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## **THE CANADIAN ASSOCIATION OF RAILWAY MODELLERS**

Founded October 15, 2003

Founding Members: John Johnston, Peter Moffett, David King, Lex Parker

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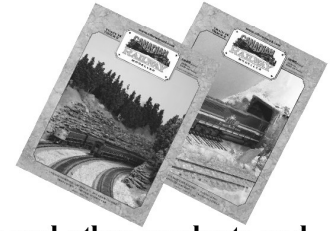
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or by  
e-mail at [editor@caorm.org](mailto:editor@caorm.org)**

**COVER PHOTO BY TED RAFUSE: MODULE CONSTRUCTED BY STEVE PEES:** If you hesitate to publicly display your modelling efforts, this image should demonstrate the intense interest that members of the general public engage in when given the opportunity to witness your skills. Both these train show attendees remain oblivious to any activity beyond the range of what is captured by their eyes in the miniature scenes. As modelers we can all hope that ten or twenty years in the future their rapt intensity will be retained as they enter their own modelling experiences. The modules are connected just beneath the pulpwood car furthest from the locomotive.



# observation platform john johnston: editor

## THIS ISSUES COVER PHOTO:

This month's cover photo raises many issues in my mind. Some are positive, some are negative, some are hopeful, some are pessimistic but overall I just felt it was a powerful image. It shows good modeling, modern technologies (DCC), and the ability of our hobby to capture the attention of youth.

It made me think back to the 60's when I was a lot younger and some of the older members at the HOMES Club took me under their wing and taught me about the hobby.

Some may take exception to the young man having his hands on the layout only inches from that beautiful lake freighter, what I see is someone straining to look at the moving trains further back on the layout. I have been on the HOMES Club tour in Hamilton for almost a decade now and many kids visit the layout. I have two foot-stools out for them to use to watch the trains go by so that they don't pull themselves up by their hands on the fascia. It has worked well and the parents appear to be thankful. I haven't experienced any damage in those 10 years.

I also see the valuable work that Modular Clubs are doing in promoting the hobby just by their presence at public shows. So, there is a lot to see in this image. Powerful, indeed, good job Ted.

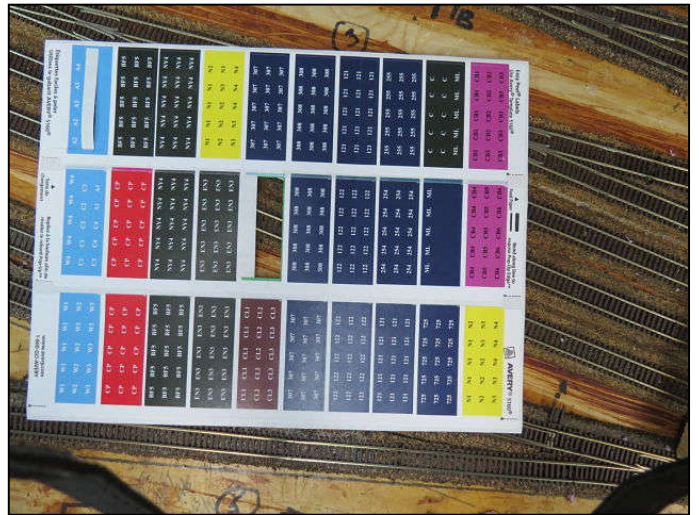
## OPERATIONS ON THE GRAND TRUNK SOUTHERN:

I recently held my 6th full operating session. It took place over two nights and we ran every train in the schedule. In the past I have used Computer generated Switch Lists and Car Cards. Each has positives and negatives when it comes to N Scale operations. The biggest negative, however, is one to which there didn't appear to be a solution, reading N Scale car numbers on weathered cars, three tracks back in a 100 car yard. Frankly, it's difficult, if not impossible to do in HO far less in N.

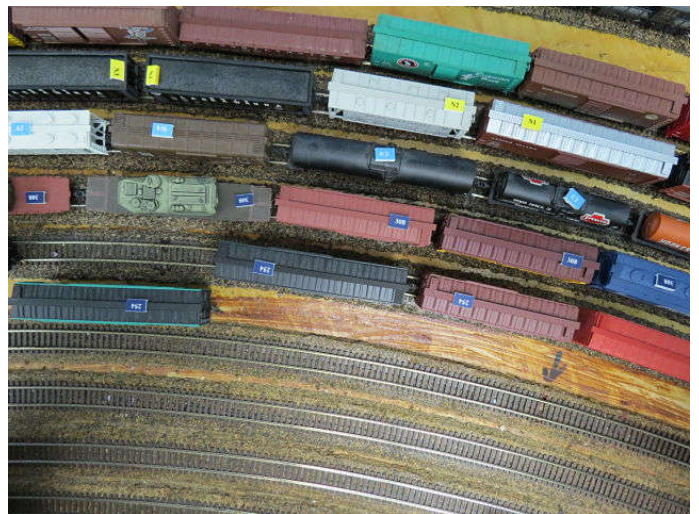
That's when I watched a video by Mark Dance from Vancouver. Mark is the owner and builder of the Columbia and Western RR. (Go to YouTube and search Mark Dance to find his YouTube Channel and videos of the model railroad). This is the finest N Scale layout I have ever seen and Mark uses the Tab on Car system

that goes all the way back to John Allen and the famous Gore and Daphetid. He found that operators soon got over seeing the tabs on the cars due to the ease of operations that were created. I decided to try it.

The tabs are made from 1/4 inch Styrene channel. Mark painted his but I decided that I would use labels on mine. I created a colour code system for destinations and a numbering system for trains and for car spots. I then printed my labels on Avery 5160 labels.



The photo below shows the labels after they have been cut up, attached to the Styrene channel and placed on a the cars. The proof of how well this works is the 100% positive feedback from my operators. If you are in N Scale this system is worth a look.



JOHN JOHNSTON: EDITOR

## 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



# CHAIRMAN'S REPORT

This past summer I have been very busy with untypical summer activities. Firstly I have been one of a group of individuals who have been busy organizing the Toronto Chapter CARM Convention for May 2020. This event has now morphed into what we are calling a convention rather than just a supermeet. It now has a dynamic website section on the CARM website and I urge all of you to visit our website and check what is up there. Don't just check it once, but regularly every few weeks or months as we will be posting new information to it every few weeks. If you cannot access the web then I hope you can get to one of the various shows around southern Ontario this fall and winter when our organizing committee members will be present to hand out information and tell you more about it. There will definitely be lots of layouts on the tour schedule, all of a very high standard with the majority very rarely seen before or being displayed for the first time. There is a call for clinicians in this edition of *The Canadian*. If you want to pass on your knowledge, skills and techniques to others, sign up to be a clinician. There will also be social events, an annual general meeting and other things, as yet not confirmed.

