CN's Ingersoll yard, and crosses over to CP track by way of an old interchange track. This train can be pulling loads and empties to Cami. There is one difference to the route. The train crosses a girder bridge, known locally as the "hump". The rail on the bridge is elevated to allow extra length cars to cross on a curve, without damaging the bridge or the car sides. If you position yourself properly, you will be able to see the underside of the locomotive as it climbs the "hump" and then descends to meet CP rail. At Cami, the procedure is the same as that used by CP. Run the train past the wye, and then back the consist into Cami. Because of increased loadings with the Equinox SUV, CN has added a second locomotive to the job to keep trains rolling, and more importantly, to get them restarted when they stop for switches and after awaiting clearance. In Ingersoll, the best places to train watch are the CP yard, and the dirt road that runs along side CN's dual high speed track two hundred yards north of CP track. This road is off Pemberton Street, south of CN's track but just north of the municipal maintenance building, and gives great vantage without the need to step on the track. CN's old Ingersoll Station also offers a place to spend some time, watching signals from a place with great parking. The only problem is the speed with which trains roll through. You have to be ready, and don't assume trains will run east on the south track. That doesn't happen, and a train can come at you from any direction on any track. Please stay off the tracks!

East of Beachville, the CP track comes very close to the south side of Thames River, and any good photographer would find a way to put the river and the railroad together. The next spot is the CP yard in Woodstock, which offers terrific opportunities to photograph equipment. A Russell snowplow is permanently stationed at the west end of the CP yard. A number of

locomotives also call this yard home. These are a motley bunch of overworked machines, and that makes them interesting. The CP yard has about 24 trains a day run through it

To the west of the CP yard trains climb a grade to get out of the valley created by the Thames River. Another good site for photographs is where the CP crosses Highway 2. At this point there is a wood road bridge of the hump-backed style that allows viewing from above the train. The bridge makes a very good background for locomotives that are leaning into the curve on the superelevated track, when you are shooting your photographs from the highway. As visibility is restricted here to the east, take great care as locomotives come upgrade pulling 90 cars at fifty miles per hour. These can get on you very fast, so stay off the track at this location.

The recommend is Lihou, which is west of Ingersoll on CN's mainline. At this place there are high-speed crossovers from north to south and south to north. These are in use daily to accommodate CN freight and Via passenger trains, as well as Norfolk Southern auto parts heading for Detroit. To find Lihou take Hamilton Road west from Ingersoll and turn north at the first road, and you are at Lihou when you see the tracks.



Branch Line Railroading
Two Locomotives, Two Cars



CN works upgrade off Pembleton St. in Ingersoll. The return from Cami Automotive negotiates reverse "S" curves off the hump on the interchange track from CP

Ontario Southland exits CP's Ingersoll yard southbound with loads for agriculture and Automotive industry in Tillsonburg



CN hitting the high speed crossover at Lihou, west of Ingersoll

The Fear of the First Cut

Article and Photos by Mike Millett

I don't know about you, but I had a fear of my first cut. Let me explain. Over the years, my modeling experience has grown from strictly paint/decal projects to more significant detailing of locomotives and rolling stock. I even became proficient with the installation of various electronic components such as resistors, ditch lights, etc.. Yet, one project that I had worked on did not seem quite right. On the surface it looked great and ran really nicely, but something was missing. I am talking about my Canadien-American (CDAC) F40PH unit.

I had bought this unit, originally decorated Amtrak, and re-painted it CDAC, a former subsidiary of Iron Road and operated by the Bangor and Aroostook railroad system, now the Montreal, Maine, and Atlantic. Even with the added dual operating strobe lights and other details, the unit seemed to fall flat in appearance and did not have the appeal of the prototype. The problem was that the front of the unit was completely wrong. The prototype unit had been modified by Amtrak (prior to sale to Iron Road) to have a shortened front, added nose door, and added steps/handrails for freight service. My model did not have these features.

Here was my fear – do I perform surgery on my model and risk ruining a nice paint/decal job or leave it as is, which is somewhat flat in appearance? If I cut and it does not come out well, the whole shell is ruined. I had done cutting work on undecorated resin kits to remove roof details making way for woodchip cars, but never on a finished model. After I debated with myself for a while, I decided to be brave and give it a go. In looking over the



project, it was apparent that not only the shell needed modification, but the under frame would need to be reduced in size as well. The front of the shell needed to be shortened by 2 scale feet. I carefully marked out the area to be cut on both the frame and shell, and then I marked it out again, and then I marked it out one more time, just to be sure. The carpenter's adage of "measure twice, cut one" came into play.

I loaded a reinforced cut off blade into the Dremel and fired it up. Here goes nothing. Three cuts later, the metal frame was removed so that the shortened shell would fit. Four cuts more and the shell was shortened to the right length. After some trimming with an Exacto knife the new front of the shell was ready to be placed. Once I was onto the styrene portion, I felt I was back in my realm of comfort and could handle the project OK. In the end, I was very pleased by the product and have since tackled my other two F40's.

In retrospect, I realize that this first cut was a learning experience like everything else in life. I took a chance and learned a new skill. Since this time I have greatly expanded my use of the Dremel and either styrene or metal modification is now part of the modeling experience. I am no longer afraid of the challenge, but rather look forward to it. My message here is to those of you who might think you are not capable of modeling on your own, whether it is the application of decals, detail parts, or serious frame cutting – try it. Just try it. It is cliché, but if I can do it, anyone can. You will find a tremendous satisfaction from the experience