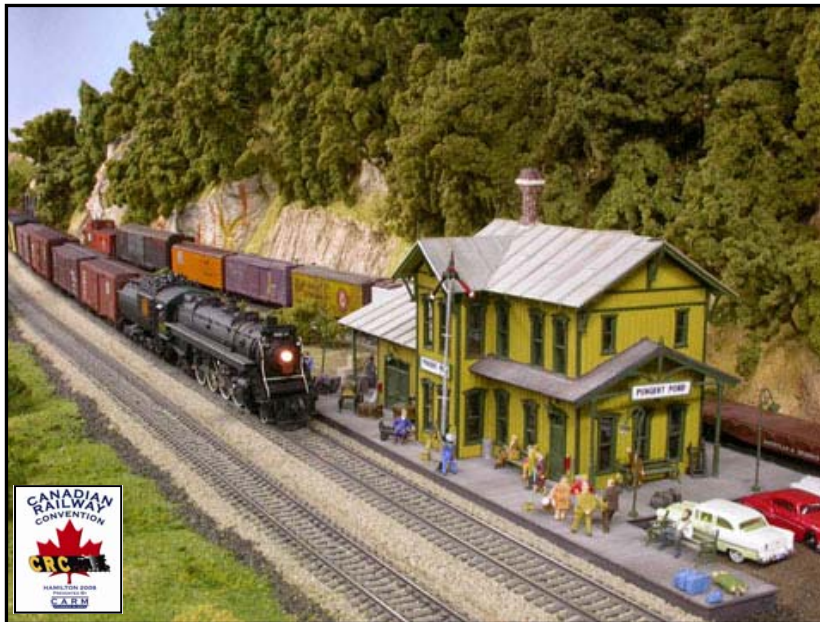


## HAMILTON GETTING READY TO HOST 2008 CONVENTION



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#### Cover Photo: Top Left

David Lee's HO CNR layout as photographed by Peter Moffett will be seen by those who attend Hamilton 2008.

#### Cover Photo: Bottom Left

Craig Webb's spectacular On3 layout will be on display for attendees at Hamilton 2008. Peter Moffett photo.

## C.A.R.M. VOLUNTEERS

### CHAIR/EDITOR

John Johnston  
41 Glenview Place, Hamilton, ON, L9C 6H9  
chair@caorm.org

### SECRETARY/TREASURER

Peter Moffett CRC MMR  
7 Jolie Court, St. Catharines, ON, L2M 6V5  
secretary@caorm.org

### MEMBERSHIP DIRECTOR

David King  
31-120 Quigley Rd, Hamilton, ON, L8K 6L4  
membership@caorm.org

### PUBLIC RELATIONS

Lex A. Parker CRC MMR  
4296 Village Park Drive, Beamsville, ON, L0R 1B8  
publicrelations@caorm.org

### CRC MANAGER

David Burroughs  
crc@caorm.org

### WEBMASTER

Craig McCulloch  
webmaster@caorm.org

### VANCOUVER ISLAND CHAPTER:

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Treasurer: Ed Warren e.a.warren@telus.net

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Treasurer: Roy Warner rwarners@rogers.com

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Treasurer: Tom Allan tomallan@mountaincable.net

### LONDON AND AREA CHAPTER:

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### NATIONAL CAPITAL CHAPTER:

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### ONTARIO CENTRAL CHAPTER:

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### TORONTO CHAPTER:

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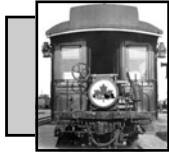
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## THE OBSERVATION PLATFORM

### WHAT TO DO WITH OLD MAGAZINES

I have become frustrated with the amount of space being taken up in my basement with old modeling magazines kept mostly in file boxes. This method of filing restricts easy access when you are looking for an article. Unless you have large bookcases though, there are few alternatives. It was time to tackle this problem.

In looking at the magazines themselves, several things stood out. They are more than 50% advertising. Getting rid of that alone would eliminate 7 or 8 file boxes. Also, while some issues had 3 or 4 articles of interest, many had less, and a few had none.

The first solution was to take out the articles which I wished to keep, place them into plastic sleeves to protect them, put the sleeves into binders, and then create a database index so that I could find them when I wanted. I actually started this process and had place over 100 articles into sleeves when I was diverted to another task.

When I bought a new computer station a year or so ago, I hadn't rehooked up my scanner I needed to copy an old postcard and send it to a friend. Hmm! What would the quality of scanned magazine pages be like. My first attempts proved fruitless, the scanner wanted to separate all of the components on the page into separate scans (jpegs). In other words, the text would be in one jpeg, photos in another, drawings in another, and so on. A little bit of investigative work in the advanced settings of my scanner showed that it contained a setting for "Magazines". Applying this I found that the problems disappeared and the quality of the scans, on high resolution was quite good even when I zoomed into the jpeg.

However, I didn't want to keep my magazine articles as a bunch of pictures. The next step was to create a document in MSPublisher which I use to create the Canadian, and to import the jpegs in. One jpeg per page. For example, if an article had 10 pages in the magazine, it had 10 jpegs, and now had 10 pages in my document. I now had a 10 page document labeled Article X, however, it was in a format that very few people have, namely MSPublisher. Before I go to the next step, this process would work exactly the same in MSWord which is a software package that many people have. Instead of a Publisher document you would now have a Word document. I should warn you that because of the high resolution jpegs these would be large documents, in the case of a 10 page article, in the 15 to 20 Megabyte range.

I also have for publishing purposes, the full Adobe Acrobat suite. Adobe is a universal document reader and most of you will have Adobe Reader on your computer though few will have Adobe Writer which is expensive and is generally only used for Print and Web Publishing. The other benefit of converting to what is called a PDF is that it takes that 20 Megabyte document and reduces it to 3 to 4 Megabytes, and I don't know the technical issues, but suffice to say when you read the document it is far easier to flip through the pages than in a Word document filled with jpegs.

So, the next step was to convert the document to a PDF. That's great you say, but how does that help me since I don't have Adobe Writer. Well, as it turns out there is a viable

alternative. On the web is a product called Cute PDF which is a free download. Just Google Cute PDF to find their website. An excellent product which I used for several years through the first dozen or so issues of the Canadian until I was able to purchase Adobe. The difference is in the high end which is not applicable here.

While this sounds very complicated, in reality it isn't. It is just that describing the process takes a lot of explanation. I can do a 10 page article from start to finish in around 10 minutes and that includes scanning time which is about 30 to 45 seconds per page. I don't have a high end scanner. This process is allowing me to keep the information I want, and dispense with the boxes and boxes of paper. I'm not a magazine collector, so seeing it going into the recycling box doesn't bother me in the slightest. **John Johnston, Editor**

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## Chapter News Page

### OPERATION LIFESAVER by John Kanakos

Four short years ago my friend John Sims and I were attending a meeting of the Elgin County Railway Museum in St. Thomas, Ontario. One item of correspondence caught my attention immediately. Operation Lifesaver was asking if a member of the museum would like to take part as a volunteer presenter. Giving him a quick nudge, I quickly volunteered my friend John who was wanting to get into the model railroading hobby. While working for CN for over 32 years, John had seen first hand quite a lot of stupidity around trains. Our offer was quickly accepted by the museum!



For John, this meant two days of training at the CP roundhouse in London and then a probationary period. For me, it meant I had to figure out how to build a portable layout that

would survive many trips into schools and public shows and also fit into the back of his Jeep. I have been model railroading for over thirty years and since retiring, have turned this into a business (website: [ <http://www.trainnerd.ca/CNJWSII.html>]) But, I knew this would still be quite a challenge.

**London and Area Chapter member John Kanakos is seen above with his Operation Lifesaver display at A Day with Thomas in St. Thomas, Ontario.**

The HO scale display is 4' by 3' with a 2" thick foam insulation base and a 1' by 4" mitered pine frame around the outside. Total weight is about 25 lbs. Minimum radius is tight at 18" but I knew John would only be running small trains. We used Atlas track that I taught John to ballast and we cut a lake and river to give John a bridge on the mainline. A short section of double track is included as

well as a tunnel and two track crossings that will eventually get flashing crossbucks. (More pictures at <http://www.trainnerd.ca/johnk/safety.html>)

John is now qualified by Operation Lifesaver to present in elementary and secondary schools as well as public shows. We take "Operation Lifesaver" to over thirty shows a year! Handouts and colouring sheets are provided for the younger children. There is no charge in our local area so if you are interested in having us display the layout, contact us at (519) 660-1844 or (519) 681-1489.



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**Toronto Chapter:** The Toronto Chapters June meeting included a BBQ on the Hinbest's roof, annual elections and Mimico Sub train watching. The new President is Ian McIntosh and the new Secretary/Treasurer is Cloy Hinbest. Details of the Fall meetings will be in the Toronto Chapter newsletter.

**London and Area Chapter:** The London Area Chapter has partnered with the London Model Railroaders Association to offer a Layout Tour in the London area on September 22nd.

**Ontario Central Chapter:** the Fall Meeting will be held on Saturday, September 29th at 2:00 p.m. at Bill Bradford's home: 60 Radenhurst Crescent, Barrie. Please call 705-721-5575 or email allan-daley@hotmial.com if you are interested in attending.

The Ontario Central Chapters modular layout is well on the way to being completed. We are showing it the first time at the Holland Centre Participation Lodge Show on September 22.

**Golden Horseshoe Chapter:** The next meeting of the Golden Horseshoe Chapter will be a joint meet with CRHA Niagara and the International Division NMRA. It will take place January 5, 2008 at St. Paul's United Church, 29 Park Street West, Dundas, Ontario, starting at 9:00 a.m.

The men's group of St. Paul's cooks breakfast on Saturday's and for five dollars you can have a great breakfast. Breakfast starts at 8:00 a.m. but I was told if our group wanted they would start earlier if enough guys were interested in taking advantage of the breakfast. This will also be the Chapter's Annual meeting. Ando Panko has put his name forward for Chair, and Tom Allan is standing for Secretary Treasurer.

