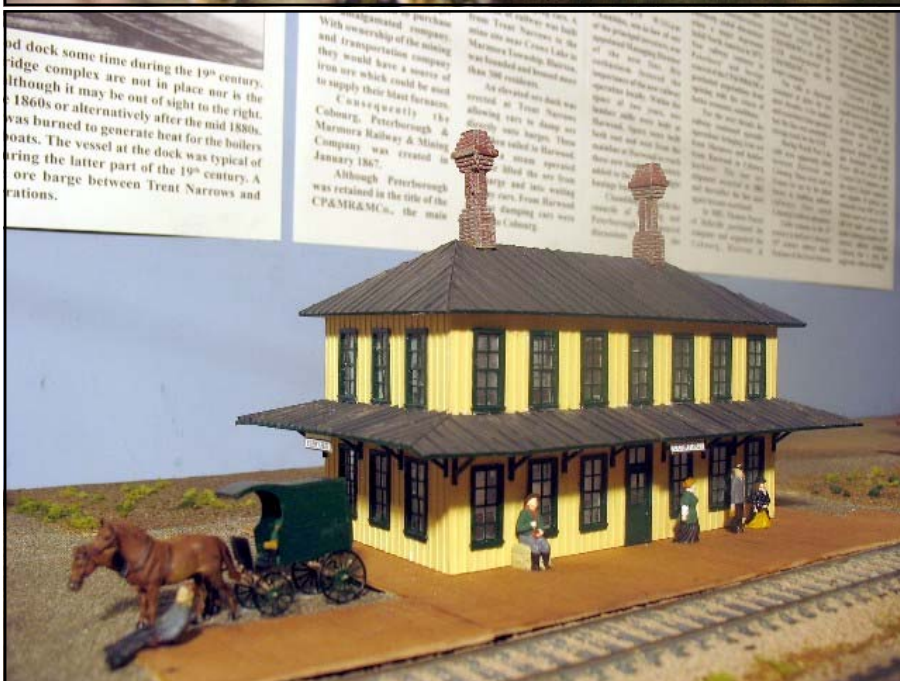
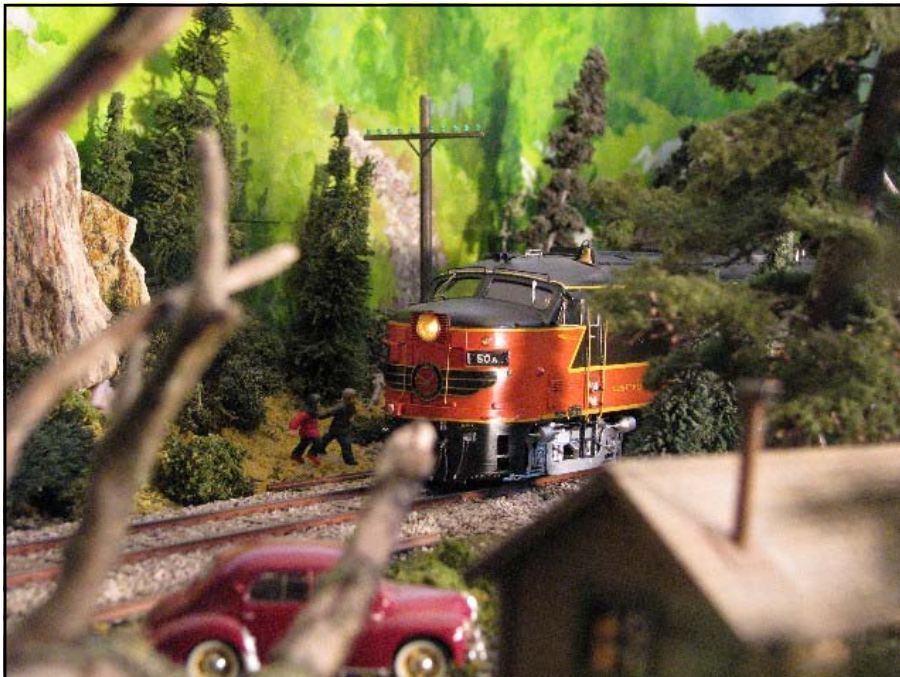


C.A.R.M. AT FIVE YEARS OLD A SPECIAL REPORT FROM THE BOARD



In This Issue

- 3 Observation Platform
- 4 Special Report from the Board of Directors
- 6 Chapter News
- 10 Part 7: Building the Three C&P Stations
- 17 N Scale Twin Trak
- 18 Last Month's Switching Puzzle—a solution by Ray Hoadley
- 19 Coming Events
- 20 Osprey Lakes & Northern Railway

Cover Photo: Top Left

FPA #50A leads the premier passenger train, The Osprey on the Osprey Lakes and Northern Railway of Brian Ottaway. The unit is resplendent in its two tone paint scheme., prepare to leave Britannia Yard. Ted Rafuse photo.

Cover Photo: Bottom Left

The completed Cobourg Station on site at Cobourg Harbour was taken from the ore trestle. The second storey has standing seam hip roof. In addition to the multiple windows, the two ornate chimneys provide a unique appearance to the C&P office and passenger facility. A Jordan Miniatures teamster awaits the arrival of the next train in the hopes of securing a transfer job. Ted Rafuse photo.

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THE OBSERVATION PLATFORM

LEARNING LESSONS FROM A LEGEND 35 YEARS LATER

I have been in the process of ridding myself of boxes and boxes of magazines which I have been collecting for almost 40 years. I have documented previously my goal of creating digital files for articles I wanted to keep and ridding myself of the rest. That is well underway and is about 75% complete. In the course of this effort I came across the series of articles by Allen McClelland first published by Railroad Model Craftsmen in 1972 documenting the creation of his Virginian and Ohio.

In the summer of 1972 my wife and I, married less than a year, were taking our first vacation, a trip out West. Dayton, Ohio wasn't too far off our route of travel and so I gave Allen a call and he very generously invited us to stop by. When we got there, we found that he had set up an operating session for us and we had a great evening running on the Virginian and Ohio. That trip to Allen's house would influence my modeling for many years to come.

Recently, I have begun to second guess my plans for the PRR Allegheny Division and I have shared some of those thoughts in this column. I think what has been percolating in my sub-conscious is the "rigidity" of modeling a specific prototype and a specific location. There is little or no room for deviation. I have always enjoyed wharf scenes and I have a beautiful craftsman type transfer bridge kit, but there was no water in Altoona. I have always been attracted to F45's and the Great Northern and Athearn will be bringing them out in a few months, but they never ran in pool service on the Pennsy. Freelancing would be simpler wouldn't it. Run what you want, through whatever scenery you want.

As this was bubbling around in my head, I started to digitalize Allen's series of articles from the early 70's. Among the first was an explanation of the planning principles and theories behind the Virginian and Ohio which I had admired those many years ago.

Allen describes his trips into the hinterlands of West Virginia documenting the

prototype and understanding how and why they operate the way they do. His goal was to build a transportation system that duplicated the prototype in every aspect. As I read on, I realized that even though Allen had "freelanced" he had placed the same restrictions on himself that today's "prototype" modelers do. If it didn't make sense in West Virginia in the late 50's, early 60's, it didn't find its way onto the Virginian and Ohio. This applied to structures, rolling stock, motive power, and operations.

After reading the article, the realization sunk in that even if I freelanced, and installed that transfer bridge, I would seek out a prototype for which that made sense, like the Pennsy branch down the Delmarva Peninsula. Then I would have to grapple with why I have all those passenger cars since the Pennsy only ran some locals on Delmarva.

What all this meandering means is that I have gotten rid of the demons and I am back on track (pun intended) with the layout thanks to rereading Allen's ideas and concepts. I also recognize having built several layouts and helped others build theirs that this type of second guessing is pretty normal. Oh, and those F45's, I will definitely be getting one in Great Northern Big Sky Blue. I have a photo of the Pennsy testing a Union Pacific DD35 on the mainline near ZOO Interlocking and to suggest that they might have similarly tested the F45 is not that much of a stretch since they bought 140 SD45's and loved them.

THE PROTOTYPE SOLVES MY SCENERY PROBLEM

Operating a layout with a four track mainline means lots of staging. I have an 18 track staging yard on Level 1 and

a 12 track staging yard on Level 3. Both are exposed and I intended to ballast them, put up a scenic backdrop and that was it. In researching the prototype I found a yard 30 miles further down the line that sat between a river and a series of hills which meant that it was long and narrow. It had a small engine facility and the town itself, Johnstown, Pennsylvania was similar to my hometown of Hamilton in that it was a steel making centre. Hmmm! Quicker than you can say road trip, a trip to Johnstown was in the works.

The trip was last weekend. Enormous steel mills sit on the banks of the Conemaugh River, the railroad on the other side, its four track main and a 4 track yard. The engine terminal is long gone but the space where it sat is still there and I documented it fully. Stone viaducts cross the river carrying the rails west. Behind the mainline large forested hills. This was a modelers dream. Easy backdrop, long narrow yard, and heavy industry. The station downtown is a large brick structure which actually sits below track level with a tunnel leading up to high level concrete platforms set between the rails. A friendly Amtrak agent gave us the run of the place including allowing us up on to the platforms and we thoroughly photographed and documented the whole structure.

I have begun the process of revising the Upper Level from Cresson to Johnstown and finding the right place to simulate those steel mills. Below is a photo showing the Mills, the Conemaugh River and the railroad is on the concrete embankment on the right.

John Johnston: Editor





A REPORT TO THE MEMBERSHIP FROM THE BOARD OF DIRECTORS

CARM AT AGE FIVE: IS IT STILL RELEVANT?

At the most recent meeting of the Board of Directors there was a strategic discussion about the current state of the Canadian Association of Model Railroaders, its successes, its failures, and its future. The discussion boiled down to a single question; Is the Association still relevant to Canadian modelers?

After considering numerous pieces of information and sharing ideas and opinions the Board Members concluded that this was an important issue on which the membership should be consulted. I will try to share the information and ideas that were placed on the table in a concise and understandable manner.

Points Discussed by the Board:

1: The Membership of CARM is currently stagnant with the number of new Members equaling the number of Members who leave. The Board has undertaken the traditional methods of increasing the Membership. The most successful of these is attendance at Train Shows to solicit new members; however, this method has serious logistical problems for a National organization. We also tried advertising in national magazines, which is hugely expensive, and produced limited results. Our prognosis is that over the next number of years the membership of CARM will slowly decline unless changes are made.

