



THE "CANADIAN"

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FALL 2021 ISSUE #77

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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

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observation platform
John Johnston: editor

MEMBER SUBMISSIONS

Over the last two Issues I have been pleasantly surprised at the excellent response by Members to the request for submissions of their modelling activities. Ask anyone who has been an Editor and they will tell you that the toughest part of the job is finding enough material to publish. This occurs for many reasons, some of which may include the belief that your writing skills aren't up to publication level, your photographs aren't that great, or your work isn't at the level you think it needs to be for publication.

Submitting one or two photographs and a paragraph or two seems to have alleviated most of those concerns for many people. In these last two Issues, 37 members have submitted material. I would hazard a guess that exceeds the number of individual submissions I have had in the last 5 years, perhaps even the last 10 years. I truly appreciate all of you who have taken the time to send material in.

I would be remiss if I didn't once again thank James Razor of the Toronto Chapter who fostered this idea with his Toronto Chapter Newsletter *What are You Working On*.

My intention is to continue to solicit your submissions for the foreseeable future. Prior to each issue I will send out emails seeking submissions.

TRAIN SHOWS AND LAYOUT TOURS

While most train shows and layout tours continue to be held in abeyance due to Covid protocols there are some who are suggesting they may open or who are trying alternatives. Here are a couple that CARM Members are involved in. If you are involved in a show and are trying to run, let us know.

BOOMER AUCTION

We are all hoping that by fall the Covid restrictions will be much reduced. In that regard we are scheduling the Boomer Auction of model railroad equipment and materials for Saturday Oct. 30th, 2021, at The Salvation Army Auditorium, 46 Orangewood Blvd, Chatham, Ontario. Sign up for lots at 8:00 am, sale starts at 10:00 am. Adm. \$5.00, which includes door prizes. For

COVER PHOTO TOP BY CRAIG WEBB: In the last issue you showed pictures of my scratchbuilt O Scale Skyview car under construction. This picture shows the car on its maiden run in St Jacobs. I can't run it regularly because we're modelling the late '50s, and CN didn't get the Skyviews until 1964. However, on work session days I can occasionally smuggle it onto a train and let it have a run.

COVER PHOTO BOTTOM BY BRUCE LECKIE: The picture shows the O scale model of the White Swan, by Sylvan Scale Models. The resin kit is well designed with excellent instructions. The White Swan is at anchor in the harbour at Coralie Cove.

**MEMBERS AREA
PASSWORD**

USERNAME: gondola
PASSWORD: hopper

information contact Pat Rivard (519)351-7592, e-mail-pmr@teksavvy.com, or Gary Shurgold, (519)351-3620, or e-mail, gshurgold@gmail.com. All model train estates welcome.

VIRTUAL OTTAWA HOME LAYOUT TOUR

The Capital Region Model Railway Tour was started in 2017 by members of the CARM National Capital Chapter. It ran successfully for three years, with about two dozen home and club layouts open for public viewing, as well as modular exhibits at the registration site. Our attendance averaged about 130, with an encouraging increase in each year. Attendees were a good mix of modellers and the general public.

Then came the pandemic, and the 2020 event had to be cancelled. We were reluctant to let a second year slide by with no tour, so we are mounting a virtual tour for 2021. A dozen Ottawa and Gatineau layout owners have been recruited, and videos are being made showcasing the features of their model railways, and trains operating on it. The videos will go public on the CRMRT YouTube channel on 23 October. Viewers will be able to submit questions for the hosts by email, which will be answered within two or three days.

Details are available on our website at capitaltrains.ca. We hope you will tune in on 23 October to see some of the fine layouts in the Ottawa-Gatineau area. **Steve Watson.**

JOHN JOHNSTON: EDITOR

PHOTO BELOW: Dave Venables' Proto-4 layout representing the town of Ambleside in the English Lake District.



PHOTO BELOW: Tom Hood's basement-filling Canadian Northern



PHOTO BELOW: Dave Venables' N scale St. Francis Valley.



PHOTO BELOW: Mike Hamer's Boston & Maine, which has been featured more than once in Model Railroader.



PUBLICATION SCHEDULE

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

Material for the Canadian should be sent to:

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Hamilton, Ontario, L9C 6H9
or by
e-mail at editor@caorm.org

In the last issue of The Canadian I alluded to the possibility that we might see a few live shows and "in person" events soon. That forecast seems to have more substance now. The Toronto Lakeshore Model Railroad Club is advertising its December flea market. The Ottawa groups are hosting their annual fall weekend of layout tours this year but doing it virtually. The Kingston Modelers who host Rail-O-Rama in March each year have decided to hold a real live show in March 2021. I hope they are all successful and demonstrate that with covid vaccinated attendees a safe and enjoyable show can be held.

Some of us have probably almost forgotten how much we enjoyed the shows, fossicking through parts boxes, **(EDITORS NOTE: for those us who aren't as literate as Gerald, fossicking is an Australian term for prospecting or searching for gold in abandoned mines)** haggling over models, buying things we really didn't need and meeting many fellow hobbyists that we hadn't seen since the last show. That now means two years or more. So lets hope that the Delta virus is kept under control by the highly vaccinated state of our population and we can move to more and more live shows. If we can attend live shows we can also think about getting back to having operating sessions, but with more restrictions on who attends, how many attend, whether they wear masks all the time, bring their own throttles, etc.

