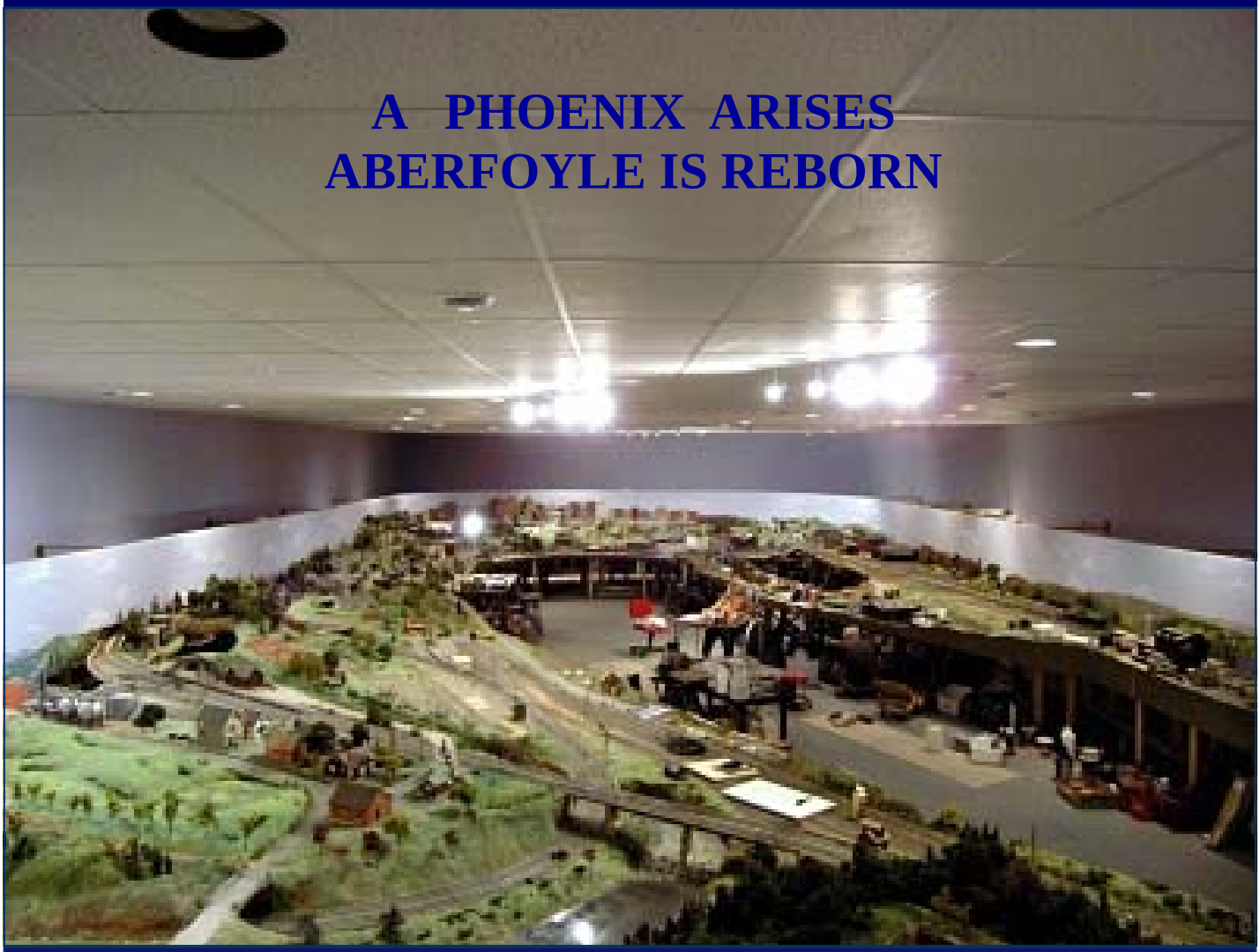
THE "CANADIAN"
www.caorm.org
CANADIAN CARM ASSOCIATION OF RAILWAY MODELLERS
FALL 2013 ISSUE #45

CARM CELEBRATES ITS 10TH ANNIVERSARY

A PHOENIX ARISES
ABERFOYLE IS REBORN



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

THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS

Founded October 15, 2003
Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

DIRECTORS

CHAIR	Ian Macleod	chair@caorm.org
VICE-CHAIR	Gary Baillargeon	vicechair@caorm.org
DIRECTOR AT LARGE	Peter Moffett	directorpete@caorm.org
DIRECTOR AT LARGE:	John Johnston	directorjohn@caorm.org
DIRECTOR AT LARGE	David King	directordavid@caorm.org
DIRECTOR ZONE 1:	Ian Macleod	zone1@caorm.org
DIRECTOR ZONE 2:	Ted Rafuse	zone2@caorm.org
DIRECTOR ZONE 3:	Wayne Wessner	zone3@caorm.org
DIRECTOR ZONE 4:	Vacant	

OFFICERS

NEWSLETTER EDITOR	John Johnston	editor@caorm.org
SECRETARY/TREASURER	Peter Moffett	treasurer@caorm.org
WEBMASTER/CALENDAR	David King	webmaster@caorm.org
CONVENTION MANAGER:	Wayne Wessner	conventions@caorm.org
MEMBERSHIP MANAGER:	Ian McIntosh	membership@caorm.org
CONVENTION REGISTRAR:	Walter Reid	registrar@caorm.org
PROMOTIONS MANAGER:	Steve Hoshel	promosteve@caorm.org
CHAPTER COORDINATOR:	Gary Baillargeon	chapters@caorm.org

CHAPTERS

CREDIT VALLEY:	Chair: Peter Hughes Peter-hughes@sympatico.ca Treasurer: Carl Kinzinger Cpk.1@live.com
LONDON AND AREA:	Chair: Vacant Treasurer: Bruce Harmer bwharmer@execulink.com
NATIONAL CAPITAL:	Chair: Gary Baillargeon gary@petworthems.com Treasurer: Mike Hind hind_mike@yahoo.ca
ONTARIO CENTRAL:	Chair: Treasurer:
ONT. MIDWESTERN:	President: Steve Hoshel shoshel@omniglobe.ca Treasurer: Randy Schnarr rschnarr@bmts.com
TORONTO:	Chair: William Waithe wwsd40@hotmail.com Treasurer: Joan McIntosh joan.mcintosh@gmail.com
VANCOUVER ISLAND:	Chair: Ken Cringan ltime@telus.net Treasurer: Sterling Stump spstump@shaw.ca
ESSEX KENT:	Chair: Keith Snider ksnider@wincom.net Treasurer: Bob Sanford rsanford@sympatico.ca
SOUTH SASKATCHEWAN:	Chair: Wayne Wessner wwessner@accesscomm.ca Treasurer: Doug Johnson djca@accesscomm.ca
GOLDEN HORSESHOE:	Chair: Anthony Czerneda tczerned@cogeco.ca Secretary/Treasurer: Tom Allan thomaseallan@shaw.ca

FRONT COVER

Photo by Craig Webb: The renowned Aberfoyle Junction layout is being rebuilt in the town of St. Jacobs. This photo shows the progress accomplished by mid-May, 2013. The layout was more or less back together.

MEMBERS AREA PASSWORD (effective JAN 1/2013)

USERNAME: gondola
PASSWORD: hopper

Material for the Canadian should be sent to:

John Johnston

41 Glenview Place,

Hamilton, Ontario, L9C 6H9

or by

e-mail at editor@caorm.org

CHAIRMAN'S REPORT

Yahoo! Yippee! A season of New Beginnings! Students and teachers back at work, Farmers crops coming in, Summer vacations mostly over, New modeling projects started, Yes! I love it!

The Port Hope Convention was a success! I met a lot of old friends and acquaintances, and made some new ones! I have not seen the final financials, but the Ganaraska Model Railroaders Club helped put on a great show, and their meet and greet was highlighted by the VIA train out of Toronto stopping to let off commuters and believe it or not, a couple of Conventioneers too! The AGM (Annual General Meeting) of CARM went well, despite being quite amateurish in preparation by Yours Truly. The real highlight of the convention to me was the large number of layouts available for our Tours. Some layouts were, yes, large, and extremely well detailed, and I appreciated the ones that were in process, so I could see how the bench work was done, how the scenery was started, and developing. The varied techniques were an eye opener. I particularly enjoyed the shelf layout featuring a 3D Backdrop. Yes! 3D! It definitely was the work of a noble artist, blending photos with painting, modeling, and scratch building.

The enthusiasm carried over into talking about, and moving toward next year's site. We will talk more about that when specific information is available. Conventions are only part of our Association's activities; we are promoting our hobby, and our association, at train shows on a regular basis. The highlight seems to be the switching module, and the hands on approach.

Our active membership is up, with new members, and with renewals. Ian McIntosh is pleased to advise that membership #1015 was recently issued. He takes great pains to explain that there are more warm bodies than that, due to family and group memberships.

