



THE "CANADIAN"

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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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**PUBLICATION SCHEDULE FOR
THE CANADIAN**

The Canadian is published four times per year.

Submission by authors or Chapters should be submitted by the following dates.

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

MEMBERS AREA PASSWORD

**USERNAME: gondola
PASSWORD: hopper**

COVER PHOTO BY SERGE LEBEL: CN GP38-2W #4799 approaches the Kermit Bridge on the O Scale Canadian National Railway Sanmore Subdivision Layout of Serge Lebel.



**observation platform
john johnston: editor**

**ST. JACOBS & ABERFOYLE MODEL RAILROAD
CLOSING**

I received the following from Craig Webb. *I'm not sure how many in the hobby fraternity are aware that the St. Jacobs and Aberfoyle model railway is closing. Our landlord has decided not to renew our lease. In all likelihood when we close for the season on December 10th, that will be the end. That gives us a year to carefully dismantle the railway, so it could be rebuilt if a new location is found. I believe you have an idea what is involved in the dismantling.*

If you have not had the opportunity to see this magnificent O Scale layout please take the opportunity to drive to St. Jacobs, Ontario and take it in. Information on hours of operation and admission fees can be found at:

www.stjacobsmodelrailway.com

H.O.M.E.S. CLUB LAYOUT TOUR

The HOMES Club will be hosting their 21st Annual Hamilton & District Layout Tour on Saturday September 23 from 9 am to 5 pm. Yours truly will be on the tour along with 16 other layouts. If you get the opportunity stop by and say hello.

The tour is \$5 and information on guidebooks can be found on the HOMES Club Facebook page or picked up at various hobby shops including the one I frequent Dundas Valley Hobby.

GRAND TRUNK SOUTHERN UPDATE

For a variety of reasons, work on the GTS has been progressing slowly. Nonetheless I have been attempting to get some more scenery work done as I prepare to go back on the HOMES Club Tour after the Covid hiatus. Amongst the projects underway is to replace the mockups of the Procter and Gamble plant. The photo shows some of the progress to date. The main building is still being scratchbuilt.





CHAIRMAN'S REPORT

A couple of weeks ago I went to the Lakeshore Model Railroaders Flea Market in Mississauga, just west of Toronto. I was there to see the show and friends, but more importantly to work at the Toronto Chapter's table. Of course our main objective was to sell memberships, and to promote CARM as a group to have fun in. Along with things for sale, the highlight of our table was a portable switching layout for kids and adults to play with.

When I can I like to stand in the aisle in front of the table, where it's easier to talk with people and hand them flyers. There were other maybes, but in the last hour 3 families whose kids had played with the layout told me they were definitely joining CARM.

As the show was ending I ran into a friend (the Toronto Chapter has visited his layout several times) and asked whether he feels ready to give CARM an online tour of his layout and a look at his dispatcher's console. He agreed, provided he can find someone to record it, and we both thought of the same person. If that works out, it will be another interesting monthly online presentation and another bonus from going to the flea market.

Covid isn't over and I'll often be wearing a mask, but most shows are back!

Ian McIntosh



CHAPTER REPORTS

NATIONAL CAPITAL CHAPTER:

The National Capital chapter just returned from an excellent visit with the Frontenac Society of Model Engineers at their facility in Battersea. While we did not get off to an auspicious start due to overnight rain, the weather cleared mid morning and turned into a perfect day.

The club operates a ride-on gauge (7.5"?) as well as a dual gauge high line which was not operating today. The track ambled through varied landscapes from open fields to Canadian Shield.

Motive power was provided by a gas/ hydraulic/ mechanical (gas engine drives a hydraulic pump which drives a hydraulic motor which is connected via gears and chain to a drive shaft that has a worm gear driving the axles-whew!). In addition club member Dave brought a little hybrid loco that can be powered either by an onboard Gas engine or two deep cycle batteries. Dave used the batteries and it was really neat travelling through the woods hearing the rail clack.