I have been thinking about how to have an operating session at my layout and am confident that I can host one safely provided I keep the number of operators to about half the number I used to have, ensure that everyone is double vaccinated and everyone understands the rules for distancing, masking and that no one in attendance has travelled or gathered with groups including strangers recently. In spite of that conclusion I won't be hosting one for a while yet because I am too busy working on my Anyox On3 layout to get it completed for its debut later this fall. I discovered that my next door neighbour works in the video industry and is very keen to make a video of Anyox with fancy lighting colours etc. One of the topics discussed at the most recent CARM ZOOM evening, hosted by Ian McIntosh, was layout lighting using LEDs and controls. This aspect of a layout construction is becoming more important in completing an overall effect. The only trouble is the extra cost to make it fully effective with day and night effects.

Some in the greater Toronto area may have heard the advertising for "Little Canada" which is an impressive model based on a railway core with regional scenes from Niagara Falls to Quebec City so far and with more of Canada to come. It is located in the downtown area close to a subway station and is well worth a visit, taking your grandchildren, if you have any. Some members of the Toronto Chapter toured the work in progress a couple of years ago when it was in temporary construction premises in Mississauga and we were very impressed with the work and ambition. The inspiration came from Miniatur Wunderland in Hamburg, Germany, which is also well worth a visit if you can find a reason to be near there.

Both of them have given me useful information about the durability of model trains. When trains are running 8 hours a day 6 or 7 days a week they do a lot of wheel revolutions and some locomotive manufacturers products last better than others.

While on the subject of manufacturers I was advised recently by a locomotive supplier, who custom builds batches of locomotives, that my order was on hold indefinitely as the decoder manufacturer could not supply the decoder because they were not getting any chips from the manufacturer. Finally another plug on behalf of suppliers and dealers. If you have some favourite dealers that you always visit at shows then think about whether you can contact them by phone or internet and order items directly from them.

Until there is a chance to meet again at a live show I look forward to seeing many members at the CARM ZOOM evenings once a month and seeing at least postage stamp sized pictures of your fellow modelers.

GERALD



CHAPTER SUPPORT

ONLINE CARM MEETINGS

In July, in "You Thought Passenger Trains Were Only To Annoy Freight Operators", **Doug Matheson** (from Manotick in south Ottawa) showed us how passenger trains can provide a lot of switching in a small space.

In August, in "Finishing Models" **Chris Lyons** (Halifax) gave us live demos on how to get best results from acrylic paints and inks, what's in them and what additives to use when, how to get various results, then colored pencils and watercolour pencils.

In September, **Willie Waithe** (Toronto) will present "Industrial Operation" using his CN Weston Subdivision as the example.

Upcoming topics include weathering, a mining railway and an HOn3 Rio Grande Southern. If you'd like a one-on-one lesson or just emailed advice on using Zoom to watch or participate in CARM online meetings, email carmchapters@gmail.com.

Ian McIntosh
CARM Chapter Support

TORONTO CHAPTER: Over the past quarter, we have enjoyed excellent virtual presentations from Steve Watson, Mike Hamer, David Woodhead. If you missed them or want to see them again, within a few months, recorded versions will soon be on the Member Meetings page in the Members Only section of the CARM web site. We also received another excellent edition of *What Are You Working On*, produced by James Rasor. During COVID, virtual presentations and *What Are You Working On* have kept us together.

During Covid I've been operating alone and experimenting to see if I can operate two trains at once. To do this properly, I sought advice from Jerry Dziedzic, the On Operation columnist for *Model Railroader* magazine. His helpful tips, along with a pic of me and a mention of CARM, appear on page 54 of the July issue. I hoped that the plug for CARM would inspire at least one *Model Railroader* reader to join us but so far that doesn't seem to have happened. Perhaps everyone who read the article is already a CARM member. The Covid picture is brightening and we may soon be able to attend in-person functions, although we'll probably have to keep wearing masks. Once it's safe to socialize, all members who have layouts bigger than a ping-pong table should host a layout visit in person. Contact Ian McIntosh or me. I indulge in an enjoyable aspect of the hobby: searching for prototype structures to model. The idea is to photograph and measure historic structures, train stations, mills, factories, warehouses, stores, houses and barns, then recreate the structures on the layout. Such a trip is more fun with a group of fellow modellers and I hope to organize a few and offer rides once it's safe to share the air in a car.

Donations to the Toronto Railway Museum: I urge all members to make a tax-deductible donation to the Toronto Railway Museum. Before Covid restrictions forced its temporary closure, visitors often asked museum staff why there was an old roundhouse, turntable, water tower and coaling tower stuck in the middle of all these gleaming new hotels and condos. To answer these questions museum officials plan a 6' x 16' HO scale model in a purpose-built case. The layout will model CP's John Street car and maintenance facilities, parts of Union Station, the coach yard, the roundhouse, the car repair shop and the stores building. There will be a CPR and a CNR train in the station, while visitors will be able to operate a five-car CNR train. The display will need lots of prototypical Canadian Pacific transition-era passenger cars. The museum is buying some accurate HO versions of the cars: pilot models from John Newland's BGR Group in Oakville, which is now closed. The BGR models will be on the foreground passenger tracks with lesser detailed cars in the background.

As model rails, many of us would be happy to help in the display's construction, but the museum has hired a professional model builder for the job. We can, however, help out in other ways. A cash donation can reduce your taxes. For example, I donated \$1,000 to help fund the project through CanadaHelps, which the CRA site says should result in a tax credit of \$361. Toronto-area CARM

members who have BGR kits of CP's transition era passenger cars, either unbuilt or completed, should consider donating them to the museum, which will issue tax receipts for these as well. Finally, consider donating some of your time to the museum, since museum officials are always looking for volunteers to help restore the equipment, operate the miniature railway and interpret exhibits to visitors. **Richard Morrison**

NATIONAL CAPITAL CHAPTER: On August 17, the National Capital Chapter finally took an excursion, this time to the Railway Museum of Eastern Ontario in Smiths Falls. Despite gloomy weather, there were nine hardy souls who toured several behind-the-scenes exhibits. We first toured the "new" dining car 4602 that was recently acquired from the Museum of Science and Technology. This car dates from very early in the twentieth century and was part of a Confederation touring train in 1967. It was also used in a film production. We toured the restoration shed, were able to see another new exhibit, the Brookville locomotive 420, saw some beautifully restored speeders that are not open to the public, and toured 5802, a CN coach that is being repurposed to house a model railroad layout based on the CN facilities in Smiths Falls circa 1955. We were also given a tour of 6591, an Alco S3 that is currently the museum's primary motive power by President Tony Humphry, a retired engine driver, who walked us around some of the external features and spent some time explaining the cab controls. An alfresco lunch in the station breezeway rounded out the day.