My current Modeling project (well, I have several, all more in the theoretical, or planning stages, than further) is to build the track running from the Plywood Pacific flatlands to the (future) upper level. The rough plan exists, but I intend to enlist the help of a couple of fellow members of my local club. Their contribution, as I see it, will be, at least, to start, more in the line of suggestions, ideas, and unspoken, motivation, to move forward, than actual hands on. I may even have trouble holding them back from actually doing!

That is the advantage of being a member of an association, or club, the human social aspect. Modeling is to my mind, a solitary process, and hours carefully putting together a rail car or structure. The satisfaction of sharing your work, picking up construction hints, or historical elements that you can add to your interests, is a highlight bonus.

I often ask a leading question of my fellow members, and I say it again to you, CARM Newsletter reader, What are you working on modeling right now! Please, let me know, at chair@caorm.org

observation platform
john johnston: editor

CARM'S 10TH ANNIVERSARY

When I met with Pete Moffett, David King, and Lex Parker 10 years ago in October 2003 to discuss forming a Canadian Model Railroader's Association it was with the idea that there might be 50 or 100 modelers out there who shared our views and interests and would welcome the opportunity to celebrate Canadian modeling. I'm proud to say that my Membership Number is #1 and equally proud to say that we just welcomed Membership Number #1015. Do we have that many members? Unfortunately not, our current membership is approximately 300 or so. Some of our colleagues have passed, some have given up the hobby, and some just didn't find that CARM hasn't met their needs.

Many of you however, have been with us since the beginning. To you and all of your fellow members I extend my thanks for your support in the past and your ongoing support in the future. In the last year the leadership torch has been passed from the Founding Members to a new and expanded leadership group. If CARM is to continue to survive and see its 20th Anniversary, you the Members need to continue to communicate with them and let them know what works, what doesn't work, and what your expectations are from CARM.

There have been many successes and some failures over the years. A lot of work was expended in setting up a Canadian Railroad Craftsman program, which unfortunately did not take off. A failure. The newsletter is now at Issue #45 and from the feedback I receive appears to be a success. Similarly the website. We have held conventions from Victoria in the West to Montreal in the East and have been to cities such as Regina, Winnipeg, Hamilton, Ottawa, Toronto, and most recently in picturesque Port Hope. A great success.

In this and upcoming issues we will be talking about holding a convention in Thunder Bay. All organizations are experiencing drop off's in convention attendance, and are looking to re-model how conventions are held. We are no different, so expect some changes in the Thunder Bay convention and give us your feedback.

CARM is only as successful as you help us to make it. Start a Chapter if there is not one in your area. Join a Chapter if there is. Convince your friends and colleagues to become CARM Members. Attend a convention. Send in an article to the newsletter, even if it is just a small "how to". You are, and always have been the fiber that has made CARM strong.

I am looking forward to that 20th Anniversary celebration.

John Johnston, Editor, Member #1

CHAPTER REPORTS

NOTE FROM THE EDITOR: **In the Spring Issue of the Canadian, statements were made in the Ontario Mid-Western Chapter Report concerning the Nottawasaga Model Railroad Club. The following letter was received from the Club with a request to publish it.**

"Growing the Hobby" – One Club's approach to the Challenge

The report from the Ontario Midwest Chapter published in the Spring 2013 issue of "The Canadian" stated, *"The Nottawasaga Model Railroad Club has changed their focus from promoting the hobby to enjoying their layout. They have cancelled 6 of their 9 next planned events."* On behalf of the Nottawasaga Model Railroad Club (NMRC) I would like to correct this erroneous statement and demonstrate that the club does, in fact, take pride in and makes many efforts to help our hobby grow.

Until fairly recently our exhibition layout was the only one we had because we didn't have a clubhouse and the only time we could set up the layout and run trains was by attending up to ten train shows a year, some almost three hours away. At one of these early shows, one of our members, Ken Douglas, remembering a similar incident in his younger days, offered to let a child operate the engine in an I/C yard where he was assembling a train. It went very well and was wildly popular with other children, and we've been inviting them to run trains on our layout ever since. This, in our opinion, helps 'grow the hobby'.

Our exhibition layout is not a child's oval; it has over 130 feet of mainline track, 19 industrial sidings and three I/C tracks. It's not unusual to have four youngsters (7 - 14 years old) operating up to four of 16 scheduled freight trains from a switch list and two younger children (some just 3 years old) running the main line trains, all at the same time. Each is given a short course on the throttle, and most can usually run a train, almost unsupervised, within minutes. The freight operations have to work between unit trains and passenger services on the main line. Accidents do happen but we hardly need replace even one coupler over the course of a year. Over a weekend we will have dozens of visiting operators. Some come back multiple times a day if their parents let them, others return on day two of a show and some have followed us to different shows with a parent. Some we see every year.

The NMRC thinks this is one of the best ways to introduce the public to the world of model railroading. We've given hundreds of youngsters the thrill of seeing the trains move, *under their control*, through our miniature world.

In 2012 the cost to transport our layout to the seven shows we attended was about $425. The cost was usually shared by those riding in the towing vehicle. Other members, whose presence was necessary to set up the layout and help the children run the trains had to use their own vehicles and pay their own fuel costs. Our club has not asked for, nor did we receive, remuneration from the show organizers, even though they profited from our attendance. Until we took remedial action, our travelling costs were projected to increase to about $760 in 2013, a 79% increase that could not be sustained. To reduce the drain on both club and personal resources, the Nottawasaga Model Railway has cut down on the number of shows it attends each year from seven to five.

How many other clubs take their layout to five shows a year and let children as young as three run their trains? Contrary to what was previously written, the Nottawasaga Model Railway club has not changed its focus in helping our hobby grow and we challenge other clubs to do the same.

Martin Alborough
President, Nottawasaga Model Railway
(Formerly Nottawasaga Model Railroad Club)

GOLDEN HORSESHOE CHAPTER:

The next Golden Horseshoe Chapter meeting will take place at the Royal Canadian Legion, 280 King Street West, Dundas, Ontario on Saturday September 28th., 2013.

John Jukes will do a presentation on building a kit. You will need to bring a kit to build to be able to participate in this session. A list of items needed to participate will be sent to you a little later. We will have layouts on display from 9:00 am to 11:00 am. Meetings start at 11:30 am. Admission $2.00. Door Prizes. Guests welcome. For information contact: Tom Allan at: thomaseallan@shaw.ca

CN locomotives led by Dash 9-44CW #2658 are wyed after delivering the grain train in the foreground to Thunder Bay.

C.A.R.M. 2014 Convention planned for Thunder Bay, Ontario

Preliminary planning has already been launched for our 2014 convention to follow up on the very successful 2013 convention in Port Hope. While it cannot rival that convention for layout tours it will be big on the real thing. Thunder Bay is one of the most active railroading areas in Canada with both major railroads well serving the port, local industry and servicing the through trains. With the port, river mouths and deltaic environment bridges are abundant and just about every type and style of railroad bridge ever built is evident. Clinics and the traditionally successful social events will be part of the program.

A firm date has not yet been set but is likely to be in the fall so as to catch the maximum train movements of the grain harvest and also the fall colours for those driving from the east or west. Watch the CARM website for more details as they get firmed up.

A Call for Image Submissions for the 2014 CARM Calendar

If you have an image that you would like to submit to us for use in the 2014 CARM calendar please read the following. We need 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes. These images need to be in sharp focus for most of the image, well light, well composed and of interest. Images should have a minimum resolution of 2000 pixels in width and 1300 pixels in height, landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. To submit an image for consideration follow these steps.

Submit a small JPG image (less then 100kb in size) for consideration
Obtain all of the information about the image including:
Location
Date
Photographer
Camera stats
Owner of items in the scene
description of scene
Once accepted send the large file as a JPG, RAW, TIFF, etc.

Send your submissions to calendar@caorm.org

ABERFOYLE IS REBORN

Rebuilding Aberfoyle Junction: an update as of mid-August, 2013: by Craig Webb CRC

It's now just over a year since the Aberfoyle Junction gang took possession of our new premises in St. Jacobs. During May, June and July, 2012, we took the layout apart in its old location. It then sat there while we went to work preparing the new building. This involved stripping out walls and ceiling items, and then constructing a new room that matched the dimensions of our former space. By the end of September the new room was ready and we used a cube van , making eleven round trips to bring the layout from Aberfoyle to St. Jacobs.

We've had a lot of help from friends in both taking the layout apart and then rebuilding it. Once in our new location, some people worked on reconstructing the railway, while others drywalled and otherwise finished the other areas: the operators' balcony, crew lounge and entrance hallway.

As the pieces of the layout were put back together, trackwork was reconnected, switch machines were checked for damage, and scenery was redone. We have added a Mennonite presence to the layout by modeling one of their local churches in our rural scene, and replacing our old barn with one under construction.