**Victoria Chapter:** In the early hours of the morning of August 26, 2007, a fire broke out on the exterior of the Nanaimo's historic 1920 Esquimalt and Nanaimo Railway station. The

fire department says it is a suspicious fire, possibly vandalism. Unfortunately the fire spread quickly under the eaves and into the second floor of the unoccupied structure. The building has been a bit of an orphan for many years after CPR passed passenger service to Via Rail. Members who attended Pacific Rails 2007 will recall stopping at the station on the Monday May 21 Via Rail excursion and layout tour. The station has only been in use for a few hours a day during train stops. Neither the city nor the build-

ing owners had seen fit to maintain or renovate the structure, and it had become quite scruffy over the years. Ownership had passed to the Island Corridor Foundation last May, when they bought the line. The officers of the company reportedly were not sure of the insurance status of the building. If the insurance is not there, then Nanaimo will likely lose one of its few historic structures. Hopefully members got a few photos when they had the chance.

**Photos:** courtesy of Mr. B. Winkler





**Left:** Paul Anderson of the National Capitol Chapter was at George's Trains in Toronto on August 25th, displaying his HOtrak Module, "The Castor River Railroad".

**Below:** Also at George's Trains were the FreeMo Modules of Trevor Marshall and Pierre Oliver, known as the Peterboro Project.

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# SCRATCHBUILDING A FANTASY HO SCALE ENGINE

ARTICLE AND PHOTOS BY RALPH RENZETTI



**Left: The two Yard Engines I created as a fun project. The engine in the foreground is the topic of this article.**

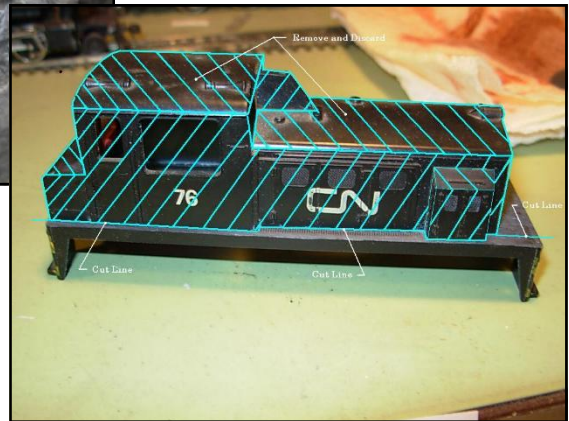
**Below: The area of the body shell to be removed and discarded is shown below. It is important to get the cut line flush with the floor of the running boards.**

I have tried to make Model Railroading as much fun as possible and believe me I had a great time creating my Fantasy Yard Engines. This article and photos below are a step-by-step description of how I transformed an existing engine to my Fantasy Yard Engine.

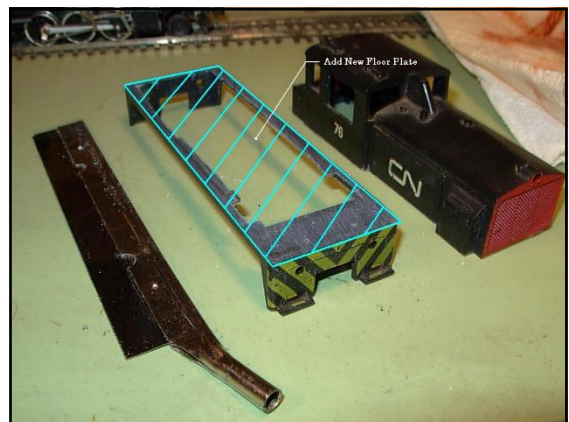
I'm not a rivet counter and I'm not a stickler for being prototypically correct. Close is good enough for me. As long as it looks good and runs well, it's a keeper. The reason for getting into any hobby is to relax and HAVE FUN. I have recently switched over from Model Cars. As a model car builder, I never completed a car as directed in the instructions. I always added my personal touch by customizing it; making subtle changes to make that model uniquely mine. I have (sort of) carried that over to Model Railroading. It's obvious that the layout you create is unique, but what about the operating equipment such as the motive power? We are limited to whatever the model railroad manufacturers offer, off-the-shelf replicas of the real motive power. Back in the days of steam, lumber & logging companies used to create their own motive power for the yards or back woods. I chose to do the same with a more modern looking yard engine, I customized it and made it uniquely my own. The following notes and photos are a description of how I did it.

## Creating My Little Yard Critter

I started with an old operating model of a Hustler Yard Engine and



**Below: The body shell after it has been separated from the lower running boards. The area shown with the cross-hatching must be flush to accept new floor.**

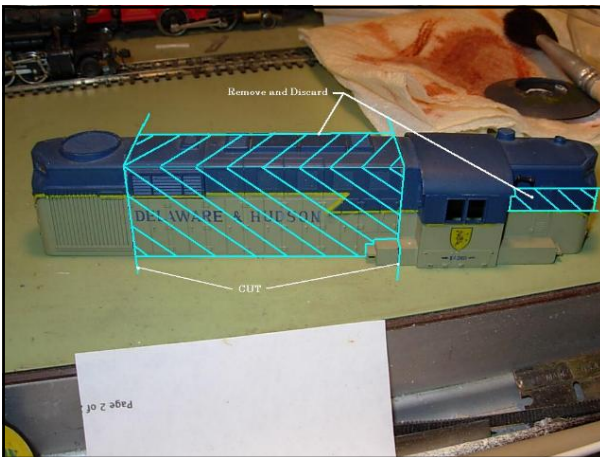


an old full size Diesel body shell.

1). I removed the body shell from the Hustler drive unit. Then, using a razor saw, I removed the body from the chassis running board and sent the body to the parts bin. Once the body had been separated, I took care to ensure the area I cut on the running board was flush with the floor of the running board.

2). Next I cut a piece of sheet Styrene to form the new floor plate to cover the hole in the floor. (See photo 3) I then glued the new floor to the existing running board. I used liquid styrene cement to ensure adhesion and then I set it aside for 24 hrs before proceeding.

3). Next I took the large diesel body shell and made the necessary cuts as shown in photo 4. I made the first cut just behind the large louver and the next cut just behind the last side panel door ahead of the cab. Since this is a fantasy engine and I personally don't like the look of high nose engines, I cut out a section of the hood just below the sloped section, below the number board, about .125 of an inch.



**Above: This shows the area on the large diesel shell to be cut and removed. I save all the scrap material to my parts bin. In this case I had to save the portion of the step for reuse.**

4). Before I re-attached the top of the hood to the body, I felt it was a good time to clear out the area of the front windows and prepare the area to receive a new window. I used the rear window section from the Hustler Yard Engine as a window donor. It took some sanding and fitting to make it fit just right. I took my time with the window; I wanted it to fit perfectly to minimize any filler work.



**Above: The new shape of the body shell and the portion of step that has to be refitted.**

5). Once the window has been glued into position, you can dry fit the three body sections. Make sure to use caution when you sand the edges to be joined and make sure that the surfaces remain parallel on the mating pieces. I kept dry fitting until I got a nice clean and straight mating joint. Once this was accomplished I glued the pieces together with an elastic band as a clamp, I aligned the pieces and applied the liquid glue from the inside along the seam. Put the shell aside and allow glue to set for 24 hrs. (See completed shell dry fit together, photo 5)

Note: In my case the cut of the long hood close to the cab went right through a step. Be sure to remove the step from the scrap section and refit to existing step on cab.

6). Before attaching the shell to the running boards, I made sure the body shell fit over the motor and running gear. In order to accomplish this, fit the new body on to the running gear in the approximate position it will be when attached to the running boards

to make sure it cleared the motor. With the shell in the optimum position I took some measurement to pinpoint the location of the shell when I place on the running board floor plate. I transferred these dimensions to the floor plate, glued it into place and set aside overnight for the glue to set.

7). The next day, I used a hobby knife from the underside, to carve out the opening in the floor plate to match the inside of the new body shell.



**Above: This picture shows the shell and running boards glued together and painted.**



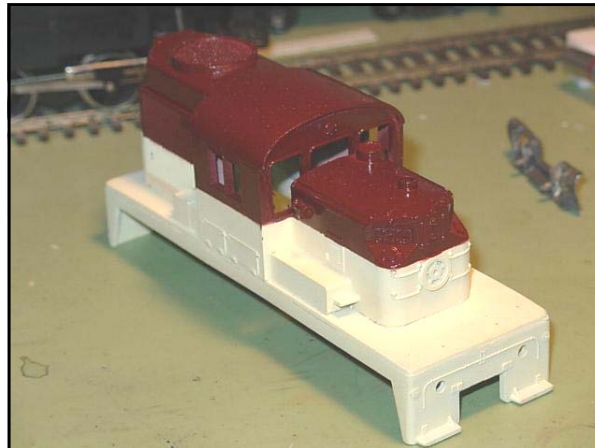
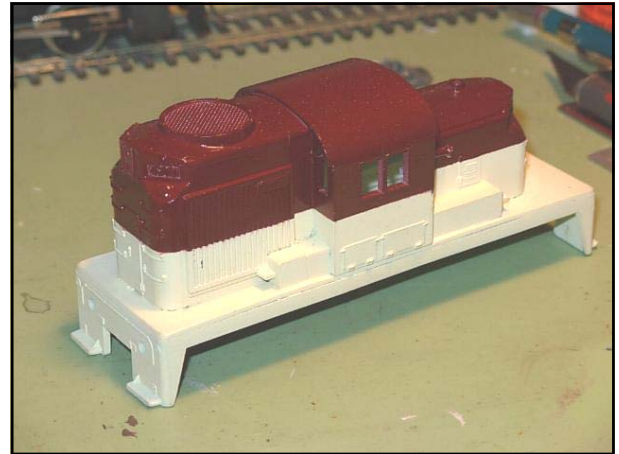
The only thing left for me to do, was re-assemble the upper and lower sections, add my choice of decals, couplers and weather to my heart's content. I like the color scheme of the fallen road 'Toronto Hamilton & Buffalo' so I painted my Fantasy Engine in the Crème and Burgundy of TH&B.

The weathering that was done is a personal preference. Weather as much, or as little as you like. I use oil & latex paints and washes as well as powders to do my weathering. Weathering seems to add another dimension to the model. The nice thing is, no two cars or engines weather at the same rate.

In the foreground, is this is the second fantasy engine that I created. I had so much fun with the first one, and received much praise and encouragement from fellow modelers (thanks guys), I decided to do a second engine and share with you how I did it.