I believe that another Chapter is already thinking about hosting a convention or supermeet in 2021. It is very exciting that we now have what seems to be an event every year which is great news for all CARM members.

My second priority activity this summer has been finishing scratchbuilding a brass, On3, 0-6-0 saddle tank that operated on the Anyox Mine railroad from 1914 to 1936. I literally finished it a day before I packed it up, put it in my suitcase and flew to San Francisco to attend the 39<sup>th</sup> National Narrow Gauge Convention held this year in Sacramento, California. There were several Canadians in attendance and I think we all had a good time benefitting from everything that conventions are meant to do for railroad modelers. To provide a forum for dialogue, friendship development and socializing while at the same time having the opportunity to learn from clinicians, to see other modelers' layouts and even to see full scale things. A group of four of us are now spending a few more days touring the mountainous areas east as far as Nevada to visit more full scale railroads.

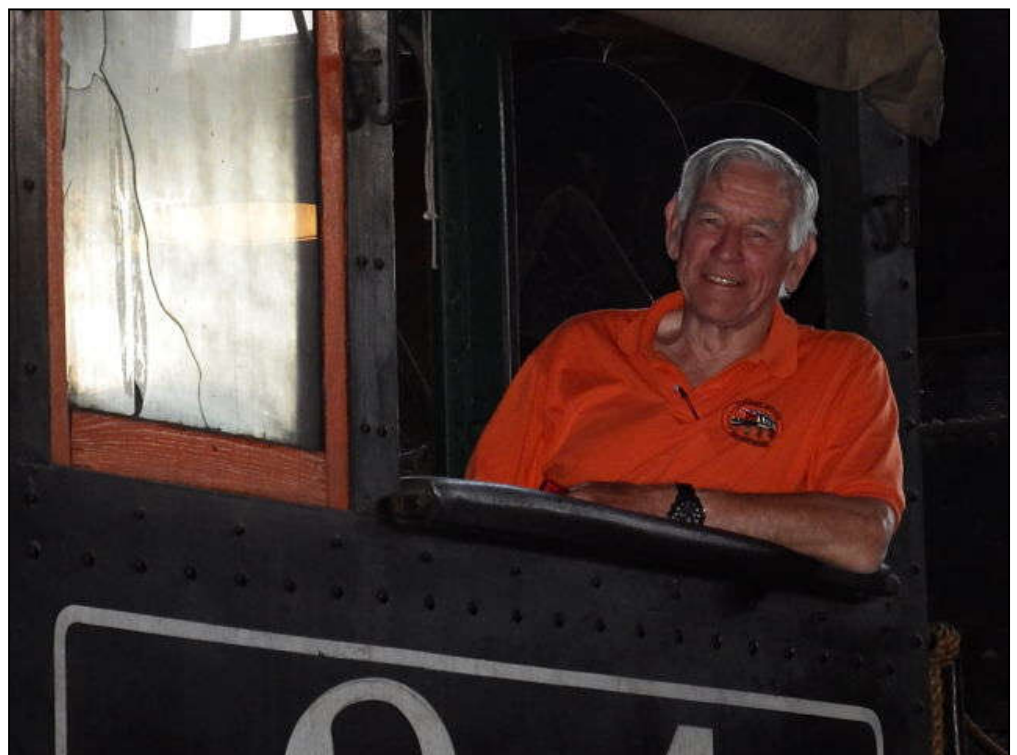
At Sonora, Executive Member Walter Reid and I were able to tour the Sierra Railroad Round House and Walter took a photo

of me in the cab of Sierra Railroad No 34, an 1890s 2-8-2. During our travels Walter reminded me that he wants to get the CARM calendar printed earlier this year so everyone can benefit from it from January 1, 2020. If you have already sent in a picture thank you and if you have not yet done so, please make it a priority. This issue of *The Canadian* has a reminder elsewhere with more details about how to get pictures to Walter. Many thanks to Walter for putting this great calendar together for the past several years. Walter and I also had a great time photographing two Shays we found from every conceivable angle so if you don't send in some photos for the calendar it might just be 12 pages of pictures of Shays!

With fall upon us now we have to start to get geared up for those winter operating sessions and making modifications to our layouts so that they run more smoothly. One little tip I recommend is that whenever you have completed some wiring and it all looks perfect always write down the colour codes of the wiring and make a wiring sketch plan. Do it after every additional piece of wiring rather than deferring it till "it is all done" as that is a guarantee it will never get done and then when something fails it will be much harder to trace.

I look forward to updating you all on other exciting developments in CARM in our next issue of *The Canadian*. Until then have a great time modeling and operating your railroads!

**GERALD**





# CHAPTER REPORTS

## TORONTO CHAPTER:

On Saturday, April 6th, the Toronto Chapter visited Hal Huhn's Maerklin layout. His layout runs on several levels and there are wonderful accessories to see everywhere you look. There are crossing arms, a turntable, catenary wire systems, landscaping and buildings. Hal has been resurrecting this layout and he has plans to add more tracks to it. Hal is also heading up a group to help connect more CARM Members that model International layouts. If you model an International layout contact Hal through the Toronto Chapter.



PHOTO ABOVE BY RICHARD MORRISON: James Raser (left) and Hal Kuhn (right) talk about Hal's layout.



## C.A.R.M.

Canadian Association of Railway Modellers

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Whether you are a CARM Member or not, plan to attend this model railroad event and participate in:

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AND IMPROVING YOUR MODELLING  
SKILLS.*

Note the dates in our calendar and watch the website for registration information. We have a comprehensive information package being added to regularly at [www.caorm.org](http://www.caorm.org)

PHOTO BELOW BY RICHARD MORRISON: Richard has kitbashed the Veigh-Gann Packing Co. from a Walther's Champion Packing Co. kit. The finished complex will be displayed on the modular layout of the Scarborough Model Railroaders.