PHOTO BELOW: the scratchbuilt station is the center point of the layout in the railroad car.



LtoR: Eric Templeton, David Hain, Alex Thum, Ian McLeod, Andrew Taylor, Paul Anderson, Ian Frost, Richard Thornton



BEYOND THE FASCIA

EXPANDING A CEMENT PRODUCTS PLANT

ARTICLE AND PHOTOS BY WILLIAM WAITHE



PHOTO 1 ABOVE: Lafarge Cement: The extant processing plant and its storage bins are seen in the background. The elongated building in the foreground is the pipe cement lining facility. The area to be developed appears as a white wedge at the top left. The track nearest to the left is the recently installed service track.

Lafarge Cement Products, a producer of specialty cement products and cement structures, is one of nine rail-served industries on the CN Weston Subdivision layout. This industry produces special concrete mixes, pre-cast concrete items, and cement-lined pipes, and receives various aggregates, cement and chemical additives. The model (*photo 1*) is based on photographs of concrete plants located on Bethridge Road in Rexdale and two others on Commissioners Street in Toronto. During the clearing of an area adjoining the plant for the construction of a service track, I realized that room could be made for an additional concrete batch plant by using this space and by extending the area 10 cm beyond the layout fascia (*photo 2*). (Since I had already installed shelves at each working station which also protrude about 10 cm beyond the fascia, the extended area above does not impinge on aisle space).

Concrete batching plants: These structures mix and store the basic components of concrete. Aggregates of various types and sizes, sand, cement, water and other components are blended according to required specifications. Details and many images of concrete batching plants can be found on the internet. I used these images as a guide to building the structures.

Materials: All of the structures were scratch-built, a kit I had on hand a Cornerstone Gravel Co. kit identical to that used for part of the existing model and parts from a Cor-

nerstone Western coal loader. Apart from these kits, some Evergreen Scale Models styrene strips and some hand railings (ordered on line from Plastruct), all other structures were scratch-built from bits and pieces from the scrap bin. Aside from an aerosol tin of flat white paint used for the base coat of the aggregate silos, all other colors were made from tempera powders added to flat white acrylic primer.

Silos and processing plant: All of the structures built were designed after consultation of several internet images of concrete batching plants and using the kits as a guide to appearance and dimensions of some parts. The platform for the aggregate silos (*photo 3*) was made from a piece of 2 mm thick styrene sheet. The platform supports were Evergreen Scale Models H-beams and the cross bracing was formed from Evergreen styrene girders. I ran short of these girders and, because hobby shops were closed during Covid 19 closures at the time, I finished the cross-bracing from pieces made by sanding sprues of an appropriate size. While looking for something to make the aggregate silos, the prototype images struck me as closely resembling syringes. I happened to have a supply of 20 ml syringes which turned out to be the right approximate dimensions (*photos 4, 5, 6*). The processing plant (on the right of *photo 6*) where the aggregates are further mixed and treated was made from 1mm styrene sheet and some parts of the Cornerstone Gravel kit.

PHOTO 2 BELOW: Beyond the fascia: The shelf is supported by layers of 2 inch thick Styrofoam attached to the fascia with Welbond adhesive. The surface is made from 1/8 inch medium density fiberboard MDF). To the right, covered hoppers can be seen delivering cement, and the empty gondolas on the adjacent track have delivered aggregates.



Receiving structures and secondary processing: Processed materials are transferred to the main plant via conveyer belts. Structures for the receiving end were made from parts of the Cornerstone gravel kit, pieces from former kits found in the scrap bin and styrene sheet (photo 7). A concrete storage silo from a Cornerstone Western Coal Flood Loader kit was modified and added to the expanded area (photo 8). Some views of the final installation are shown (photos 9 to 11 and back cover). The buildings and pedestals of the conveyers were attached to the surface with Walthers Goo and the latter were placed to not interfere with switching the industry.

I will await and welcome useful on-site criticism of the project when operation sessions resume. In the meantime, I had a good time!



PHOTO 4 ABOVE: Silos and syringes: Twenty ml. disposable syringes were used to make the aggregate silos. The plungers were fixed to the platform with Walthers Goo and the syringes, after painting, were slipped over the plungers.

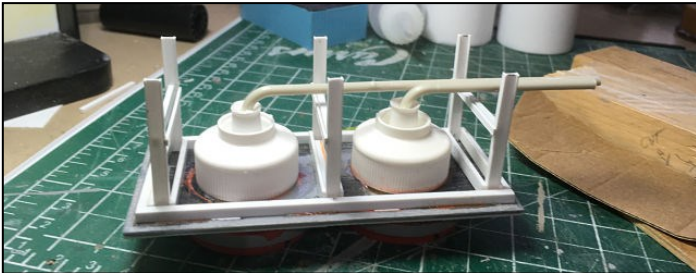


PHOTO 3 ABOVE: Platform for the batching plant silos: The platform (shown inverted) is made from 2 inch thick styrene. The supporting structures are n-scale H beams (Evergreen Scale Models). The bases for the silos are discarded soap dispensers and the pipes are sprues which had been heated, bent to the required shape and then quickly cooled in water. This and all of the other structures described are based on images of concrete batching plants on the internet. Handrails (see completed structure in image 6) were from Plastruct.