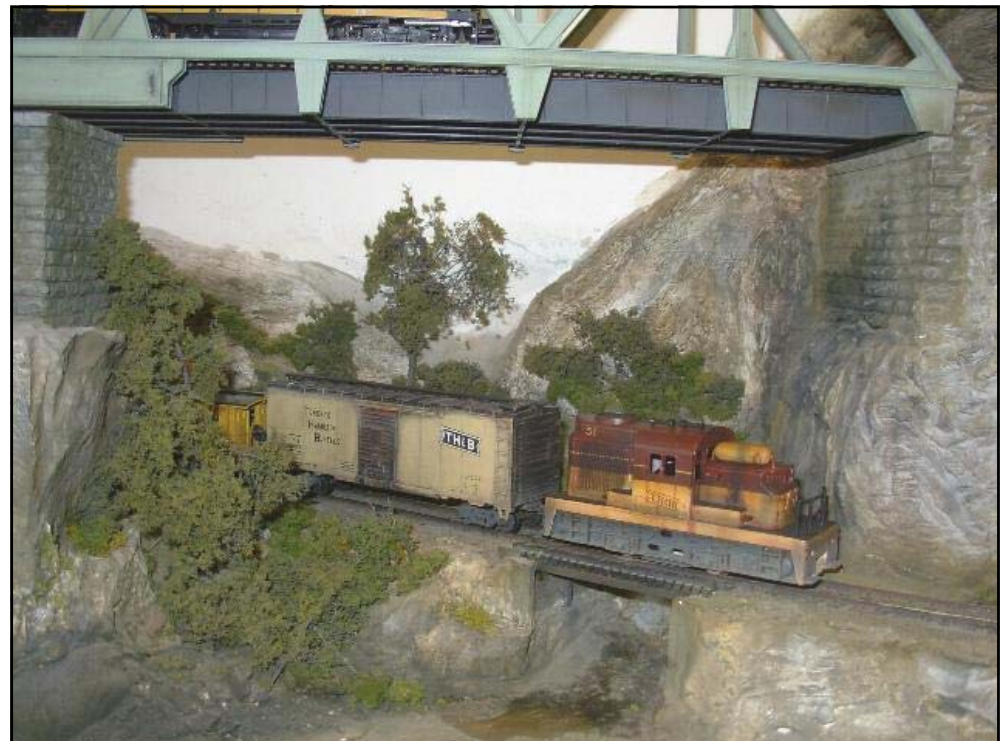
So, I hope this article has inspired you to find a couple of donor engines and enjoy yourself. HAVE FUN!

**Right:** Shows the position of the relocated step behind the cab.



**Left:** Shows the new front window.

**Right:** The star of my Fantasy Railroad and the feature of this article, engine #51 all weathered and on the job

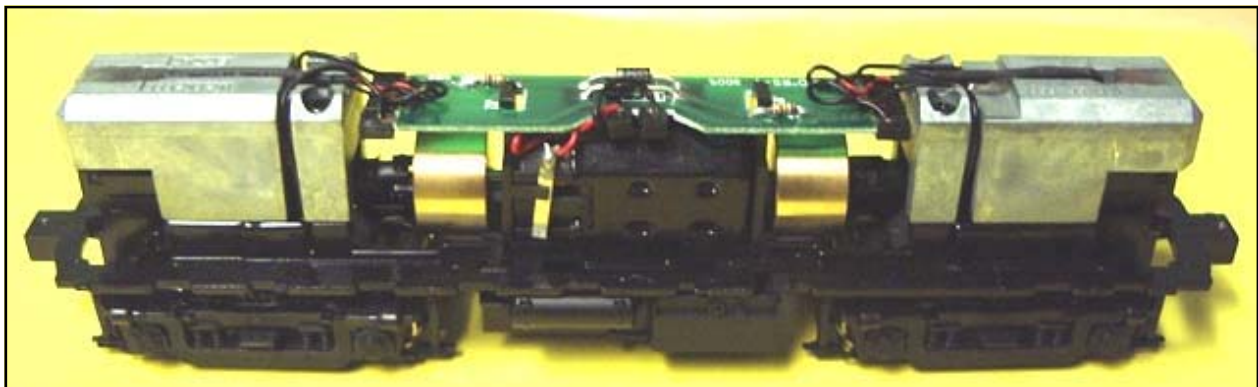


## LokSound 3.5 Decoder Installation HO Scale Atlas RS-3

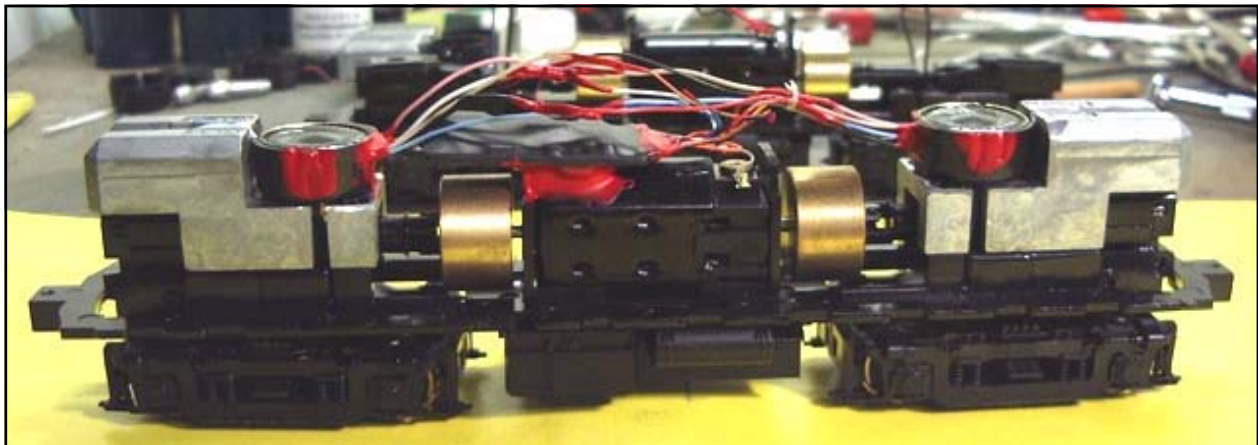
ARTICLE AND PHOTOS BY BOB YOUNG



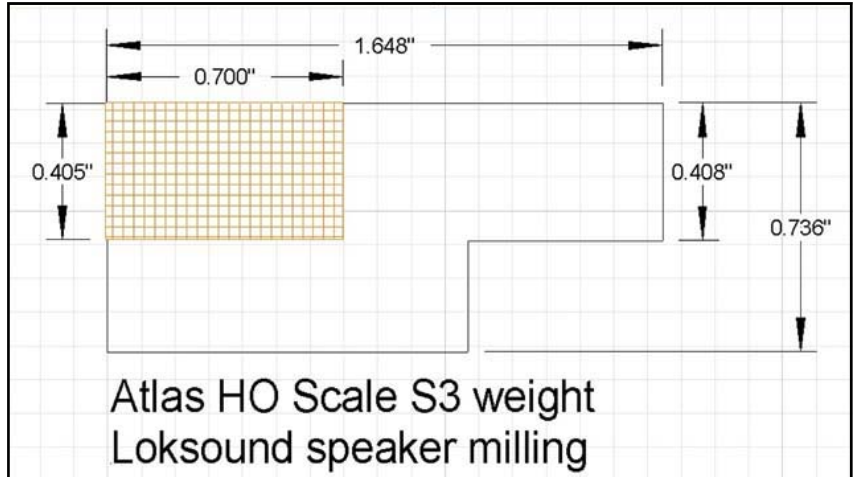
The image below shows the frame with the body shell removed. The 'light board' is fastened to the top of the motor with plastic clips. The light board carries the electronic components for the LED lighting. The LED lighting is in milled areas in each weight.



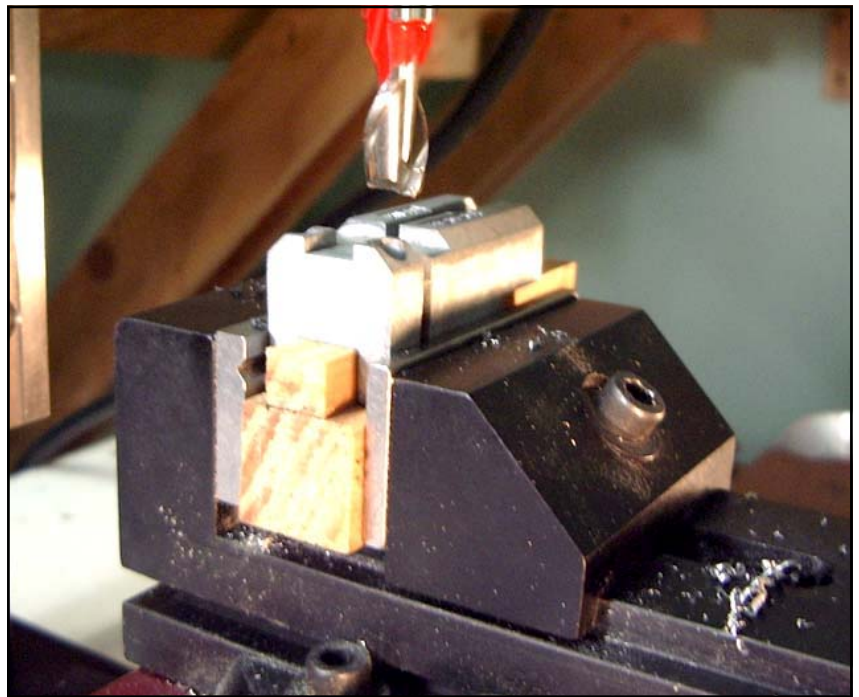
The image below shows the completed Loksound v3.5 decoder installation. The 'light board' has been replaced with the decoder. The original LED lighting, with individual 680 ohm series resistors, is now controlled by the decoder. The two speakers are wired in series



**Right:** The drawing shows the area of the weight that must be removed (milled) to create space for the speaker.

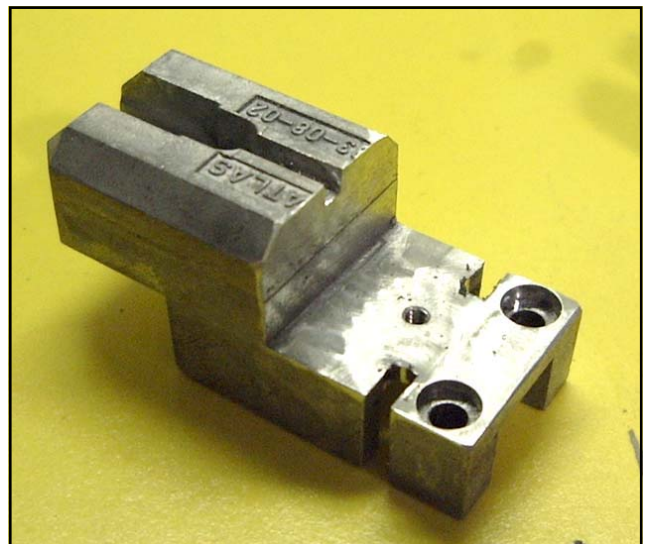


**Right:** This shows the weight positioned in the milling vise prior to the milling operation. Note the block of hardwood that has been milled to ensure a snug fit between it and the weight. This has been done so that the weight can be securely clamped without deforming the weight.