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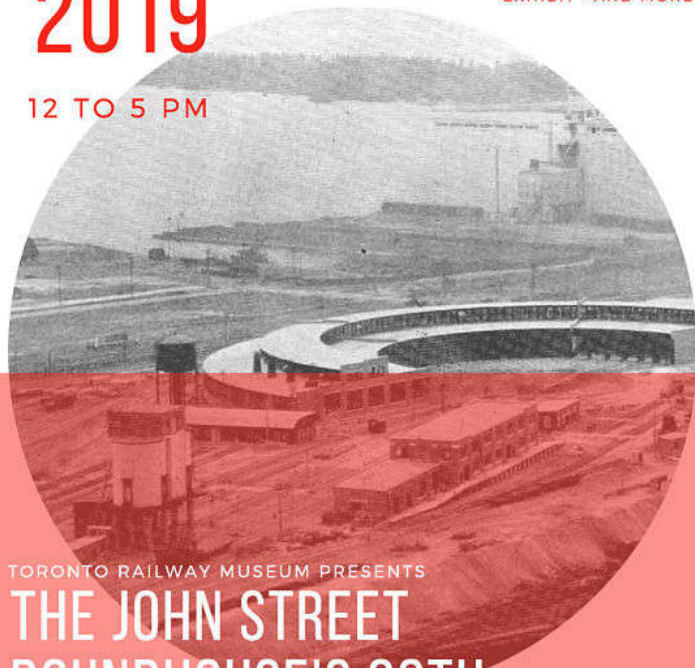
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## INVITATION TO CLINICIANS

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May 8-10, 2020

If you have an interesting model railway topic, (e.g. an original technique or invention or a method you have successfully adapted) that you feel would be of interest to convention attendees, you are invited to submit a brief (a few lines) description of the proposed clinic. Clinics are usually of 40-45 minute durations, including time for questions and discussion. Proposals for clinics should be sent to the organizing committee, no later than 15 November, to William Waithe at [wwsd40@gmail.com](mailto:wwsd40@gmail.com)

# Calling All Photographers

## Please submit photos for the 2020 CARM calendar

If you have an image that you would like to submit to us for use in the 2020 CARM calendar please read the following. We are seeking 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes to include in the calendar. These images need to be in sharp focus for most of the image, well lit, well composed and of interest. Images should be in landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. If you have an image you wish to submit an image for consideration follow these steps.

Submit a small JPG image (less than 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](mailto:calendar@caorm.org) before October 15<sup>th</sup>, 2019 Thank You

# Bruce County Museum Railway

## PART 4

### DIORAMA CONSTRUCTION

ARTICLE AND PHOTOS BY RANDY SCHNARR



#### FROM THE EDITOR

This is the fourth article on the construction of the Display Layout at the Bruce County Museum built by a group of volunteers. Randy Schnarr will be covering a number of topics including:

- 1: From Concept to Reality: ...explaining how it came together.
- 2: Research & Planning: The efforts of the research team to find the data to give the project substance.
- 3: Major Structure: how the structure was built from initial sketches.
- 4: Diorama Construction: with photos of some of the completed dioramas.
- 5: Control Systems: We will be operating in three modes. Computer controlled, DCC, and DC.
- 6: Future development ; we will be adding sound systems and video cameras to the system so disabled visitors and vertically challenged can enjoy all three levels of the exhibit with sound to match the images.

The order of the articles may change as Randy finds the time to write them.

The Bruce County Museum Railway (BCMR) exhibit presents the GTR/CNR Southampton sub branchline in Bruce County as it appeared from the 1920's to the late 1950's. The track plan is point-to-point with return loops at each end.

Five diorama's represent the largest towns along the route with four flag stops shown in small window boxes. Each diorama is a free standing display that plugs into the main structure. The structure ties all the dioramas together to facilitate movement from Palmerston to Southampton and back.

A typical diorama frame, is 12 feet long, 16 inches deep and 10 inches high. Frames of this type were used for Mildmay, Walkerton, Port Elgin and hidden staging. Paisley was stepped to accommodate the high level bridge over the river bed.

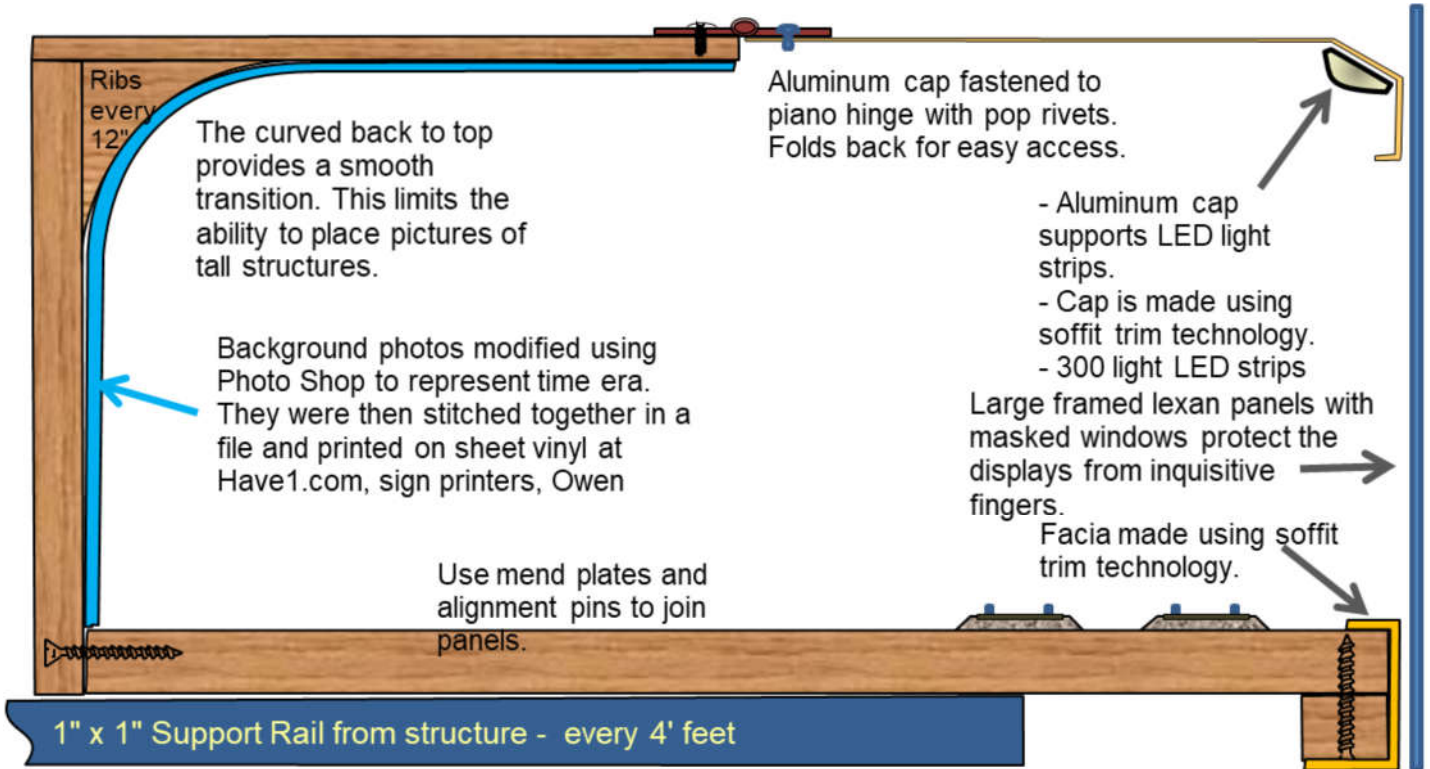
Southampton, which features a wye to turn trains, occupies 2/3 of the top level. It is made up of a 12 foot by 24 inch diorama section linked to two 6 foot by 16 inch sections.



