



# THE "CANADIAN"

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FALL 2022 ISSUE #81

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



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OF RAILWAY MODELLERS  
Founded October 15, 2003

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**COVER PHOTO BY PETE MOFFETT:** Port Dover Harbour on Jim Martin's Port Dover Branch. Note the scratch-built fishing net dryers on the dock. The fishing tug was modified from a Lindberg shrimp boat. Mogul #88 is a brass S Scale Loco and Supply kit that was designed for SSL&S by Jim's fellow S scale Workshop friend Simon Parent.

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## **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  
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***Material for the Canadian should be  
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**John Johnston  
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Hamilton, Ontario, L9C 6H9  
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e-mail at editor@caorm.org**

## **MEMBERS AREA PASSWORD**

**USERNAME: gondola  
PASSWORD: hopper**





## observation platform john johnston: editor

### FOLLOW UP TO TRACK CLEANING WITH NO OX ID A SPECIAL ON THE GRAND TRUNK SOUTHERN

Last Issue I talked about my decision to try using *NO OX ID A Special* on my track to reduce the amount of cleaning that was necessary and with a goal of improving operations. As I sit here writing this it is now 12 weeks and 3 operating sessions since I applied the *NO OX ID*. I have not touched my track with any cleaning materials since I applied the *NO OX ID*. Prior to writing this I turned on the layout and operated a Kato RS3 at a scale 5 mph throughout the paper mill where I first applied the *NO OX ID*. The locomotive operated without any hesitations or stoppages. As anyone who has an N Scale DCC layout will attest, low speed 4 axle locomotive operations will show you the location of any dirty track on your layout. During my 3 operating sessions not a single operator had to ask for a Bright Boy to clean track to move a locomotive. Everything ran like a charm. To date my observations are 100% positive with one caveat. I'll speak to that and also share with you a letter from William Waithe a frequent contributor to the Canadian who has been using *NO OX ID* since 2008.

**CAVEAT:** I would strongly urge anyone interested in using *NO OX ID* to do a little research to be sure you are comfortable and to test it out on a small part of your layout. That is how I approached it before fully committing to it. As I shared last time it does not work for layouts where the locomotives have traction tires. To learn more about the impact on traction I recommend you watch the YouTube Video **THE SCIENCE OF TRACK CLEANING (VIDEO #86)**. I did my own non scientific experiment with traction. I have a 2% helix with 4 turns. Inside radius is 18 inches (N Scale) which would be a 36 inch radius HO equivalent. Three 4 axle locomotives take a train of 24 loaded coal cars, each car weighing the proper 1oz up the helix at a Digitrax throttle setting of 30 in 2 minutes 45 seconds. After applying the *NO OX ID* I sent the train up the helix with the exact same settings and it took 3 minutes and 20 seconds to go the same distance. I ran the train up and down the helix several times. On the 4th climb, with the same Digitrax setting of 30, the same locomotives and 24 coal cars, the train reached the top in 2 minutes and 45 seconds, the same as when the *NO OX ID* had not been applied. The helix can be difficult to get into and I suspect the reasons for the differences was that I had not applied the *NO OX ID* properly as I described last month and I had left a film on the track. Not scientific, but the important issue for me was that a standard train made it up the helix with no issues and no need to crank the throttle. If *NO OX ID* continues to meet my expectations of reducing track cleaning in the helix I will be more than a happy camper, I'll be ecstatic.

**WILLIE WAITHE'S LETTER AND HIS RESPONSES TO FOLLOW UP QUESTIONS FROM ME (BOLDED):** *I just read your piece on No Ox. I have been using it for many years ( at least since 2008 ) and it works as described. The only thing I do before operating is, if I have not run the trains for a month or so, I run a vacuum car to remove dust and construction debris. I used No OX on the first and second versions of my CN Weston Subdivi-*

*sion layout and apply it on any replacement tracks or turnouts.*

**What did you use to originally clean the track prior to applying the no-ox. As stated I found the odor of Mineral Spirits too strong?**

*I had always used isopropyl alcohol, but recently changed to mineral spirits. I have not noticed an offensive odor, but having worked with chemicals for some 60 years, I may be somewhat insensitive to the mineral spirits. Maybe you left the container open or used too much at a time? I use a few drops on a cloth wrapped -tool from MicroMark ( [https://www.micromark.com/N-Gauge-Track-Cleaner\\_2](https://www.micromark.com/N-Gauge-Track-Cleaner_2) ) to clean the occasional local dirty spot (mostly oil from over oiled locos). If you are using NoOx I think it doesn't matter which you use. I purchased No Ox from Walthers in 2008 for U.S. \$8.00. it was produced by Bar Mills. I still have a good amount left, even after using it on two layouts and sharing it with other modellers.*

**How long do you get between cleanings using the NO OX?**

*Since we laid the track for the new layout in 2015 (after a move from townhouse to condos), we have only cleaned the tracks and run the vacuum car once or twice, after major construction work. After not having run trains for more than a year (I worked on several projects but did not run trains during the pandemic) we are now performing a major cleanup. During the hiatus, I had decided to repaint all of the rails with an oil-based paint after looking at some photographs of non prototypical shiny rails. The original water-based paint had not bonded well. I had to use a fair amount of scrubbing with a wood block and an abrasive pad to remove the oil-based paint from the rail-head. As a result, we are now reapplying no-ox after seven years. No-Ox forms a permanent molecular bond with the rail surface, so under normal conditions it should not require another application, ever.*

**When you clean the track again, what do you use before re-applying the no-ox?**

*I used 99 percent isopropyl alcohol in a CMX track cleaning car. I had intended to use mineral spirits but, due to habit, I forgot. As I said above, I don't think it makes a great difference if you are applying no-ox.*

**Does the process I described in the article accurately reflect how you are using it?**

*Yes. exactly. By the way, Walter Grabowski suggested a clever innovation in applying no-ox. Instead of using his finger, he suggested applying the no-ox to the corduroy pad affixed under a CMX track cleaning car ( <https://tonystrains.com/product/cmxc-clean-machinetm-n-scale> ) and run the car. I tried it (actually Terry Daneyleyko did the work) and it worked well and was faster and easier than using a finger. One has to use at least two locomotives in a consist because of the friction of the pad, especially over switches and grade crossings. I put a generous dab (well visible) on each side of the pad in line with the wheel line perhaps a bit more than what one would put on a finger. One application was enough to do about 100 feet. I check the pad to make sure there is some remaining. You use more with this method, but the minimum amount one can buy is so large that it does not matter.*

**JOHN JOHNSTON: EDITOR**



# CHAIRMAN'S REPORT

How is CARM doing? At one time membership was dropping. Not lately. We started 2019 with 309 members, and ended with 349, up 13% with the biggest jump in January to May but a good Fall too. In 2020 Covid hit, and we postponed the May Toronto convention indefinitely. After that we stopped distributing CARM flyers at shows or in stores, so there was essentially no advertising. Growth was slow until 6 new members in December, ending the year at 371. With local Chapters mostly dormant, I like to think the online meetings starting in October helped. Growth continued in 2021, from 371 up to 394, up 6% with no advertising by CARM. So far in 2022 we're up another 4% to 408. That's a 99 person increase since the start of 2019. Keep CARM and carry on!