We got to see two steamers run , but they did not pull passengers. We had a nice lunch at a local pub, enjoyed a few more rides and called it a day late in the afternoon.
Bruce Leckie

TORONTO CHAPTER:

A joint Ontario Midwestern and Toronto chapter CARM meeting was held in Acton on 17 June. The joint meeting, which included a barbeque was held at Mike Walton's Formby Gorge Garden Railway and his indoor Lostock



PHOTO ABOVE: Left to right, Malcolm Reynolds, Bob Campbell, Paul Anderson, Andrew Taylor, Bruce Leckie, Don Whiting, Jeff Hill.

PHOTO BELOW: This beautiful Shay provided lots of entertainment



Junction Railway.

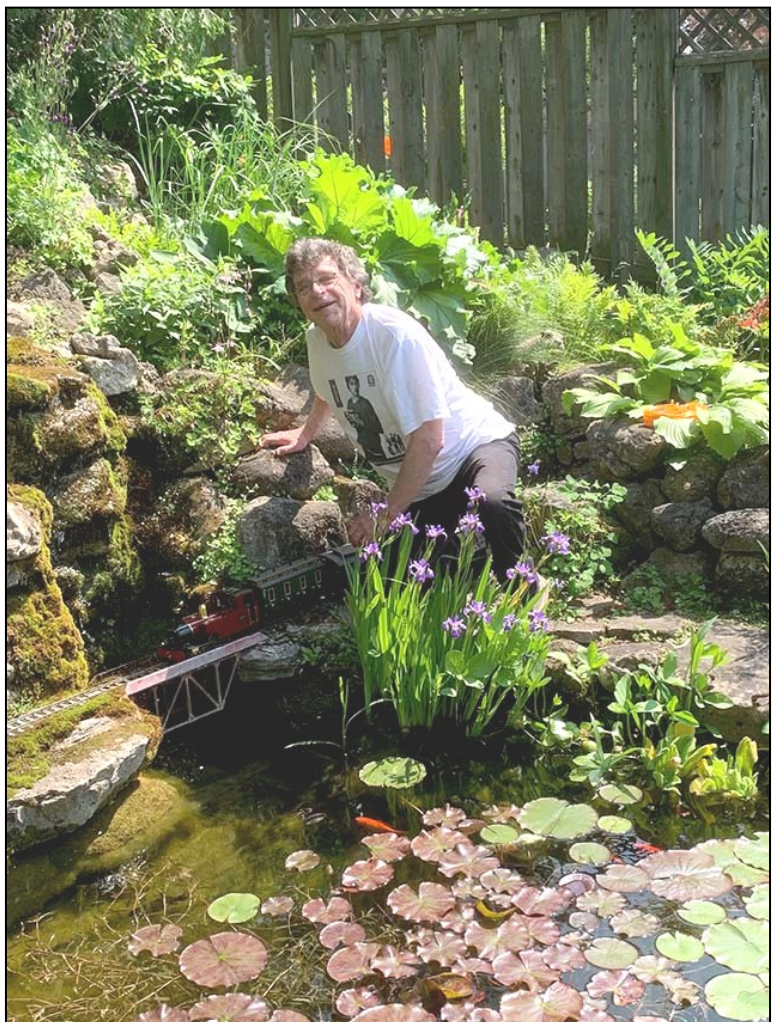
We are preparing a call for nominations and an election to be held in September to decide on a new Chair, Secretary and Treasurer and hope to install the new executive by 1 October. Plans have been made for the Fall for layout visits and we will also plan operating sessions. An item to consider is the possibility of a return to in-person chapter meetings. It is hoped that the new chapter executive will continue to maintain an active, rewarding atmosphere for the members. **William Waithe**

ONTARIO MIDWESTERN CHAPTER:

A joint layout tour with the Toronto Chapter took place at the home of Mike and Sue Walton. In attendance: OMW Chapter: Dan West, Doug & BJ Martin, Mike & Sue Walton, & Randy Schnarr. Toronto Chapter: Ian & Joan McIntosh, Denzel Sterling, Keith Martel, Terry & Gerry Danyleyko, and Mark.