#### Diorama Cross-Section

The bottom, back and ends are 3/4" plywood. The fixed portion of the top is 1/2" plywood. The aluminum portion of the top is hinged to facilitate access for maintenance. The aluminum was formed at a local lumber yard

that has a hand brake for forming custom house trim. The 10" height resulted in a 2.2% grade on the 28 inch radius helix.



**PHOTO BELOW:** With the diorama frames aligned, track is layed into position to determine the road bed. Scale drawings provide a good guide, but track laying doesn't always work as planned.

**PHOTO RIGHT:** 1/4" cork is cut and glued into place using 3M Super 77 spray adhesive. Weights held them in place while the adhesive dried. 100 sq ft of 1/4" cork underlayment was found on Amazon at a relatively good price.





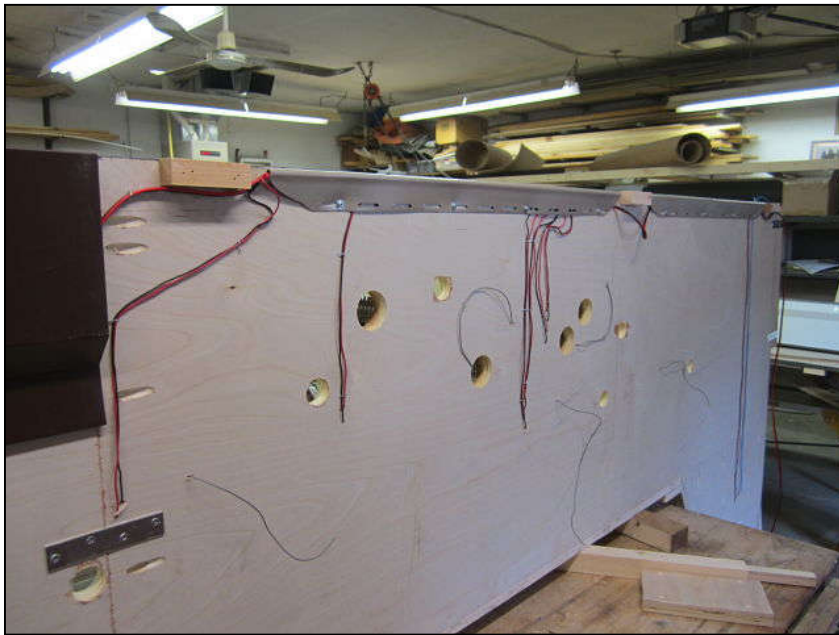


**PHOTO LEFT:** Track is shaped, cut to fit, then glued into place. Multiple power leads are connected to the mainbus line. Each diorama is wired as a single block, except Walkerton, which has a second block for optional DC switching operations.

**PHOTO RIGHT:** Sometimes modifications to the frames are required to accommodate track curves. All track was tested using 80 foot Rapido passenger cars and Athearn passenger cars with 6 wheel trucks.



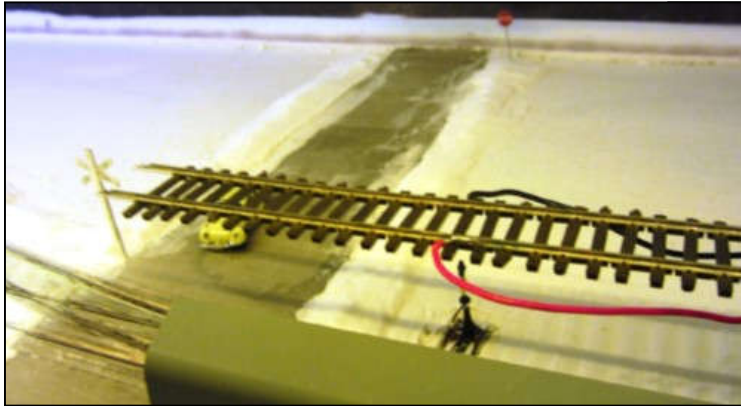
**PHOTO LEFT:** With track laid & wired, the rails & ties are painted with Dollarama acrylic - Cinnamon Brown. Rail surfaces are then cleaned for power conductivity. Turnout points were protected from paint spray.



**PHOTO LEFT:** After the track is laid, Rail-Crew turnout machines and On/Off uncouplers are located and holes are cut to accept these machines.

**PHOTO BELOW RIGHT:** With track laid and painted, ballast is applied to the bevelled edges of the road base by painting the surface with white glue and applying the appropriate ballast mixture.