Ian McIntosh



# CHAPTER REPORTS

## NATIONAL CAPITOL CHAPTER:

The National Capital Chapter took another road trip to visit a live steam layout west of Montreal. The weather co-operated beautifully and the day started with a bit of history about the club and a tour of the facilities. From there we had several rides on their 7 1/4 inch gauge ground line behind the club "diesel" a gas-hydraulic "F" unit in CN livery. A barbeque lunch followed. After lunch the club president fired up his steam loco (always an interesting process) and proceeded to tow several of us around to the fantastic aroma of coal smoke and hot steam! This continued throughout the afternoon until various commitments forced the Chapter membership to return to real life! Many thanks to the Montreal Live Steamers and we hope to repeat this next June!



Club members riding behind CN F Unit. Jeff Hill photo.

The Chapter lost one of its members June 22nd. Alex Thum of Brockville passed away after a massive stroke the previous week. He was an avid modeller and had built a large layout designed for operation, which he eagerly shared with his Monday crew. He was also open to suggestions from his operators and made many changes and additions based on them. One of Alex's innovations was his "Flip Clock", an event driven schedule system. This was originally a series of paper pages that were flipped to reveal the subsequent train movements. Each page represented a half hour segment of a 24 hour day. This was eventually migrated to a Power-Point presentation which was displayed on several monitors throughout the train room. While the future of the layout is uncertain, an operating session is being planned to honour Alex. Alex's "Flip Clock" system and his layout were featured in past Issues of The Canadian. **Bruce Leckie**



**PHOTO UPPER LEFT** by Bruce Leckie: Dieter Kapeller, Paul Anderson, Ian Frost, Bruce Leckie, Jeff Hill, Richard Thornton; Ian McLeod, Jean-Pierre Trembley of WIMRR, Eric Templeton, and his grandson Tanner.

**PHOTO BELOW RIGHT** by Bruce Leckie: The gang admires the president's Mogul on the ready track.





**ONTARIO MIDWEST CHAPTER:** The OMW Chapter held a meeting and layout tour at the home of Doug and BJ Martin. In attendance were Bob Funston, Andy Crawford, Dolf Roelofsen, Mike Walton, Dan West, Mike Pickup, Paul Korhonen, & Randy Schnarr. Doug and his wife Betty-Jean were joined by family members Sara, Jacob and Kevin Smith. We had great weather to gather at Doug & BJ's place to enjoy the fruits of their work on the railway. Doug was helped by BJ who provided cookies and lemonade and by Sara, Kevin, and the very young Jacob. The group photo gives a good impression of the excitement of the afternoon.



**Betty-Jean and Doug Martin**

The main feature was the ride-on train layout which featured 300 feet of track in two separate gauges. 3-1/2" for Doug's live steam 2-4-0 locomotive and 4-3/4" for his "Planet" battery powered 2 axle diesel. All rail cars ride on the larger gauge track. The diesel did the heavy lifting for most of the rides. Doug fired up the live steamer for a couple of photo sessions. He

is still refining track work to ensure the pilot truck stays on track. The G-Scale Landscaped layout features an elaborate right of way which had vintage passenger cars headed up by a battery powered, remote controlled Mikado. It ran during the full visitation.

Doug has been working very hard to bring this layout to life. It shows very well. Our next meeting is scheduled for Wednesday September 14 at the Nottawasaga Railway Club in Collingwood at about 2:00 PM for a club tour and a visit to the estate goods trailer to reduce inventory. **Randy Schnarr**



## COMING EVENTS

**Sunday, September 18, 2022 Breslau Train Show:** WOD-NMRA hosts at a new location and date. Manufacturers, vendors and layouts. 8,000+sq ft. <https://youtu.be/B2iMihfROGE> Ample paved parking. Door prizes. Breslau Community Centre, 100 Andover Drive, Breslau (3 minutes east of Kitchener). 10 a.m to 3 p.m. Admission: Children under 12 free; General - \$5.00; NMRA members - \$4.00. [TrainShow@wod-nmra.ca](mailto:TrainShow@wod-nmra.ca)

**Saturday, September 24, HOMES CLUB LAYOUT TOUR:** Hamilton Layout Tour, 9:00 am to 5:00 pm, \$5 per person, Guides available beginning Labour Day at Credit Valley Hobbies, Paris Jct Hobbies, Dundas Valley Hobbies and on the day of tour at HOMES Club 460 Wentworth St. N, Hamilton.

**Saturday, October 22 Kingston Rail Fair:** Royal Canadian Legion 734 Montreal St, Kingston. 10am to 4pm Adults \$6 Children 5-12 \$2.

**Saturday, October 29 Boomer Auction:** Auction of

Model Rwy Equipment, Salvation Army Auditorium, 46 Orangewood Blvd, Chatham. Sign up 8 am, sale starts 10 am, Admission \$5, door prizes, lots of parking, Info Pat Rivard 1-519-351-7592 or [pmr@teksavvy.com](mailto:pmr@teksavvy.com) or Gary Shurgold 1-519-351-36209 [gshurgold@gmail.com](mailto:gshurgold@gmail.com)

**Saturday October 29 Nottawasaga Model Railway Auction:** Royal Canadian Legion, 490 Ontario St., Collingwood, ON. Admission \$10. Viewing 8:30am to 10:00 am. Auction starts 10am sharp.

**Sunday, November 6 Kitchener Model Train Show:** Bingemans Marshall Hall, 425 Bingemans Centre Drive, Kitchener, ON. Early Admission (9:30am) \$10, General Admission \$5. Under 12 Free. 10:30am to 3pm.

**Saturday, Sunday, November 19,20. Whitby-Pine Ridge Model Railroad Show:** Father Leo J. Austin School, 1020 Dryden Blvd, Whitby, ON. 10am to 3pm. Adults \$7, Under 14 \$3, Under 5 Free.