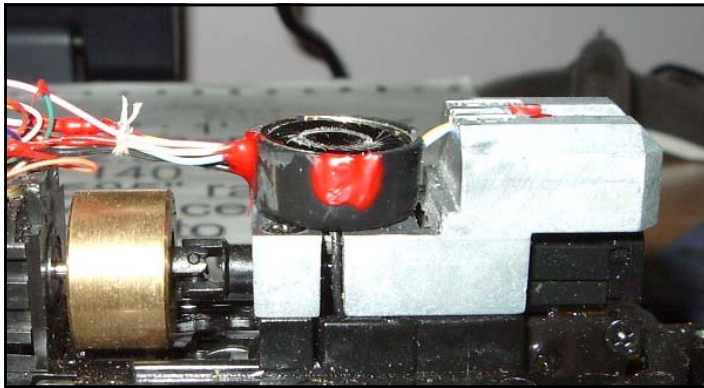
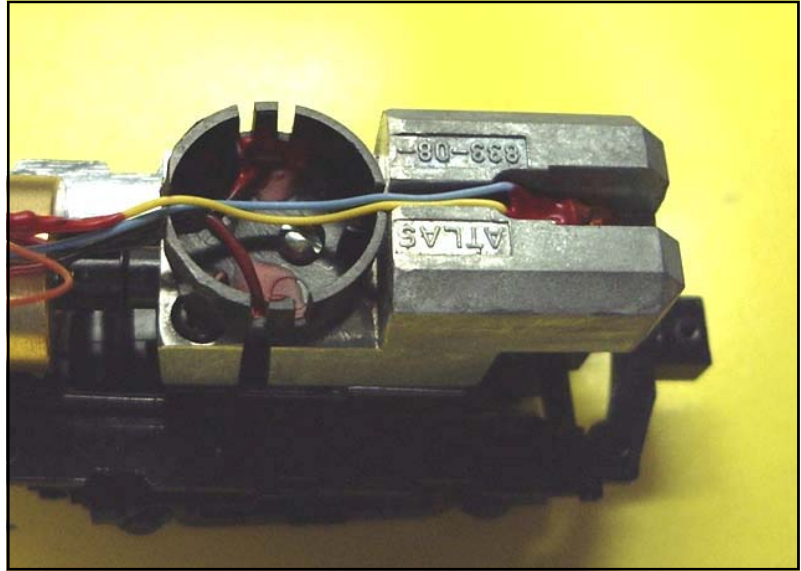


**Below Left:** The original weight before the milling process.

**Below Right:** The weight after the completion of the milling process, with the required space for the speaker as well as a mounting shelf for same.

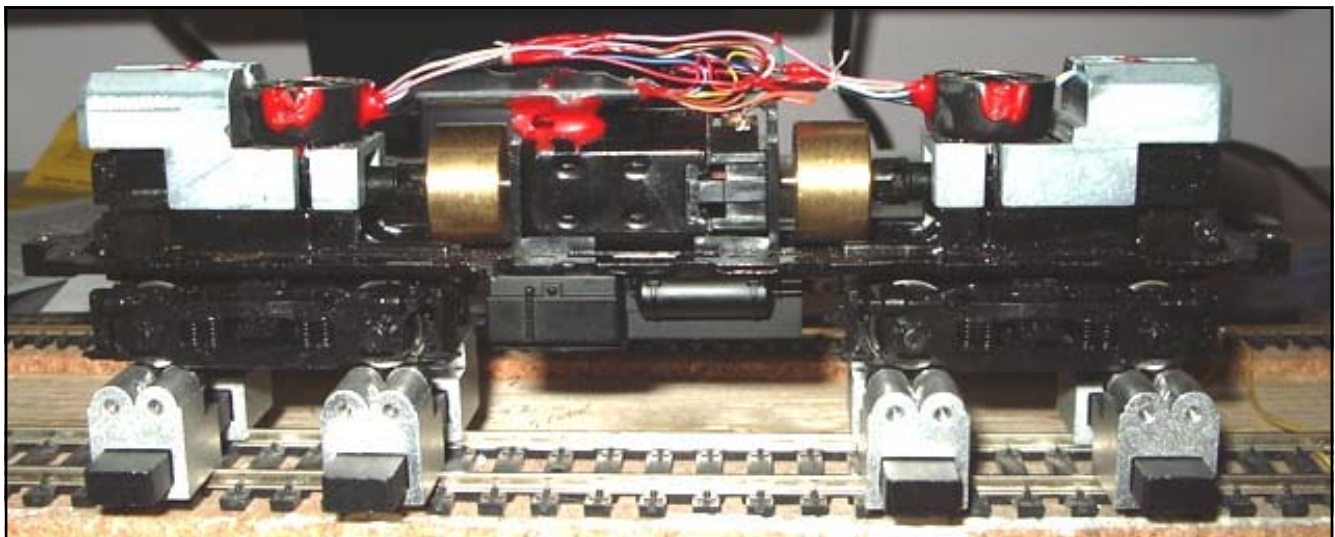


**Right:** The image to the right shows the speaker enclosure bolted to the weight. The rail power wiring from the truck and the LED lighting wiring is routed through the speaker enclosure before the speaker is installed.



**Left:** The image to the left shows the speaker installed. The wiring passing from the speaker enclosure is gathered into a harness to ensure that no single wire can make contact with the fly-wheel. After functional testing the speaker is air sealed with 'liquid rubber' to maximize the sound.

**Below:** The image below shows the completed decoder installation positioned on a Bachrus dynamic test stand. This is done so that the locomotive can be operated while remaining stationary. The locomotive wheels are sitting in respective bearing saddles and as such can turn freely. The Loksound Programmer is used to test the decoder/locomotive and set a few decoder operating parameters.

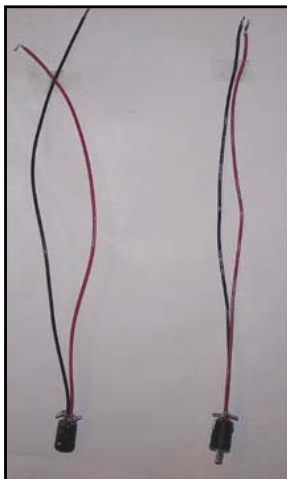
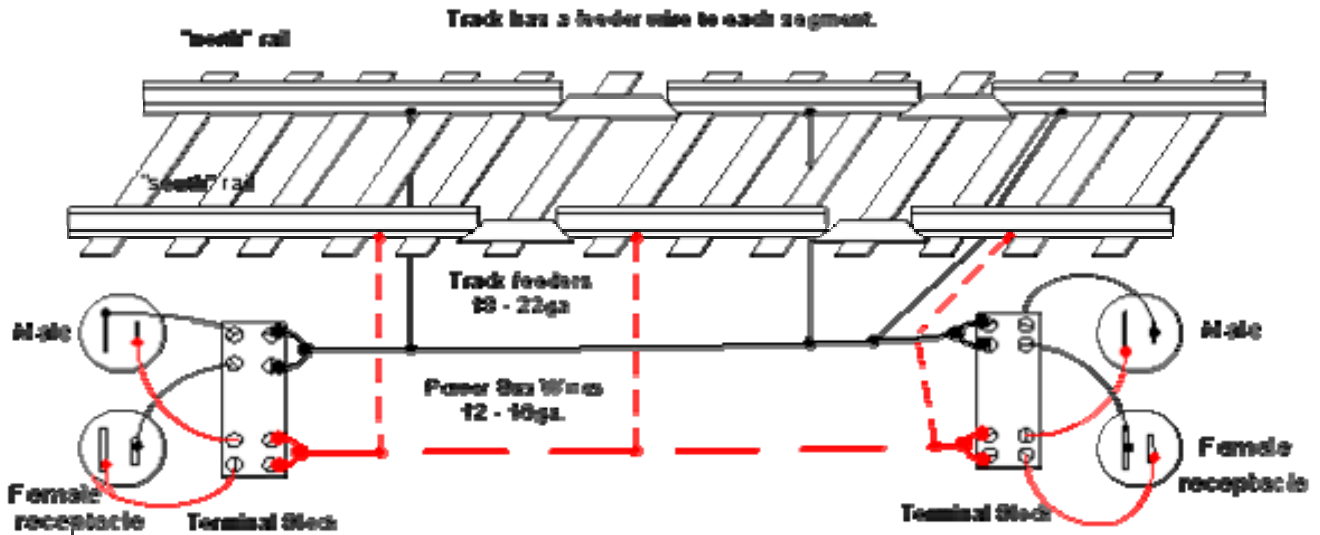


# Conclusion: FreeMo Electrical by Randy O'Hara

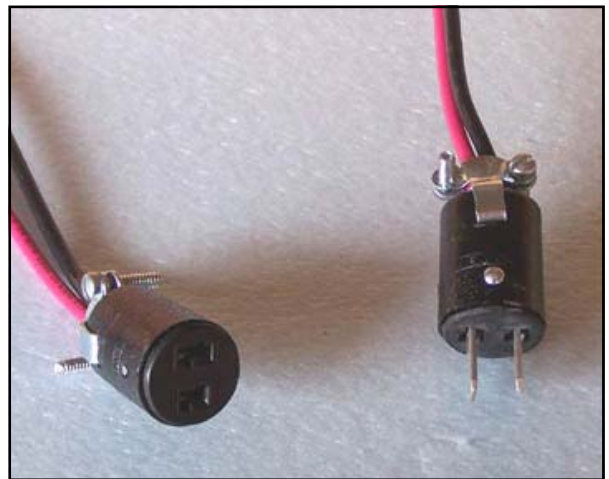
This is the last installment of this series on FreeMo. There are three types of wiring we have to deal with. One is the Power Bus. Another is the Accessories Bus, and last is the Digitrax Loconet.