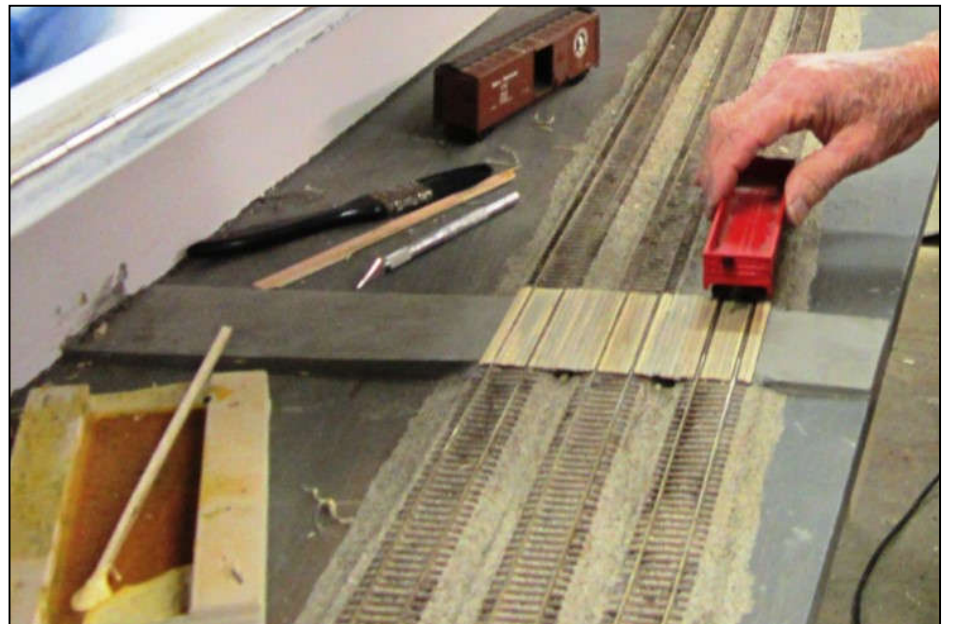
With both sides of the track already ballasted, the center portion is ready to receive ballast, using the standard technique ...spreading ballast and applying scenic glue (a mixture of white glue, water, detergent and rubbing alcohol). Tracks usually require removal of excess ballast after it sets.



**PHOTO ABOVE LEFT:** All dioramas and the staging platform are designed to be removed from the main structure for maintenance and future development. With the extensive wiring, it is much easier to make changes on the work bench. To remove dioramas, 6-12" sections of track are secured by track connectors so they can be removed easily. These sections are hard wired to ensure power continuity.

**PHOTO RIGHT:** Roadways were cast with a mix of HH Beautitone featherweight spackling and grey acrylic paint. The mixture was spread into a frame made of 1/4" strips of wood. Spackling requires a day or two to set up, but is like cheese to shape once set. Roads can be shaped & painted to match the colours of the photo backdrop.

Rail crossings are made of wood strips stained with diluted India ink and glued into place.





**PHOTOS ABOVE AND BELOW:** Backdrop photos were taken from the original site "in season" for each town. Chris Irvine, Graphic designer at the museum, used Photo Shop to remove modern elements and stitch scenes together. Paper printouts were used to check alignment with roads and track entrances to buildings. There was no room for guess work on the final. Each site specific backdrop cost about \$200 to print.





**PHOTO LEFT:** Woodland Scenics foam chip was layered up with a variety of colours and textures to create a "blotchy" natural effect. Railway right of ways were rarely manicured.

**PHOTO RIGHT:** Trees are a large part of the BCMR images. Trees were made from the root of curly dock, a common weed, caspia natural for maples, hand twisted wire for craggy scotch pine and Scenic Express Super Trees. We even bought a few fir trees.



**PHOTO BELOW:** All the components come together within the dioramas to create a credible representation of the GTR/CNR Southampton Sub in Bruce County. This early photo shows the bridge over the Teeswater River in Paisley, which required a step in the diorama to create the river valley.



# STEVE PEES' SEAWAY INTERNATIONAL RAILWAY

ARTICLE AND PHOTOS BY TED RAFUSE

The Seaway International Railway, whose motto is 'Yes S.I.R.,' stems from the imagination of HO modeler Steve Pees. As a youngster He grew up in Southern Quebec in the area of Valleyfield about one mile from the international border. His current modelling reflects that region of the country because its locale is in and around the St. Lawrence Seaway region in the Canadian provinces of Quebec, Ontario, and the American states of New York state and Vermont.

The basement layout reflects the 1970 era and Steve models several railways: Canadian National, Canadian Pacific and Conrail through Southern Quebec and northern New York and Vermont. The railroad is a freelanced point to point layout but both CP and CN can run continuously on their own right of way. Some of the towns are fictitious and some are not. One of his structure projects is modelling the Goodyear plant in Valleyfield which has been closed for some years at this date.

As a child Steve was aware of model trains but had not been involved in the hobby due to its expense. His later passion for model railways originated from work. While on lunch breaks he and a colleague shared aspects of their lives and eventually the coworker indicated he was a model railroader. This friend at that time had a Baltimore & Ohio model in a 10 by 19 foot space in his house. Steve visited that layout. In his thirties at the time. once

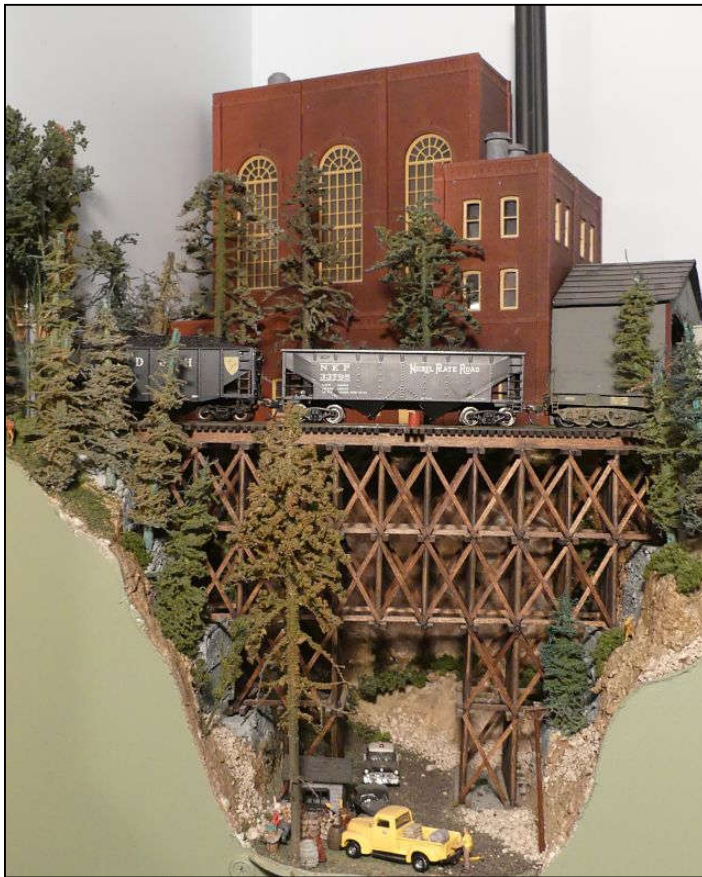
he witnessed that model array Steve was smitten.