At the moment we are installing the wiring and control panels. We expect to have enough up and running to do an opening in the early fall. It will, however, be another year or so before the railway is completely up and running as it was in Aberfoyle.

While we are calling the layout "The St. Jacobs and Aberfoyle Model Railway", officially we are now the Waterloo County Heritage Preservation, Inc. This is a corporation with charitable status, so we can issue tax receipts for donations. We are in the process of developing a new website, but in the meantime our old one "aberfoylejunction.com" is still on line. It can be checked for updates.

Photo Above: Our new building, 1440-3 King St. N, across the street from the Mill.

Photo Below: After stripping the building, we constructed a room to match the old one, installing HVAC ducts, cameras, and lighting as the ceiling was installed.

Photo Left: The interior, as we took possession, August 3, 2012.

Photo Above: September 21, the room is ready to receive the layout, which had been dismantled, with help from many friends, during May to mid-July. The windows are for the operators' control area.

Photo Above: Over two weekends we made 11 round trips from Aberfoyle to St. Jacobs using a cube van to bring the layout pieces to the new site.

Photo Left: The pieces were placed as much as possible close to where they would be installed.

Photo Below: We decided to add a Mennonite presence, so added a model of a local Mennonite Church, complete with drive-shed and buggies. Our barn has been replaced by a model of one under construction, built by one of the many volunteers who have been helping rebuild the layout.

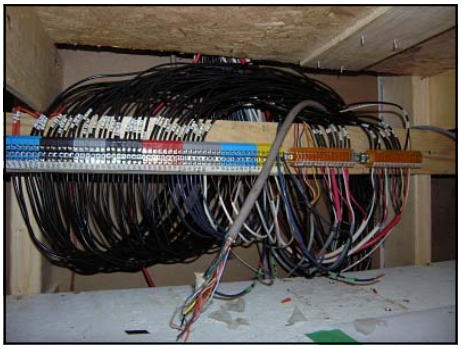


Photo Left: Wiring is more complicated than on a home layout. Wires travel through conduits from the control room to terminal strips on the back of the skyboard. From there, they travel under the layout to track blocks, or switch machines.

Photo Left: By mid-August, 2013, the control panels were installed. Each panel (there will be six altogether) has TV monitors connected to cameras in the ceiling, so all uncoupling magnets are easy to spot. After all, the distant part of the layout is eighty feet from the operator.

Photo Below: Model Railroading is Fun

PUBLICATION SCHEDULE FOR *THE CANADIAN*

***The Canadian* is published four times per year.**
Submission by authors or Chapters should be submitted by the following dates.

Spring Issue: February 1 **Summer Issue: May 1**
Fall Issue: August 1 **Winter Issue: November 1**

MODELLING A C.P. BAGGAGE CAR

By Doug Thorne

CRM Train 2 Track 2 included an article showing how to kitbash a CP baggage car. I always intended to build one but never got around to it until I noticed that Great Western Passenger Car Details (GWPCD) had the sides, ends and floor details.

There is a similar one of these cars (# 4481) preserved at the Canadian Museum of Rail Travel in Cranbrook not far from my home so I also had good access to an original car to finalize those last minute details and clarifications.

Start by filing the flash off the sides and cleaning up the openings. I removed the brake wheel housing off the ends as 4481 did not have any.

FLOOR

I used Northeastern wood flooring stock and center sill for the floor, the floor was cut the same length as the sides. The center sill was cut to length to suit the trucks I had on hand, **see photo #1**.

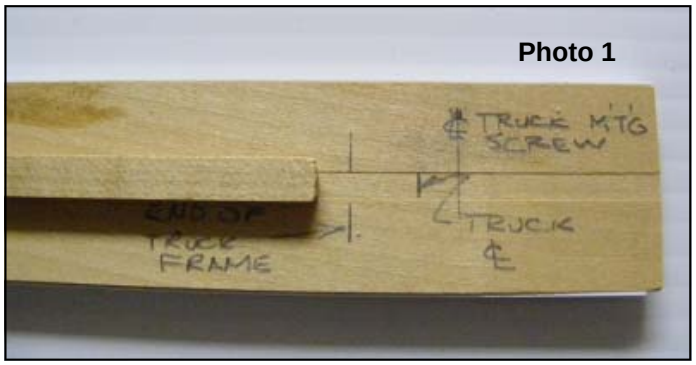
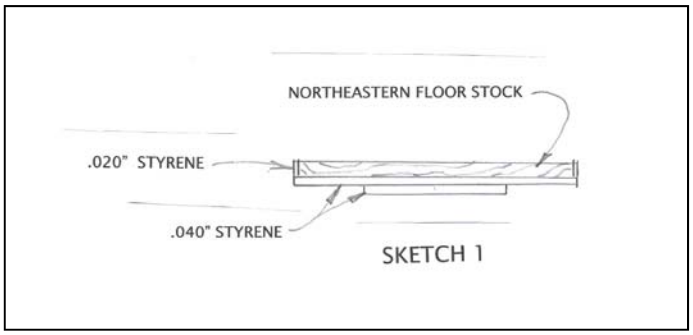


Photo 1

The floor is slightly too narrow to suit the GWPCD ends so I added a strip of .020" x .188" strip styrene to each side. The .188" was too wide so I had to trim it down after gluing. The bolsters were fabricated by gluing 2 pieces of .040"x.250" together, **see sketch #1**.



The bolsters are located by locating the centre line of the floor and measuring out 29'-6" each way, **see photo #2**.

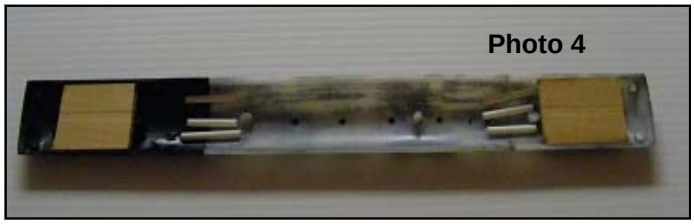
Photo 2

I then installed the GWPCD floor details to suit the plan supplied with the detail package. The stirrup installation will be described later with the sides detailing. An Athearn coach weight was installed that I had available by drilling 2 holes in it and screwing it to the floor. I prefer positive anchorage rather than gluing so I never have to go back and re-attach it. The entire floor top and bottom was painted as I wanted the inside of the car to be dark.

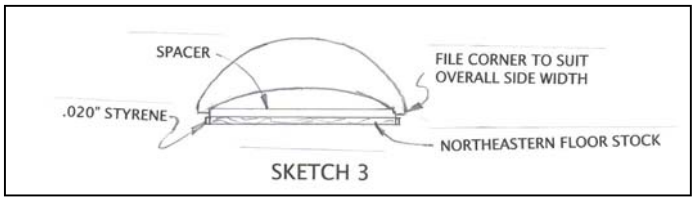
ROOF

I made the roof out of 2 MDC/Roundhouse Harriman coach roofs cut and spliced together. The splicing actually was very easy. I just cut the roof sections and joined them by pushing them together on a flat surface up against a straight edge and allowing ACC glue to run into the gaps. The holes in the splice and the roofing were filled with modelling putty and then the entire roof was filed and sanded smooth, **see photo #3**.

There is a flange on the underside of the roof pieces that must be removed as it is not correct for the GWPCD sides. I glued 2 short pieces of Northeastern floor stock to each end inside the roof to take up some space and lower the next piece of floor stock, **see photo # 4.**



Another piece of Northeastern floor stock was glued to the 2 spacers inside the roof and it also had the .020"x.188 strips applied to the edges. The sharp bottom edge corner of the roof was filed slightly to suit the width of the ends and sides. **See sketch # 3**.



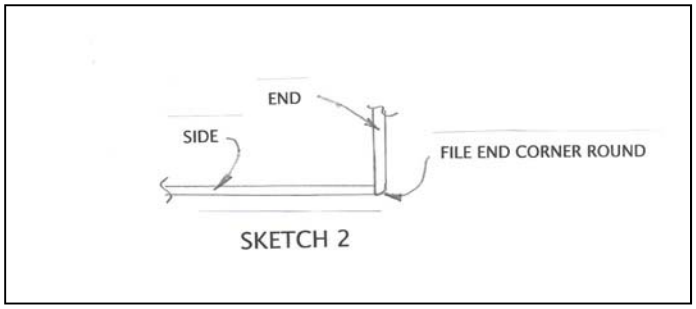
Install 1 ladder support roof grab iron and 1 straight roof grab to the L.H. end of both sides, located to suit the end roof vent, see photo # 4. I made 5 roof vents 4" high x 12" wide x 6' long out of styrene and installed them equally spaced along the roof. Eavestrough, or rain deflectors, were placed over each door in a "V" configuration and they were made from .012" diameter brass wire, **see photo # 5**. Paint the roof.