Mike and Sue hosted an impressive tour of Mike's expansive layout in the basement of their home. Following the indoor tour, we had lunch of sausages on a bun, which were amazingly good. Sue has a magic touch on the barbeque. Discussion on many interesting topics made time fly by. The lunch was topped up with two very fancy gourmet multi layered cakes with lots of chocolate and icing provided and made by Keith. The whole meal was a very enjoyable combination of flavours.

After lunch, we changed our focus to the back yard, to a very colourful English garden, complete with garden railway, waterfall and fish pond. Mike fired up his remote control steam powered locomotive that made its way around the garden. Outdoor railways do have some challenges, like debris on the tracks. Plants do that. The first run required a bit of attention to clear previously unnoticed small items that posed some obstruction to trouble free operation. Once clear, all went well. We were blessed with excellent weather, entertaining layouts, good food, an amazing setting, great discussion and enjoyable company. The **photos at right** bring the story to life. **Randy Schnarr**



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RAILWAY MUSEUM OF EASTERN ONTARIO LAYOUT

BY BRUCE LECKIE

In the winter of 2018, at Rail-o-Rama in Kingston, Gilbert Lacroix and myself were approached by John Wier a volunteer from the Railway Museum of Eastern Ontario about building a layout for the museum. Some discussion ensued, Tony Humphrey, the head of the museum was brought in and more discussions occurred. At some point someone mentioned that the layout could be built in one of their old coaches. The deal was done.

Gilbert and I visited the museum, chose the car we wanted to work with #5802 and then waited for warmer weather when the museum's old Alco switcher could be started and #5802 could be brought into position.



#5802 is a two class coach that was built in 1923 and used mostly in the prairies. In the '60s it was rebuilt for commuter service and used in Montreal. The car arrived at the museum in the late '70s to support a tourist train that never materialized. The museum was

landlocked in the '80s when CN tore up the tracks north and south of the station. 5802 sat quietly waiting for over 30 years.



During the summer of 2018, Gilbert and I were very busy, stripping the car to the outside walls, ripping up the floor and filling a 6 yard bin with the trash. Once that was done, we set about to rebuild the interior suitable for a layout, while still retaining some elements of the coach. That work was done in time for Trainfest in August 2018.

The layout is an operating diorama and shows the CN facilities in Smiths Falls circa 1955. That year was cho-

sen because the museum had an insurance map for that year that showed the location of every structure, from the station to the whistle posts.

We modelled the area between the Lift Bridge to the south and the CP interchange to the north. Some compression was necessary and some realignment was needed to fit everything into the available space.

There is a single track mainline with two reversing loops, one at each end of the car. We added some staging tracks at either end to support future operations.

Once the track plan was sorted, construction began on the bench work. It was decided to build the layout as modular, to facilitate relocation if that was ever needed. To keep things open and accessible, the layout is sup-



ported on cantilever brackets. No legs to trip over.

By Trainfest 2019, the bench work was done, the mainline track had been laid, the loops constructed and trains were running. Then came COVID.

In 2021, construction resumed, more track was laid and





the structures that had been built during COVID were installed. The preliminary backdrop was painted and some scenery was installed.

In 2022, a DCC system was acquired by posthumous donation, several luggage racks were dug out of the piles of bric-a-brac, painted and installed. Several more structures were built and installed. The exterior was given a fresh coat of paint.

In 2023, we have built two local panels to control the switches at either end of the car. Gilbert hand painted a Maple leaf herald beside the door and we installed a historical photo montage on the lighting valance.



By this writing, there are several more structures that need to be built, the entire lift bridge end of the layout needs scenery and the group is working on a very nice ornate fascia that will compliment the fine modelling work.

At some point in the near future, the group plans on modelling the typical daily operations, using actual paperwork and a two man crew. These demonstrations will go a long way to educating the public as to the work needed to move the nation's goods.