## The Power Bus

The Power Bus should be made up of two wires made of 12 to 16 gauges. Each track must then have feeder wires of 18 to 22 gauge. See sketch below.



It is very important to have the male and female connectors wired differently at either end of the module. Each wire is to be of a different color to maintain polarity. Please note: When facing the module end-plate the male connector's pin 1 (the large blade) and the female connector's pin 2 (small receptacle) must both connect to the left-hand rail. Right hand photo shows male and female plug ends, left hand photo shows Cinch Jones plugs.

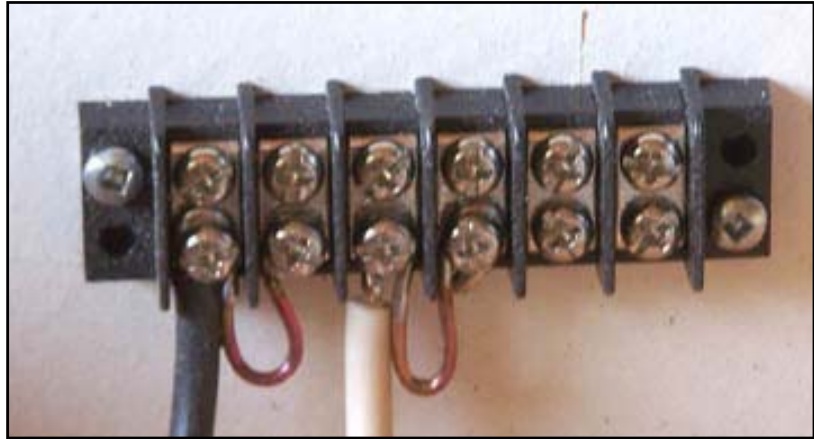
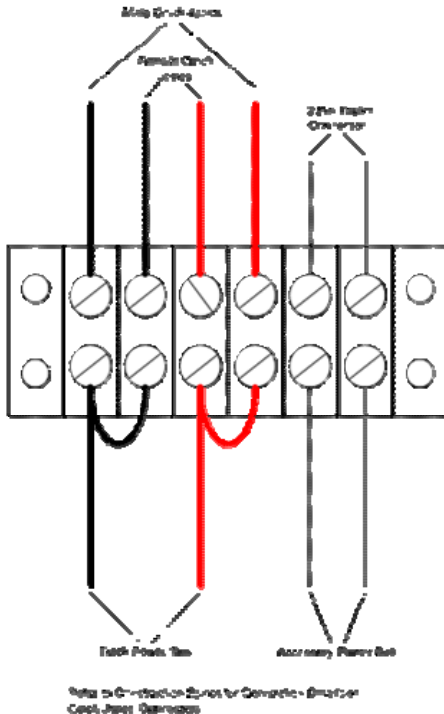


## The Accessories Bus

The Accessories bus should be made up of two wires made of 12 to 16 gauge wire. Each wire is to be of a different color to maintain polarity. These wires are to be mounted onto a barrier block as well. Also mounted to the barrier block are two trailer pin connectors. When you purchase these trailer pin connectors they have connectors on both ends. Simply cut the wires at the halfway point and make a pigtail at least 12" long.

### Module End Terminations

Barrier terminal blocks shall be used at the module ends; connect the buses on one side and the pigtail connectors on the other side. Use crimp on spade lugs or tin the bare wires to terminate. Diagram on left shows connection details, and there is a photo below of a finished terminal block.

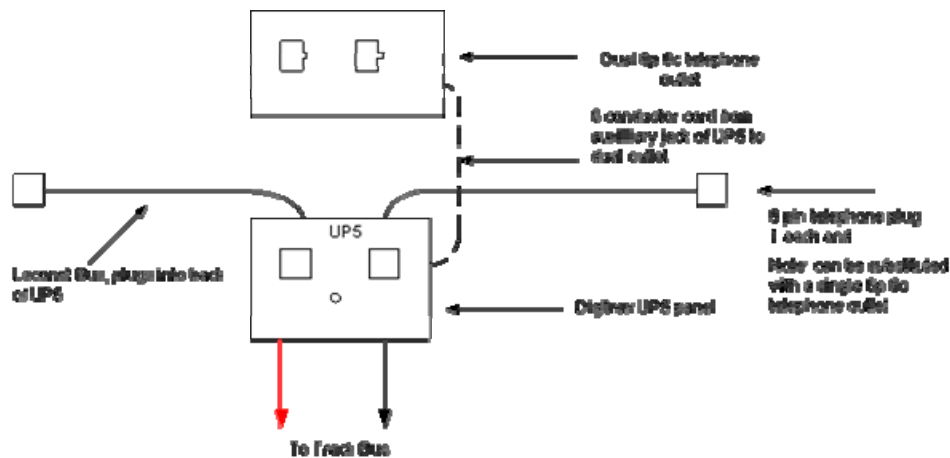


### Digitrax DCC and Loconet Bus

Setting standards sometimes choices have to be made. Digitrax is the only acceptable manufacturer of Boosters and throttles too be used. Loconet must also be wired throughout all modules. Each module (set) must have at least one UP5 mounted to the side of the module. On the opposite side there should be a 6 pin conductor telephone jack. This telephone jack is to be mounted to the auxiliary port of the UP5. To interconnect modules, terminate the LocoNet bus at each end of the module using either of the two methods described below:

- 1: Terminate with a 6 pin telephone plug at each end of the module, wired "one-to-one" so that pin 1 of each plug is the same at each end. A double ended 6 conductor inline female telephone jack must be provided for both ends. Use 6 conductors? Satin? Cord for cables. Wire as shown.
- 2: Terminate with a 6 conductor telephone jack at each end. Screw terminal or IDC type connections are acceptable. Provide a 12", minimum and 6 conductor male to male telephone patch cord for each end. Use satin cord as above or round, twisted pair cable, 6 or eight conductors.

These guidelines have been taken from the Calgary Free mo group. They have been modified to fit our needs but staying within the Free-mo guidelines. My thanks to the Calgary Free mo group for letting us use their spec sheets and diagrams.



## FreeMo Follow Up

The intent of this article was to introduce you into the world of FreeMo. Although there are many set standards for FreeMo just like everything else people are modifying the standards to suit themselves. Although some standards are considered set, some are left open to the imagination.

Remember some of the standards are

- 50 inch rail height from the floor.
- Track centers
- Consistent color (paint) through you module set
- D.C.C by Digitrax

As long as you follow those four standards I don't see why you can't enjoy FreeMo. I wish to thank everyone on the FreeMo and FreeMoN Yahoo Groups for their input. I would also like to thank the Calgary FreeMo group for their assistance and allowing me to use some of their data to make these articles.

### National Convention May 2008

I wish to invite everyone to build and to participate in the Free-mo display at the Canadian Association of Railway Modellers National Convention. As part of this convention we have rented an 18,000 square foot space

which we want to fill with Ontario's largest ever operating model railroad display in all scales. We are approaching various groups to see if they wish to participate.

We foresee, Saturday daytime arrival and setup, Saturday evening the modular groups are free to operate their layouts or participate in convention activities (we are considering a partial registration fee for modular participants). Sunday the modules would be operated from 11:00 am to 4 p.m. , leaving 3 hours for modular groups to dismantle their layouts. There is easy access to the floor through a loading dock.

There would be no cost to the module owners for rental of the space as the convention will recoup the rental costs through the public admissions.

I would also appreciate any insight you could give me into other Free-Mo groups that might be interested in attending. If you do decide to attend I'll need to know as soon as possible because I need to come up with a layout design. Our going in plan is to create one large Free-

mo layout. Our best estimate is that the HO Free-mo will have something in the range of 10,000 square feet to work with. There are rooms available on campus if you need. The cost is approximately \$56.00 Can. and this includes a hot breakfast.

I will send out additional information as soon as I receive it. If there are any questions please feel free to ask. I can be reached at [ont\\_rail@yahoo.com](mailto:ont_rail@yahoo.com)  
Thanks very much for your interest

Randy O'Hara

CARM  
Free-mo committee member  
Ontario Midwestern Chapter  
Chairman

FOR INFORMATION: Contact Joe Rutter  
519-376-2983 OR [joe@fullsteamahead.ca](mailto:joe@fullsteamahead.ca)



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# Designing the Cobourg & Peterborough Railway

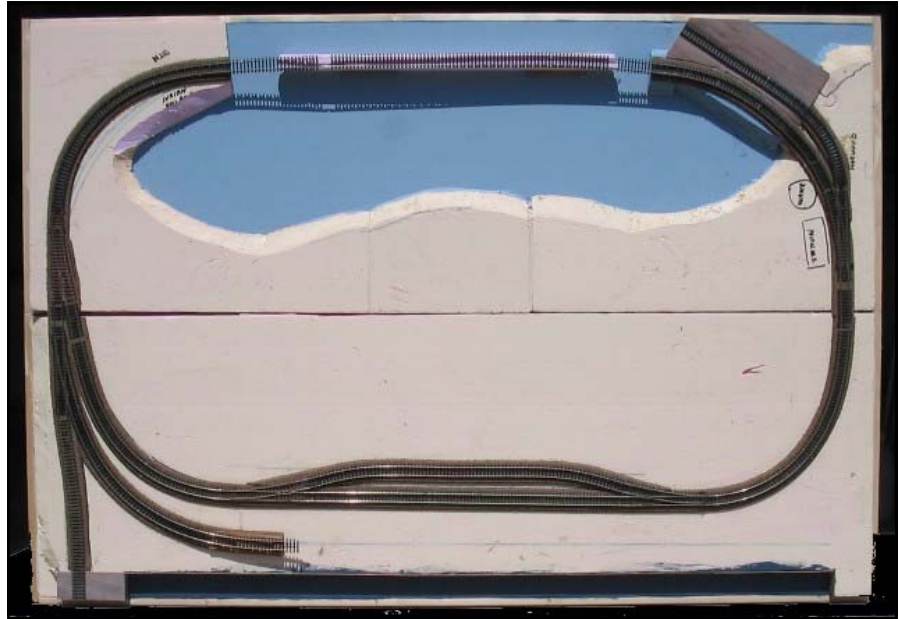
## Part 3: Track Laying & Electrical Wiring

Article and Photos by Ted Rafuse

Having determined that a simple oval best suited the display purpose of this C&P, the most critical aspect of track laying was to determine the precise location of curves and turnouts. A simple trammel was constructed from a piece of 1" by ¼" wood spline by drilling holes at measured intervals from one end. The holes were large enough to accept a nail. This was inserted into the trammel and into the foam. With a felt marker at the end an arc was drawn to the determined radius. On the Rice Lake side the two end radii are quite sharp to allow as long a tangent as possible for the approach to the two bridge sections. On the Cobourg side the end radii had to allow sufficient length to store a train on the passing track.