The friend provided Steve with sound advice which was not to skimp on certain aspects of the hobby. Among the tips were to have all rolling stock equipped with KD couplers and steel wheels, the former for more reliable switching operation and the latter for better track adhesion and to maintain clean track. Additionally Steve was advised not to skimp on track purchases so as to provide a solid base for running trains and for electrical conductivity between track and locomotives. Hence nickel steel rails are on his layout. The colleague also advised Steve to purchase good quality locomotives to avoid frustrating operational inconsistencies often caused by less expensive engines. Steve has adhered to that advice in his modelling.

Having been infected with the model railroad bug, Steve embarked on several HO scale modelling journeys of his own. His first foray, an 8 by 10 foot plywood central, never witnessed any additional features to the original wood surface. His second layout, 14 by 11 feet, witnessed more of a model as Steve used it to hone his scenery making skills. That layout gained a 90% completion before it succumbed to a third and present layout. This version occupies a footprint of 10 by 24 feet not including two extensions totaling eight feet in length and two feet in width. These extensions are portable aspects of the lay-

**PHOTO BELOW: Steve admits to being a closet model railroader! And more. Operations on the Seaway International Railway commence and terminate in this closet. Above is CN's Montreal Cote St. Luc yard, below is CP's Farnham, QC yard. Turnouts are electrically operated as indicated by the panel pushbuttons. Elsewhere on the layout ground throws are used to route turnouts. Note the modelling detail associated with this closet operation.**





**PHOTO ABOVE:** Musician/composer Steve Earl wrote the song 'Copperhead Road' which fascinated Steve Pees at its release. The song relates the story of a Vietnam War veteran, scion of a rural moonshine bootlegging clan, who returns home to Johnson County, TN, but decides instead to enter the marijuana business as indicated by the line, "I'll take the seed from Colombia and Mexico". Copperhead Road was an actual road near Mountain City, TN, although it has since been renamed as Copperhead Hollow Rd. due to theft of road signs bearing the song's name. The lower part of this scene pays tribute to the song.

out. A significant feature of the permanent layout is generous aisles for operators to move about as they follow their trains.

Steve's modelling efforts have had prior exposure in the pages of *The Canadian*. In the January 2007 issue his CNR Medicine River Subdivision was featured. At that time his model layout was in a different house. He has since moved to a new house and hence a new layout.

Built for continuous running on operating nights the new layout is a run out and back format. Starting point for CN and CP operations is in an open closet where staging yards are built over top of each other. These are the two originating yards. CN operations commence in Montreal at Cote St. Luc yard and leave eastbound to Durham Jct, St. Albans, Vermont, and then west on a branch to Coteau Landing, Quebec, where CN interchanges with Conrail. CP operations commence at Farnham, Quebec, and depart westbound to Saint Jean-sur-Richelieu, Delson yard and finally Durham Junction (so named be-

cause CP interchanges with CN here). CP switches the industries in the south of the town, CN switches the north. He also depicts the Irving lumber complex at Deersdale, New Brunswick. The CP train then returns to Farnham yard.

Conrail is staged from northern New York State and enters Quebec on its own rails. Over the years he knows of at least two occasions where ships have damaged the road and rail bridge crossing the St. Lawrence River in Valleyfield Que. He uses this knowledge to adopt car ferry operations for Conrail to cross the river. Conrail switches the industries in Valleyfield and interchanges with CN at Coteau Landing.

An operating session generally requires six operators: three engineers and three conductors. Locomotives are primarily first and second generation. CN and CP locomotives appear in several paint schemes. When trains are built in the originating yard they leave with a van on the tail end. All towns and set out/pick up sites are clearly marked on the fascia or the individual facility or site.

Car forwarding is currently a complex operation. Steve generates a CN and a CP switch list by hand for each session, then transfers the information to a computer. That data is then printed in the form of a switch chart for each operator. He vows to create or acquire a simpler and less time-consuming switching program in the near future. As all pick-ups and set-outs are by car number this complicates the car forwarding creation of switch lists. Each operator also receives a copy of the road's operating rules and a route map of stations and switch locations.

Some switches are facing point while others are trailing

**PHOTO BELOW:** Champlain Paper located in St. Alban's, VT, is just south of the Canadian Border. It is a forestry mill complex that cuts logs for preparation into pulp for paper production. Stockpiling incoming logs allows the mill to operate throughout the year. Mountains of sawdust are a byproduct of the mill operation which will be moved by rail to a manufacturing facility to be made into pressboard. The building is scratch built using Pikestuff walls. The interior car loading dock accommodates three railcars. Several days a week the S.I.R. delivers bulkhead flat cars loaded with pulpwood to Champlain Paper. A Volvo log unloader claws pulpwood from the flat cars and stacks the logs in neat rows and piles until the logs are moved to the mill for processing.





**PHOTO ABOVE:** This artisanal clump of pine trees was hand 'grown and planted' by Steve as described in the article text as his 61 minute tree. By using various hues of green ground foam his trees have a realistic appearance.

point. As operation is out and back what switching is performed in each location depends upon the nature of the switch. If a facing switch is met on the out portion of the trip a switch move can be made on the back leg of the trip.

The layout operates with a DCC Digitrax power system. Many of Steve's locomotives come from the shops of Atlas and Proto Bachmann. Rolling stock is varied as he haunts the flea market quality tables at numerous train shows seeking finds in the five to twenty-five-dollar range. Whatever the purchase it undergoes various upgrades including KD couplers if they are absent and steel wheels for reasons mentioned earlier. Some track is hand laid code 70 including some turnouts. That latter modelling quickly taught Steve that constructing turnouts was not his favourite aspect of the hobby.

Building construction and scenery are features of the hobby that Steve relishes. In his scenery construction he practices the two-foot method whereby he selects an area of that size and completes all the requisite landscaping required in that area including track ballasting, building construction, ground cover, tree planting and detailing with people, cars and sundry other items all designed to make the scene 'live.'