SIDES and ENDS

After researching the width of the car compared to the width of the GWPCD ends I found that the ends are to be glued to the ends of the sides, **see sketch # 2.**

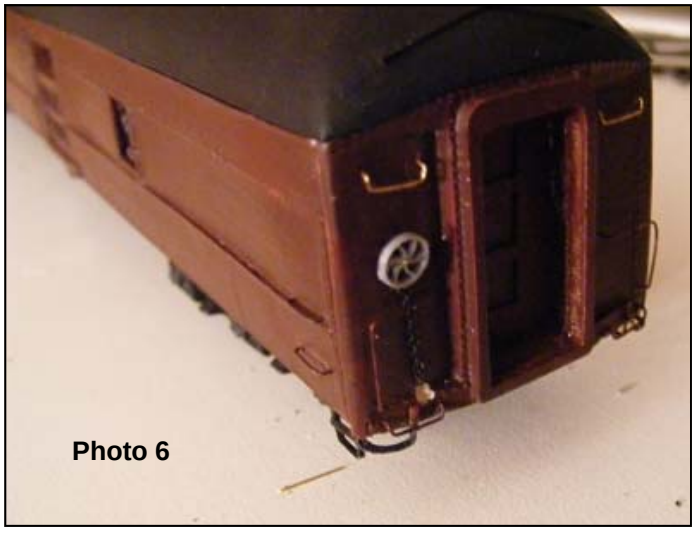
GRAB IRONS

2 vertical grab irons are required beside the doors near



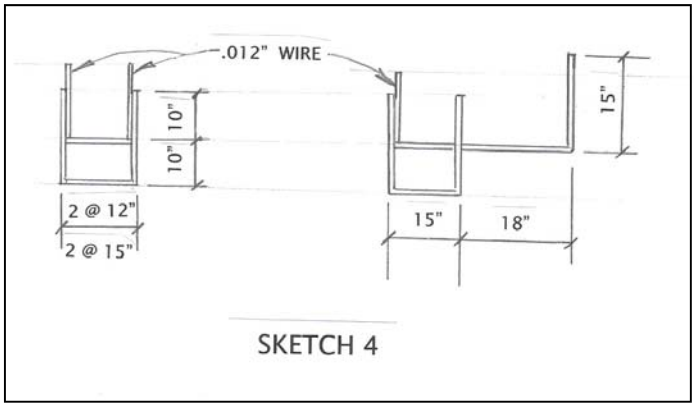
the inside jamb of the doors and 1 straight grab and 1 drop grab at each end, the one drop grab at each end of the sides is the bottom grab.

The ends require 2 drop grabs at the end sill beam, 2 upside down "L" shaped grabs, and 2 drop grab irons at the top above the brake wheel and also same on other side. I had to fabricate the "L" shaped grabs from .012" wire, **see photo # 6**. Paint the sides and ends.

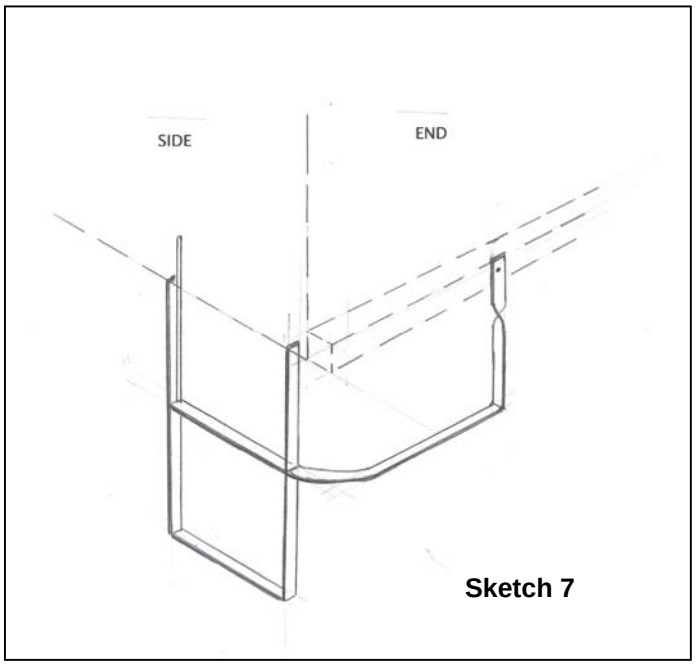


The stirrups were made out of .010"x.030" flat brass bar, it is a little big but was what I had on hand and I am 8 hours from a hobby shop, or 1 week by snail mail. The stirrups at the doors are 2 different sizes with the wider one placed at the L.H. Door. The end stirrups were also made from the same size brass. I fabricated these by

carving grooves in a piece of wood and the placing the various pieces in the grooves. I included some short .012" wire stubs to stick into the sides and provide positive anchorage for these assemblies. Delicately apply soldering flux then delicately solder the whole assembly together. After it has cooled remove and file off excess solder. The corner stirrups have a horizontal leg that wraps around the end of the car. I bent the wrap around curve of these legs after they were soldered by holding the leg with needle nose right tight to the vertical side leg. Then I held the rest of the horizontal piece with needle nose and rotated it around till it was about 85 degrees. The vertical leg on the end piece then gets a twist to make it flat against the end beam. **See sketch #4 and #7 as well as photo #7** .Delicately file off excess solder



SKETCH 4



Sketch 7

The vertical legs of the stirrups have a twist to them near the top but I did not model this detail. Also there is a mid step back brace that I did not model as it would interfere with floor installation and removal. The vertical leg on the end could have a NBW installed thru it to anchor it to the end beam.

I glued 4 strips of .040"x.188" x 2 1/2" to the inside of the sides at the ends to act as floor stops to stop the floor

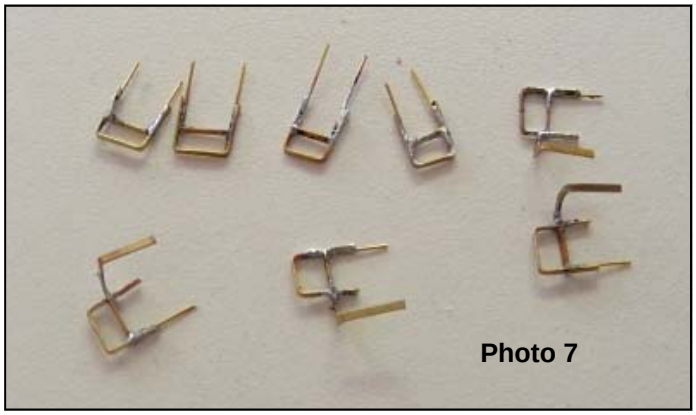
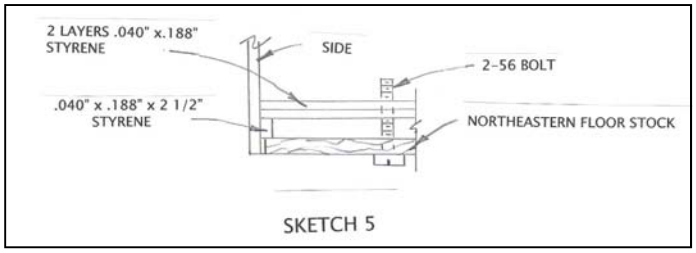


Photo 7

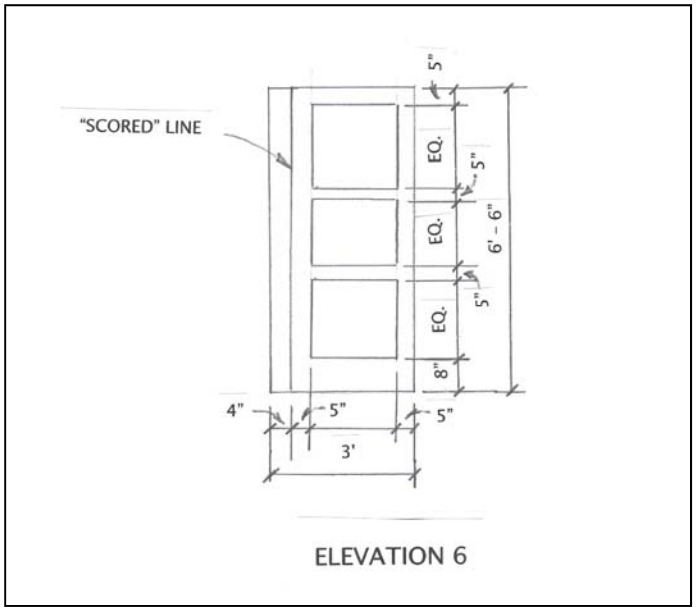
flush with the underside of the sides. **See sketch # 5**.