Modeling CP Work Cars

By Dick Walker

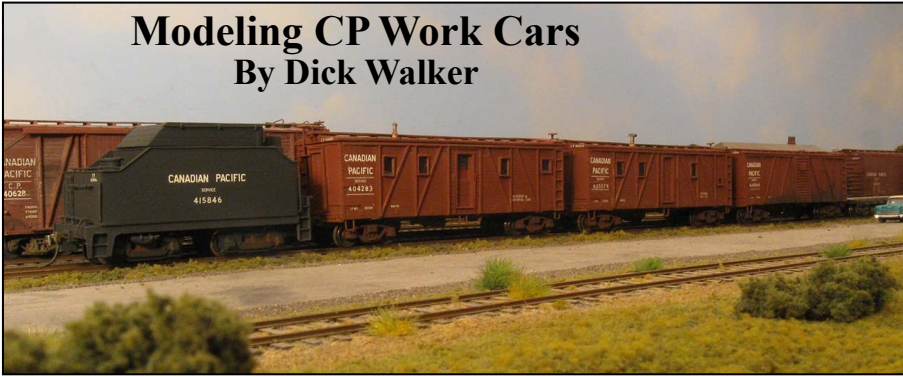


PHOTO LEFT: My fleet of CP work service cars are parked in my Woodstock, Ontario yard. Two cars are crew cars while one is a boxcar for equipment. The old steam tender is a water car

I have been working on building a CP work train during the past few years. This was actually a covid era project that is now complete that adds extra interest to my CP Woodstock, Ontario yard.

I used Kaslo Shops resin kits as I had a few of them in my stock, and also because they have the correct 5-foot doors for the CP cars. Another great feature while using these kits, for boarding car conversions is that the doors are separate parts allowing one a choice of wood or steel doors. This also eliminates the chore of cutting out cast-on doors from other models that emulate the CP. My CP water tender is a Samhonsa brass D10 tender.

To letter my cars I used Black Cat decals. They make two different decal sets for CP work, or non-revenue equipment, including cabooses, flangers, plows, etc.

For the windows I used Tichy parts but I cheated a bit. The Tichy work car windows were too big to fit between the outside braces on my Fowler-style cars, so I just used the sash portion of the windows, which worked out well. I added a thin strip of styrene to the bottom of each sash to simulate a sill. Since these sashes were so thin, I did not cut holes into the boxcars for the windows. I simply glued them on the surface, and used some old overexposed black and white photographic film (black) for the window "glass." Work car windows would not be too clean so I put the emulsion side of the film facing out, which is not quite so shiny.

In the future I hope to add a couple of double-sheathed work cars to my fleet but I will not wait for another pandemic to begin.



PHOTO ABOVE & PHOTO BELOW: The CP boarding cars have had windows, a stack for the stove that supplies heat on cooler evenings and a side door once the freight car door is removed added to them.



PHOTO BELOW: The boxcar is used to carry tools to the worksite or lubricants for the machinery that will be used. I gave this car some extra weathering to the lower areas. These cars never were too clean.

PHOTO BELOW: A brass tender has been modeled as a CP work service water car.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

CRAIG WEBB (Hamilton, ON)

The two photos show my latest project, the school car that operated between Capreol and Folyet from 1940 to 1964, replacing an earlier car that began the service in 1926. Between its two terminals the car made seven stops, spending about four days at each location, so one circuit took roughly a month. At each stop the teacher, Fred Sloman worked with the kids and left them about three weeks homework. The car was divided into a classroom and an apartment for Fred and his family with a rather large washroom between the units. While the car was intended mainly for the kids of railway workers, other kids in the neighbourhood and native children were also welcomed. Fred and his wife Cela, had five kids of their own. It must have been interesting to have that many people occupying a space roughly 400 square feet.



The model is scratchbuilt in O Scale. I did have a Labelle clerestory roof and Walthers cast metal ends and trucks. The sides and interior are mainly of grooved and sheet styrene construction. The floorplan and some helpful photos came from the book "School on Wheels" (Boston Mills Press 1985).

KYLE MILLER (Coquitlam, BC)

A pair of CN SD70M-2 locomotives on my O gauge layout. Lionel Legacy #8024 is on the service track for turnaround service. MTH Premier Dealer Appreciation Edition #8018 is westbound on the north mainline with a sister unit SD70I and a string of BC Rail boxcars.