# JIM MARTIN'S S SCALE PORT DOVER BRANCH

ARTICLE BY JIM MARTIN  
PHOTOS BY PETE MOFFETT



**PHOTO ABOVE:** The tempo at Port Dover is about to pick up with the arrival of train number M236 from Hamilton. The Matthews snack bar and boat livery was scratch-built from styrene. Its dimensions were estimated from photos

Port Dover is a small city on the north shore of Lake Erie. It is known for its fishery, its summer beach scene, and for the thousands of motorcyclists who descend every Friday the 13<sup>th</sup>. But 70 years ago, if you were looking for excitement, you might have wandered down to the station to watch the arrival of CN's branch line run, usually headed up by one of their little Moguls, or, if you were into the big stuff, a Ten-Wheeler. Pause here to snicker.

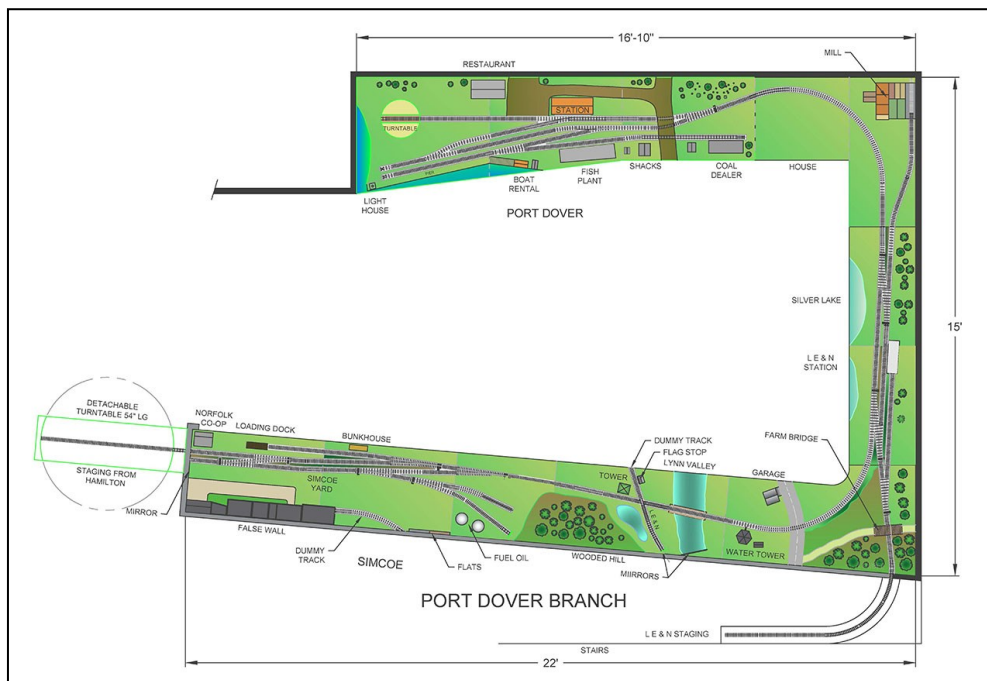
Back then, the rails ran right alongside the dock, serving the local fish plants and a coal siding. A little further up the hill from the harbourside, the branch also served an oil depot, a cannery, and a large florist supply. It might also interchange with the CP-owned Lake Erie and Northern, an electric line that in 1947 stopped sharing the Grand Trunk-era station with the CN and constructed its own modern post war station a short distance up the hill. The rails for both lines are long gone.

I have found the locale and era to be an interesting subject for a smallish and not too challenging home layout. The layout's maximum dimensions are approximately 4.5 metres by 7 metres or 15 by 22 feet for our American readers. There is nothing revolutionary about the benchwork. It is foam on plywood on L-girders. It is of sectional construction, a wise choice when it came to changing

homes four years ago. This method of construction also made it easy for me to integrate Port Dover's three sections into the travelling Freemo layout built by my friends in the S Scale Workshop. Over the years, Port Dover travelled thousands of miles to Canadian and U.S. train shows before it was permanently retired to the basement.

My track consists of two sizes of Tomalco flex. Code 83 for the main and code 70 on the sidings. Turnouts, ranging from numbers 5 to 8, were constructed in Fast Tracks fixtures. The dummy diamond just below Simcoe was custom-built for me by Tomalco. I have dispensed with layout wiring. My small fleet of steam and diesel locos is being converted to battery power. I have two systems in operation, BlueRail and Air Wire by CVP. I find both systems equally satisfactory and of course there is no need for brand compatibility. And since I wasn't crawling under the layout to mess around with track power, why would I do so for my Tortoise switch machines? I simply run the power leads out to contact points on the fascia and activate my machines with a 9-volt battery. It is easy and reliable. I simply carry the battery with my controller, stop for the turnouts in branch line fashion, and throw the points. Think of it as an electronic switch key.

Scenically, the layout is harmonious looking. The few unfinished areas, about 20 percent of the layout, all have a backdrop, ballasted track, and rudimentary ground cover. Because I work slowly, I don't want to spend months or years staring at pink Styrofoam. Time travellers will notice that while it is late fall in Simcoe, it is still summer in Port Dover. That's because I'm working my way around the room altering my foliage and repainting the backdrop to fall colours. What you see here does not attempt to





be an exact replica of the Simcoe to Dover run. It's more representative in nature, although I have enjoyed scratch building specific structures for Port Dover. On my long list of "to do's" are replacing the stand-in train station and fish plant. The current structures were purchased from my friend David Mehew to help speed things along.

A fully rotating, two-track train turntable is also on my "to do" list, something I plan to construct this winter. It will enhance operations if I can stage a train off-layout and then have it roll into town. It will also speed operations if I can simply run the train off the layout, spin it around, and send it back.

There is still much to do on my Dover Branch but I'm having fun and I'm in no big rush to "giterdone".

**PHOTO RIGHT:** Waiting at the crossing. The boat building shack to the left is a Mount Blue cranberry barn kit. The van is a resin kit that was once offered by Ridgehill Hobbies. The old Essex is a 1:64 white metal kit from Railmaster in New Zealand.



**PHOTO LEFT:** CPR SW9 number 7402 ducks under the farm road overpass hiding the exit to staging. The scratch-built bridge was gifted to Jim by his late friend Oliver Clubine. 7402 is a smooth running S Helper Service product that has been converted to battery operation.