2: Traditional organizations, such as CARM, are being challenged by the explosive growth of information sharing on the Internet and the fact that this has accelerated the growth of adhoc Special Interest Groups focused on a particular scale, railroad, or other segment of the hobby. CARM is not alone in facing this challenge, other hobby organizations, and commercial enterprises such as Model Railroader magazine are facing the same challenge. Most critically, much of this information is freely available on the Internet and many modellers do not see value in paying their share of the overhead costs that a traditional organization has.

3: CARM's primary success has been in creating a network of Canadian modellers at both the National and Local level. National Conventions have been very successful and those local Chapters which are active have provided significant programming at the local level.

4: Participation by Members in helping to organize events or participate in simple activities like providing photos for the Calendar or information for the Newsletter is very low. This is separate from attending events where participation is very high for an organization our size. What this means in practical terms is that we are very dependent on a small number of volunteers. The loss of any one of them would create serious pressure on the organization and those who remain. There are many time pressures on everyone in today's world and without being judgmental we nonetheless need to recognize that our volunteer base is very small.

Conclusions:

In addition to concluding that it was important to consult the Membership, the Board also reached a number of other conclusions. These are fact based conclusions and don't represent a point of view or a decision on a particular direction.

The Board and Membership face three choices.

1: Accept that events and technologies have overtaken traditional organizations such as CARM and conclude that CARM is no longer relevant to Canadian modellers and that they can access the information which they require through other means.

2: Continue to operate CARM in the same manner it is being operated today. We can assume a slow but gradual decline in membership and the issues which that will raise. Primarily these will be pressures around key volunteers and financial pressures as costs rise because of our smaller numbers. This is particularly an issue with printing the Canadian where costs rise significantly if we drop below certain thresholds for number of copies being produced. It is possible that we could overcome this if more Members were willing to volunteer and organize at the Chapter level. Effective Chapters and local programming will by definition increase Membership and keep the organization healthy.

3: Re-invent CARM by focusing on our goal of creating a network of Canadian Modellers and reduce costs dramatically by moving to more of an Internet based organization. This move would involve major risk since a sizable minority of our current Membership has limited or no access to the Internet and the Internet itself is highly populated with competing groups.

HOW DO YOU GIVE US YOUR INPUT?

Enclosed in this issue is a questionnaire. You can fill it out and mail it back to me or answer the questions and email a response. This is your organization and your voice is important. I should underscore that from a Board perspective, your silence will be heard as well.




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CHAPTER NEWS PAGE

NATIONAL CAPITOL CHAPTER:

The National Capital Chapter of the Canadian Association of Railway Modellers held a meeting on January 17, 2008 at St. Anthony's Soccer Club beginning at 7:00 p.m..

There were ten members present including some late arrivals (most notably the secretary/treasurer). Michael Richardson of Ottawa Ntrak was Mike Hind's guest. The President Gary Baillargeon opened the meeting with a brief review of events since our last meeting in September.

Gary noted that the NCC chapter participated in the OVAR/BRMNA Railfair on October 13/14, 2007 at Algonquin College and many visitors had stopped by to inquire about the group.

A fascinating presentation using a laptop (which we all crowded around to see) was made by Mike Hind on his trip to Australia. One of the highlights of the trip was attending the 10th National N Scale Convention along with 124 other N Scale fans from all parts of Australia. The local N Scale club the South Australia N Gauge Society have a permanent club layout based on the BNSF in Montana. This club also provided a display layout for the convention venue called "Yesterday's Airforce" and Mike was fortunate enough to run my Canadian train on both of these layouts. There were a number of layout visits both to clubs and individual layouts in N & HO gauge in the Adelaide area and a visit to the South Australia Railway museum all of which yielded some good pictures ! It was good to meet fellow modellers from a different parts of the world and swap ideas and good cheer - the Aussies are a right friendly lot and made us very welcome.

Four members of Ottawa Valley NTrak attended the 2nd European INGA Net convention in Stuttgart, two traveling via Paris with Mick (Richardson) and I traveling by air to Frankfurt and then by ICE train to Stuttgart. The N scale layout was a combination of NTrak, oNe track and various other standards hooked

up into a single layout by various transition modules to form a string of modules over 550 metres long. The actual length of the single line must have been at least twice that figure as there were a series of loop-backs.

The exhibition hall in Stuttgart is about four football fields in size and the exhibition was for various hobbies including model aircraft, slot cars, speed boats in their own pond and radio controlled earth moving equipment.

INGA Net includes clubs from Germany, UK, France, Italy, Spain, Finland, Belgium, Switzerland, Austria and Ottawa Valley NTrak ! Each group was invited to enter a module in a 'best in show' competition and each group had to appoint a judge to evaluate the entrants! A tough job to judge a small module with detailed scenes against a large module giving a presentation of an actual location - the winner was a module by German NTrak of a North American freight yard . We did manage to run our trains on the German NTrak section of the layout. The social side of the convention was excellent but there were no layout visits or clinics.

Two of our number returned to Canada and Mick & I moved on to UK where we visited Pecorama, a series of model shops and the National Train show in Birmingham. We attended as visitors and were surprised by the number of 'O' gauge displays as well as 'OO' & 'HO'-most were of the fiddle yard to scenic area shunting type displays but there were several large club layouts from UK and the continent. Again the standard of modeling was excellent.

The next meeting was scheduled for Thursday, April 17, 2008 beginning at 7:30 p.m. at St. Anthony's.

The National Capital Chapter of the Canadian Association of Railway Modellers met on April 10, 2008, at St. Anthony's Soccer Club beginning at 7:30 p.m.

There were ten members present: Gary

Baillargeon, Ian Frost, Peter Jackson, Garry Comber, Paul Anderson, Seanna and Steve Watson, Mike Hind, Bernie Goodman, Bob Elliott and new member, Richard Thornton.

The President Gary Baillargeon opened the meeting with a brief review of events since our last meeting in January.

With the resignation of Bob Elliott as Treasurer, Mike Hind stepped forward and volunteered for the position. As there were no other candidates, Mike was acclaimed. Congratulations.

The retiring treasurer provided Mike with a cheque for the chapter account balance of \$86.13.

There was general and animated discussion of pursuing a theme proposed for the chapter: "To encourage young people to get involved in the hobby". Seanna offered a proposal to build and display a layout for an Easter Seals home as well as sponsoring and staffing drop in clinics at the Museum of Science and Technology. Peter added that members could make themselves available to youth groups to mentor on model railroading and provided a number of examples.

No specific conclusions were reached, but it was agreed that we should pursue the issue at the national level at the CARM convention in Hamilton in May.

The leads on the club's modular participation at the CARM National convention reviewed the status of the project with an update on the layouts. There will be 8 Ottawa Valley HOTrak members with a modular display and 4.5 Ottawa Valley Ntrak members participating in the N Track display. The transportation of the HOTrak club modules was reviewed.

President Gary noted that on behalf of the club, he had declined the opportunity to host the 2009 CARM National Convention but confirmed our offer to host 2011.

Our presentation at Railfair was dis-

cussed. A number of suggestions on clinic offerings were proposed; including such events as assembling card stock buildings and/or card stock containers.

Discussion then turned to events in which our members might have an interest. May 3, OCR was having an Open House at the Gallerie d'Aylmer. The next meeting was planned for June 26, 2008, at 7:30 p.m., with the location to be confirmed.

The Meeting adjourned at approximately 9:00 p.m.

VANCOUVER ISLAND CHAPTER:

Well nothing has happened during the summer months for our group but this will speed up more when the weather forces us all indoors. Although where I live we do golf almost all year long. On October 18 we have a meet planned for our CARM island group in Port Alberni.

A number of things are planned for the day and at this time we are not sure of the order of them. Many of the attendees of the National in May of 2007 will remember the tour I organized to Port Alberni. Our meet there will be more detailed but without the steam train ride.

We will have a tour of the roundhouse and be able to kick the tires and so forth a little more. Many will remember the Heritage arena on the tour. We will be checking it out as well. Much has changed there and a lot of progress has been made on many pieces of equipment. We will tour it again as many of our group have never been in there!

We are as well firing up various speeders and taking them up the track. At this time I'm not sure how far we will take them but even if we only run from the station up to the first crossing it will be quite exciting for everyone. Lunch is also planned and will be a surprise as the organizers are keeping it a secret from me. mmm? Recently the train group was given a bunch of track maintenance equipment which they are fixing up. In the picture of one of them is Glenn Migneault turning a weed cutter on it's turntable. The

other picture is the cutting arm itself. We took it for a spin recently up the line chopping away at the E & N Railway's abundant weeds. I will be doing some work on this unit as it has a throttle cable problem which they think I can fix! Little do they know heh heh !! I think with a little tune up I can make this thing do wheel stands! This is one of many pieces of equipment that our group will have an opportunity to look at, touch and sit on during our visit. We will also be having a guest speaker and at this time I do not know who it will be but I expect they will be as interesting as the others we have had at previous meets. It should be a good day regardless of the weather. Till then.....Sterling Stump

LONDON AND DISTRICT CHAPTER MEETINGS:

Oct.24th at 7pm., at Robert Langlois's, 295 Hetty St. Port Stanley ON, N5L 1C1 (519) 782-3550

rplanglois@sympatico.ca

Any queries, etc. Just e-mail me or call 519 641-1299

TORONTO CHAPTER:

The June annual meeting had three parts. We pre-meeting BBQ part featured pizza, veggies, and pumpkin cake (a hobby store basement isn't an ideal



place for flames). The business part had reports from the chair and secretary-treasurer, Ian and Cloy's re-election, discussion, and an agreement to offer to host the 2010 convention. The final and fun part was the Show and Tell, including Ralph's weathering and kit bashed engines, Tim's turnout control mechanism (see our chapter fall newsletter), William's load magnets for easy removal, Bill's car counting circuit, Ed's look at the "Millennium Harvest" DVD, Ian showing several books, and Joan's train needlework.

Upcoming Toronto Chapter Meetings:

September 18: Final run at Dave Wetherald's before he moves.
October 11: Operating visit to Bruce Leckie's layout shown in *The Canadian* this summer, and with luck two more layouts nearby (large British OO and garden G). Reservations required. It's worth the drive to Acton.

November 10 and 15: Two operating sessions at William Waithe's and Bill O'Shea's CN Weston sub, heavy on industrial and yard switching. Reservations required.

January 15: Slide-shows and demos on Italian trains, Testor decals and North Toronto Station at Hornet Hobbies.

For more information: Ian at 416-757-4628 or ianmc@eol.ca, or the caorm.org chapter news.