In addition to his O Scale Layout, Kyle is also President of the Canadian toy Train Association and Director of the Railway Museum of BC.



WAYNE WESSNER (Cambridge, ON)

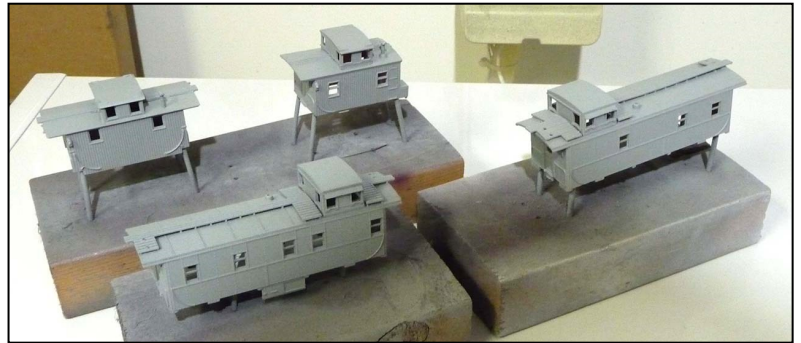


The **photo left** shows an O Scale lumber carrier I picked up at a show last month. I painted the 3D figure. **The photos below** show three scratch built barges in HO/HOn3 following FOS Scale Limited plans. All 3 are different and are all loaded differently. It was fun collecting the different components that I needed.



IAN McINTOSH (Regina, SK)

I had six quite old HO scale cabooses that needed total redo. I started by totally disassembling them, cleaning parts, and then stripped the paint on the shells with Easy Off oven cleaner. It works well on thick plastic models!! Then primed for a repaint. I was fortunate, had a smaller amount of Scalecoat boxcar red paint that I had thought no longer useable, but it was. I also had a little Scalecoat thinner, so I put it to good use. That's the first time I have used my Badger spray guns for quite some time. As for Scalecoat, I have



used it for years on diesels, steam locomotives, coaches, and freight cars. An excellent paint. Unfortunately, it appears that it is no longer available. In addition, the redo incorporated Floquil gloss grey for the interiors, and Testors flat black, flat red, and gloss yellow for the balance of the exteriors

I put clear plastic in the interiors to serve as window glass for the six cabooses. Used Black Cat decals for railroad names and numbers, keeping them in early 1950's block lettering mode. I installed lanterns on the ends of the cabooses to give them a

more realistic look. These were lanterns that had been provided a number of years ago by Rapido with their maroon smooth side coaches. They look good on the cabooses. I repaired a number of handrails and replaced missing brake wheels. All are now equipped with steel wheels and Ka-dee couplers.

And the fleet has been put back into action. New life for some very old cabooses. A pleasure watching them in action again on the layout.



RICHARD CARNEGIE (Qualicum Beach, BC)

Here is a sequence of photos showing how I built an HO model of the 1913 CPR station in Qualicum Beach, BC. The main building shape was cut from several pieces of solid wood on a table saw. I had the luxury of taking all the dimensions from the real thing, which is extant and has been used for a variety of business and meeting venues since 2011 when VIA Rail service stopped. The siding was custom-made from 0.060" styrene with the correct width and angle. The windows were printed on acetate sheet and the shingles were printed on heavy paper.



LLOYD HENCHEY (St-Eugene, ON)

SEE BACK COVER

CP MLW C630M leaving the Hawkesbury yard and heading east towards Montreal. I had just finished doing a few trees and installing them. The sky is from a software that replaced my blue sky to something more interesting. I go by John Pacheco on Facebook (artist name...LOL) or MHO Junction.



PETER HALL (Kenora, ON)



I am in the process of refurbishing models that were built 30 years ago! A scratch built water tower and a Campbell Models Sand House. I need to finish the sand tower. I've actually researched colours for the sand house and have a Campbell unbuilt water tower kit to reference for the strapping I never got around to. Now I need to calculate the volume of the tank to set the gauge properly for the waterline! Then I will reinstall the plastic disc that is the water.



The best tool for threading fishing line is a set of tweezers with a light in the middle. I used them so much, on the water tower, I need to get a new battery for them.