SKETCH 5

Three spacers were made of 2 layers of .040"x.188" and these installed inside of the walls to maintain the width required to allow the floor to fit into the sides. These spacers were installed at the top of the side floor stops, one of these spacers is drilled and tapped to receive a 2-56 screw to solidly attach the floor. **See sketch #5.**

The end doors were made of .010" styrene, **see elevation #6** for dimensions. I made this door a three panel door as the end photo of #4481 clearly shows the bottom panel and Page 82 of "Royalty on the Rails" shows 3 panels from the inside of a similar car.



ELEVATION 6

I believe that some of these cars had bars on the windows inside the car, I did not model that detail as I had no evidence of it existing. However since that time I have been able to confirm these bars existed, **see photo of**

actual car #10 and #11.

.

Paint the end doors

TRUCKS, COUPLERS, and DIAPHRAGMS

I installed a pair of 6 wheel passenger trucks that I had on hand that were close to the ones on 4481. After a little operation I found these trucks to be troublesome so I replaced them with a set of WKW friction bearing passenger trucks, One day I may replace them with a more accurate pair. The troublesome ones will become a flat car load or scenery near the roundhouse.

I installed Kadee couplers # 36 long, centershank, coordinate with your floor/end wall condition. I should note that these couplers were required because the Kadee # 5's that I normally install would be anchored right into the joint between the backside of the ends and the ends of the floor..

Diaphragms will be installed after the car is test run for a month or so to suit the conditions it for which this car will be used.

I intend to operate this car in my “Kootenay” or “Kettle Valley Expresses”, as well as my “Dominion”.

I did this kitbash years ago and have recently been told that GWPCD has suffered a flood and a fire and their products are no longer available.

Doug Thorne, Fairmont, BC

Photo 10

Photo 11

COMING EVENTS

Ontario, Holland Centre, September 21: Grey Central Railway Club and CARM Midwestern Chapter 7th Annual Open House and Train Show. 10 am to 4 pm. Participation Lodge, 684136 Side Road 30 (5 minutes northeast of Holland Centre on Side Road 30, in basement of nursing home), 20'x30' sceniced HO scale Grey Central layout, Free vendor tables. Setup 8:00 am., Meet fellow modellers for some good old “chit chat”, Lunch available. Fare: $5, children 12 and under free. Vendor Info: Al allanireton@hotmail.com 519-794-3692 or Paul Korhonen pkorhonen@rogers.com CARM Info: www.caorm.org

Ontario, Milton, September 8: Lakeshore Model Railroaders' Association , LMRA Flea Market, John Tonelli Sports Centre, 217 Laurier Avenue, 10am to 3pm, Adults $5, youth $2, children under 6 free, parking free. Info: www.trainweb.org/lmra/fleamarket.htm , Steve McCoy 416-817-4015

Ontario, Picton, September 14, 15: Picton Model Railroaders 25th Annual Train and Hobby Show, Prince Edward Curling Club, Picton Fairgrounds, 375 Picton Main Street East, 10am—5pm Sat, 10am to 4 pm Sun., Operating train layouts, Radio controlled boats, Model aircraft displays, Farm equipment displays, Hobby vendors, Model railroad operation, Slot car racing, Flying a radio controlled flight simulator, Operating a radio controlled boat. Fare: Adults $5, Children 12 and under $1. Info: Jack 613-476-3721 or: Frank 613-476-4503

Ontario, Brampton/Caledon, October 5, 6: Brampton 2013 Model Railroad Show Brampton Fairgrounds, 2942 Heart Lake Road at Old School Road, Caledon. 10am to 4 pm both days. 33,000 sq ft of operating layouts (HO, N, O and G) and dealers, Model trains, kits, memorabilia, collectables, art, photographs and more. Lunch counter. All proceeds to be donated to the Boys and Girls Club of Peel Region. Fare: Adults $5, Seniors $4, Teens $4, Children under 12 free, family of 4 $10. Fare covers both days. Free parking. If you get your hand stamped Saturday before leaving, Sunday is free. Info: www.bramptonmodelrailroadshow.com/ or:Dean Beech 905-454-5853 or: Terry Link bmrs@canadasouthern.com

CONTINUED ON PAGE 19

Model Railway Shipbuilding
Text & Images by Ted Rafuse

Ten plus years ago one of the purposes of constructing my Cobourg & Peterborough Railway was envisioning a connection with a rail car ferry service that once operated between Cobourg and Rochester in the first half of the twentieth century. Ten years of dilettante activity ceased when construction of my model version of an Ontario Car Ferry Company vessel commenced.

Fortunately many unpublished images of the two vessels, *Ontario No.1* and *Ontario No.2* were available to me as well as those in the book, *Coal to Canada*, which records a history of the company. (The book is out of print.) In deference to my lack of knowledge and skill in nautical model fabrication the construction of the model described lacks strict adherence to naval architecture, to accurate dimensional data and to fine detailing.

Photo Left: This U shaped structure, firmly attached to the layout, holds a two track car deck, an integral part of the ferry model, and the only part not made from styrene. It has been in place for more than a decade.

My intention was/is to create a representation of the boat rather than weld by weld, detail by detail, reproduction. Although the model would be placed near the foreground on the layout its function was to provide a backdrop to blend into the railway scenery rather than presenting as a primary visual focus.

Immediately several compromises were required. First, to fit the layout space available, only the stern portion of the vessel could be constructed. Second only two of the four track car ferry were to be modelled thereby narrowing the beam of the vessel. Third, rather than a complicated array of switches on the apron to accommodate the four tracks on the original vessels, two tracks with no switches would fulfil the necessary representational and operational attributes. Fourth, replication of the myriad marine details that appeared on the vessels would not be attempted as that was beyond the intention of my ship construction.

Some years previous a basic mock up of the ferry was created from a corrugated plastic sign. This mock up included the sides of the vessel, the promenade deck and cabin area, and the boat deck and these were subsequently used as reference for construction. With these components and what I believe is called a French Curve the flowing rear sides were traced on a 12 by 24 inch sheet of Evergreen Scale Models .040 sheet plastic.

The height of the ship's side sheets is 4 inches while the length of the ship's side is 19 inches, this latter being the length to fit into the allotted dock space. The start of the

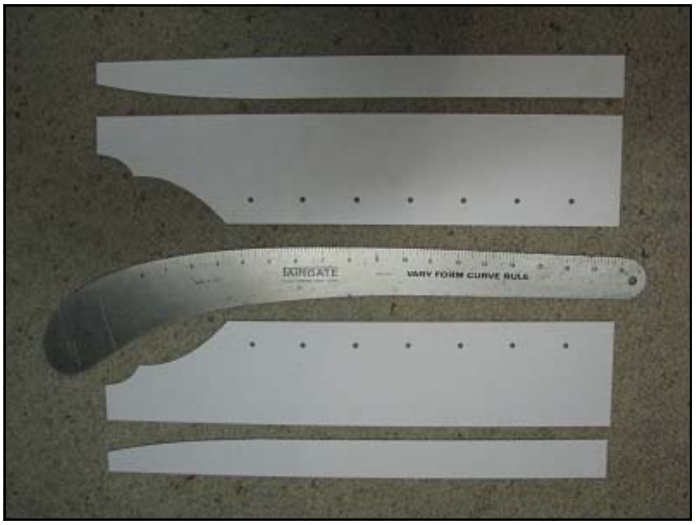


Photo Above: The metal form in the centre is a French Curve It was used to design the curved pattern at the stern of the vessel. After penciling an appropriate representation for one side on the styrene sheet that side was cut. A new X-Acto blade and patience are required to make the cut without deviating from the pencil line! This cut side was then used as a template to create the second side.

Photo Above: Previous to the ferry construction, landscaping had been applied, including the apron and counterweights, which are static. With no clear illustration available of the apron and counterweight system at Cobourg, these were constructed freelance but referring to several topical articles in earlier model railroad magazines.

Photo Above: This image shows the ferry location. The lighter coloured U shaped assembly is fixed in place. The darker painted piece of wood with tracks is removable. It represents the car deck. Other similar pieces of car deck are available to facilitate a quick turn around of the ferry during operations.