With the track radii inscribed on the foam, turnout locations were determined. To avoid potential problems, no turnouts were located over the joint between the two modules. Apart from that consideration, the turnouts and spur tracks were placed to best advantage. All track was test fit on the layout to ensure that the turnouts and track would operate problem free. The track at this stage was held in place directly on the foam with ½" track spikes. Once satisfied with the track location, cork road bed was glued on both sections of the layout with a latex contact cement. While the cement was still tacky the cork was positioned on the surface and held in place by push pins until dry.

Peco code 100 flex track rather than code 70 was used to ensure worry-free operation. (The C&P used 56 pound iron rail.) With the two layout sections joined, the track laying commenced. Four left hand and one right hand short radius (#4) Peco turnouts



**Above:** The oval track and turnouts have been tacked to the foam base. The latter has had a second layer contoured to represent land, while the water areas have been painted light blue representing Rice Lake at the top and dark blue representing Cobourg harbour. A temporary foam bridge allows track to cross Rice Lake. The elevated pier at Cobourg harbour has yet to be constructed.

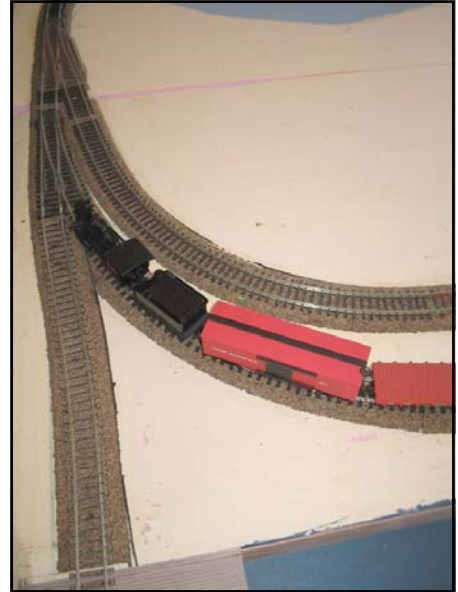
**Below:** Trial run of trackwork on the Rice Lake Bridge site.







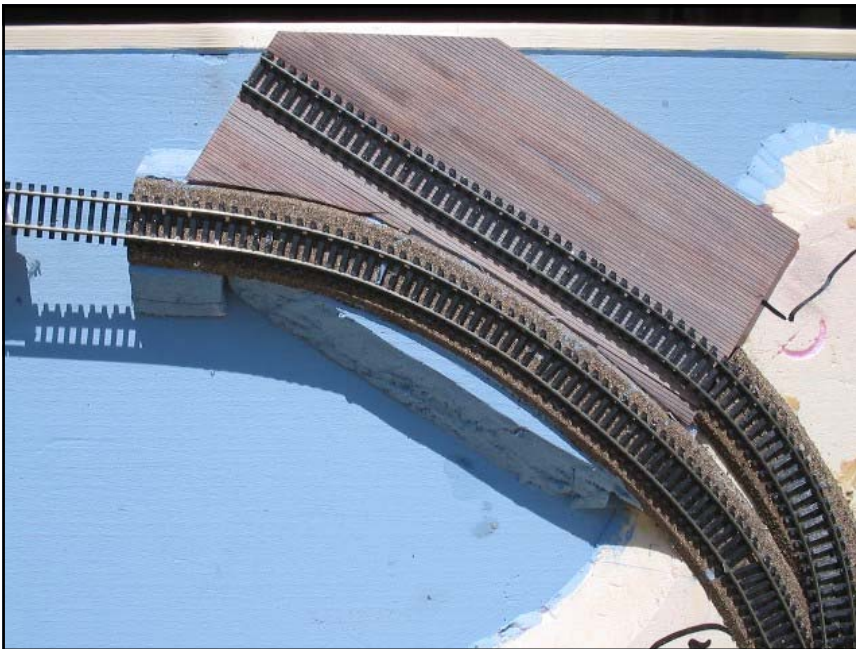
**Above:** Track splices created a challenge. The three needed track splices were cut and rail joiners, able to slide towards the centre of each track splice, were added. These track segments fit on top of the profiled cork roadbed. Masking tape wider than the ties was attached along the bottom of the Peco Flex Track as a base for ballast. The splice locations were numbered and the corresponding number was also placed on the bottom of the masking tape. Ballast was glued in place and when inserted on the modules, the splice is minimally visible.



were donated by a friend from a layout he had taken apart. These were positioned and spiked on the cork road bed on both modules.

**Below:** The track work at Cobourg harbour: the centre pier is approached by the track to the bottom of the image; the track on which the train rests rises to the elevated pier along the esplanade; the top track curving to the right is the main line.

Flex track saved from a previous layout was spiked in place. All track was test fit and cut to length and joined with metal rail joiners. (The section across Rice Lake was installed on a foam riser to allow for test operation. The bridge eventually replaced this temporary track.) All joints were subject to locomotive running to ensure derailment free operation. All track joined to a turnout had the rail joiners soldered so that a tangent joint was made and electrical contact assured. Track was then curved to fit the location. Once satisfied with the track position all other rail joints, save the three module joining track pieces, were soldered to ensure electrical continuity.



**Above:** The stained scribed wooden dock at Harwood in place. Flex track was glued directly to the scribed wood. Later scribed wooden boards were placed between the tracks to enhance the dock's appearance.

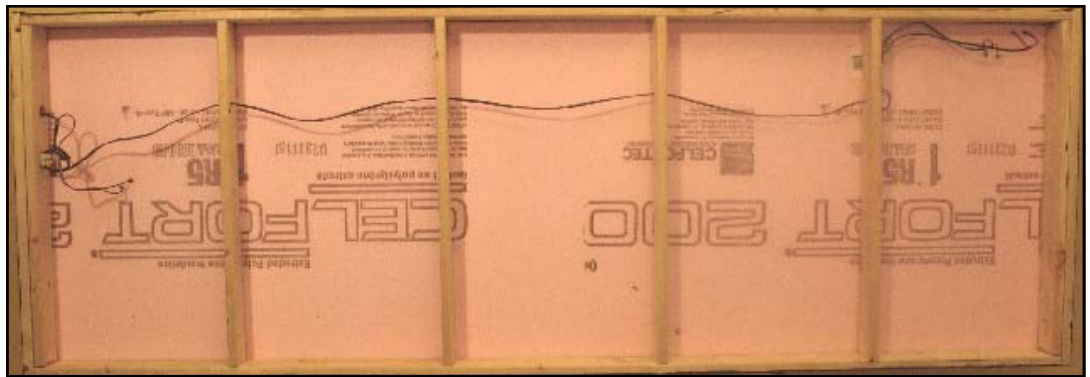
Each position where track crossed to the other module was numbered on the cork and the track cut to fit the link. On each of these three short sections of link track masking tape was placed on the bottom of the ties and then these were numbered to match their particular location. (Eventually these small sections were ballasted, the masking tape acting as a 'bottom' for the ballast. When set in place the join is barely noticeable.)



**Left and Below:** The bottom of one module segment appears in this image. At the left the female connector with wires attached to a bus bar is visible. From the bus bar speaker wire runs to several track sections to ensure all track is electrically connected. Each track wire is soldered to the track above. This method of wiring creates a better guarantee of electrical continuity that relying solely on

Before laying the track sections on the two piers, two features had to be constructed. The first of these involved gluing brown stained scribed sheathing to the styrofoam wharf base to provide the illusion of wooden piers at both Cobourg and Harwood. The second was to create a section of raised track to meet the ore trestle at Cobourg harbour. This latter was accomplished by gluing several sections of cork roadbed one on top of the other to provide a stepped gradient. This was then sanded with a surf-foam tool into a smooth gradient. The bevelled sides were left on the underlying cork roadbed as these would be hidden by ballast at a later stage.

To ensure continuous electrical conductivity several feeder #20 gauge paired speaker wires were used. (One wire had a white strip to help in avoiding cross-feeding any electrical connections which could cause

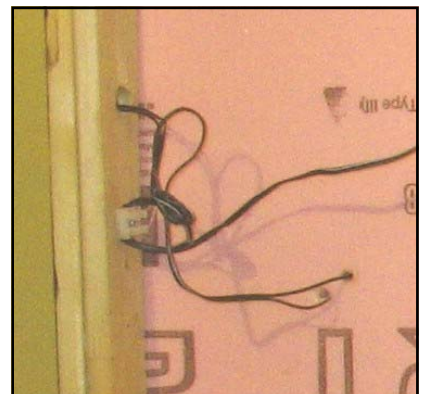


a short circuit.) On each section of the module a 7/8" hole was drilled on the adjacent short sides of each module. Two wire leads were soldered to the male end of two phonograph plugs. The opposite ends of each of these wires were joined by twisting them and then each was soldered to an open ended spade connector. The length of the intervening wire was sufficient long to reach the transformer connections and the side of the module. The transformer rests on the extra length of the set-up table.

On the underside of the layout, a short length of wire was strung from the female phonograph connector to

a barrier strip with 4 connections on each module. (This part came as a strip and was cut according to the number of connections needed at a particular spot.) From the opposite side of the barrier strip several lengths of wire were run according to where a connection to the track would occur. At the selected track locations 1/8" holes were drilled on the outside edge of the track between the ties. Connector wires were inserted from the bottom of the

**Right:** Wires from the base of the female phonograph connector lead to a buss bar from which wires lead to various track sections, one of which is seen to the right. The wires lead to track on the top surface, one to each track. When wiring a circle such as this layout, care was taken not to cross the wires from one side to the other which would create a short circuit. Both module segments have the same electrical connections.



layout through to the top of the layout. The wires were then stripped, fluxed and tinned. The flange of the track was cleaned with flux. The end of the wire was bent to a 90 degree angle and bent slightly to lay in the flange of the track. A soldering gun was touched to the wire to join it to the track.