PHOTO 5 ABOVE: Aggregate Silos: The base of the syringes were trimmed to a circular shape and the edge sanded. They were spray painted with a base coat of flat white acrylic paint. Once dry, they were masked, and painted with a shade of green similar to that found on the prototype Lafarge Cement plant. The divisions were scored with a ruler held at 90 degrees as shown.



PHOTO 6 ABOVE: The batching plant: The assembled structure. Painting and weathering of the building to the right was done with various shades of grey made from black, brown and yellow tempera powders mixed with flat white acrylic primer.



PHOTO 7 ABOVE: Full description at top of next page.

PHOTO 7 BOTTOM OF PAGE 9: Receiving structure and complete secondary processing building: The receiving structure seen on top of the secondary processing building and at the receiving end of the conveyor was scratch-built using styrene scrap pieces and some parts from the coal loader described in the text. This structure is not an exact replica of a particular prototype, however, it is not too different from what one sees at these type of industrial plants. The secondary processing building was constructed from styrene metal panel sheet, reinforced in the interior with bracing and a roof and trim added then painted and weathered. This assembly is to be incorporated into the existing plant.



PHOTO 8 ABOVE: The cement storage silo: The Cornerstone coal loader mentioned in the text was repainted, railings added and an exterior elevator and entrance fabricated from sheet styrene. The conveyers and their pylons were from previous kits and were placed to not get in the way of switching movements. The batching plant is to the left.



PHOTO 9 ABOVE LEFT, PHOTO 10 ABOVE RIGHT, AND PHOTO 11 BELOW AND BACK COVER: Some views of the final work.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS



ANDREW BAIRD

Andrew models CN, GFC, ASARCo and Terra Transport in Newfoundland in Sn42. The photos above show a recent project just off the 3D printer. I send the drawings to a small company in the US to print for me. The model is based off the Steel Plow built for the Newfoundland Railway by CCF in Montreal. The **photo above left** shows the plow with a wing and the **photo above right** shows the plow without a wing.



DICK CARNEGIE

This scratchbuilt grain elevator is modelled after the one featured on the "Corner Gas" TV show, and was owned by relatives of a friend, so I got lots of photos. It's still functional at Rouleau, SK. **PHOTO BELOW RIGHT:** The structure is thin cardboard over a wood frame. **PHOTO LEFT:** The siding and roofing are printed paper while the two rusty tanks and the freestanding white one are 3D printed plastic from TinkerCad designs I made. (printed by Josh Williams at Delta 3D Designs).





MARC ANDRE GAGNE

I ran a workshop for the Big Brothers Do It Yourself Day: A Model Train Experience. Participants and their fathers received a set comprising a locomotive, a wagon, and different items to build their diorama in a box which was described in the last issue. **PHOTO ABOVE LEFT:** Me giving certificates to the three young boys, unfortunately the Big Brothers received their certificates in black and white, the color printer was not functional. **PHOTO ABOVE RIGHT:** Father and two sons working on dioramas. Photo's printed with permission of parents.



BARRY KELLY

Photograph of rolling mill I have built. It is comprised of four Walther's kits with the interior showing the rolling mill. The furnace is scratch built.



DAVID WATSON

While working as a Design Engineer / Quality Control in the former Dominion Bridge plant in Toronto, my supervisor jokingly asked if I wanted to assist in the shipping by railroad of long products such as gas storage tanks or vertical chemical processing columns. A good start would be a visit to CN shipping located in Union Station. Rapid exit stage left! After two minutes of discussion down there, my contact asked if I would like a copy of the 1 inch thick North American Code on how to load everything from bales of cotton to army tanks! Well YES PLEASE!

When loads are longer than one car length, one end support is hinged, while the other is hinged, but must be also able to slide longitudinally to allow for the difference in length between two support points measured on straight track and on a curve. Basic question: Which way does the slot go? Towards or away from the other fixed load support? Films and videos show what happens if you get it wrong. Luckily I never did, but because of the location of our plant next to both CN and CP main lines in the north west of Toronto, we got 1 and sometimes 2 railroad load inspectors, before any movement was permitted, including when the load had to just cross one railroad to get to the other one.

After seeing pictures of Wind Turbine Blade trains, I wondered how they handled the relatively fragile 90ft. long pieces. Luckily a train-watching visit to Paris Junction in Ontario resulted in such a train rolling towards the sunset. The two detailed pics tell how someone got a "KISS" principal answer approved, instead of what I might expect would otherwise have been a very techy answer. The moveable end for two blades consisted of independent hammocks hanging from dollies, which are free to run along a pair of I beams. This design also halves the number of such rigs required per train.

Opposing trains were also warned by radio not to meet this train on a curve. I would have thought the dispatcher should have held opposing trains at suitable locations, rather than leaving it to the train crews. The overhang for any models will be huge.





GEORGE DUTKA: RAILFANNING

PHOTO ABOVE LEFT AND ABOVE RIGHT: are the same view but the right side photo has been reworked by Bruce Douglas for me. Railfan John Allen crossed the road and I included him in the July 28 2021 scene of the OSR Woodstock to Ingersoll way-freight. This job normally heads home early afternoon if one wants to see the leisurely run over ex-CP trackage. Bruce took John out of the photo and added some smoke to the ex-CP SW1200 switchers. I think it would have been funny if Bruce had put a bit of smoke where John was standing as a poof he's gone.