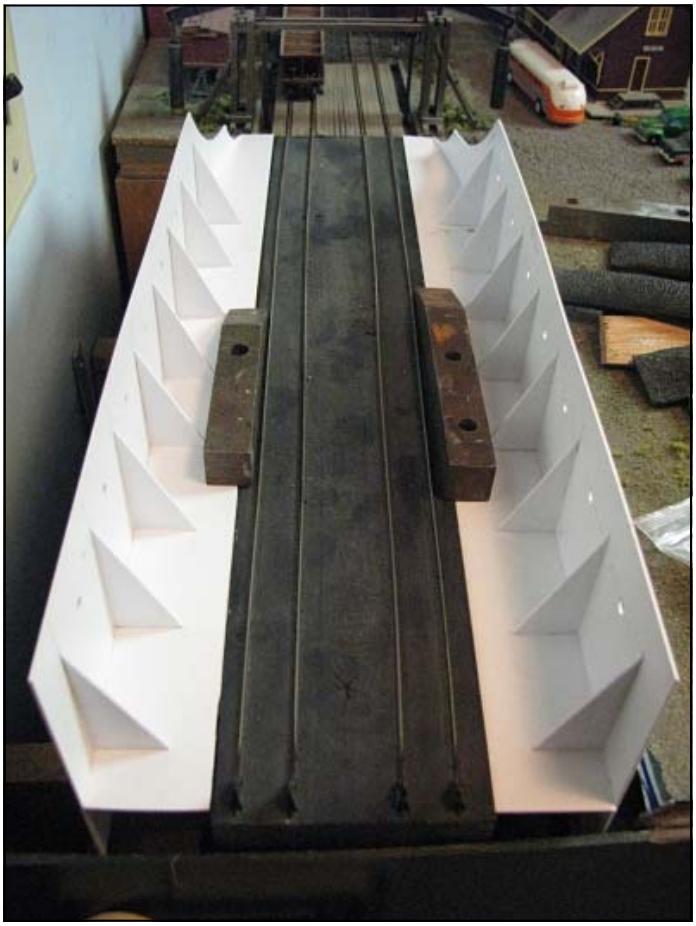


Photo Above: The sides have been cut, the partial boat deck has been glued in place and the triangular stiffeners have been affixed to boat deck and sides. The metal weights are temporarily holding the sides in place during this test fitting.

scallop stern commenced at 14¼ inches from mid ship. The height at the absolute stern is 1⅜ inches. All these dimensions provide for layout of the vessel based on the parameters allotted for the ship.

From the same sheet of plastic as used for the sides two car deck pieces were cut 19 inches long by 1½ inches wide. The stern end of each of these sides was curved by cutting and filing to represent the inward slope of the ferry side. The curve commenced at 14 inches from mid ship and was reduced to ⅞ inches at the stern. These car floor strips left a gap mid ship between these two car deck pieces rather than forming a complete internal car deck. Why this was done is described in the next paragraph.

Previously, a removable two track car deck was created from 1" pine. A piece of nominal 1" x 4" pine accommodated two tracks directly spiked to the pine and lined up with the previously sited apron. A guide for this track platform was built in a U shape to provide an edge on either side. These edges provided support for the plastic car deck to rest and support the entire vessel.

On the inside of each of the ship's side pieces a pencil line was traced1¼ inches from the bottom. Starting at the mid ship end the car deck was glued to the inside of the ship side the first 14 inches. (Testor's liquid cement was applied with a fine paint brush, not the applicator that comes in the bottle.) Once firmly set, the curved section was glued to the side in gradual increments while holding the curved section in place with elastics until the glue was dried. (Tedious, but necessary!) A strip of .125 square styrene was glued incrementally to the underside of the car deck to brace the car deck to the ship's side. Once both sides were assembled, the promenade deck linked the two sides together.

A dull off white Krylon plastic compatible paint was sprayed on all surfaces at this point to simulate a weathered but not beaten paint on the ship. When dry the visible portion of the car deck was brush painted with weathered black paint.

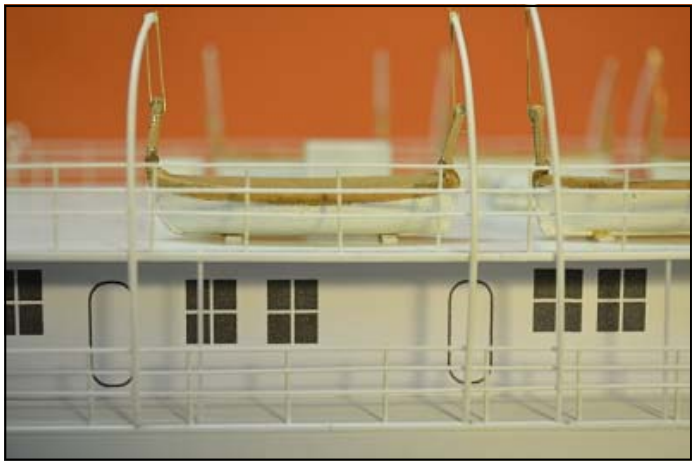
From this stage forward measurements will generally be given in HO scale dimensions. The car deck, .040 sheet plastic, was cut 46½ feet wide by 101½ feet (14 inches) long. This was then glued to the inside of each side so that the joint seam was visible from the top of the vessel rather than the side. Internal bracing was added to the top side of the car deck and the ship's sides in the form of triangles cut from .040 styrene. Triangles were made from 15 by 7 foot rectangles cut diagonally to make the triangle shape. Sixteen triangles of this size are required. These are glued, starting from the stern where the side curve meets the promenade deck at 14 foot centres. Two additional sets of braces were made. One set, 6 ft by 6ft, then cut diagonally, and glued at the bottom of the curve. The second set, 8 by 7 ft. then cut diagonally, with the 8 ft length glued to the ship's side about mid point in the larger curve.

Additional bracing was added to the underside of the promenade deck and the ship's side. Measured to fit, .250 square styrene bracing was glued laterally at the stern and mid ship ends to the underside of the promenade deck. .125 square styrene bracing was glued along the edge between the promenade deck and the sides. Finally 3 cross pieces of .250 square styrene, measured to fit, and spaced evenly were glued to the underside of the promenade deck to provide additional stability and to prevent any future possibility of sagging. At this stage the 'ship' resembled an inverted U shape.

Next the shapes for the dining hall, kitchen, food storage lockers, crew's quarters, etc at the stern of the vessel were created from .040 styrene. Two rectangular sections, 7 feet high, were constructed to represent these facilities. The larger rectangle was 64 ft long by 37 ft wide, the smaller 19 ft by 14 ft. All internal corners were braced with .125 square styrene. The two rectangles were then glued together, the smaller 14 ft side being centred along one 37 foot wall.

As previously mentioned, some details were fudged or omitted. The next stage involved fudging. There was no predisposition to construct the variety of windows and doors necessary to represent the enclosed facilities. An older computer program, PageMaker 6.5, was employed to 'build' the windows and doors, appropriately located, for all rectangle sides. These were then printed on ordinary paper and cut to the 7 foot height of the walls. Using a spray adhesive, the paper walls were affixed to the

Photos Below: The Promenade Deck windows and doors were created with a computer program, printed on ordinary paper, and affixed to the walls with an aerosol glue. This image provides a view of the posts and railings that were added to each deck.



styrene formers in their proper orientation. This unit was then set aside.

Next comes a second tedious task. Piping for the promenade posts and rails were made from .020 round styrene. An appropriate sized drill was used to create post holes on both sides of the promenade deck at 4 ft intervals the length of the promenade deck. Starting at the stern corner, post holes were drilled on the inside of the joint between the deck and the side. While the posts will ultimately be 40" high, each was cut to greater length to allow for insertion in the drilled hole and to be cut to height when the railings were glued in place. Insert all posts, glue in place and then turn the ship onto one side.

Next yet another tedious task ensues. With the ship on its side, place one length of .020 rod 'railing' on top of the posts. The rod tends to wander everywhere one doesn't want it to. My process was to measure at one end, 40 inches to the top of the post, 'paint' the top with glue, and meticulously place one end of the rod on the end post at the 40 inches height. As the glue dries the rod can be manoeuvred to be parallel to the deck. From this beginning every fifth post or so was glued at the appropriate height distance. When these initials joints were dry the remaining rail and posts were glued. The rod may not be long enough to run the full distance of the rail. Joints were made at a post as necessary. Extend the rails a bit beyond the last post at the stern and trim when all rails are in place. In a similar manner add the bottom rail 18 inches from the promenade deck. The middle rail was spaced equidistant from the top and bottom rails. Using a sprue cutter the top of each post was cut off flush to the top railing.

With this tedious task done, turn the ship over and repeat the above steps to the opposite side. Drill the locations for the cross ship railing at the stern. For the stern railing drill similar holes and glue the railings in place. To complete this stage, the ship structure was upended so that it rests on the stern. Railings were added as for the sides. Paint the promenade deck and railings with the same Krylon paint as previously used.

Photo Below: One of the installed staircases between the boat deck and promenade deck appear in this image. Note also the safety railing on the boat deck surrounding the stair opening on three sides. There is a similar staircase and safety railing on the opposite side of the ship in a mirror location.