A 1½" square was cut from a spare piece of 1/8" plexiglass. In the centre of this, a hole large enough to mount the female phonograph plug, was drilled. At each corner of the plexiglass plate small screw holes were drilled and the plate was attached to the module by brass screws. With the wire lead from the male connector attached to the transformer, the layout wiring was complete and ready for operation.

Some track enhancement, including rusting the rails and lightening the ties followed. The flex track has a wood grain formed into the plastic ties. This was largely lost due to the colour of the ties. In order to make the grain visible a wash of inexpensive desert sand acrylic paint was prepared. With a ½" brush all the ties were painted, commencing in the centre of the track and followed by washing the outside ends of the ties. In several places the original wash was insufficient so it was painted a second time. To dull the shiny aspect of the visible side of

the rails, the web was painted with Polly Scale railroad tie brown. Learning that the original C&P had not considered rock ballast to be important, and that the ballast often consisted of little more than sand, Woodland Scenic's Fine Buff ballast (B73) was selected for use as the primary ballast on the modules. This represented the light ballast of the original C&P railway. One exception to this ballast was the use of WS B82 medium grey ballast on the approach track to the trestle at Cobourg harbour. As this was added later by the CP&MR&MCo presumably they would have used a better grade of ballast.

A small opening in one of the upper corners of the ballast bag was cut. With care a small flow of ballast was drained between the rails for a length of about one foot. My index and middle fingers were used to spread the ballast into the ties between the rails. This frequently took several rubbings, and some practice, to keep ballast from piling up along the rail webs and from accumulating on the tops of the ties themselves.

A second and third flow of ballast was placed along the outside edge of each rail on top of the ties. Again using my fingers the ballast was spread between the ties. Some of this ballast fell along the contoured profile of the cork roadbed. More

ballast was flowed along the profile edges until the cork roadbed was no longer visible. To even the width of the ballast I took a small paint brush and swept away excess ballast at the bottom of the berm until the appropriate appearance was achieved.

Securing the ballast followed. Water with a drop or two of liquid detergent allows water to flow by breaking the meniscus of the water. The meniscus is that physical property that allows water to bead. This solution was misted onto the ballast. To secure the ballast in place a solution of white glue and water in a 1:1 or 1:2 formula was applied with an eye dropper. The white glue/water combination flowed easily throughout the ballast between the rails, on each side of the rails, and along the contoured edge. Once dry, the ballast firmly held the flex track in place and the track spikes were removed.

Electrically the layout is simple containing but a single block. Peco turnouts are route selecting enabling one train to be isolated from the other at either the passing siding or on any of the three spurs. A test operation of a locomotive on the layout ensured that the track and electrical connections were functional.

In the next installment, the building of the raised trestle at Cobourg harbour will be described.



**Left:** Several construction features are evident in this image. The passing track in Cobourg is in position illustrating that there is sufficient length to allow for trains to meet and pass. In the foreground the harbour has been painted dark blue and the unpainted wooden edge of the module is in view. The blue line in the foreground locates the position of the trestle track. Beyond the trains the horizontal line indicates the joint between the two modules. The vertical lines abutting the horizontal line indicate the cuts made in the styrofoam to create the shore line of Rice Lake on the adjoining module. Neutral latex paint has been applied to provide an adhesive surface for subsequent material such as road bed and scenery applications. At the top, the wavy light blue paint line suggests Rice Lake, the contour sculpted from the top layer of styro-

## COMING EVENTS

**Ontario, Holland Centre, September 22:** The 2nd Annual "Day at the Clinics". 10am to 5pm. Holland Centre (on Hwy 10) then east 5 minutes on county #30 at Participation Lodge. Featuring operating layouts, displays, Clinics, vendors/exhibitors. Admission - \$5.00 Children under 6 free. We are always looking for people to give clinics. Further information/table request, contact Randy O'Hara at 519 371 1998 [attheclinics@yahoo.ca](mailto:attheclinics@yahoo.ca)

**Ontario, London, September 22:** Tour of the model railroad layouts in London, St. Thomas, Port Stanley, Aylmer, Woodstock, and Ingersol. All are welcome. LMRA & CARM members' packages are free with their membership. Others are asked for a \$5.00 donation to help defray costs. Four Convenient Registration Locations--St. Thomas: Elgin County Railway Museum, 225 Wellington St. London North: Broughdale Hobby, 1444 Glenora Drive London South: London Model Railroad Group, 69 Holborn Ave. Ingersol, Fred Thompson, 126 Albert Street Registration between 9 A.M. and 3 P.M. Layouts will be open for times varying from 9 A.M. to 9 P.M. Contest/Draw: All visitors will be given a page of photographs of portions of different layouts. Those who identify the most during their tour will be eligible for a draw for prizes. Four prizes are donated by and displayed at Broughdale Hobbies, Doug's Trains, The British Connection, and Otter Valley RR. Full rules provided with registration. For information (519) 472-1766 or [peter.connell@sympatico.ca](mailto:peter.connell@sympatico.ca)

**Ontario, Brampton, September 29, 30:** The 10th Annual Brampton Model Railroad Show,

Brampton Fairgrounds, 12942 Heartlake Road, 8 kms North of Bovaird Drive, Sat & Sun 10 am--4:30 pm. Adults \$5 Seniors \$4, Children 5-12 \$3, Children under 5 free, Parking free. For information Carl Kinzinger at [cpk@sympatico.ca](mailto:cpk@sympatico.ca)

**Nova Scotia, Truro, October 13:** Truro Model Railroaders Association presents their 30<sup>th</sup> ANNIVERSARY (1977 to 2007) FALL TRAIN SHOW at the Nova Scotia Community, Time 9:00am - 4:00 pm, College, Arthur Street. Admission: Adults \$5:00 • Students \$3:00 • Children under 12 Free if accompanied by parents. You will see Operating Layouts in Z---N---HO scale; Railroad Sales and a variety of Display Tables. Contact Persons Tex Corning 893 1448 or Howard MacLellen 897 0642, Email: [jcorning@eastlink.ca](mailto:jcorning@eastlink.ca) or [pai@ns.sympatico.ca](mailto:pai@ns.sympatico.ca)

**Ontario, Bowmanville, Oct 13 & 14:** 21st Annual Train Show, Bowmanville High School, 49 Liberty St. N., Sat & Sun 10 am to 4:30 pm, Adults \$5 Seniors \$4 Family \$10, For information Ron Radcliffe 905-987-3099 or [rjr.kse@sympatico.ca](mailto:rjr.kse@sympatico.ca) sponsored by Soper Valley Model Railroad Association.

**Ontario, Aberfoyle, October 13, 14, 20, 21, 27 & 28:** Aberfoyle Junction Model Railway Open House. Located at Quonset Hut #128 Brock Road, 1.5 kms north of Hwy 401, Exit #299. 10 am to 4:30 pm. Adults \$7, Students & Seniors \$5, Children \$4. For information: Craig Webb 257 Broadway Ave, Hamilton, ON, L8S 2W7 905-527-5474

**Ontario, Muskoka, October 14:** 3rd Annual Muskoka Layout Tour. 16 local layouts from N to G. Self guided tour, 10AM to 6PM. Guide books available through local hobby shops in September. Contact Scott Reid @ [sreid@orilliapronet.com](mailto:sreid@orilliapronet.com).

**Ontario, Harriston, October 27:** Annual "BOOMERS" Auction of model railroad equipment and materials at the Harriston Community Centre. Admission \$5.00 (includes door prize draws). Tables available at 8:00am. Auction starts at 10:00am. For additional information contact Harold G. Jones, 16 Conroy Cres, Guelph, ON N1G 2 V 6 , 519- 821-2454. Email: [hgjones@golden.net](mailto:hgjones@golden.net).

**Ontario, Niagara Falls, October 28:** The Niagara Falls Fall Model Railway Show will take place at the Optimist Park Hall, corner of Dorchester Rd & Morrison Rd in Niagara Falls. Show runs 10:00am - 3:30pm. The show features model railway vendors, layouts, and museum displays. Lots of parking, and food/drinks are available. Admission Adults: \$4.00

Seniors/Students: \$3.00 Under 12 free. For show information, or table bookings, please contact us at [info@nfrm.ca](mailto:info@nfrm.ca), 905 357 6538 or our website at <http://www.nfrm.ca>

**Ontario, North York, November 11/18:** York Railway Modellers will be holding their 16th Annual Fall Open Houses, at 5 Oakland Ave, North York, Ontario. The hours are 11am to 4pm each day. Admission is \$5.00 per adult and \$1.00 for children. Our 1600+ square feet of HO scale model railway features both railways, the CNR and the CPR, in southwestern Ontario, in the period of 1953 to 1957. We feature approx 13 scale miles of mainline trackage going through 10 Southern Ontario towns. For more info, visit our website at: <http://www.yorkrailwaymodellers.info/> or email Bill Dewar at [wmdevar@sympatico.ca](mailto:wmdevar@sympatico.ca), or Phone 905-840-4983.

**Ontario, Ancaster, November 11:** TH&B Flea Market, Marritt Hall, Ancaster, ON, 10 am to 3:30 p.m. Adults \$5, Seniors \$4, Children under 12 Free. Over 120 tables. For information: 905-335-9112

**Ontario, Hamilton, November 17:** H.O. Model Engineers Society Hamilton & District 7th Annual Layout Tour Saturday, November 17th/07 9:00 AM to 4:00 PM. Admission \$5.00. For further information see our web site at [www.trainweb.org/homesclub](http://www.trainweb.org/homesclub)

**Ontario, Whitby, November 17/18:** Pine Ridge Railroader Model Train Show, Saturday 10 am - 5 pm and Sunday 10 am - 4 pm. Father Leo J. Austin School, 1020 Dryden Boulevard, Whitby (near Anderson, south of Tauntan) Adults \$5.00, Children under 14 - \$2.00, Children under 5 - FREE. [www.trainweb.org/prc](http://www.trainweb.org/prc)

**Ontario, Hamilton, November 18:** Steel City Model Railway Club Open House at 121 John Street South, Hamilton (opposite the GO Centre/former TH&B station), 11:00 AM to 4:00 PM. See one of Canada's largest N scale layouts. Admission Adults \$3.00, discount for children/seniors. Information: [john.eull@sympatico.ca](mailto:john.eull@sympatico.ca) or (905) 337-1422.