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Designing the Cobourg & Peterborough Railway Part 7: Building Three C&P Stations

Article and Photos by Ted Rafuse

Indian Village Station

Two stations appear on the Rice Lake module of the railway. The simplest of these stations is also the smallest structure. It provided rail service to the north shore hamlet of Indian Village, also known as Hiawatha.

No documentation or image of the 1854 C&P station at Indian Village is known by the author to exist locally. Initially this created a dilemma as with no reference a model could not be constructed to replicate the station. This unhappy circumstance was remedied through a visit to the Saskatchewan Railway Museum in Saskatoon in May, 2005. There I photographed a small combination station, Brisbin, little knowing at the time that this would be my salvation for a station structure at Indian Village. The SRM station was originally built at Debden in 1918 by the Canadian Northern Railway and later moved to Brisbin and in 1990 came into the possession of the Museum.

Why Brisbin Station? Simple. It's dimensions and its combination freight and passenger facility appealed to my vision of what a station at Indian Village might have looked like. There was little passenger activity at Indian Village in 1855 but various agricultural products were sent out and a variety of implements imported by rail. The Brisbin Station was constructed of milled lumber, but more typical of this sort of structure in the mid 19th century was board and batten construction.

The model project commenced by creating a very basic blueprint. The original structure was not measured but was paced it so I knew it was approximately 8 feet wide. The length was determined by various other considerations such as a six foot freight door that opened horizontally and would be hidden by the outside wall, and small passenger room perhaps 8 feet wide.

The four wall units were measured on 3/32" wood board & batten, the latter spaced at a scale one foot distance. The longest walls are 16' measured to 8' in height while the two 8' long end walls had a centre peak of 12'. Once cut, the walls



Photo Above: The front of the completed Indian Village Station. The walls were made from board and batten wood. The roof has a painted sheet plastic base to which Campbell's shingles were applied. A base for the structure and platform was made from 1/8" strip wood. The platform was made from scribed wood which was stained.

Photo Below: The rear of Indian Village Station with preliminary landscaping. The base of the platform and structure rests on cork roadbed to match the height of the track roadbed.



were painted Polly S D&RGW cream.

Unable to locate windows that replicated those on the Brisbin structure, 2 Grandt Line (#5242) six pane windows were substituted, one for each end. For the front passenger room window one Grandt Line #5030 eight pane double hung window was used. The end posts were constructed of scale 6x6" lumber. The doors of scribed lumber came from the wood scrap box. While waiting for the glue to dry on the four walls and the corner posts, I painted the windows, doors, and trim with craft latex Hooker Green paint as the contrast colour for the structure.

Painter's tape was attached to the back of each wall to prevent the sides from splitting when I cut the various openings in the walls. For the windows, openings slightly smaller than was required were cut and an emery board and files used to enlarge the openings so that each window would fit snugly. Before gluing the windows in place I cut "glass" from clear acetate and used styrene liquid glue to attach the acetate to the back of each window. When all door and window parts were dry, these were affixed to the walls.

On the end walls, carpenter's glue was used to attach a 6x6" piece of strip wood to each side of each end wall. Once the glue was dry the strip wood was cut to match the angle of the peak. The four walls were then glued together and the bottom perimeter reinforced with 1/8" square strip wood glued to the inside walls at top and bottom of the long walls. With the same dimensional strip wood a support beam was glued at the top of each gable to link the two gables and provide a peak base for the roof.

The roof was cut from .040 sheet styrene in two halves leaving a one foot overhang on each end and along the side. The roof was painted with a base spray paint so that the Campbell shingles used for the roof would adhere to the painted surface of the styrene. (Past experience witnesses the Campbell cardboard as unstable with a tendency to warp severely.) Lines were pencilled on the dried styrene roof sections. The shingles were then applied to the roof. The roof sections were test fit several times and then attached, with Walther's Goo, to the station structure. The roof edges

of the styrene were touched up with Hooker Green to simulate fascia.

The stove pipe is fashioned from the plastic parts box. The 20" square roof 'metal' liner was made from .010 sheet styrene. The pipe was fashioned from a piece of plastic sprue. Using a rat tail file the top of the stove pipe was contoured to accept the cross piece in a nestled format. The two parts were glued together. When dry the base of the pipe was filed to the same slope as the roof and then glued the pipe to the roof liner. All were painted a latex weathered black. Next a few shingles were carefully lifted, the stove pipe assembly slid under this row of raised shingles and glued in place.

The station serves on a section of curved track on the module. A curved platform and was made from random width scribed wood approximately 25 feet long by 20 feet wide. This was set upon a base of 1/8" square strip wood. The platform was stained with a mix of Floquil Roof Brown and Diosol. When dry the station was glued to the platform.

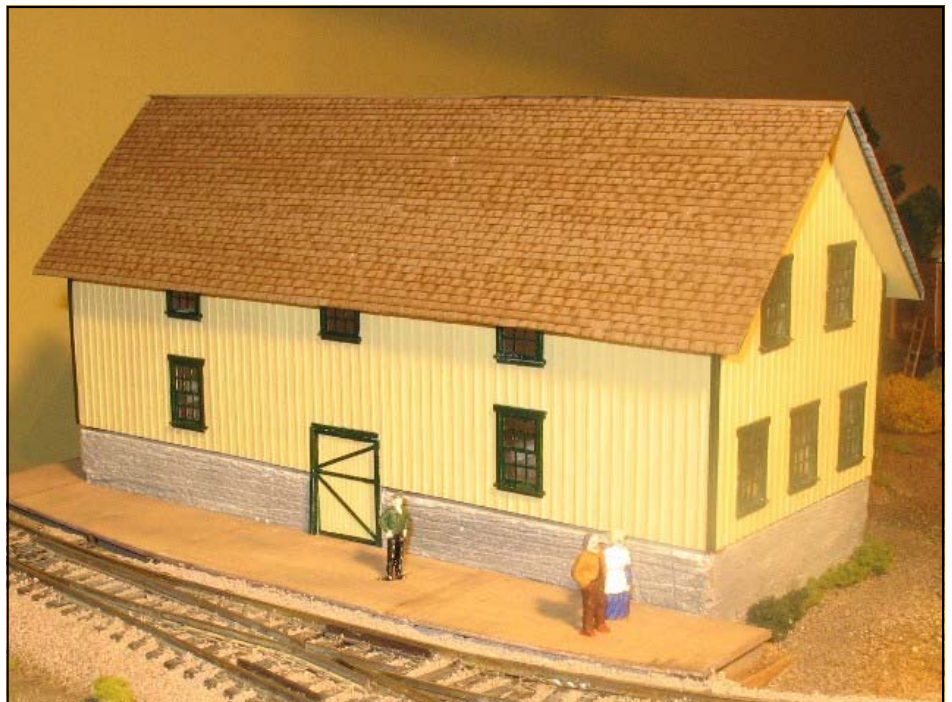
The completed structure effectively represents a mid 19th century railway structure such as might have been built at Indian Village.

Harwood Station

The second station structure on the Rice Lake module has a more intricate and documented history. During the early construction phase of the C&P Railway, Harwood served as the northern terminus of the railway. The station apparently provided both passenger and freight service. The original Harwood station, in modified form, still exists. It was moved, piece by piece, in the period 1900-1910 to Roseneath where for many years it served, with alterations, as a community hall. At present it sits unused, but a citizens group is currently raising funds to purchase the structure and return it to Harwood for community use, perhaps as a museum to hold local artifacts. Rare indeed does a community have an opportunity to restore an 1854 station using some of the original wood.

Recently an architectural heritage report was compiled regarding this Harwood station. It outlines several alterations to the original structure. Currently the building is sheathed with milled lumber which would not have been available in the mid nineteenth century. The report suggests the original structure probably had a board and batten exterior wall surface. As well, the report indicates the original structure was perched on a four foot high limestone wall in

Photo Below: The nearly completed Harwood Station on its site. A chimney has yet to be added to the office (far) end of the structure.



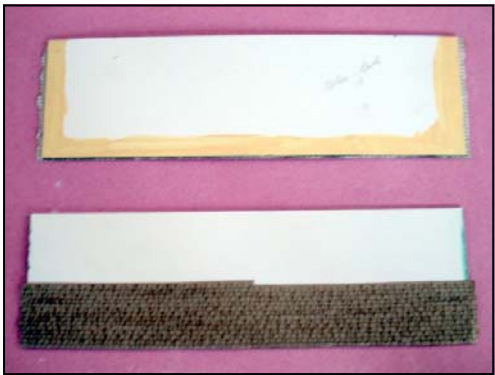
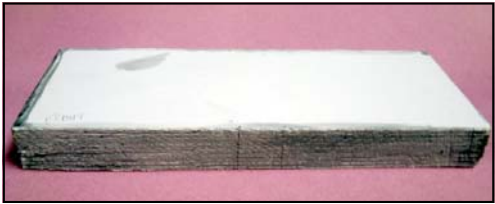


Photo Left Top: The base for Harwood station was constructed by pouring plaster into a simple rectangular frame. When dry the plaster sides were carved to represent limestone strata and then these were painted a stone colour. Two pencil lines in the middle indicate the location where a recess will be created to allow for a freight door. A portion of the wall along the front will eventually be hidden by the platform.

Photo Right Top: The windows and doors have been glued to the walls and the walls have been glued together. 1/8" square styrene corner bracing and other bracing maintains the shape of the structure. Note the freight door recessed into the side of the stone wall.

Photo Left Centre: At the top is one-half of the roof with the visible eaves portion painted creme and the fascia painted green. Along the bottom is one-half of the roof partially shingled with Laser Kit self-adhesive shake shingles.

Photo Left Bottom: With the base glued in place, a curved platform built from scribed wood was constructed along the rail side of the Harwood station. A much smaller platform on the opposite side was built for horse buggy transfer of freight items.

recognition of the swampy condition of the soil where the station stood originally.

With this documentation on hand as a guide, construction commenced of a model of the original freight station at Harwood. I believed this would have greater appeal to those who would witness the finished layout. First task was to create the stone base. For this a simple wooden rectangle on a piece of masonite was made. The side walls are 59 feet long, the end walls 21½ feet wide and the height of the wall is 4 feet. The box was filled with a plaster mix and allowed this to dry. The plaster dried with raised sides in comparison to the large flat top. These high edges were simply sanded down. Using an awl, stone lines were inscribed both horizontally and vertically to all sides. Finally a grey mixture of diluted acrylic paint was washed on the plaster until an appropriate stone colour was achieved.