**PHOTO BELOW:** The Clubine Mill was scratch-built from foam core and computer-printed building papers using Evans Designs Model Builder software. The structure was inspired by plans of the Hinkle Mill in Model Railroad Craftsman. In the centre, the old Ford stake truck is another Railmaster product. Other vehicles are all modified 1:64 diecasts.







**PHOTO ABOVE RIGHT:** Train number M238 has just taken on water on its way home to Hamilton. CN Ten-Wheeler #1533 is another SSL&S kit, designed and built by Simon Parent. The tank was scratch-built by Pete Moffett. The trestle is a modified Hunterline product with resin tie plates and Proto-87 etched spikes holding the rail in place.

**PHOTO ABOVE LEFT:** The Amish Buggy is a contrast in culture to the young men tinkering with the hot rodded Model T roadster. Ken's Garage was scratch-built by good friend Pete Moffett. The van is a resin kit, but most of the layout's rolling stock is commercially available plastic.



**PHOTO ABOVE:** Ontario Midland number 3 switches the Spirella plant. The brass 44-tonner was made by River Raisin. The chainlink fence was built from brass tubing and tulle from the fabric store. All turnouts on the layout are built using Fast Tracks fixtures. The rest of the track is Tomalco flex in rail sizes of code 83 and 70.

**PHOTO RIGHT:** South Simcoe. The impressive block of industrial buildings reflected in a mirror are HO structures converted to S scale. They were designed and built by Jim's friend David Mehew.



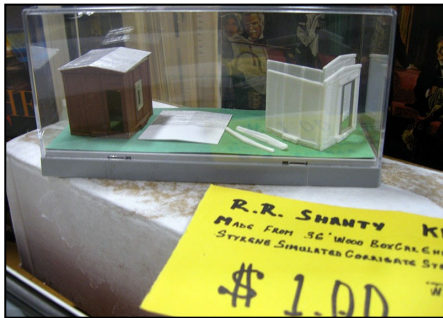
**PHOTO LEFT:** New beats the old to the Lynn River diamond. The little flag stop was made out of hand-scribed styrene scraps using CPR plans. The tower is a toy Plasticville product with scale enhancements including a new roof and doors, and interior detail.



# THE DOLLAR KIT

A FUN FIND AT A LOCAL TRAIN SHOW

BY GEORGE DUTKA



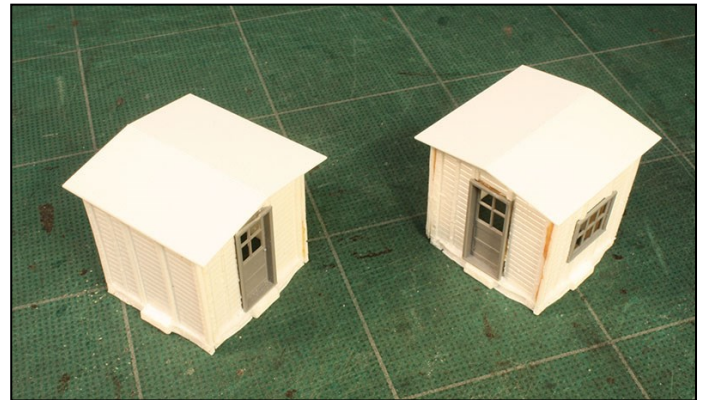
**PHOTO ABOVE:** A vendors shed kit display at the TH&B train show back in 2011.

Back in November 2011 I attended the TH&B model RR flea market near Ancaster, Ontario. I believe it is now called the Hamilton and Ancaster Model Train Show. At one of the tables I came across an interesting gentleman selling a cool and simple "mini kit" for a buck. I thought his design and simplicity of the kit was unique. I did not have the heart to tell him that he would never get rich on this venture. The kit includes four walls and a roof sealed in a bag. You supply the windows and doors. The kit is actually four 36" outside braced boxcar ends cast in resin with the right amount of ribbed styrene roofing.

I decided to purchase three of these "mini kits". One for Peter Mumby, a second as a Christmas gift for Don Janes...aren't I cheap with my gift giving, and one for myself.

Peter and I worked on our kits during our "Workshop Mondays" which had become a great way to get some modeling accomplished at the beginning of each week. We cleaned the ends, cutting the peaks off two for use as the sides. For the doors and windows, I had some Tichy leftovers from my coal tower detailing package, I had just finished my coal tower project at that time. The opening for the doors and windows were easy to make as the castings cut like butter. We used Walthers Goo to glue

the windows and doors in and to attach the corners together. We both still had some leftover corner bracing from a recently completed Dannen Feeds kit by Railroad-KITS for the corner bracing, another of our Monday Workshop projects.



**PHOTO ABOVE:** Our two sheds are glued together with windows and doors added and ready for a coat of paint. Walthers Goo works well for such a build.

The roofing was scribed where the peak would be, then bent and glued on. At this point this project has took us less than an hour and was done near the end of one of our Monday work sessions. I painted the shanty's Floquil boxcar red before the next Monday. We added some green chalk weathering to the windows and doors as the accent colouring that really made the paint look well worn. I added a caboose chimney to mine while Peter was going to add his at a later date. The roofing would have been galvanised so we dry brushed some Floquil old silver over the roof followed by rust chalk weathering.

The roofing was scribed where the peak would be, then bent and glued on. At this point this project has took us less than an hour and was done near the end of one of our Monday work sessions. I painted the shanty's Floquil boxcar red before the next Monday. We added some green chalk weathering to the windows and doors as the accent colouring that really made the paint look well worn. I added a caboose chimney to mine while Peter was going to add his at a later date. The roofing would have been galvanised so we dry brushed some Floquil old silver over the roof followed by rust chalk weathering.

**PHOTO BELOW LEFT:** The resin walls and styrene roofing included in the kit.



**PHOTO BELOW RIGHT:** The sheds are painted and door and windows are coloured using green tone chalk. The end numbering has yet to be added next to the doorway.







**PHOTO LEFT:** The Champ decal lettering is applied to the ends and a bit of Bragdon Powder weathering has been applied to give a well-worn look.

Today we don't use much Floquil paint so dollar store acrylic silver would be used over the boxcar red base coat that would be a rattle can red primer.

When Peter and I got together next we decided to add a CNR prototype number to the car ends reflecting the heritage of the shanties. This was a simple add-on using our leftover Champ decals. Clear plastic windows and paper bag blinds were added. Today on such structures I would spray the window glass with flat finish to add a bit of a grime appearance. Most of these type of structures would never see any cleaning. We then each had a nice little building to display on our layouts or diorama's. Peter and I decided to build a small diorama to display his shanty on till he finds a spot at home for it. Mine was going right onto the layout to replace a western style shanty located near a diamond. It later was moved to the White River Jct. yard next to the coal tower and sand house as a storage facility for the shop crews.