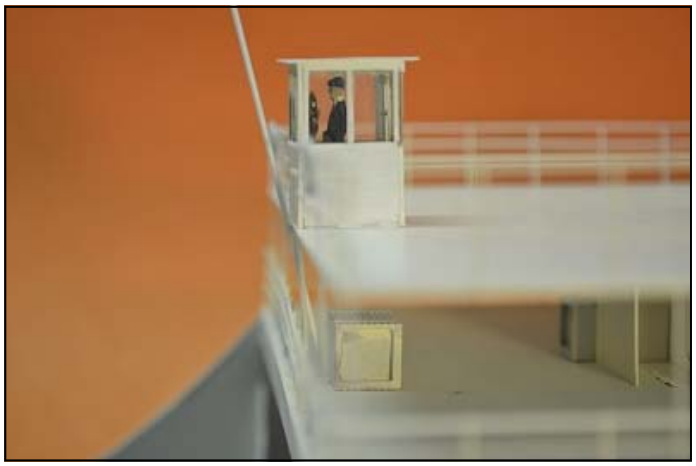
Position the dining hall/crew quarter rectangles on the promenade deck. Centre the structure with the larger end even with the mid ship promenade deck. This should allow for a 5 ft deck space from the side of the ship to the sides of the rectangles. Glue this assembled structure in place on the deck. At the stern side of the small rectangle there is a protected entrance into a men's washroom. This was fashioned out of .040 styrene, L shaped 6 ft by 4 ft by 7 feet high. This was set in place with the long wall parallel to the stern side of the rectangle.

The boat deck was made from .040 styrene, 46 feet wide by 101½ feet (14 inches) long. Note that the width of the boat deck is a scale 6" smaller than the promenade deck. When the davit posts are added later the reason for this smaller dimension will be evident.

Two openings for staircases were cut into the boat deck. These openings are 3½ by 6 feet and spaced 26 ft from the stern and 8 ft from the side of the deck. To avoid marring the printed paper sides on the promenade deck, spray paint the boat deck, both top and bottom. When the paint dries, glue the boat deck to the promenade deck walls. Weights may help to ensure a good glue joint.

Using .025 rod, boat deck supports were constructed. As close to the side edge as possible, at 10 ft intervals starting at the stern corner, drill appropriate sized holes through the boat deck for the support posts. Rod was inserted so that it terminated on the promenade deck and was cut off leaving a foot or two above the boat deck. Glue was applied to the bottom of the post on the promenade deck and the boat deck. Once dry, the excess was trimmed with a sprue cutter flush to the boat

Photo Below: The completed stern wheelhouse glued to the boat deck. Inside is a wheel, an engine room telegraph and a ship's captain.



deck top. At the stern two posts are centred two feet apart. Between the two centred posts and the edge posts another post was centred.

Details were added next. First a set of stairs was constructed using ESM #204 Stairway Kit. Two ten step stairways were constructed. Once the glue was set 3 posts, made of .025 rod, were added to the inside of each stairway. These posts were glued to be vertical when the staircase was positioned in place. Once the posts were set, a bottom and middle railing was glued in place terminating at the first and third posts. The top railing was bent on each end to provide a curved lead and attached to the inside top of the posts. This assembly was glued in place in the staircase well, with the steps facing the stern, from the boat deck to the promenade deck.

Safety railings were built up in the same manner as the other railings. A U shaped railing assembly was built in the manner describe previously and installed on the promenade deck. The entry opening is at the mid ship end of the assembly.

From the parts box came two storage boxes/crates, one 5 by 5 by 4 ft high and the other 3 x 4 x 3 high.

Using styrene bits and pieces from the parts bin a 5 by 4 by 7 ft high stern wheel house was constructed. Three panes of glass allow visibility towards the stern of the ship, while two panes of glass allow visibility to either side. A four pane door from the parts box and two half side lights make up the mid ship side of the wheel house. The four walls were glued together. A roof of .010 styrene, trimmed for a 6 inch overhang, was glued in place to complete the structure. This assembly, along with the crates and staircases, were painted with Krylon. Clear styrene 'windows' were glued in place on the inside of the wheel house. A floor of .020 styrene was cut to size.

At this stage the first of the marine details were used. These were obtained from two sources, Sea Port Model Works and Blue Jacket Inc, both available with a Google search. To the wheel house floor were glued a small steering wheel, an engine room telegraph and a captain (person). Not certain which captain this represents however.

The wheelhouse floor was then encased in the wheelhouse walls and roof and glued in place. When dry, the completed wheel house was glued, centred, to the stern end of the boat deck. Holes for the railing posts were drilled and the posts glued in place. The boat was turned to its mid ship end and stern railings added that on one end terminated on the side of the wheel house and extended to the posts at each side of the boat deck. The rails were trimmed even to the end posts completing all the railings!

The previously constructed stair cases were glued in place. Likewise the storage lockers were centred on the boat deck, amid ship, a distance of 50 and 58 ft from the stern. Two purchased life rafts were painted white and when dry were added to the boat deck forward of the storage lockers.

Ordered davits did not have sufficient length to rise from the promenade deck and loop above the boat deck. Frustrated but resourceful, 12 davits were constructed from .040 styrene rod. Starting with a 30 ft or so length, the top ⅓ of the rod was shaped into a curve by holding the bottom with one hand and pressing the top portion between thumb and forefinger repeatedly until the rod held a crescent shape. Repeat for 11 more davits! Once satisfied with the shape of all put these aside.

Photo Above: The boat deck has all of the fixtures on it that completed the representation of the ferry. Some fixtures, such as a stern mast and rigging, were omitted due to interference in reaching the layout room electrical switches.

Photo Below: Notice that the bottom each davit rests on the promenade deck. They davit rises past and above the boat deck without being pushed outward by the boat deck.

The lifeboats were ordered from the sources mentioned above and are each 14 ft long. Brown construction paper was used to create the canvas covering. A boat was turned upside down on top of the construction paper and an outline drawn by pencil about ⅛ inch distance from the boat. This shape was then cut out. 'Goo' was lightly placed along the top of the life boat and the cut paper form placed on top. Using thumb and fingers the paper was rounded over the lifeboat and down the sides. There

Photo Above: This is a case of do as I say not as I do! Poor planning on my part was placing the ferry adjacent to the room electrical switches. Poor planning shown with regards to the layout height as well. Despite these consternations this was and is the logical location for the ferry on the layout.

was a lip on the side of the boat and an X-Acto knife was used to trim the excess below the lip. The boat was then hand painted white leaving the brown construction paper as it was. Repeat for all life boats.

From the parts box came a piece of board and batten styrene. One foot wide narrow strips were cut and then cut again so that two battens and three boards created a block on which the keel of the lifeboat could rest in an upright position. Two pieces were cemented with 'Goo' to each end of each lifeboat. These were painted and set aside to dry.

Twelve deadeyes were attached to the lifeboats, one at each end. The deadeyes were hand painted a chocolate brown while the rope was painted a sand colour. These were set aside to dry. Once dry, .012 brass rod was used to create the 'rope' that attached the deadeye to the top of the davit.

Begin with a 16 ft length of brass rod. The small shaft of a dental pick was used to create a U form to the rod with the ends more or less equally above the U shape. Each shaped rod was looped through a deadeye and a dab of super glue secured the rod ends perpendicular to the deadeye. This assembly was attached to the end of each lifeboat with 'Goo' positioned so that the rod arms rose above the deadeye.

Back to the vessel. Starting 6 ft from mid ships, and along the edge of the promenade deck, the following pencil pattern was marked: 14 ft, 4 ft, 14 ft, 4 ft 14 ft. This provided the location on the promenade deck for six davits. Turn the boat on one side. At one of the six marked locations place a davit loosely on the side. Gravity pulls the crescent part down so a proper orientation will be made. The fact that the boat deck is narrower than the promenade deck allows for the davit to rise perpendicular from the promenade deck without bowing outward. Lightly glue, styrene or super glue. the straight end of the davit to the promenade deck. A dab of glue on

Photos Above and Below: Views of the moored vessel illustrating the lead tracks and the engineer's perspective when operating in Cobourg harbour on the layout. The completed ferry serves the purpose for which it was intended, a background to the railway.

the boat deck will assist in affixing the davit in place. When the adhesive was sufficiently dry turn the boat was positioned upright.

Slide a lifeboat assembly underneath the davit and check that the arm is at a sufficient height to allow the upright ropes from the deadeye to extend beyond the top of the davit. You may have to fiddle with the davit length to get the dimensions correct to fit. Once satisfied glue the remaining davits in place, then turn the boat onto the opposite side and repeat the steps for the remaining davits.

Turn the vessel upright and place all the lifeboats with their upright rope arms into position. With a dab of super glue, affix each of the deadeye ropes to the curved end of each davit. Any davits that extend beyond the ropes can be cut with a sprue nipper. Any rods that extend above the davit can be cut with scissors.

With a small tip paint brush dab a bit of liquid glue to the board and batten block on the keel of each lifeboat to keep the lifeboat in position. Paint the brass rod ropes a sand colour. This completes another tedious task, and the finish is near!

A stern mast made from .040 rod, 32 ft long, was affixed, mid ship, on an angle from the promenade deck to the boat deck and beyond. Two life rings were attached to the promenade deck stern railings midway between the wheelhouse and the sides.

No further details were added to the boat deck due to its location on the layout. The top of the davits are in line with the electrical switch plates for the layout room. A mast or funnel would interfere with the access to these electrical switches. The davits prevent horizontal access so a vertical downward motion of the hand is required to turn the layout room switches on or off. Obviously poor planning on my part when constructing the room and placing the ship berth!