Steve 'grows' his own trees. In the forest nursery are trees formed from furnace filters. More elaborate are other trees of his own making. These latter trees he calls his 61-minute trees. It takes him 60 minutes to whittle a Chinese chopstick to replicate a pine tree trunk, paint it brownish grey, drill many small holes into the trunk and then plant sprigs of dried caspia into the tree trunk holes. Then it takes one minute to spray the caspia with green rattle can spray paint. While the paint is still wet he drops ground foam on the branches. Next step is to spray cheap hairspray on the tree and add lighter green ground foam to highlight the tops of the branches. Steve uses this foliage method on his furnace filter trees as well.

He also enjoys model structure construction. Steve has erected buildings from kits including Campbell kits such

as Ayres Chairs. He has also included an empties in loads out situation for a coal mine and a generating plant. Steve creates some of his own building items, particularly if he requires board and batten material. He employs two methods for making his own board and batten.

In method one he cuts the battens from sheets of micro ply wood which is available from Lee Valley. He makes multiple passes with a hobby knife. If the cut is too deep, the knife will follow the wood grain. He doesn't actually use board and batten boards. Instead a solid sheet of wood acts as the base and the batten will give the illusion that there are boards underneath. His freight shed in



**PHOTO ABOVE:** Valleyfield dock hums with activity created by several modes of transfer facilities. Vigilance is required in this area due to the constant activity of rail and road operations. This removeable section of the S.I.R. depicts the ship to shore container facility as well as the two types of rail delivery, intermodal or box car. More and more products are transferred in intermodal containers than in the traditional box car.

**PHOTO BELOW:** Steve has incorporated into his home layout two removeable modules, one 5' by 16" and the second 5' by 20". At train shows the two modules are joined end to end with an added hidden staging yard and a structure on the right section serves as a hidden staging yard attached behind the backdrop of the narrower module. to allow for operation on the left section. The left section is a part of Valleyfield while the right section is St. Albans and the Champlain Paper segment. Both sections rest on a 1 by 2 inch dimensional lumber ledge and are held upright by folding legs at the opposite end.





**PHOTO ABOVE:** A close up of the 'drawer' openings into which the 'retractable' modules are stored. A close examination reveals a dark ledge. The modules are 'attached' to the permanent layout by the use of clamps, more visible on the right-side section. Also, observe the L shaped wooden bracket that supports and allows the module to be moved beneath the permanent layout. The wiring allows for full DCC operation either as modules or part of the permanent layout.

the CP yard at Delson is constructed using this method. The shed was constructed based on dimensions gleaned from Rod Clarke's book 'Narrow Gauge Through The Bush.'

The second method employs part of his wife's hobby equipment. He uses her 'Fiskars' cardstock/paper cutter. The cutting surface has a very narrow groove where the cutting blade passes. A small metal stylus is pressed on a piece of paper to emboss the batten grooves on the Fiskars surface. Looking from the top, a negative of the batten is formed as the stylus pushes the batten into the groove. The paper finished board and batten paper is later glued to stiff cardboard, spray painted and weathered. Steve's Patriot Coal mine is constructed this way. The basic superstructure of the mine was found in an advertising photo in Model Railroader magazine.

Steve is an active member of the Pine Ridge Model Railroad Club in Whitby, Ontario. He has been the club secretary for many years. He is a regular participant in the club's Wednesday evening 'operating sessions. At the annual Pine Ridge Model Train Show in November of each year he assists in its overall organization and is responsible for the club member's sales table. The club also holds an annual open house and participates in several model train shows in the regions both of which witness Steve's involvement. Steve has conducted numerous 'How-to' clinics at the club and at train shows.

Steve also coordinates the annual Don Parkes memorial modeling contest where club members are given a subject to model and have an entire year to complete it. The 2019 challenge is: Superdetail a locomotive. The parameters are kept vague so as not to inhibit members' imagination. The winner is determined by People's (members) choice. The models are then displayed for public viewing at the Pine Ridge Model Train show in November.

Steve has travelled many model railway miles to arrive at his current destination. No doubt his journey will continue to new termini. A collective thanks to Steve for his efforts in promoting the hobby.



**PHOTO ABOVE AND BELOW:** Above Steve is unclamping the St. Alban's module from the permanent layout. With the clamp removed he will drop that end of the module down and shove it into the drawer under the layout supported on the drawer runner. With that end in the opening he will then raise the hinged legs to disappear beneath the sides of the module. Note the Valleyfield module in place just above Steve's right shoulder. Below we see photos of the module partially into the drawer and then fully in the drawer under the layout.

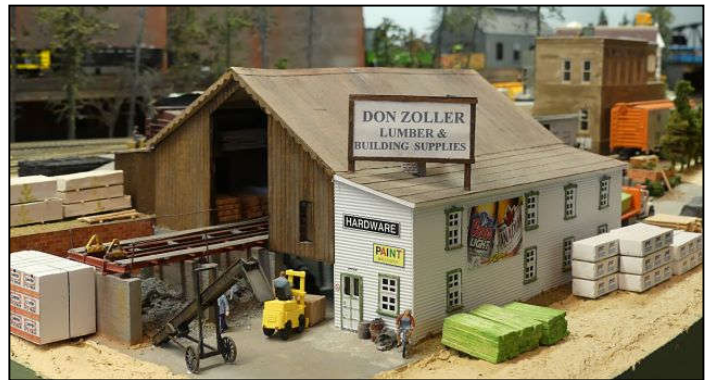






**PHOTO LEFT:** The blowing Stars and Stripes locates the Patriot Coal Company in the U.S. Patriot Coal was constructed using the board and batten method number two described in the text. Steve was inspired by the photo of a mine model advertisement in Model Railroader magazine and estimated the dimensions based on the standard height of the pedestrian door in the photo.

**PHOTO RIGHT:** Don Zoller's Lumber and Building Supplies occupies an outer corner site on the layout. This structure was scratch built by Steve from instructions in an early 1960's Model Railroader magazine.



**PHOTOS ABOVE, BELOW, RIGHT:** The McRae Point Lumber Company occupies a prominent space on the permanent layout at McRae point. The roof is removeable to show the detailed interior.