The model Harwood station was built from styrene using Evergreen Scale Models #4544 board and batten. The longitudinal walls are 59½ feet long by 14 feet high. The end walls are 22 feet wide rising to a peak of 25½ feet. Campbell windows and doors are used on the model: the main door (1) #912, the lower side and all end windows (13) #900 and the eave windows (6) #902. Locations for all doors and windows were marked in pencil on all walls and openings were carefully cut out with an X-acto knife. Each window was test fitted and final fit created by filing. Two doors, freight doors on either side, extend below the b&b side. An opening was cut from the wall a scale 5½ feet wide and 3 feet from the bottom removed from the side for the top of the door.

With all openings for the Campbell parts completed, the windows and

doors were painted the same green as with the Indian Village station. The walls were painted with Polly S D&RGW cream and set aside to dry. Once the windows were dry clear acetate was cut to size to apply on the back. Using a fine tip brush liquid cement was touched to the edge of the acetate and window frame and allowed to run. This running cements the acetate to the window frame.

Next the walls were glued together and 1/8" styrene cut a scale 13 feet long was added as a brace to each corner leaving a gap at the bottom to allow for a longitudinal brace to be added. Cross braces were added from one side to the other 3 feet away from each of the freight door openings. Longitudinal braces were then added to the bottom of the structure on both sides and ends. The top perimeter was similarly braced. With the bracing completed all windows and one office door were glued

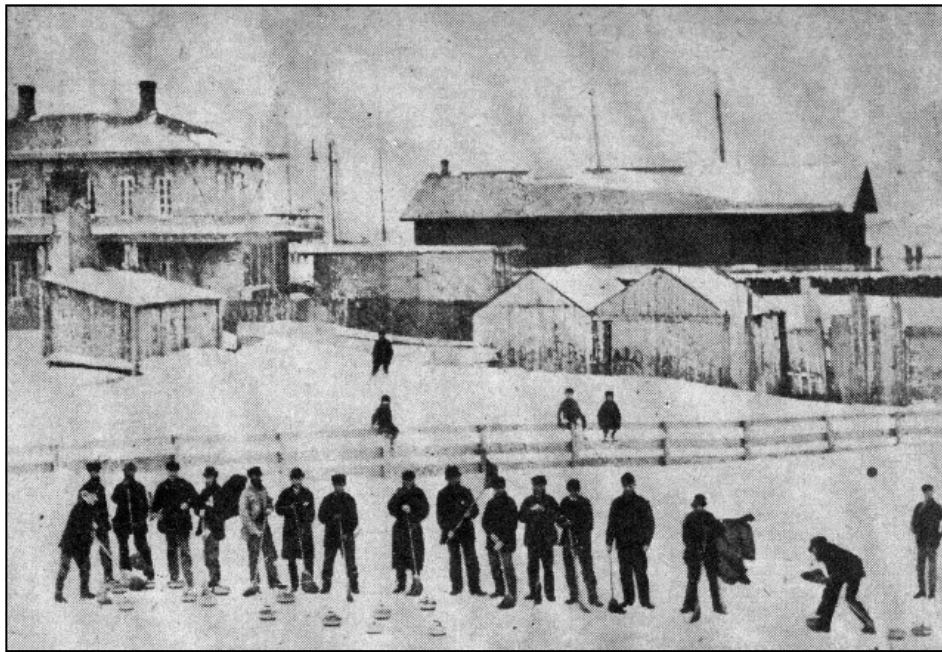


Photo Above: The focus of this 1850s image is the first curling game held in Cobourg. Arguably of greater historical importance is the fact that this is the only known photograph of the C&P Station. The station at the harbour is the two story two chimney structure partly visible in the back left of the photograph. The long dark structure in the background is the C&P freight shed. To the right of the station and in front of the freight shed appears to be a box car. The roof line of this car appears to extend beyond the end of the car to open platforms.

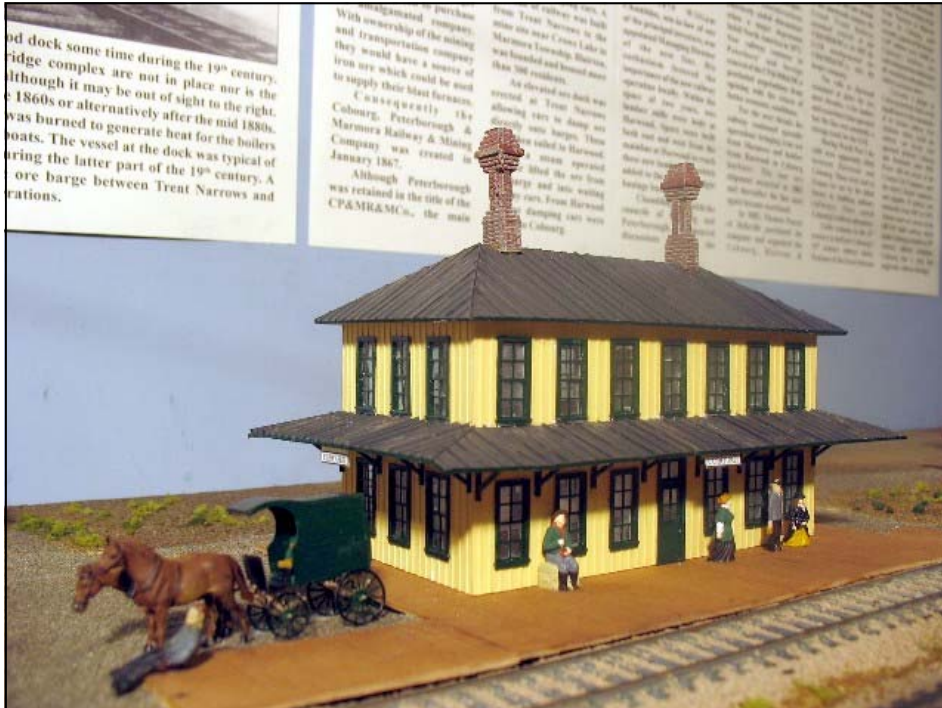


Photo Above: This view of the completed Cobourg Station on site at Cobourg Harbour was taken from the ore trestle. The second storey standing seam hip roof construction is described in the text. In addition to the multiple windows, the two ornate chimneys provide a unique appearance to the C&P office and passenger facility. A Jordan Miniatures teamster awaits the arrival of the next train in the hopes of securing a transfer job.

in place.

The roof is made from plain styrene, .040 thick. Two pieces are required, both scale 64 feet long. One roof is 19 feet wide while the other is 19½ feet wide to allow for the smaller width to lap up to the wider section to provide the roof with a symmetrical overhang. The edges of each roof were painted with the same green as were the windows. The eaves area were painted the same cream as the station sides. American Model Builders Laser Kit Shake Shingles Part #335 were then attached, according to directions, to the roof halves. When the shingles were in place, the smaller roof was glued to the station followed by the larger piece which was simultaneously glued to its mate along the length of the roof line. A single brick chimney, from my parts box, was added to the top of the roof at the office end

Freight doors were fashioned from pieces in my styrene parts box. These included scribed styrene, strip styrene and L shape. From these bits were fashioned two freight doors 5½ feet wide and 8 feet tall. The L shape allows the doors to have a recessed appearance indicating a sliding door whose track is on the inside of the building.

The station was positioned loosely on the plaster base so that the freight door locations could be marked. Plaster from the base was carefully removed by cutting and scraping to allow the freight doors to slide down so that station structure rested on the plaster base. This gives the freight doors the appearance of being built into the stone wall base. The base was then positioned and glued (Walther's Goo) in place. A curved platform of scribed wood conforming to the track was constructed. The platform was built on a frame of 1/8" wood stock to provide an elevation for the platform. With Goo, the station was secured on the top of the base. Harwood Station was now in position to serve this community.

Cobourg Station

The Cobourg Station was the largest, and, from a modelling viewpoint, the more difficult to construct. Only one picture illustrates the C&P railway station as it stood in its original harbour location. This small image appears in *Cobourg 1748-1948* printed in

Photo Right Top: These tools were used in the preparation of one of the sides of the Cobourg station model. Each window was measured, the opening cut with an modelling knife, filed to fit. The flat blade was used to chisel the batten above the window and below the sill to allow the window unit to fit in place flush to the board. The door opening with a door in place was created in the same manner as that for the windows.

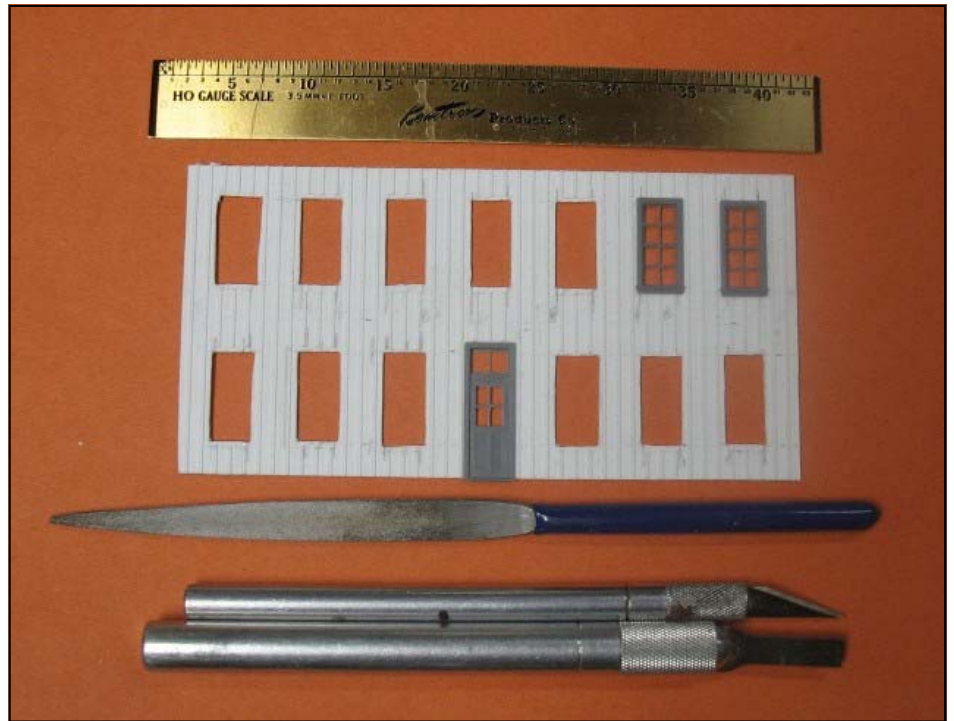


Photo Right Centre: The walls ready for erecting. The walls and windows have been painted. The windows have been glazed and cemented into the walls. The braces for the lower roof have been built and cemented to the walls.