There are future activities. Many HO passengers have to be painted and placed on board. Vertical pilings need to be placed as bumpers along the side of the dock as a guide for berthing. A staircase and ramp to allow for embarking and disembarking voyageurs must be erected. Those projects aside, the railway model ship for my purpose is complete.

In retrospect there was no justifiable explanation lengthy procrastination now that the model is completed. The OCFCo representative vessel rests at her mooring ready to participate in the railway modelling operations on the Cobourg & Peterborough Railway.

COMING EVENTS

Ontario, Harriston, October 26: Annual "BOOMERS" auction of model railroad equipment and materials at the Harriston Community Centre. Admission $5. (includes door prize draws). Tables available at 8 am. Auction starts at 10am. For info contact Harold G. Jones, 16 Conroy Cres., Guelph, N1G 2V6 or 519-821-2454. or hgjones@execulink.com

Ontario, Ancaster, November 10: Rail-Ops Club, TH&B Model Railroad Flea Market and Train Show, New Marritt Hall, New Ancaster Fair Grounds, 630 Trinity Road (Exit Highway 403 south at Highway 52 / Trinity Road, on right past Wilson Street / Highway 2/53.) 10am to 3:30 pm. Operating layouts. Over 150 vendor tables. Fare: Adults $5, under 12 free. Info: John Henwood 905-335-9112

Ontario, Bowmanville, October 19, 20: Soper Valley Model Railroad Association 27th Annual Model Railroad Show 10am to 4:30 pm both days. Bowmanville High School, 49 Liberty Street North. Operating layouts. Static Displays, Vendors. Fare: Adult $6, Senior $5, Family $12. Info: Soper Valley Model Railroad Association www.svmra.ca or: sopervalley@gmail.com Vendor tables: $50 for 2.5'x6' for two days. Light refreshments included. Setup: 8am Saturday and 9am Sunday.

A LOOK BACK AT THE PORT HOPE CONVENTION

FRIDAY NIGHT BARBECUE

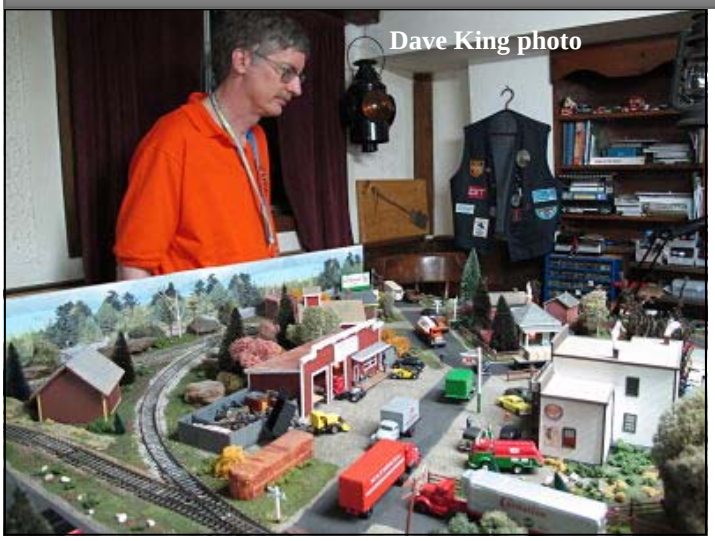

Ted Rafuse photo

CLINICS


Gary Baillargeon photo


Ted Rafuse photo

VISITING LAYOUTS


Dave King photo


Dave King photo

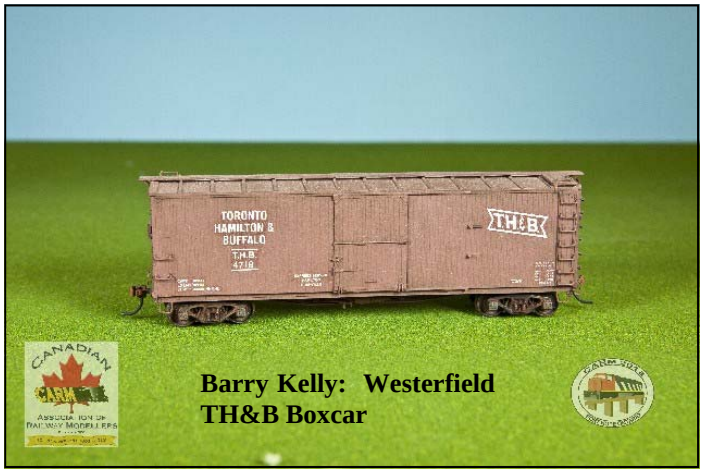
TRAIN SHOW


Steve Tuff photo

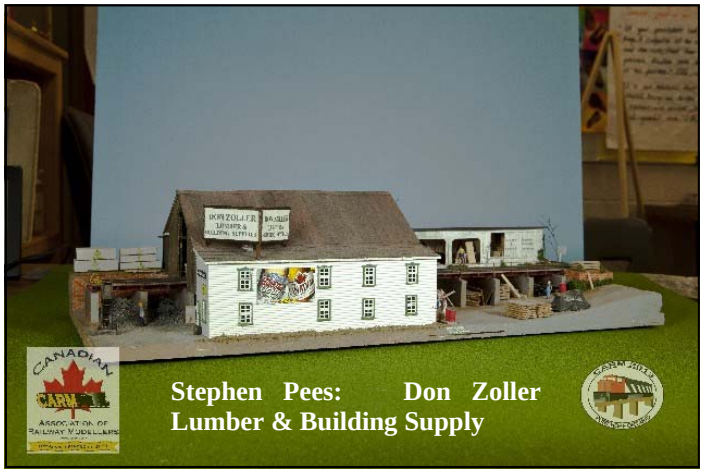
DISPLAY ROOM — Dave King Photos

Mike McGrattan: "Little Puddy", the car that went around the world.

Craig Parry: "Picka Pecka" Pickle Factory

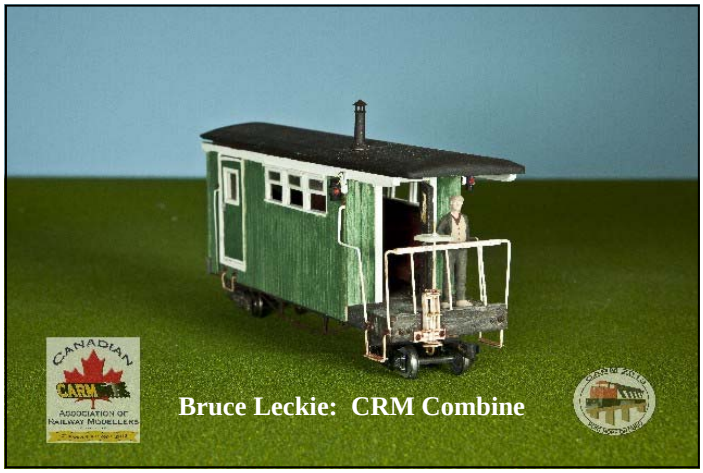


Barry Kelly: Westerfield TH&B Boxcar



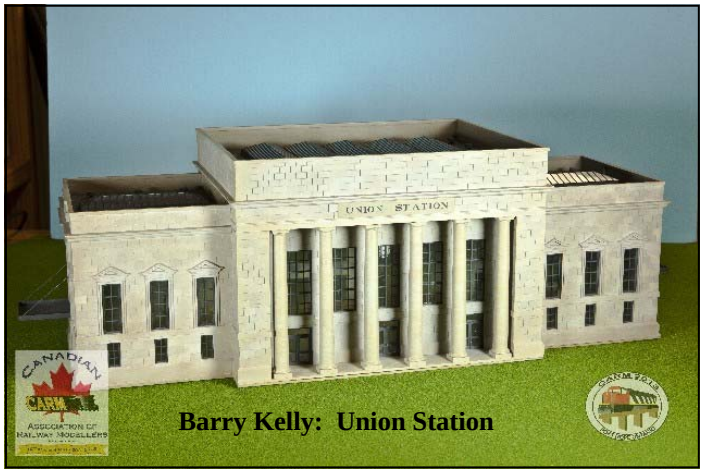
Stephen Pees: Don Zoller Lumber & Building Supply

Gerald Harper: Trolley Wire Service Car



Bruce Leckie: CRM Combine

Mike McGrattan: CPR Horse Car



Barry Kelly: Union Station

DISPLAY ROOM — Dave King Photos

Bruce Leckie: Critter #5

Mt. Albert Scale Models: John Allen Engine House

DISPLAY ROOM — Dave King Photos

Stephen Pees:

Backwood Saw Mill

Gerry Cornwell:

Northway Tractor Repair

Gerald Harper:

Dump truck delivery

Bruce Leckie:

Railtruck & trailer