GEORGE DUTKA: MODEL BUILDING

PHOTO ABOVE LEFT: This tiny HO ITLA lineside shed goes together very well and quickly. I had it complete in one afternoon. It is found in the foreground on my White River Division layout. I made some changes to the kit with new thinner roofing cut from the scrap window sheeting with tar paper applied. One can find more on this tar paper technique in the June 2021 RMC Craftsman Workshop. The rear window is boarded up. I actually have built three of these as they fit well anywhere on a layout

PHOTO CENTER LEFT: This summer I finished this HO scale FOS kit-of-the-month club kit which is a bar or refreshment hangout that will be in an upcoming back alley module that will be completed once enough structures are built. All the paint and weathering products used on this model are by MIG. They are all for military modeling use, but work well on railroad structures



PHOTO BOTTOM LEFT: In late spring early summer I built this ITLA Albany Manufacturing Co. which is a smaller HO scale kit which has a nice mix of concrete, brick and block. The kit came with a lot of detail parts. What I find neat about these kits is everything is wood, no plastic or metal castings. It fits together really well and instructions are very good. This kit comes with end wall extenders for building flats with a bit of depth. This structure is destined for a back alley module



IAN MAYNARD

PHOTO ABOVE LEFT: After many years of research, construction, more research, and detailed construction, Covid isolation gave me the needed time to complete this N Scale model of the *Alexander Leslie* a Great Lakes coal powered freighter.

PHOTO ABOVE RIGHT: I had previously weathered several cars with a Vallejo Light Rust but then this past week had my doubts. Contacting some fellow modellers I realized my coal hoppers and gons should be covered in coal dust! Luckily, aggressive scrubbing with water, a stiff bristle brush and a toothbrush removed much of the rust. Dry brushing black toned down the white lettering. I also applied black to the trucks, while the couplers and wheels received the rust colour. Much improved!

BEN DE VOS

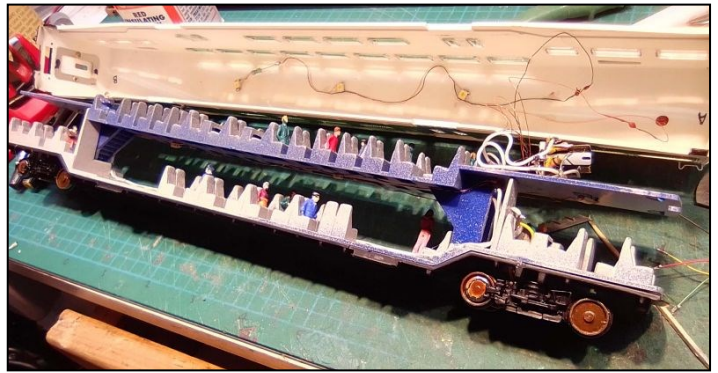
PHOTO RIGHT: This is a Lionel O gauge New York Navy Yard Vulcan diesel switcher that I bought from Panther Hobbies, I custom painted it myself to look like a British Railways Class 01 diesel. The buffers are made of Lego pieces. The engine in the background is a Lego Swiss Crocodile locomotive.



IAN MCINTOSH

PHOTO RIGHT: A Metrolinx Trackmobile pulls a Toronto Eglinton Crosstown Light Rail Transit train down a ramp from a very long flatbed, one of 6 trains moved from the west end garage to the east end of the LRT for testing the trains, tracks and catenary. Each unload took over an hour. With loading and an hour or two drive each way, only one was moved per day. The line will finally carry passengers in another year or two.





JOHN BIGHAM

PHOTO ABOVE LEFT: To offer a follow-up to my effort in the last issue to kit bash a GO GP40TC starting from a Bachmann GP-something, I offer this shot of the final result. It's not perfect, but the paint does hide a lot of the shortcomings.

PHOTO ABOVE RIGHT: I have also managed to get a tri-pack of old Athern GO coaches lit and populated as well, so there will be a decent GO train to run now for the grandkid when it's safe to let him downstairs.

KEN LAYLAND

PHOTOS RIGHT AND BELOW: Back at the start of the pandemic, John Johnston decided to use his time at home to teach himself how to weather freight cars using a matte clear coat and pan pastels. In the summer of 2020 our modelling group had a backyard get-together at his home so he could show us what he learned. I had many cars that needed weathering and these are a sample of the first few cars that I did at home using the techniques he had learned and then shared with us.





JOHN ASKLAR

I am adding a 13 foot extension to my 3 rail layout, making it 4'x 49' . This section will represent the CNR line from Port Colborne thru Wainfleet, ON. The extension is at the plywood and track (no scenery yet) stage. It has the Welland canal with the rail bridge and its twin, the Clarence St. road bridge. The depots will have operating semaphores. My favorite lines are CN, NYC, and TH&B.

PHOTO ABOVE LEFT: CN Port Colborne depot.

PHOTO CENTER LEFT: CNR 5607 a modified Williams engine.

PHOTO BOTTOM LEFT: CN Wainfleet Depot.

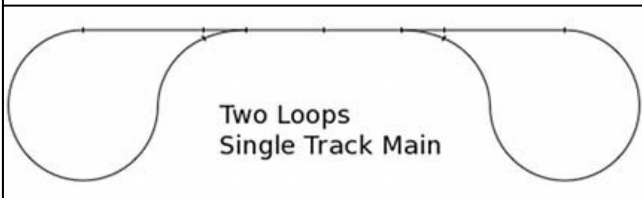
PHOTO TOP RIGHT: CN lift bridge at Port Colborne which I scratchbuilt.