**Ontario, Belleville, December 2 & 3:** Quinte's 12th Annual Model Train Show and Sale. Sat & Sun 10 am to 4 pm. Adults \$5 Seniors and Students \$4 Children \$2 Family \$10. Quinte Secondary School, 45 College St. W., 10,000 square feet of displays and vendors. Sponsored by the Belleville and Brighton Model Railroad Clubs. For information Paul Martel 613-968-9270 or [pmartel@cogeco.ca](mailto:pmartel@cogeco.ca)

**Ontario, Paris, January 20:** Paris Junction 2008 Model Train Show. 10:00Am - 4:00 PM, Paris Fairgrounds, Silver St. Admission: Gneral-\$4.00, WOD-NMRA member-\$3.00, Children under 10 - free. Contact Gord King (519) 583-0975 or email [sln@nor-del.com](mailto:sln@nor-del.com)

### 2008 CARM CALENDAR

#### WE ARE LOOKING FOR A FEW GOOD PHOTOS OF PROTOTYPES AND MODEL LAYOUTS

JPEG, JPG, TIF, TIFF or other uncompressed digital format 4.0 megapixel or greater image size, horizontal format

Include a short description and the name of the photographer and any other information.

E-mail me a sample of the image, less than 4 megabytes, as all images will be considered. You will be contacted as to how to get a larger image to me if needed.

SEND IT TO:

David King, Membership Director  
[membership@caorm.org](mailto:membership@caorm.org)

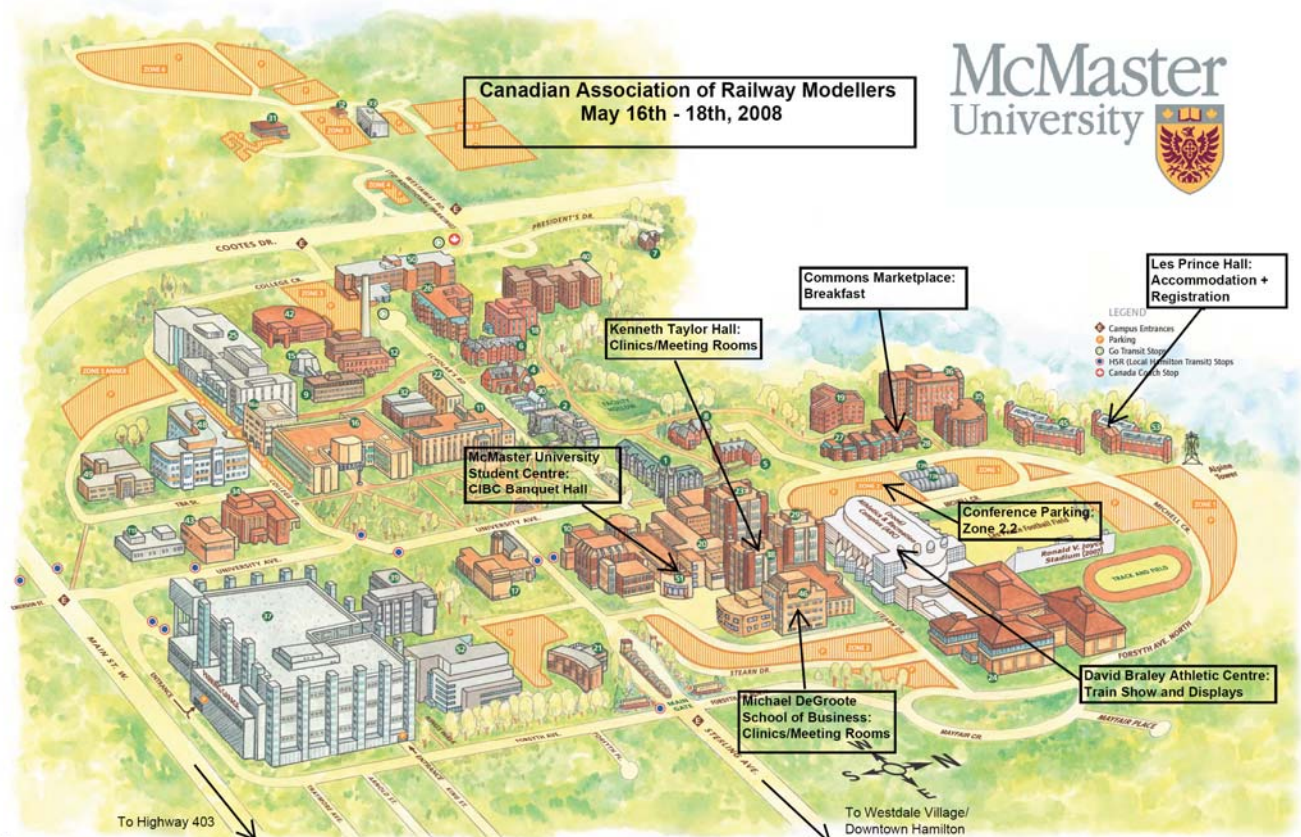
# HAMILTON 2008

## THE CANADIAN RAILWAY CONVENTION

**WHEN**  
**FRIDAY**  
**MAY 16, 2008**  
**TO**  
**SUNDAY**  
**MAY 18, 2008**



**WHERE**  
**MCMASTER**  
**UNIVERSITY**  
**HAMILTON**  
**ONTARIO**



## CONVENTION INFORMATION

### REGISTRATION:

The full registration package will be included with The Canadian in December. Simultaneously we will be posting the registration documents on the website.

### ACCOMODATION:

Accommodation has been secured at McMaster University in the Les Prince Residence. It is a Bed & Breakfast package and will be \$56 per person per night. Persons wishing to arrive early or stay longer can make arrangements with the University to stay additional nights at the same cost.

### CLINICS:

All of the planned activities are within close proximity to one another and as shown on the map below are within easy walking distance of the residence.

Among the clinics already arranged are:

**David King: Using Digital Cameras for Railfan Photography:** This clinic will introduce you to the pros and cons of using different types of digital cameras, how this differs from using film, and techniques to improve your photographs.

**Ray Hoadley: How the railroad works in Stelco to make steel:** Presentation showing the rolling stock that was used to move steel within the Stelco Hamilton Works including the type of products that went in and out by railroad.

**Jeff Pinchbeck: The CPR passenger car fleet through the decades:** A look at major events such as new car purchases, disposal and renumbering trends, and a look at other significant changes through the years.

**Joe Rutter: Building Laser Kit 101:** Anatomy of laser kits, painting, tools, castings, roofing and weathering tips & techniques.

**Bob Winterton: Prototype Modeling and Prototype Operations:** Prototype modeling of CPR passenger consists and the incorporation into simulated prototype operations on the CPR Schreiber Division.

**Robert G. Rivers: Diesel Switchers, Then & Now:** Traces the earliest beginnings of the diesel switcher up to the present, along with the history of the locomotives and the companies that built them.

**Rob Eull: Railfanning in Southern Ontario:** Railfan locations in the Golden Horseshoe.

**Don Eastman: A Canadian Modeling Chesapeake & Ohio's Cabin Creek Line, West Virginia:** A short discussion and a 30 minute DVD on modeling the Cabin Creek Line

**Lance Brown: Post World War II Freight Equipment of the TH&B:** A general outline of the TH&B rolling stock roster between the end of World War 2 and 1987.

**Trevor Marshall: "A Free-mo Primer":** Free-mo allows modelers to faithfully recreate prototype tracks configurations and scenes. The clinic will describe the standard, explain how it's different from other modular formats, provide examples of free-mo modules and share module construction tips

**Joel Waterman: Radio Control Battery Power in "Q" and "G" scale Engines:** Installation of Airwine 900 products in larger engines, the *advantages* and the *challenges*.

**Brandon Bayer: JMRI show and tell- The Java Model Railroad Interface:** A basic introduction and demonstration of JMRI, a cross-platform (*Mac, PC, UNIX*), open-source and FREE! suite of programmes for interfacing computers and DCC model railway control.

**LAYOUTS:**

There are many fine layouts in the Hamilton area and a full program of self guided layout tours is being provided. Many of the layouts which will be available for viewing have graced the pages of the Canadian, including the N scale layouts of the Editor and Justin Parry, as well as the HO Scale layouts of David Lee and Jim Ellis, and the O Scale layouts of Craig Webb, and Aberfoyle Junction.

A car pool program will be organized for those of you who may not have transportation readily available.

**PROTOTYPE TOURS:**

We will be offering a number of prototype tours, including the Halton County Radial Museum, and the VIA Rail Shops. Several other tours are also planned.

**NON RAIL TOURS:**

Hamilton is home to the world famous Royal Botanical Gardens and the historic Dundurn Castle. Both will be on our Non Rail Tours. Additionally, we hope to offer pool type transportation for anyone wishing to avail themselves of some of Hamilton's mega malls.

**OPERATING RAILROAD EXHIBITION:**

We have booked the 18,000 square foot Braley Centre and we are putting together what we hope will be the largest display of operating layouts ever seen in Ontario. This is not your traditional train show, it is all about operating trains in every scale. We already have numerous commitments and space is filling up fast. This should be an exciting opportunity to see all scales in action at the same time and we will be opening to the public on Sunday to give a Family Friendly showcase of our hobby.

**PARKING:**

For those of you who will be driving here, parking at the University will be Free from 4:00 p.m. Friday until the Convention is over on Sunday.

**MEALS:**

To save travel to restaurants outside the University a full meal package for the weekend will be offered.

# RON SCOTT'S Sn3 MODELS



**Ron Scott, D.R. Custom Model Railways**, is a CARM Sponsor and built this beautiful Sn3 module and models and took the photographs.

**Upper Left:** Switcher #2 is used to retrieve broken down rolling stock and take them back to the repair facility.

**Upper Right:** Tool shed where various hand tools are kept, and railway workers seek warmth on those cold days.

**Left:** Aerial view of the cutting operation across the canal from the loading docks.

**Bottom Left:** An old red pickup truck sitting in front of Ed's Bait Shop and Boat Rental.

**Bottom Right:** The Ontario Midland Railway's boxcab diesel is the main power for getting logs to the loading docks and is seen here waiting to couple up to a flatcar.