# REFURBISHING AN OLD STONE SHED

ARTICLE AND PHOTOS BY GEORGE DUTKA



**BEFORE**



**AFTER**

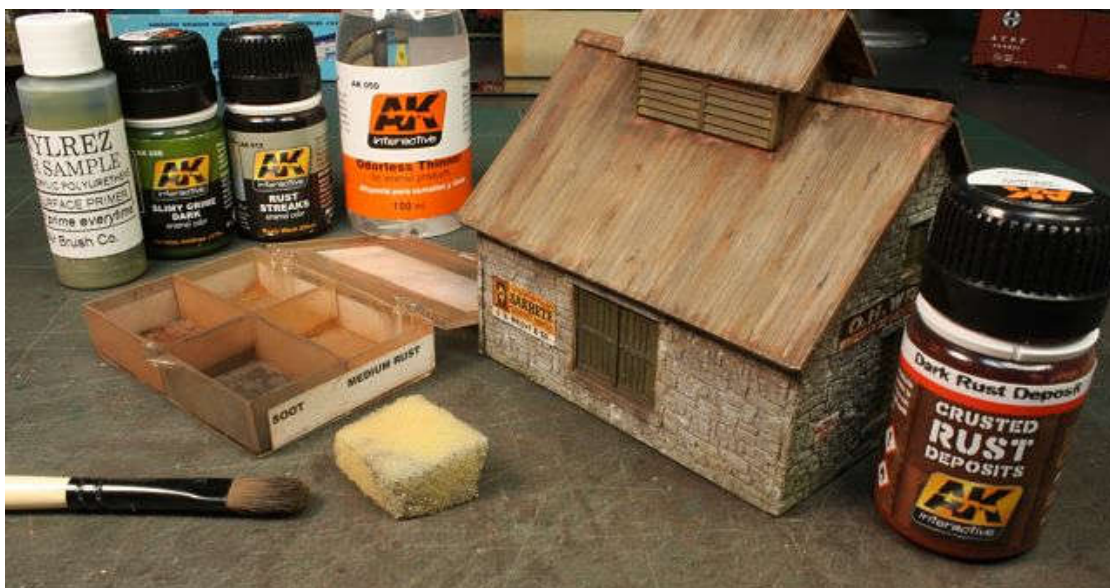
A flea market find this spring at the Kitchener train show yielded me a nicely constructed plastic stone shed. It still needed finishing and detailing which I really like doing so a rehab began a short time later. It did have some light coloring which I was not sure if that was the modeler of the kit finish.

On this project I wanted to try a few new to me paint and weathering products that are sitting in front of me on my workbench. I began on the roof and worked my way down. The roof is to appear like a worn metal roof since it is an old stone structure. The roof would require weathering and a good amount of rust and streaks. Since I am using new products without any idea how it could turn

out, I thought I best just use one side of the roof. If all went well and I got the desired effect the rest of the roof would be a go.

## The Roof

I began with AK Rust Streak Wash over most of the panel. This product gave the roof a subtle rusty washy look. It can be lightened with the use of AK thinner. The thinner will actually remove the whole coating so use it sparingly. When it was dry, I spot painted a few areas I thought would be really rusty with AK Dark Rust Deposits. This colour tone goes on seemingly without much overall affect. What I found out was the contrast, when dry, was



**PHOTO LEFT:** The finished model along with the AK products that worked on the surfaces.



**PHOTO ABOVE:** AK Rust Streaks has dried and some AK thinner is then applied to run the streaks from the rust spots. Minimal thinner is required and best applied about 5 minutes after the colouring has dried. The longer it is left the less it will run.

huge. A really bright rust tone pops out at you when dry. I would advise using AK Dark Rust Deposits sparingly till you get the hang of it. Brandon powders dark and light rust are then used to add a bit of extra rust steaking. The powders are applied to the middle area of the AK Dark Rust Deposits and dragged downward. Now that I have what I wanted, the other side of the roof and cupola roofing is tackled.

### Colouring the Walls and Doors

The cupola walls and doors are done next. I applied another new product to me as a test. AK Wood Wash when applied to the doors and cupola walls did not give me the result I was looking for, something else is needed. I then tried AK Rust Steak that I had applied to the roof, but still not the effect that I wanted. I decided to coat the doors and cupola walls with a free sample product I got at Trainfest last year. It is called Olive Badger airbrush primer. It appeared to go on well in these small areas with a brush and covered very well even though I put on a very light coat. This final finish was what I was looking for. A bit of experimenting with different products can yield a surprise once in awhile. In the past if the desired affect is not achieved, I just re-coat with a standard base colour. Keeping all the coats very thin helps the detailing from being hidden in the paint.

The stone walls being a grey colour already got a light coat of Hunterline concrete stain applied with a medium sized brush. I then sponged on some highlights using craft store acrylic white mixed with very little Anita's charcoal gray. The entire wall areas including the doors, got a wash of India ink-alcohol mix which seeps into all the cracks. AK Slime Grime Dark which is a moldy looking green colour is sponged on the lower areas. I really like this colour and have also used it on a stone loading ramp and fishing shack with great success. To finish off the walls a bit of Bragdon soot (black) and dark rust is applied below the windows, doors and roofing edges. PanPastels in similar tones can also be used to high-



**PHOTO ABOVE:** Hunterline weathering mix concrete is brushed on. The AK Wood Wash did not work well on the doors. The Badger olive green was a better choice.

light the areas I used Bragdon powders on with successful results.

### Signs

The signs I applied were colour photocopies of mill signages found in an article in an old Model Railroader, September 1970 issue. The mill location is in Wisconsin. I really liked the looks of the signages and the size was just right. Once cut off the sheet the edges are coloured with a bit of Bragdon rust to hide the white. I sometimes use a lead pencil, rubbing it along the edges. On these signs I wanted them to have a bit of an old weathered look and the rust from the edges encroached on the front sides. I still will add a few more details to the sides of the structure once it is set into a layout scene on the White River Division.

I am really happy how well this structure now appears. I am actually surprised how well these AK products worked on my stone shed, or was it maybe a bit of luck thrown into the mix. AK products runs one about \$10 a bottle limiting the amount one might purchase. There are many bottles to choose from but a few basic tones that I used will go a long way accenting structures and rolling stock.



**White with a bit of grey is sponged on the stone walls as highlights.**



A close up look at a wall and sign. The doors highlighted with India ink and alcohol wash makes the olive colouring blend in. Some sponged on rust to the signs makes them look older than they looked in the MR article. The weathering is finished with the use of Bragdon Powders soot (black) and light rust around the doors and under the eaves.