CRAIG WEBB

In the last issue you showed pictures of my scratchbuilt O scale Skyview car under construction. It is now complete. The photo below shows the car with its interior waiting to be installed. The interior had to be built in three sections because of the way inside bracing was installed to support the outer walls



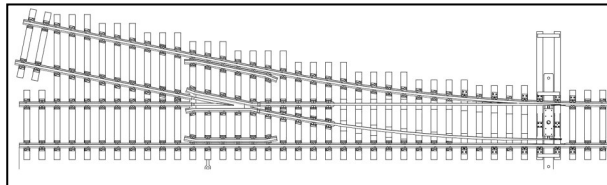
BRIAN WILLIAMS



My DCC HO scale layout is primarily a folded dog bone, two reversing loops joined by a short straight section, with one loop running above the other.

Try not to envision that, just think about the reversing loops. The solutions to polarity issues on a reversing loop are well documented. I use the Lenz LK200 module to look after that issue, one for each loop. The far more challenging issue is turnout

alignment. Looking at this turnout, we see that the switch-point position will route a train arriving from the straight through into the loop. Eventually that train will return on the diverging track. Some switches may allow the points to move due to the pressure from the train wheels, but I am using Tortoise motors on the turnouts, which maintains a firm resistance to clean transit from the unstitched leg, whichever it may be. A derailment is guaranteed. The solution is to have the turnout change so as to align with the leg on which the train is arriving. Since I am looking to have hands-free operation, I need to automate this switching of the turnout.



My Tortoise motors are driven by an NCE Switch-8 Mk2 decoder, which receives DCC commands over the track, as is normal in a DCC layout. What I need was occupancy detection and command signalling for at least two sections within the loop. For occupancy detection, I use the Dual VT-5 detectors designed by Rob Paisley, which I assemble. For the command side, I have incorporated another Lenz module, the LW150. The LW150 issues standard DCC commands based on a closed contact on its input. The VT-5 doesn't offer an isolated closed contact on detection, so between the two, I have a SainSmart 16 channel relay board. The relay board receives the current from the VT-5 and operates the appropriate relay, the contacts of which trigger the LW150 to send the appropriate command. This is all wired logic. When the engine draws current from defined section, the VT-5 is triggered, and the correct relay operates, closing the contact connected to the appropriate port on the LW150, which issues the DCC command to bring the turnout into alignment. From an operational perspective, one advantage is that I have effectively doubled the size of my layout. When the train leaves the loop, the turnout remains in that most recent orientation, thus when the train returns after having traversed the other loop, it travels in the opposite direction. One complete circuit is having travelled both loops twice, once each in opposite directions. Go back to the image at the top (the dog bone) and trace it out. Due to my limited space, one loop is elevated over the other. I am in the process of defining and cutting more blocks, with more detectors, and sending data to JMRI running on an RPi, the objective being having automated operational control of locomotive speed, stops, horns, and bells.

PETER GARROD

The Tim Hortons is based on Dowling, Ontario. We lived in Sudbury, Ontario for many years but now live in the UK. We have regularly returned and always look forward to a Tim Horton's visit, including the one modelled here. However,

for two years we have not been able to visit so the model is the next best thing.



My layout is HO scale and based loosely on the Sudbury area. It fits in a room about 3.5m by 2.5m. Lockdown saw a huge amount of progress from bare plywood to nearly complete basic scenery, including Sudbury's famous rocks. It is DCC controlled with a large collection of CN locomotives, plus of course The Canadian, on which we have crossed Canada twice, and the VIA Rail Budd RDCs to White River. The layout is a little reminder of our former home 3,500 miles away.



RICHARD MORRISON

A model railroad is never finished, thank goodness. Like many other model rails, I spent extra time working on my layout during Covid. The accelerated progress means that by the middle of next year, there will be no space for new structures. Fortunately I have found more to do. I plan to install street and structure lighting, plant more trees and bushes, add operating signals and crossing gates and upgrade troublesome sections of track. Some locomotives and cars will be repainted, relettered and weathered. The layout room's old fluorescent lights will be replaced with dimmable LEDs, while the under-layout storage space can always be neater and better organized. Although it may be less fun, I may crawl under the layout and organize the rats nest of wires. Since the ceiling in my layout room slopes from one side to the other, the high side can easily accom-

modate a second level, which will involve tearing out most of the layout and rebuilding. Finally, I measured our back yard and I can add a 10x10 foot extension to the layout room without applying for a building permit, although permission from my spouse may be more difficult to obtain. This should keep me busy for a few more years.

PHOTO ABOVE: shows Shipwreck Boat Tours, a Bar Mills Waterfront Willie's kit. Customers access the boat tours building by walking down the stairs from Luray station above. The small station was scratch built from drawings and photos in the old *Buildings and Bridges for Model Railroaders* book. The stairway was made from nine sets of steps cut out from the ends of Walthers Cornerstone roundhouse access pits that I never used. Don't look too closely, or you'll notice that every fifth step is higher than the rest. The boat, a modified Sylvan kit, will be built soon.

IAN CLARKE

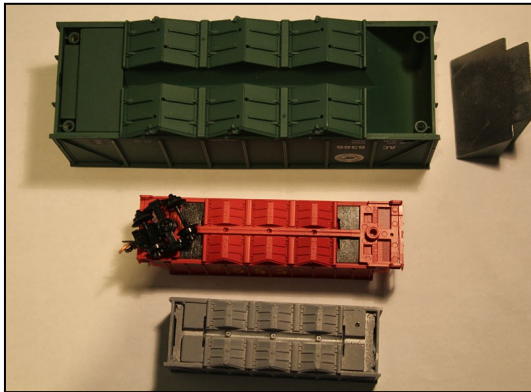
MTH's Jersey Central Queen of the Valley approaches a station on *The Railway on The Parkway*, Ian Clarke's 3-rail, 0-gauge layout, in London, Ont. This 6x7 meter layout features three levels, including two main lines and two subway lines with automatic station stops, and runs six trains simultaneously through an immersive world of light, sound, and animation. Items under development include Arduino-controlled fireworks, stars at night, wind turbines, a drive-in movie theatre, and much more.