Photo Bottom: A groove the width of the roof plastic has been filed beneath the sill of the upper windows. This will allow the roof, slightly bevelled, to butt flush against the board wall.



1948. Only a portion of the station is visible, the photographer being more interested in recording the first game of curling played in town. No extant newspaper describes the station. The structure was moved in the early part of the twentieth century and was remodelled into a duplex residence. This latter transformation stands today but has little resemblance to the station's appearance when it was at the harbour.

With this meagre resource construction of the model Cobourg C&P station began. The image was scanned, enlarged and printed. Despite the enlargement the image did not clearly reveal the exterior facing of the building. The time frame suggests that it may have been faced with board and batten.

Overall dimensions were estimated at 40 feet long by 20 feet wide by 20 feet high. These dimensions are not unreasonable given mid 19th century buildings which often had 10 by 10 foot interior rooms with 9 to 10 foot high interior ceilings. Conveniently Evergreen Scale Models produces board and batten sheet styrene that allows for 40 foot long walls with no joints! ESM #4544 board and batten was used for all the walls. The styrene was cut in the following manner: two 40 foot long by 20 foot high long walls and two 20 foot long by 20 foot high end walls.

Tichy #8131 4/4 double hung windows (27"x64") were selected as an

appearance match for the station. Window locations on all walls were measured equally spaced to top and bottom and from end to end. The window frames were positioned so as to cut three battens above and below and then centred between the full run battens on either side. The bottom of the ground floor windows are 2 feet up from the base of the wall. Two Tichy #8033 4 lite door and transom (30"x100") allow entrance to the building. On each of the long walls one door was centred. With a new #11 X-Acto blade in its holder each window and door opening was cut being careful not to over run the dimension. Each window and door opening was test fit with either a window or door. This was done for all four walls. The four walls were then painted with Polly S D&RGW cream and the windows and doors painted with Tamiya X-5 green.

Eave brackets were constructed next. Twenty-four of these are required to support the first storey roof. ESM #8404 HO scale 4x4" strip styrene was used to build these forms. The strips were cut with an X-Acto knife, including the angled supports. The projecting arm is 4¾ feet long and the wall support 3 feet long. The wall support butts to the bottom of the projecting arm so as not to alter the length of the projecting arm. A support diagonal was cut to fit such that it rises about 9" above the bottom of the wall arm and joins the projecting arm about 15" from the end. All pieces were joined using liquid cement. When all

eave braces were finished, they were painted green and set aside.

Clear acetate was cut to conform to each window and door and using a small paint brush glued in place. The cement runs along the mullions to provide secure adhesion. With the acetate secured, the windows and doors were glued in place on the walls using liquid cement. Using the bottom of the top row of windows as a guide, the battens beneath them for the full length of the wall were filed away using the edge of a flat jeweler's file. This groove will allow the lower storey roof to but flush to the "board" of the b&b siding.

Ten feet from the bottom of the walls, four eave brackets were glued to each side wall and eight eave brackets glued to each of the long walls. The top of the brackets are 10 feet from the bottom of the wall. The walls were glued together and braced in each upright corner with 1/8" square styrene. Similar bracing was located along the top and bottom of all walls to provide additional structural integrity.

The two roofs provided the greatest challenge. The main roof is a hip style while the lower roof is angled and surrounds the building. The lower roof was built first using file folder material to create a template. The roof abuts the walls immediately beneath the upper storey window sills in the grooves made earlier. Several templates were cut from

Photo Below: Gluing the four walls together created the rectangular shape of the station. To this has been added the standing seam roof as described in the text.



file folders to conform to the short and long roofs of the first storey and after several trial and error procedures the following measurements worked in paper format.

ESM #4521 standing seam roof material was used. Long roofs measured 39½ feet long along the length of the building and 50 feet along the outside edge. The depth (width) of the roof was cut at 6½ feet to extend beyond the arm of the eave bracket. The short roofs measured 20 feet along the wall and 30 feet along the outside edge and were cut feet 6½ wide. The two small roof sections were cut and glued in place first. They fit beneath the upper storey window sills in the groove already filed and rest on the brackets. Glue was applied to the roof and wall from underneath the roof and also glue was applied to the top of the bracket to hold the roof in place. When this was dry the full length standing seams were glued in place to each of the short roof sections.

Next the long roof sections were each test fit and adjusted by filing as necessary. Once satisfied with the fit, the long roof sections were glued to the wall and the eave brackets and the full

length seams glued in place. At each corner a standing seam was used to join the corners to each other. The final procedure on the roof was to add the short pieces of standing seam at the corners. These abut to the seam that joins the corners to each other. All seams were cut slightly over length. When the glue was dry the ends were snipped with a sprue cutter and lightly sanded to the edge of the roof.

The upper hip roof followed a similar procedure as the lower roof. File card templates were made and when happy with the fit I cut the following sections: 2 long roof pieces 43½' along the eaves, 26' along the top of the roof and 13' wide. The short end pieces are 23' along the eaves, rising to a peak that is 11' top to bottom. These dimensions provide for the hip roof angles. A little filing was required to true the joint lines. The seams were then added along the top and 4 roof joints, followed by all the rest. The roof was then glued in place on top of the walls.

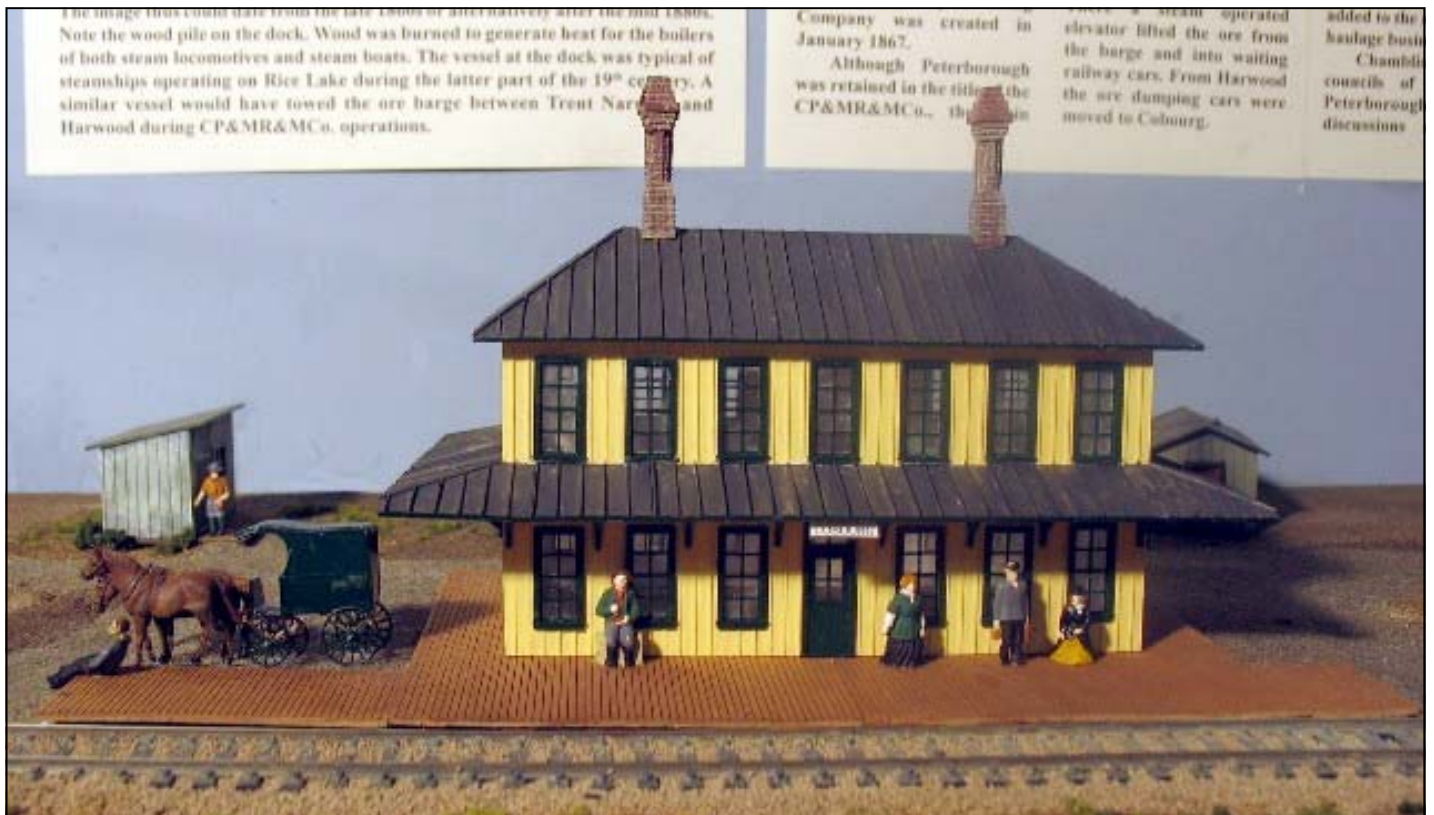
To represent a fascia the eaves edge was painted green while the roof itself was painted a weathered black. Paint touch up to the wall was com-

pleted due to some of the green bleeding caused by the liquid cement. The underside of the eaves were painted the same colour as the walls, and the edge of the roof was painted with the green paint to simulate a fascia.

Adorning the top of the roof are two Scale Structures Ltd #2033 ornate tall Victorian brick chimneys. These come in two parts which were glued together with ACC. A shallow V groove to conform to the roof line was filed in the chimney base. Both chimneys were attached with GOO to the roof. With the structure complete, it was added to the layout, the final station on the layout. The model represents Cobourg's first railway station. Each station on the module is unique.

Each of the three stations had a station name boards created and erected. These were created on the computer using a word processor and framed with a black line. These were then printed on regular paper. Each was cut to include the border and then glued to .005 plastic and trimmed. A black permanent marker 'painted' the edge of each board. All were fixed in position with Goo on end station walls or immediately beneath the edge of the side or front roof.

Photo Below: The finished station on the layout.



N SCALE TWIN TRAK AND FREE MO MODULES

ARTICLE BY ANDREW MATHESON

I have been looking at the reworking NTrak standards and have reworked them to apply to either FreeMo N scale or to Twin Track N scale. The N Trak concept is comprised of a 3 track Main on a 600mm wide modular table. There is an option of using a 750 mm module.