LIVING LARGE IN O SCALE 2-RAIL THE CANADIAN NATIONAL RAILWAYS SANMORE SUBDIVISION PART 1: CONSTRUCTION ARTICLE & PHOTOS BY SERGE LABEL



It is not often that I get the chance to share my layout with other modelers, so when I was asked if I would like to write up an overview of my current layout, I jumped at the chance.

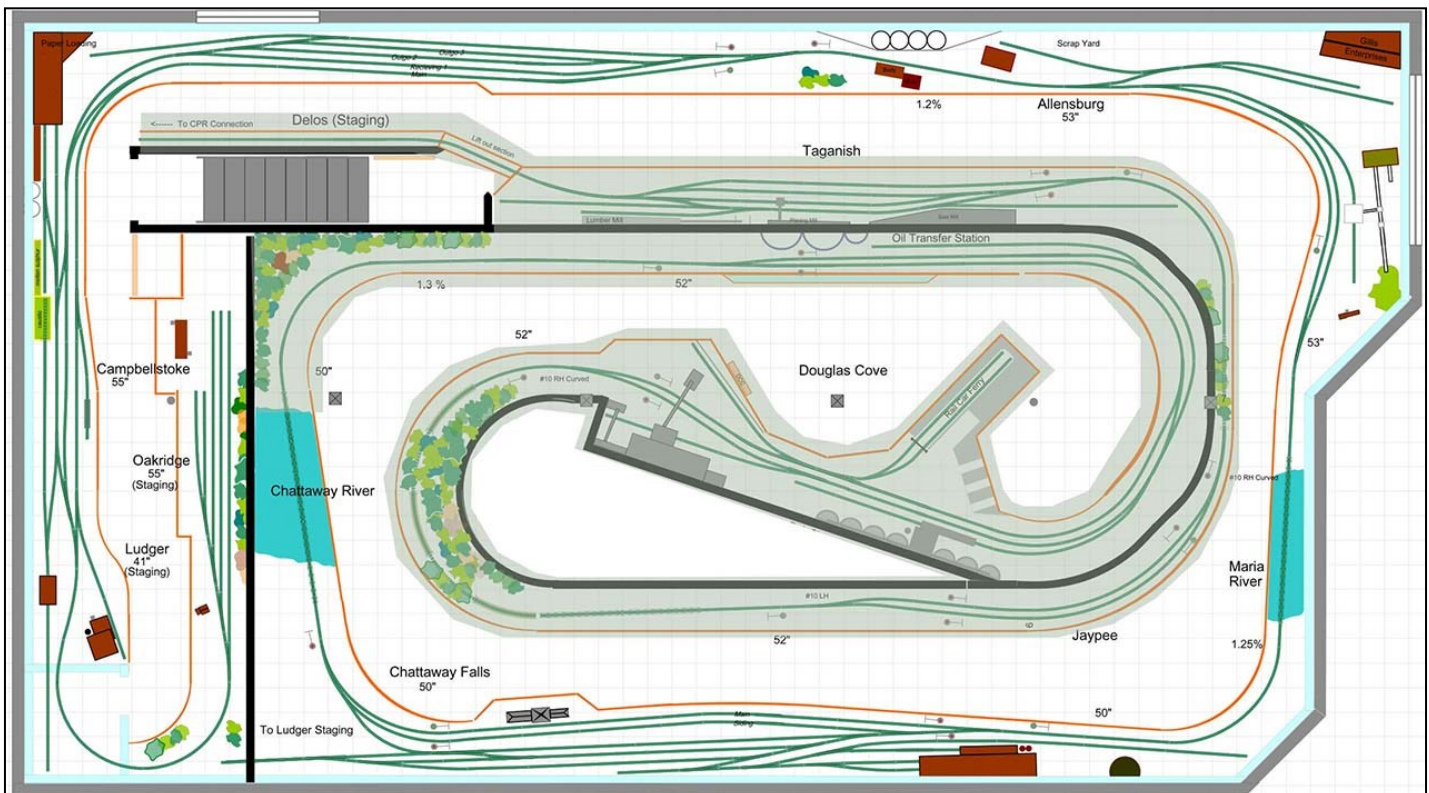
My name is Serge Label and I am an O scale 2-rail modeler from the province of Quebec. I live in a small town called Clarke City, in the very far Eastern part of the province. I moved out here from my native New Brunswick about 12 years ago, to work as a locomotive engineer on the Quebec North Shore & Labrador Railway. I have been involved in model railroading for 45 years, starting in HO, then N, and finally to O scale.