This was a really cheap and easy project for us to construct. One could actually use two ends from any kit that might never be build in one's storage pile or pick up a cheap boxcar flea market find, cutting the ends out and using what one can from the rest of the model.

I have been back to that train show many times but have yet to run across this gentleman again as there is always room for more sheds on the layout such as this one. I just realized, maybe he had made his fortune that Sunday and left town.



**PHOTO ABOVE:** Peter Mumby's model has been inserted onto a small base with details added to create a small diorama.

**PHOTO BELOW LEFT:** My shanty was placed at a diamond location as a replacement structure. I applied a few details around my model to add more interest to the scene.

**PHOTO ABOVE AND BELOW RIGHT:** My tiny shed is now used as a place for the shop staff to store their belongings next to the sand house and coal tower.





# MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS



## JEFF HILL

The Ottawa Valley HOTRAK club's 25th anniversary car is an HO scale Accurail ACF 2-bay covered hopper. Using the [rrpicturearchives.net](http://rrpicturearchives.net) online photo archive as a guide, I added brake lines, cut levers, etc. and weathering. I used a combination of acrylic paint on the trucks, wheels and couplers, and oils to get the rust effect. I'd planned to only lightly rust the car, but never seem to know when to stop applying oil washes!

## MIKE WALTON

On a large oval G-scale track at Doug Martin's layout, Mike Walton powered up his British 0-4-0 live steam loco hauling 13 ore cars. An impressive train assembly.



## JOHN ASKLAR

I just finished this background bldg for my layout. Flour mill in Pt Colborne.

## KEN LAYLAND

I've been working on the construction and installation of a Central Valley bridge on the layout. John Johnston (The Editor), his grandson Ethan and I have been collaborating on the scenery which is still in progress. The small photo shows the before and the photo below shows the current status. Water pouring is next.





## PAUL ALLARD

Set in 1954, The Northern Vermont Railway is a fictitious HO scale railroad with an east west route across Vermont. In a previous article, it was noted that the NVR interchanges with the Canadian National and Canadian Pacific since they both travel south into Vermont from Quebec. The NVR wanted an interchange with the Delaware & Hudson to the west.



At over one hundred miles in length, Lake Champlain separates New York from Vermont. I needed a marine division to support rail traffic west to the D&H. Self propelled railroad car ferries were active in Canada and the USA. Examples include service across the Strait of Canso to Nova Scotia and routes from New York State to Ontario across the St Lawrence River. Railroad car floats were employed by the CPR in British Columbia. Numerous railroads in New York harbor operated car floats to access the city. Deciding against self propelled car ferries, the NVR choose to operate a fleet of three car floats across Lake Champlain to interchange with the Delaware & Hudson. The three car floats were scratch built using detail kits from

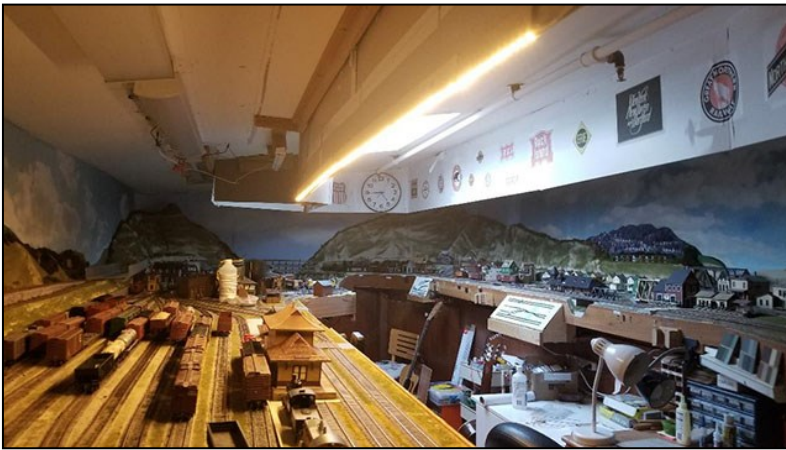
Crow River Products. One float has a wooden hull while the other two have steel hulls. The intent was to show a progression of time in which all but one of the old wooden floats had been replaced with a new steel version.

Crow River also produced a craftsman kit #201, Steam Tug Exeter. Both the tug kit and the car float detail kit are no longer available from Crow River Products but occasionally appear for sale on line. Kit #201 contains a plaster cast hull, resin cast parts to build the superstructure, pewter details, etched brass parts plus styrene trim. This kit is not intended for a novice model builder. The instructions start out with lots of detail but they tend to fade as the construction progresses. The builder must rely on the drawings and a finished model photo. The assembly of the tug's superstructure can be difficult given the flexibility of the multi-segment resin casting. To stabilize it, three cross walls were added. There were no tabs or slots to lock the superstructure in place on the deck. The same is true for the pilot house. Styrene strips were super glued to the deck marking the inside edges of the walls so that the superstructure could be locked into the correct position on the deck. Once assembled, the superstructure was a very good fit on the plaster cast deck. The overall construction takes time as parts must be cleaned up and painted before they can be added to the model. After model construction was complete, the tug was given some weathering. Pan pastels were applied across the model. Colors included weathered black, rust and a yellow – brown. The finished tug can be a nice addition to a harbor scene with or without an active car float.



With all three car floats plus the steam tug Vermont in service, the next project is add water to the harbor scene. The car floats provide a live interchange with the D&H. During an operating session, two or three floats arrive at the NVR terminal. They can keep a switch crew busy throughout the session. Car floats help to expand the interchange traffic on the Northern Vermont Railway and could expand the traffic on your model railroad.





**RICHARD MORRISON**

Grimsby station built from an ITLA Scale Models kit. I botched the window frames when I built this kit and the results are far sloppier than the one shown on the ITLA site. I may buy another and try again.

I adapted an idea for using under-the-counter LED strips in the September of Model Railroader. In that article, "30 Minutes to Better Vision" E. Philip Doolittle describes how he used a pair of LED strips to better illuminate workbench projects. In my case, the deep valance that hides the lights for my yard kept foreground structures in shadow. The LED strip article gave me an idea. By first gluing down narrow strips of wood to the back of the valance, I was able to stick on two Wobison under-counter LED strips (\$25 from Amazon) facing downward. I spliced in longer wires so I could mount the on-off toggle on the wall next to the room light. Now the foreground detail is highlighted. I may install LED strips over other areas I want to highlight.