RICHARD MILLAR

PHOTO LEFT: A picture of my n scale layout. The project is freelanced based on the Martian railroad in the novel "Red Mars" by Kim Stanley Robinson. The photo shows the Russel Terraforming Lab in the back left and the hydrogen fuelling station in the foreground. Since there are no fossil fuels on Mars, locomotives are fuelled by hydrogen extracted from martian water



REG LAPRISE

PHOTO ABOVE: Above right is an Algonia Central Ortner car. The **PHOTO ABOVE LEFT:** shows the models that I have acquired. All models are copied from cars used in the US. The ACR cars are built to a different specification. In 2000 I started building a N-Scale layout of the Algonia Central Railway Southern and Michipicoten subs. I have searched for an Ortner Hopper car used to transport iron ore. No one has produced a suitable model. Sylvan produced a resin car body. Several issues such as weight blocked further progress. I found a 3D file creator and a 3D scanner and printer company. Using photos drawings and available models they will scan and create 3D files for printing. Hopefully it is economically feasible.



PHOTO LEFT: My work area was a disaster. Tools spread out over two tables. It was dark. I needed to re-organize. I have a 6'x3' wooden desk. I found IKEA LACK shelves to clear the desk top. I added LED ribbon lighting and two power bars. One at the back for essential power and one at the front with a wireless power switch for turning the soldering iron ON_OFF. I put all my hand tools on a magnetic bar attached to the new shelf.

PHILIP JAGO

PHOTO LEFT: One of the projects that I launched during the pandemic was the development and installation of a steam/diesel engine servicing facility on my fictional CP branchline, the Quebec, Ontario and Pacific Railway, located in eastern Ontario and running between the St. Lawrence River and the Havelock Subdivision. The coal tower was initially built in the mid-1960s by my cousin and was inspired by an article in the February 1964 issue of "Model Railroader". "Brandon's big bunker" by John M. Smith of Winnipeg. The tower sat in storage for about 40 years before I grabbed it one day, did some repairs, added a few things and applied numerous washes of India ink to it. Other parts of the facility include a Tichy water column and several tanks for diesel fuel, two adapted from a Vollmer kit and one tank (still under construction) from a plan for the one at Trenton, Ontario, courtesy of the files of the Canadian Pacific Historical Association.





THE WHITE RIVER DIVISION

MODELING A NEW ENGLAND LINE WHERE CANADIAN ENGINES ROAMED.

BY GEORGE DUTKA

If one has visited my home in the last few years not a lot has changed “yet” on my New England based layout. More on this shortly. For those that are new to my layout check out the September 2016 issue of RMC and March 2009 MR for more details on how I originally built the layout and the changes made prior to the RMC feature. Being a smaller layout measuring 12’ by 14’ with an extension into a second room that is 12’ long it has been completed for well over a decade with minor changes.

I originally designed the layout in 2002 to be an oval, continuous running subdivision using hidden staging to change out trains. It is an around the wall layout. I have a short spur that requires switching if in the mood and two junction points that could also see block swaps if required. I really liked this approach as it was simple to operate and maintain. As originally built the whole layout operated with a total of seven switches located at three strategic locations. Being a retired railroader (a CN engineman), I know how I could get the maximum operations out of the minimal number of switches. As in the

PHOTO ABOVE: An overall view of White River Jct. which features the station and scratch-built coal tower in the background. The Polka Dot diner in the foreground has a full interior.

real-world switches can be problematic and the fewer the better seemed right for me. I know many of you have more than that at one end of the yard, but less can be more. As on prototype railways one needs to figure out how to maneuver at any of these three locations. Railroading in tight spaces and small yards is kind of like doing a dance while problem solving.

In 2014 I was ready for a change. The original design had a duck under that was getting really hard on my old back. I decided to redesign the layout to become a point-to-point layout with a 12’ staging yard in another room. I also built a small peninsula into the layout which houses my shop tracks at Westboro. One can read about the shop tracks in the April 2015 issue of RMC. The hidden



PHOTO ABOVE: An overall view of the layout looking in from the entrance to the room.

staging tracks were opened up and became the other end of the layout. This yard is located in White River Junction a scene I modeled as close to the prototype as I could in a 2' by 6' space.

My layouts mainline emulates what one would see on the Central Vermont Railway and Boston and Maine. Structures and equipment from both railroads are seen throughout the scenes. My main operating focus is the Central Vermont through trains and locals of the Boston and Maine Ry.

Why do I model New England?

I am often asked, why are you modeling New England and in particular Vermont when you work for the CN and have been modeling Canadian railway engines and equipment for a number of years. My answer is, I really like the country side in Vermont and the distinct style of structures found along the right of way. Also, by picking White River Junction as my signature scene I could incorporate much of the CN and CP equipment I had. You see both these railroads ran through town and WRJ was also home to the B&M which meant that MEC equipment could be seen there at times. Actually, a good portion of the line I model was owned by the CN. The Central Vermont is a subsidiary of CN. Being fond of all these railroads it was easy to consider this terminal for modeling.