The tracks are numbered 1, 2 and 3 from the North to the South. Track centres are listed at 510 mm, 470mm, and 430 mm from the front of the modules with a centerline of 40mm between each track.

In the Twin Track concept you have only 2 main lines. You can utilize either the spacing of Track 1 and Track 2, i.e. 510 mm and 470mm from the front of the module or the spacing of Track 2 and Track 3, 470mm and 430mm from the front of the module.

The preferred choice of these two is the

Track 2 and Track 3 spacing. This has the advantage of providing more room in the rear of the modules for scenery and buildings.

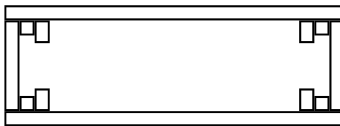
This concept was originally proposed by the Richmond Area Ntrak Group (www.bantrak.com) but they haven't progressed very far in its development. It is a good concept and is easily adapted to fit into a FreeMo N layout. All that is required is that you have a 1 metre module on each end of the Twin Track modules in order to join to FreeMo. Your double track mains would join into a single track in this module so that there is a single main line at the FreeMO interface with the single track main line connecting at the centre of the module.

Both FreeMo N and Twin Track N have a standard width of 600mm for the mod-

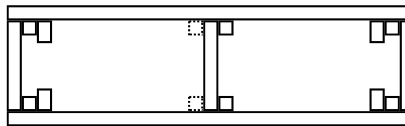
ule but no restrictions on length. FreeMo allows passing sidings of any length on either side of the main line. Twin Track can be operated as a Branch Line of any length with sidings and yards. Since both FreeMo and Twin Track are intended to be operated as point to point, turntables, run around tracks, or wyes are required to turn locomotives.

With the lack of restrictions on size, modules can be designed to accommodate just about any trackplan. I have laid out a number of options for module design which are shown in the diagrams below. The framing is 2X4's on which a plywood subbase will be installed. The small blocks represent 40mm square corner blocks. The large squares represent 50mm square legs.

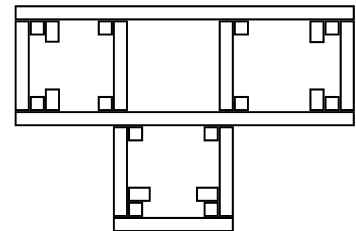
Module #1 BELOW
1 M by 600 mm.



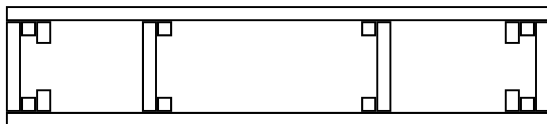
Module #2 BELOW
1.5 M by 600 mm.



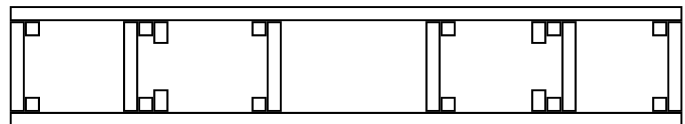
Module #3 BELOW
1.5 M by 600 mm. WITH 1 M SQ T SEC.



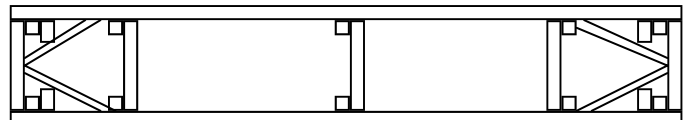
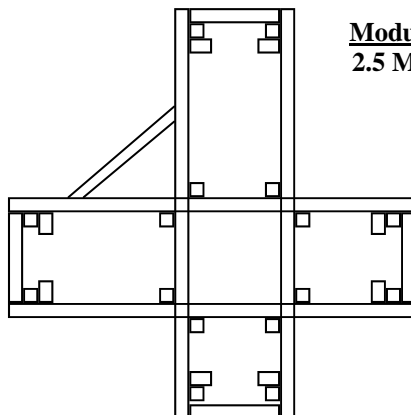
Module #4 BELOW
2 M by 600 mm.



Module #5 BELOW
2.5 M by 600 mm.

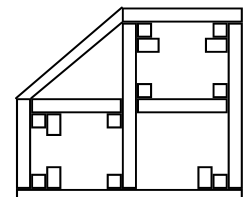


Module #6 RIGHT
2.5 M by 600 mm.



Module #7 LEFT
1.5 meter by 600 mm. each way

Module #8 RIGHT
1 meter by 600 mm.

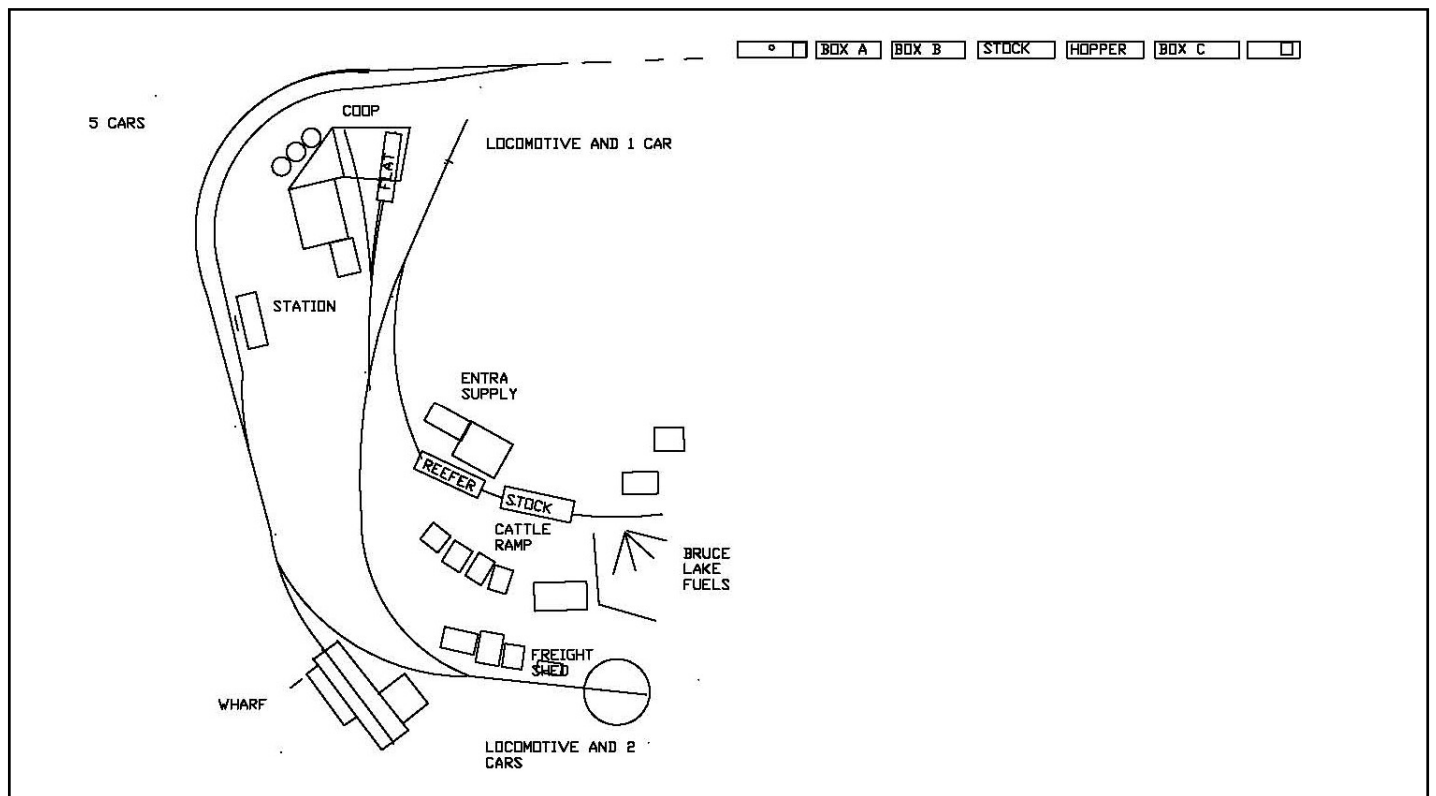


LAST MONTH'S SWITCHING PUZZLE

A SOLUTION BY RAY HOADLEY

I only received one response to this switching puzzle and it came from Ray Hoadley, a local modeler and friend who spent most of his working life figuring out real life puzzle on the railroad in Stelco's Hilton Works in Hamilton, Ontario. Here is his solution.

- 1: Pull through Track 1 leaving the Caboose on the main.
- 2: Run the light engine through Track 2 and pick up the Caboose.
- 3: Pick up the Stock, Hopper, and Box C on Track 1.
- 4: Place Stock and Hopper on the Wharf track.
- 5: Put Box C back on Track 1.
- 6: Push Caboose on to Track 1 on top of Box A.
- 7: Take light engine and set out Reefer.
- 8: Go back and get the Stock car.
- 9: Double to the Reefer and pull back through Track 2 and stop short, cut off Reefer and place Stock on Track 1.
- 10: Go back through Track 2, pick up Reefer and pick up Hopper, & Stock, from Wharf Track, set them to freight shed.
- 11: Set the reefer to Wharf Track.
- 12: Pick up the Hopper and place it to Bruce Lake Fuel.
- 13: Go back and get Stock and place at cattle ramp.
- 14: Go back to Wharf Track with light engine, get Reefer and put it at Entra Supply.
- 15: Pick up Flat and put it on Track 1 on top of Caboose.
- 16: Go back through Track 2 with light engine.
- 17: Push through Track 1, place Flat and Caboose on Wharf Track.
- 18: Place Box A at Freight Shed.
- 19: Pick up Caboose and Flat from Wharf Track.
- 20: Pull through Track 1 leaving the Flat on Track 1.
- 21: Set out the Caboose on Track 2.
- 22: Go back to Track 1 and pick up Flat.
- 23: Pick up the Caboose on Track 2.
- 24: Now we are on our way to get Annie's Blueberry Pie.