**GEORGE DUTKA**

**EDITOR:** This photo which was taken from a Dremel award article in RMC a few years back was accidentally included with an article George sent me. I loved the photo and asked him for a caption. (Below)

An Athearn gondola kit-bash which becomes a CN 48'6" drop end car. The Athearn ends were cut off and new ones added. The lower area of the gondola is cut back to show the under body supports. These cars were used in later years in work train service carrying ties, tie plates, rail and berm. Westerfield did at one time offer a proper model for this car.

The GM GR-17 "GEEP" is an Athearn blue box model with many detail parts added, repainted and lettering to reflect a GT New England prototype.

**PHILIP JAGO**

Recent equipment acquisitions by the Quebec, Ontario and Pacific Railway (Quonpac) include Baggage/RPO Car No. 3425 from parent company Canadian Pacific and Gas-Electric No. 9004. The latter carries a traditional CP colour scheme but is lettered for Quonpac. The doodle bug primarily exists to carry express, bulk mail and the occasional passenger to connect with CP overnight Ottawa/Toronto trains 33 and 34. The gas electric was an unpainted Bachman Spectrum model that was acquired by management several years ago. The professional paint job that it sports is courtesy of the professional service of Roger Chrysler of Grande River Shops.





# COBOURG & PETERBORO RAILWAY SUMMIT

ARTICLE AND PHOTOS BY TED RAFUSE

**Summit** is the highest point of land on the railway and was also known as Braden's on the original Cobourg & Peterborough Railway. It was a small rural community and on the model layout landscape and buildings are a figment of my imagination.



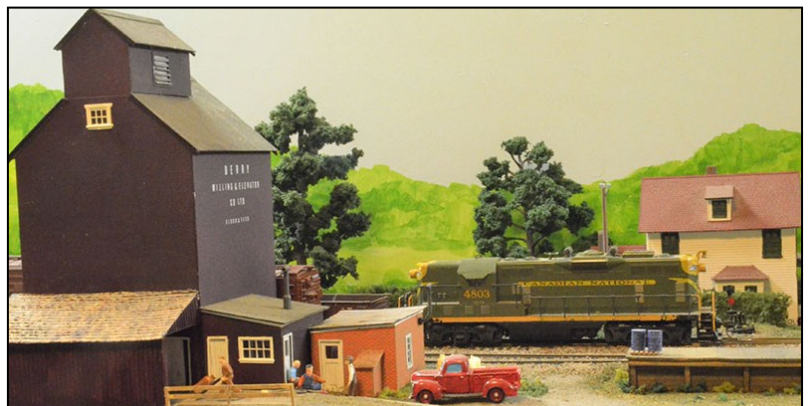
**PHOTO LEFT:** Leaving Cobourg, the rails enter a rural landscape dominated by agriculture and animal husbandry. On the outskirts of the community a successful farmer's property is passed. Some of his Holstein cows (Unknown origin) are milling in an enclosure pending a march to a fenced field for grazing. The barn's foundation stones were individually and randomly painted with seven different colours to provide a field stone appearance. The barn and vehicle are Sylvan Scale Models kits. Both road and rails skirt the farm.

**PHOTO RIGHT:** Southbound RS-3 3042 (Kato) leads the daily Cobourg southbound way freight out of Summit. It plods over a scratch built timber trestle which also serves as bridge for a rural gravel road. A farmer on his tractor hauls a hay wagon with some feed bags and other supplies away from the covered weigh scale of Berry Milling and Elevator. This structure is scratch built following plans in a 1950's Model Railroader magazine and is named for one my modelling buddies.



**PHOTO LEFT:** The Summit farm is a prosperous enterprise. The house is a Sylvan Scale Models kit painted using dollar store paints. Products. The windmill is of unrecalled origin as is the tractor and truck. The hay wagon is scratch built and the straw is snipped binder twine. The C&P Railway leases its locomotive power from Canadian National Railways and GP-9 #4803 is trundling its way freight to Ashburnham.

**PHOTO RIGHT:** Berry Milling and Elevator Co. Ltd., dominates the south end of the entry into the agricultural village of Summit at the highest elevation of the railway. In front of 4803 is a scratch-built loading ramp on the team track to the elevator. Behind the locomotive is a Dyna Models house purchased inexpensively at a train show. Barely visible in front of the diesel's nose is a tall hedge made of Woodland Scenics products.







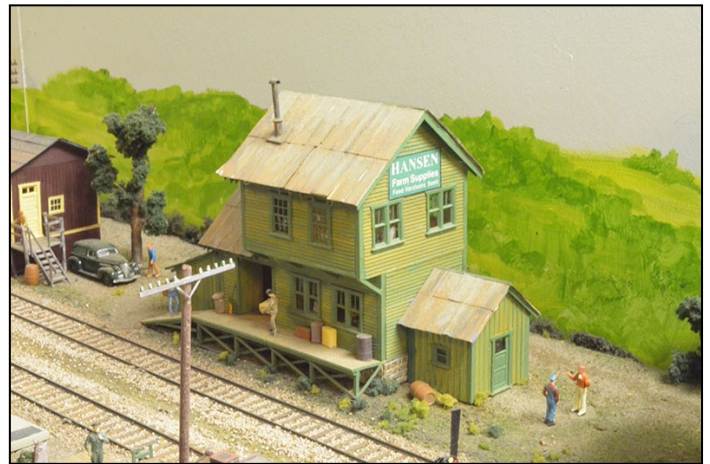
**PHOTO ABOVE:** North of the Berry Milling Elevator is a road crossing. A White Rose gas station, a Woodlands Scenic kit, sits catacorner to the road and provides the minimum of vehicular service. Two mechanics serve the car with the raised hood, one standing in front of the car and a second beneath the car. A third attendant prepares to insert the gas spout into the lady's vehicle.



**PHOTO ABOVE:** A Dyna Models house purchased inexpensively at a train show with added details surrounding the house. These include a Sylvan Scale Models car, and picnic table and lounge chairs (Osborn Model kits ) just to the right of the front of the car. Presumably the people are the property owners but their names are lost to the modeller.



**PHOTO ABOVE:** A trackside view of Hansen Farm Supplies (Campbell Scale structure kit). Modeller Keith Hansen died several years ago but some of his railway adventures have been published in other journals and he authored 'Last Trains from Lindsay' and 'Northern Alberta Railways,' works which some modellers may have in their book collections. Dominating the right of the image is the metal structure of Summit Grain and Elevator. In the foreground is a part of the Summit Station and to the left the station's outdoor privy with male and female compartments. The railway has yet to incorporate an indoor facility with running water!