The Layout

A quick look at my layout features reveal that I used mainly Atlas code 83 flex track with some Micro Engineering 83 track in staging. Some disconnected track locations that help set a scene are modeled in code 70 and 55. Most switches are Micro Engineering. The layout is built flat on 1/2 inch plywood roadbed with Highball cinder ballast on cork roadbed. The original ballast was Woodland Scenics gray which was overcoated. New areas are all Highball. The curves are broad, 30-to-42-inch radius. I use an NCE power cab which handles all the operations well. Most engines are DCC sound. I do have a good group of dummy engines and a few DCC no sound engines in the fleet. The layout height is 48 inches. I have two eras that I model. Most of my equipment reflects the 1950's but I do have a small contemporary fleet which gives me the option to run at least one train from the 1960's to current operations in 10-year blocks. I do



PHOTO ABOVE: CV 8081 a S-4 Atlas model that I detailed. It is working the yard at White River Jct. The CV handled many parent company CN 40' boxcars which are seen in the background. The flat car in the foreground is a CN Juneco kit lettered for the CV. Note the wear seen on the deck.

have structures which help change the era's when required. I simply lift out the structure and switched it out with a replacement.

Almost all my rolling stock is prototype correct resin kits, kit bashes or brass models. Many of the newer offerings that have been added are very good right out of the box. Everything has some weathering applied. I am also in the process of changing out all plastic wheel sets with Rapido steel wheels. I like building models of engines and caboose; all have had some work done to them. Past CARM issues have featured a few of the more recent projects.

When John Johnston asked me to write about my layout it took some time to think about what I could say that has yet to be covered. The RMC and MR article did cover a

PHOTO BELOW: DW&P RS-11 heads out over the White River bridge. These RS-11's called the CV home for a number of years. This scene will be changing shortly with newer prototype correct CV abutments.



lot. Also, I needed to find photos that one had not seen in the past. I began by looking through the photos I had sent to RMC. I realized I had sent in more than enough photo for RMC to choose from. There were about 30 photos in the files. RMC used about a dozen. The extras gave me something to begin this article with. So, on these pages one sees a handful left from the RMC article and a group of photos I recently took to round out views of the layout as it currently stands. There are a couple of areas on my layout that RMC and MR did not cover.

Changes to the layout

At the beginning of COVID I decided to rebuild and redesign the WRD, something I had been thinking about for awhile. I actually want to get back to having the option of continual running. After seeing how my friend Don Janes added his drop-in section I thought that could be completed on my layout. I like structure building and scenery. I wanted to change a good number of scenes around using kits I had purchased in the past. Many of these have been built in the last year of COVID modeling. Elements such as loading ramps, scratch-built telephone poles and operating lighting are other details I want to include. I am not planning on ripping the layout apart and starting over. I am just selecting a section that I want to change and work on completing the scene. Two such scenes are now completed, one with all new structures and scenery. To date the changes have actually tripled the length of my spur. If the mood arises, I can stay busy for a bit spotting and lifting cars maybe completing a lift for a following train to make. Being a railfan and wishing to better railfan my own railroad I kept in mind the sightlines trackside. There will be a lot of better photo options for visitors.

The town of White River Jct., the shop track peninsula will be removed or replaced by new elements such as maybe a large mill with a waterfall encroaching on a town scene. The yard will be hidden once again for staging possibly behind structures and scenery. All this will also happen in stages. The shop track and station area I hope to keep intact as dioramas.



PHOTO ABOVE: CV Alco switcher 7919 a Bachmann sound detailed engine works the White River Jct. yard.

One area I have yet to mention is the town of Bellows Falls found on the 12' long staging area in the next room. I have modeled it to reflect the prototype. I did not have room for the station but built the extended platform and canopy found there. This scene will stay intact till I have enough structures to replace the scene with a waterfront location similar to what one finds in Maine. It could be the industrial waterfront at Portland, Maine or one of the sea-side towns. Maybe a mix of both.

Anyhow one can see even on a small layout how one can keep pretty busy and I am sure return visitors will be surprised to see how the layout is transforming with a finished look although still under construction.

PHOTO BELOW: This is a recently refurbished scene. The coal shed has been moved back to the branch while a Sylvan CN section house is along the mainline. The CV used the same design for their section houses. Crosby Coal still stands in Vermont.



PHOTO BELOW: A Central Vermont freight passes the Northfield Falls covered bridge which has the station sign applied after being removed. A young boy and his dog guide the geese along the roadway.





PHOTO LEFT: This was a staged shot with my friend Peter Mumby's equipment. The engines were built by Bob Hannah. The CN powered freight approaches the diamond as the CP clear. During the summer months I bring out my contemporary equipment changing the eras.

PHOTO RIGHT: A changing scene that will find the feed mill and freight house permanently placed at this location were the branch line begins. Some track work still needs to be completed. The MEC engine is on loan to the WRD and is an Atlas model that my friend Bruce Douglas built.



PHOTO LEFT: CN 6767 heads the Central Vermont milk train from White River Jct. to Belows Falls.



PHOTO ABOVE: The tail end of two locals are seen passing the station at White River Jct.

PHOTO BOTTOM LEFT: Looking through the White River Jct. Central Vermont coal tower one can see some of the action at this end of the yard.

PHOTO BOTTOM RIGHT: As on the prototype CPR passenger trains are seen on the White River Division.



GEORGE DUTKA

PHOTO RIGHT: CV-B&M pool train was a common sight in later eras which I duplicate when changing eras. The train is at Bel-lows Crossing on the dia-mond.



GEORGE DUTKA

PHOTO LEFT: An overall view of the Shop track at Westboro. A Boston and Maine location built on the peninsula.

WILLIAM WAITHE

PHOTO RIGHT: A finished view of the LaFarge Ce-ments Products Plant on the CN Weston Subdivision lay-out of William Waithe. The underlying supporting layer of Styrofoam is covered with MDF sections. The pre-viously installed 10 cm wide working shelf can be seen below, the purpose of which is to provide space for notes, uncoupling tools etc. and also serves to prevent accidental collision with the new structure.