COMING EVENTS

Ontario, Brampton, October 4,5: Brampton Model Railroad Show. Brampton Fairgrounds Hours: Saturday - 10AM to 4:30 PM. Sunday 10AM to 4PM. Admission: Adults \$5, seniors & teens \$3. Family \$10 Children under 12 Free. Contacts: Dean Beech 905-454-5853 or email BMRS@canadasouthern.com Website: <http://www.bramptonmodelrailroadshow.com/>

Ontario, Muskoka, October 5: "THE MUSKOKIAN" Layout Tour, Admission free, donations accepted. Barrie, Orillia, Severn Bridge, Gravenhurst, Bracebridge, Alliston. 14 layouts from N to G. Further information, sried@orillapronet.com, for emailed maps roger.Berkelev@prinus.ca

Ontario, Woodstock, October 19: Woodstock Model Train Show, in the Oxford Auditorium, on the Woodstock Fairgrounds, at 875 Nellis Street. Hours 10 a.m. to 3 p.m.. Admission: \$4.00 per adult; Children under age 12 admitted for free when accompanied by an adult. Featuring over 125 vendor tables plus operating layouts. For vendor space or information contact Ian Ward at 519-426-8875 or email toyshow@kwic.com

Ontario, Hamilton, November 1: International Division N.M.R.A. Meet, Robert Land Resource Centre 460 Wentworth St. North, 9:30 AM, Laser Kit building clinic, for more information contact Harvey McIntyre 905-643-8420 or see our web site <http://www.nfr-nmra.org/id/>

Ontario, Kitchener, November 2: Kitchener Model Train Show, at Bingemans (Ballroom), at 425

Bingemans Centre Drive in Kitchener. Hours 10 a.m. to 3 p.m.. Admission: \$4.00 per adult; Children under age 12 admitted for free when accompanied by an adult. Featuring over 100 vendor tables plus operating layouts. For vendor space or information contact Ian Ward at 519-426-8875 or email toyshow@kwic.com

British Columbia, Burnaby, November 7-10: Trains 2008, a NMRA Divisional Meet with CARM representation for the past three years. This is British Columbia's Premier Model Railroad Exhibition; the meet, in its 26th year, is held at the Cameron Centre in Burnaby, BC and has a number of meet activities and a two-day public show. Meet activities for 2008: self guided layout tours, operating sessions, escorted layout tours, various clinics/seminars, prototype tours, escorted hall tours, and a meet banquet. Details and more activities are available on our website. Register early! More information at www.bctrains.org

Ontario, Ancaster, November 9: 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 15: H.O. Model Engineers Society Hamilton & District 8th Annual Layout Tour, 9:00 AM to 4:00 PM, Admission \$5.00. For more information contact George Ziemer 905-385-1407 or see our web site at www.trainweb.org/homesclub

Ontario, Whitby, November 15,16: Durham Regions Pine Ridge Railroaders annual model train show. Father Leo J. Austin

School, 1020 Dryden Boulevard, Whitby, Ontario (located near Anderson St, south of Taunton Rd.) Saturday 10:00 am to 5:00 pm. Sunday 10:00 am to 4:00 pm. Adults - \$5.00, Children under 14 - \$2.00, Children under 5 - Free. For information Website : <http://www.trainweb.org/prrc> Email : elfeeko@rogers.com

Ontario, Guelph, November 22: The Guelph and area Model Railroad Layout Tour will be held on November 22nd from 10-6. Admission is free, and everybody is welcome. Tour of local model railroads, we are hoping this year to have a dozen layouts open, some new ones from last year. Registration for the tour will be at Global Currency Services 1027 Gordon Street, Unit 8, Guelph, Ontario from 9:30-2:00pm. For more information please call 519-823-8642, or visit our website at <http://www.royalcitymodelrailroaders.com/>

Ontario, Paris, January 18: Paris Junction 2009 Model Train Show, 10:00 AM - 4:00 PM, Paris Fairgrounds, Silver St., Admission: General - \$4.00 / WOD-NMRA Member - \$3.00 Children under 10 - Free, Contact: Gord King, 51 Newport Lane, Port Dover, On, N0A 1N7, TEL: (519) 583-0975 / FAX: (519) 583-3994, EMAIL: sln@nor-del.com

Quebec, Gatineau, January 24,25: Club Ferroviaire En Voiture 7th Annual Hobby and Miniature Festival. Mont Bleu FORD, 375 Maloney Blvd West, Gatineau, Quebec., 10am to 4pm both days. Free admission and parking. Model Trains, Diecast Models, Static Displays, Vendors and Exhibitors, RC planes & helicopters, plus more. Information: Mario 819-671-2354.

BRIAN OTTAWAY'S "O" SCALE OSPREY LAKE AND NORTHERN RAILWAY

Article and Photos by Ted Rafuse

Brian Ottaway gained an interest and a love for trains as a youngster visiting his grandparents who lived near the Danforth Station and yard in Toronto. At the time there was significant train activity as Danforth was at the top of a freight helper grade on the CNR's eastbound double track mainline from Toronto's Union Station. (All of this marvellous activity no longer exists.)

Rail interest lay dormant as an adolescent and young adult until the advent of stereophonic recording when he purchased an LP (long-playing) record titled 'Steam Railroading under Thundering Skies' a recording of steam action on the Bonhomie & Hattiesburg Southern Railroad. This short line joined the lumbering area of Hattiesburg to the Gulf Mobile & Ohio Railroad at Beaumont, Mississippi.

That recording invigorated his interest in railways. The renewed interest led to a hobby shop purchase of a shelf model. The HO steam locomotive was unassembled but once constructed he hand brushed the locomotive. Not content with his model sitting on a shelf, Brian purchased a skeleton, ready made, layout. But a certain frustration continued.

Not happy with the brush painting, Brian took the plunge and began to apply himself to painting his own models using aerosol paint cans. Weekends were often spent removing oversize hardware on model boxcars and replacing these with finer scale representations.

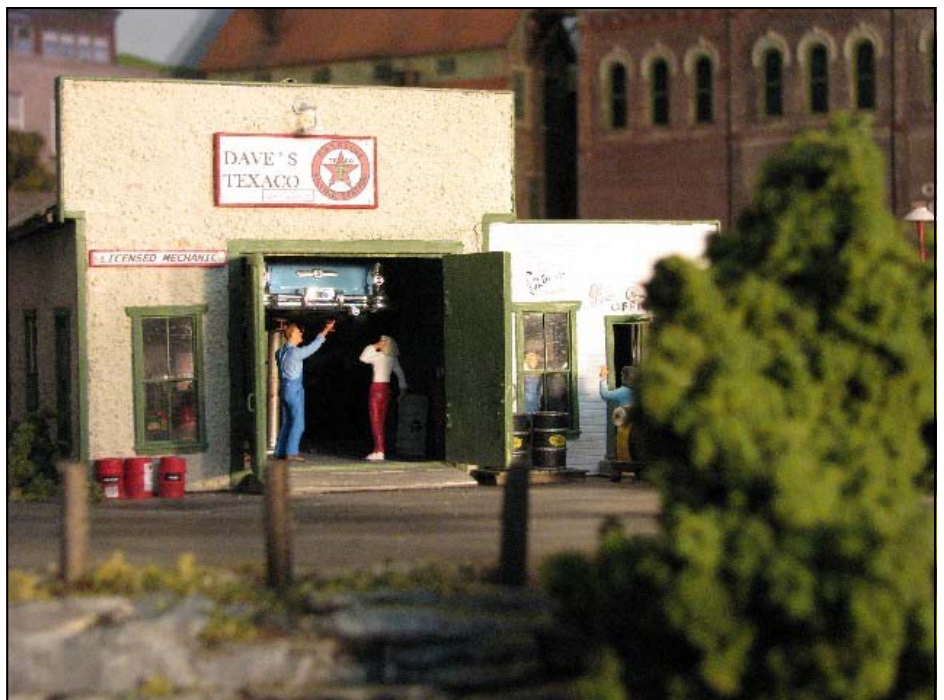
A friend, David More, introduced him to photography as a rail fan interest. Brian spent many hours track side and travelled many miles as he developed this rail interest. At one time he had a very large collection of colour 35 mm slides of railway subjects from far and near. As the railways standardized their locomotives this facet of railway interest waned and he lost interest in this aspect of railway recording. He eventually sold his slide collection.

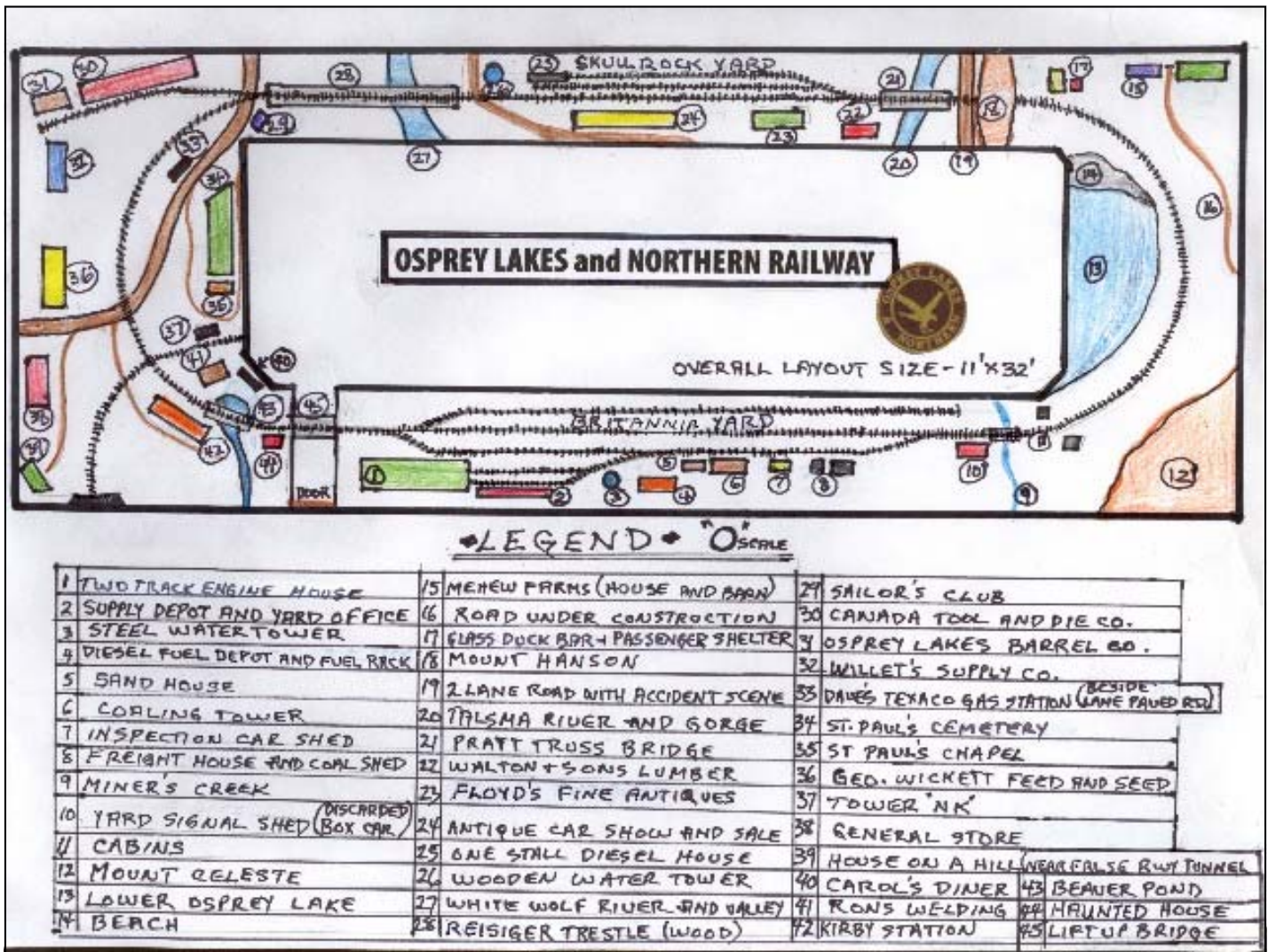
Still unhappy with HO models, he bought an O scale Custom Brass RS-1



Photo Above: With green showing on the aspect, The Osprey noisily thumps the diamond at NK Tower, as it eases towards its early morning stop at Kirby Station platform.