**PHOTO ABOVE:** A bird's eye view of Hansen Farm Supplies, supplier of feed, seed and agricultural hardware to the surrounding farming area. This structures honours modelling buddy Keith Hansen. Many years after this structure was named, Keith passed away but his legacy survives on the layout. To the left is the front of the freight shed with steps leading to the office.

**PHOTO RIGHT:** Summit Centre as seen in this birds' eye view. In the left foreground is a KanaModel station. In the left background is a scratch-built freight shed. Just above the station is Hansen Farm Supplies, serving and supplying the regional farming community. To the right is part of the aluminum structure of Summit Grain & Elevator Co.



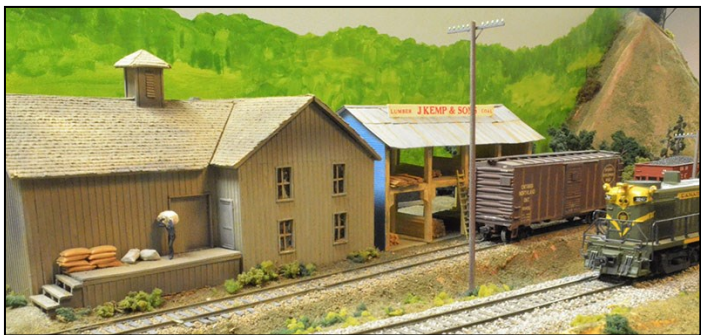




**PHOTO ABOVE:** A scratch-built freight shed and office on a side track. It was built to what I thought might be a standard design, but in any event since this is my model it is built to my specifications! The foundation is scribed wood and the structure is board and batten wood sheet. The chimney is evidence of a coal stove in the office inside the small window. The 'tar paper' roof is cut sheets of paper in 3 foot scale widths, glued to the roof wood, and painted a grey-black to appear as weathered tar paper. The steps to the office are somewhat obscured by the tree. It appears the structure is ajar of its foundation!



**PHOTO ABOVE:** Ceresota Mills remains a favourite nostalgic building of mine as it is the first scratch-built structure in my modelling career. It was constructed from E.L. Moore plans that appeared in an early 1950s issue of MR or RMC. Mr. Moore contributed many unique construction articles to those magazines that have provided much inspiration for my modelling. It is a simple structure of scribed wood with Campbell shingles on the roof. The windows were individually constructed of pieces of scale strip wood. It is not a flashy building but to me it is a representative, utilitarian, small 19<sup>th</sup> century wooden structure.



**PHOTO ABOVE:** 3042 leads the southbound way freight as it rambles into the north end of Summit past Ceresota Mills and J. Kemp & Sons, Lumber and Coal merchants. Jim Kemp is a modelling pal whose layout and modelling skills have been published in earlier editions of 'The Canadian.'

**PHOTO BELOW:** Having completed its shunting duties in Summit, northbound 4803 passes by the coal delivery trestle as it departs the village and enters a sweeping curve. All visible track on the layout is hand laid code 70 rail on hand laid ties on a Homasote road bed with Woodland Scenics ballast.



**PHOTO ABOVE:** J. Kemp & Sons is the last industry served on the spur track which starts with a stock pen followed by Ceresota Mills. The initial spotting stop at J. Kemp is the lumber storage building. Several bins are stocked with various dimensional lumber. Two employees dangle their legs off the second storey floor perhaps in anticipation of the arrival of a box car with more lumber which will require them to move into action. I believe the structure was part of an inexpensive plastic lumber yard kit modified for my layout purpose. Jim Kemp is another of the modelling fraternity, a superb model craftsman from whom I learned many skills and a friend of many years.





# COBOURG & PETERBORO RAILWAY HARWOOD

ARTICLE AND PHOTOS BY TED RAFUSE

**Harwood** is situated on the south shore of Rice Lake and in former years was a thriving lumber milling site and a transfer point for iron ore from the Marmora and Belmont areas to the east of Rice Lake. Over time a causeway was constructed ending the rail car float service to Trent Narrows a transfer point of bygone days. Currently the town is a thriving rural community and tourist destination. It is the largest municipality between the two terminal towns.



**PHOTO LEFT:** Around a sharp curve on the south end of Harwood the first sighting of a non-agricultural business is the reclamation yard of the local junk dealer. The timber structure, office and garage is a Ward's Salvage company kit erected to suit the landscape. Originally a John Rendall kit it is now sold by JV Models. The 'junk' was purchased as such but I do not recall the manufacturer. A CN gondola awaits an employee to operate the crane and commence loading of salvageable material to be forwarded to a metal smelting factory.

**PHOTO RIGHT:** Adjacent to part of the junk plot is the back yard of Susan Dewhurst Fashions, a women's wear emporium and residence. Susan has just put out the laundry to air dry but I don't recall where the model laundry came from. Some of her family are sitting at an Osborne Models picnic table while daughter Audra watches trains from the top of the stairs leading at the second floor landing. The 1930s Sylvan Scale Models vintage sedan, despite its age, still fulfills its purpose.



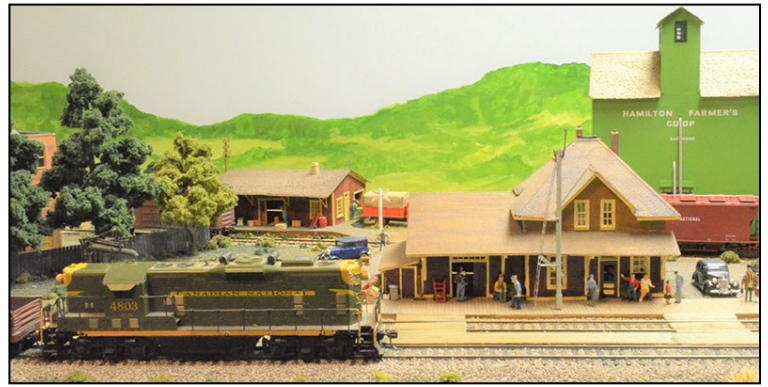
**PHOTO BELOW:** In a prominent foreground location on the layout is Susan Dewhurst's Fashions, a Campbell Scale Kit, Susannah's Frocks. The store honours my wife's once store in Port Hope. She has since retired but her Shoppe continues in business on my layout. Its appearance was always well maintained and attracted women shoppers from a wide area.



**PHOTO BELOW:** The 'Automobile Service & Repairs' wooden false front with a single service bay building is a Scotia Scale (Canadian) model kit from the 1970s painted to reflect the dark green colour of the B/A oil company's imagery. Detail parts from various sources have been added to the kit to provide a sense of realism.







**PHOTO ABOVE LEFT:** Harwood's freight shed and office are behind the station and front the access road to the station. This is a wooden Scotia Scale kit manufactured in the 1970s, when most kits were prepared from wooden strips and sheets. It is painted in the C&P company paint scheme and appropriate figures and freight have been added to provide it with character. The truck is painted in the company's orange hue for vehicles.

**PHOTO ABOVE RIGHT:** This photo from an elevated vantage position illustrates the slow passing of 4803 in front of Harwood station where it will come to a stop. The image also reveals the proximity of the freight shed and elevator to the station. The background landscape is painted on a divider between Harwood and Summit. Modelling friend Keith Hansen held a painting clinic for our group one night to demonstrate how to paint a convincing background using only green and yellow, and blending them such as you can observe throughout this model tour.



**PHOTO ABOVE LEFT:** Harwood station is a Kanamodels Canadian Northern Class 3 structure. I admired the architecture of this building and found a place on my layout for it. Inert plastic people provide a semblance of vibrant life. The semaphore tower is an Osborne Kit addition and indicates a train must stop when approaching from either direction.

**PHOTO ABOVE RIGHT:** Towering behind Harwood station is Hamilton Farmer's Co-op grain elevator indicative of the community's agricultural significance. The elevator is scratch-built using Evergreen Styrene products. It sits on a Campbell Scale stone foundation painted in several colours to represent field stone. Track side is a loading platform and delivery spouts. The far side has the delivery ramp, the weight scale and receiving dump grate, all covered by a drive through shelter. To the left barely visible is the office entry area while on the right is an auxiliary storage shed. The structure was inspired by photos of several such grain transfer stations.

**PHOTO BOTTOM RIGHT:** Just north of the station, on a service track, are two railway structures. There are two speeders, one manual, one powered, and a speeder shed and office, both of unrecollected origin. The wooden water tank is a 1960-70s' kit of the Teeswater tank, the name of the kit not remembered.



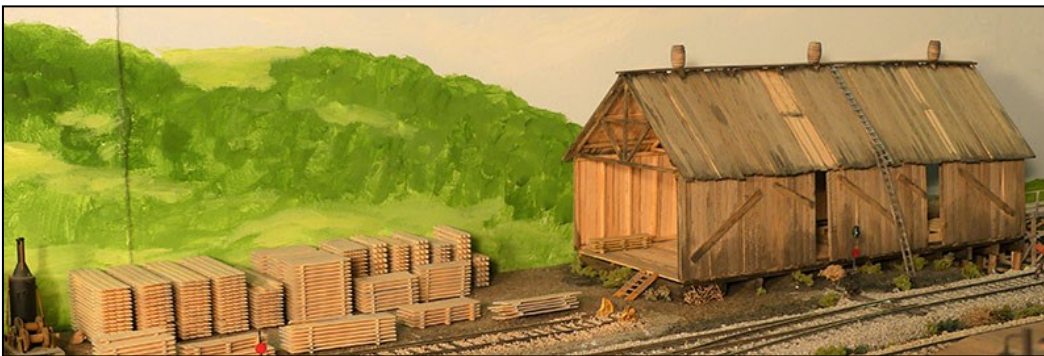




**PHOTO LEFT:** Harwood Creamery, noted for its cheese production, commenced model life as a simple Gruesome Casket kit! An added platform on two sides raised the structure to its current height. A brick furnace room at the rear provides the heat source for cheese production. Hefty Harry shovels coal into the wheelbarrow to move to the storage bin behind him. At the office front farmer Fred has driven up in his Jordan Models Ford, his motto, "if it works, keep it." In the foreground railway workers are moving 39-foot lengths of rail.



**PHOTO ABOVE:** Big Pine Lumber is a wooden kit popular with modellers in the 1970s. On the shallow roof is Ludgate Lumber, Ludgate was a Harwood Saw Mill name from the pre-1914 era. The office building to the left is scratch-built as is the wooden fence. The lumber kit was constructed very much following the instructions in the package. The pallets of wood are actually plastic, painted to appear as wood, and came from a 1950-60s plastic wood dealer kit.



**PHOTO LEFT:** Near the shore of Rice Lake we find the storage yard of Big Pine Lumber and the company's saw mill.

**PHOTO RIGHT:** Adjacent to the shore of Rice Lake is a railway icing depot consisting of an ice shed and an elevated dock from which blocks of ice are moved into the ice container of pre-mechanical reefers. I believe, but am not certain, that this ice transfer dock was scratch built.

**ARTICLE CONTINUED ON REAR COVER**





**HARWOOD ON  
TED RAFUSE'S  
COBOURG &  
PETERBORO  
RAILWAY**  
TED RAFUSE PHOTOS



PHOTO ABOVE: Crosby Coal is a Laser-Art Structures kit. It was a challenge to build. The pre-made base did not fit with the upper wooden structure. A replacement base of Evergreen Styrene dimensional plastic was fabricated. The Crosby name appealed to me as a Maritime name. I added the Dominion Coal Company and Old Sydney Collieries as mines and producers of coal in the Sydney, NS, area. I don't recall the identity of the trucks or the moveable elevator partially seen on the left side of the image. The track side of the structure is quite Spartan, and only a surface grate and metal collector bin beneath the tracks is of interest.



PHOTO LEFT: Rice Lake Chandlery is a Campbell Scale Models kit, the Cordage Works. The idea of a ship's chandlery on a fresh water lake captured my imagination and hence this model on the layout. The small freighter moored at the wharf is one of only a handful of such vessels that still ply the lake supplying small industries near the shoreline and a number of resorts that are occasionally erected for the post World War II tourist trade. Local boys catch perch and bass from the wharf. I believe the ship model was acquired from Rusty Rails.

PHOTO RIGHT: Rice Lake Chandlery business operates from the shore of Rice Lake. It sits upon a wooden dock, a modified Campbell Scale wharf kit. Designed to sit above tide water crests, the pilings were shortened to better suit a fresh water lake with much less rise and fall of the water level. Moored along the floating ramp is an Osborn Models water craft, one of many such cruisers that ply the lake on weekends. The CNR 40' steel box cars have brought in marine materials such as ropes, hardware and fittings for resale to Saturday sailors. Figures are likely Preiser products.