Photo Below: With the damsel in distress at his side, Dave explains the intricacies of the rear end transmission and the necessity for her to leave the car with him for some hours. Is that a '57 Buick, the doctor's car, on the hoist?



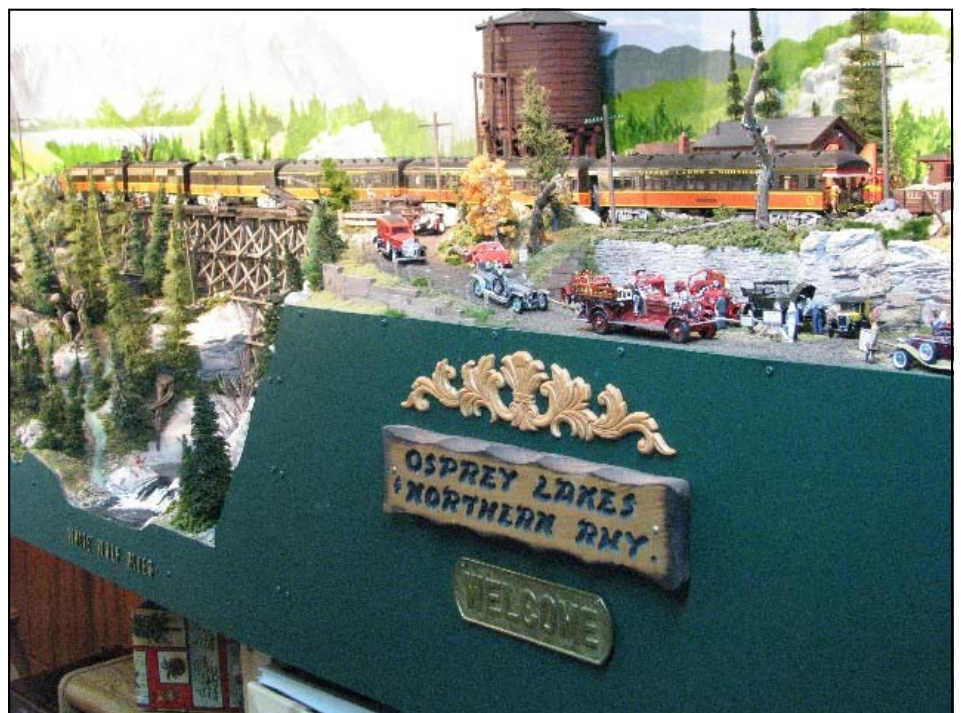


and foolishly (his word) assumed that it would perform like a Swiss watch. It did not.

About the same time Brian located an excellent model painter, Ross Wakefield. At this point he and Ross worked together to develop a fictitious railway with its own paint scheme. In this manner, the Osprey Lake & Northern Railway was created and Ross has since lettered and painted all the OL&NR rolling stock.

Brian is beguiled by the rural north land of Ontario. His HO layout was named the Osprey Lake and Nipigon so it was not a challenge to identify his O scale layout as the Osprey Lake & Northern Railway. One reason for the fictitious name was the freedom to detail locomotives the way he wanted without any nitpickers to satisfy. The paint scheme Brian selected was a variation of the Illinois Central for passenger rolling stock and a combination of the Great

Photo Below: The Osprey crosses Reisiger Trestle, providing a spectacular elevated view for the tail end passengers of the White Wolf River far below.



Northern/Illinois Central for freight rolling stock.

The layout itself is a simple shelf loop, with the rails slightly below eye level height. At that height the space beneath is used for other things, including the family television set. A drop-down hinged steel trestle allows access to the room. The rolling stock is largely brass but Atlas plastic locomotives frequently pass by the eye. Brian's passion however is to watch the trains roll and he does not tire of the loop concept.

There are limited sidings, but for the most part these are not used when Brian is operating the layout. The 11x32 foot loop starts at the engine facility in Britannia Yard and proceeds to Lower Osprey Lake along one end and then turns to pass through Mount Hansen along the opposite wall. Immediately exiting Mt. Hansen is Talsma Gorge with its girder frame bridge leading to the small Skull Rock Yard. Wooden Reisger trestle spans the White Wolf River gorge before entering Upper Osprey Lake. The town of Kirby lies at the opposite short end of the room and on the curve lies the station. A short run across Timber Mill Creek bridge and the longer drop down trestle returns a train to Britannia Yard.

A number of persons have assisted Brian in creating this terrific model railway. Keith Hansen provided the inspiration and execution of the background scenery and assisted in gandy-dancing and electrical set-up. It was Keith's work that inspired Brian to develop a knack for modifying and detailing. Peter Reisger constructed Kirby Station, the coaling tower and sand box at Britannia Yard and the Trestle that bears his name. At one time Peter built models for Hollywood and a number of museums. Dave Mehew has built a number of structures that appear on the OL&NR as well. While other's have contributed it is Brian's passion for scenery development and extensive detailing which looms large everywhere on the layout that make the layout truly remarkable.

The combination of a unique rolling stock paint scheme and super detailing the landscape creates an outstanding model railway in the comfort of Brian Ottaway's recreation room.



Photo Above: Osprey Lakes Lumber Co's #10, a 2-8-2 saddle tank locomotive eases to a stop at the water tank where she will take a gulp of water. Immediately behind is OLLCo box car #132 with various supplies.

Photo Below: With half her train on the Reisger Trestle, OLLC #10 provides a dramatic image of suspended activity providing a vivid image of the wooden water tower, the diminutive train, the timber trestle and the white water White Wolf River.



Photo Right: Judging by the people occupying the platform at Kirby this is going to be a busy day on the OL&NR. They are waiting for the OL&NR's premier passenger train, The Osprey, resplendent in its two tone paint scheme.



Photo Left: Centre cab 45 Ton sidewinder OLLCo #27 put-puts out of its enclosure at Skull Rock Yard to commence her day's activity, perhaps to move the gondola loaded with crushed gravel. One navvie handles a sledge hammer with authority in the foreground working to pound some unseen object.

Photo Right: Brian Ottoway at his desk pondering the interior of a passenger car to determine the next detail to be added.



Photo Left: Premier passenger train, The Osprey, led by #50A prepares to leave Britannia Yard. In front of the nose of the FPA/B pair is the prominent coaling tower and the lower sand house built by Peter Reisger.

BRIAN OTTOWAY'S OSPREY LAKE AND NORTHERN RAILWAY



Photo Left: The Sailor's Club, so named by a retired landlocked sailor, is on a dead-end street in Kirby, and as you might expect, is a bee-hive of activity for locals in search of a variety of good time activities. From the photographer's vantage point there are reasons why people should keep their blinds closed. Narrow gauge craftsman Mark Stennett built the Sailor's Club here.

Photo Right: Lead power unit 50A will stop near the photographer so that the baggage and express and trailing coach can all be serviced from the Kirby platform. Judging by the people occupying the platform, and the bus and truck at the station, business is brisk on the OL&NR this day.

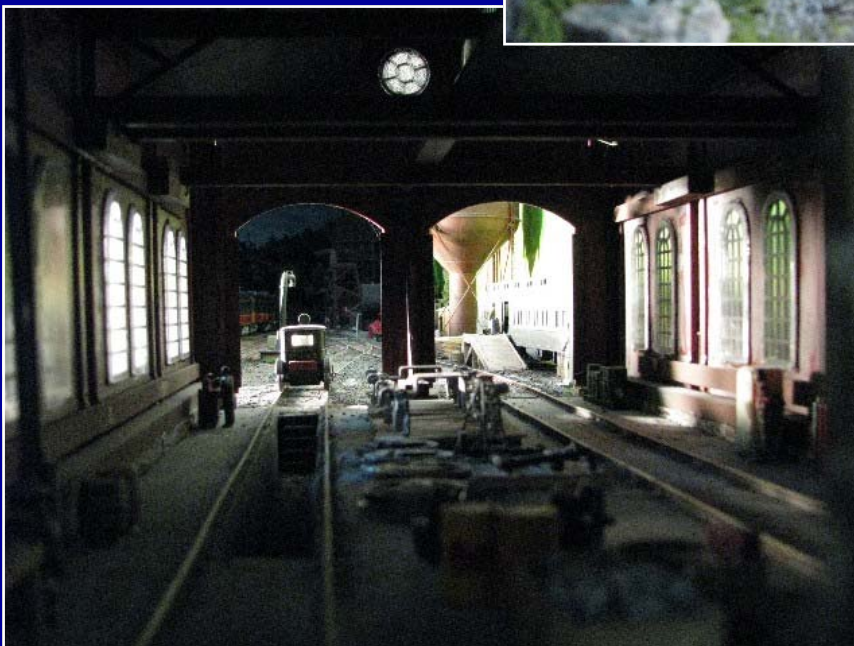


Photo Left: Even as the dawn breaks and the sun lies low on the horizon the two stall engine house encloses no locomotive residents. Rail car M140 sits on track 1, no doubt ready for an inspection tour towards Mt. Hansen to ensure there are no obstructions and to check on the track gauge on the bridge over Talsma Gorge. The cluttered interior indicates an active maintenance area although safety aspects might be primitive.