My main interests are scratchbuilding structures, and operations. I think this is why I ended up modeling in O

scale. After years of buying way too much stuff in other scales, I decided to start fresh and only buy what I can't build myself. I have to admit, I have a well-equipped studio, laser cutters, 3D printers, brass etching equipment, a CNC machine, a lathe/milling machine combo, a couple of Alps printers and a bunch of airbrushes and spray guns. The things I can't do are simply because I have not learned the skills yet, like scratchbuilding a locomotive. I really love reading 1940's and 1950's model railroading articles and see how modelers back then used every day items as sources of primary scratchbuilding material and made everything they needed with very basic tools. With this new layout, I wanted to go back to the roots of this hobby and make everything out of basic materials, while incorporating today's technology and modern tools.

I started building my layout in January of 2016. This layout fills a 32 ft x 58 ft basement, as my 14 ft x 32 ft studio is upstairs on the main floor of my house and I also have a 12 ft x 26 ft woodworking shop on my property.

Track plan used with permission from Daniel Dawdy of the O Scale Resources magazine

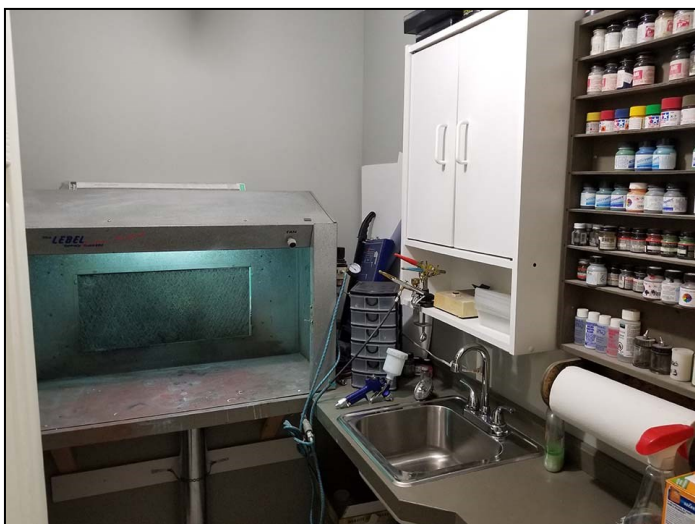


I had the house built from my own plans and that allowed me to create the perfect basement for my model railroad everything electrical and mechanical was installed upstairs on the main floor so there would be no obstructions to the layout. Having repair or service work done is not an issue and no one goes to the layout room with their big tools and ladders.



My studio holds all the smaller hand and power tools that need to be used in a clean environment because of calibration, computer control, or temperature sensitivity. This is where I do most of the very fine model work or scratchbuilding.

I made all the cabinets in my woodworking shop, painted and aged everything to look like an old railroad station. The bright yellow color on the walls stimulates my creativity and feels very calming. There is a private entrance to the studio and the stairs give access to the layout.



The studio is divided in small work stations. I have one area for the spray booth where I also do the film exposure and brass etching.

Next to that room is my computer station where most of

the computer driven tools are located : Here you can see the two Alps printers (to print decals) and to each side of this desk is the laser engraver and the vinyl cutter, as well as the Elegoo Mars 3D printer.



Another work station is located on the opposite side of the studio, where I have my CNC machine and my good old drafting table. I usually start a new project on the drafting table just to get all the measurements right, and then whatever is too complex to draft and cut by hand I can cut on the CNC or on the laser, depending if it is brass, styrene or wood.

A small Sherline milling combo completes the studio. Having these tools ready to go has been a major factor in making all of my scratchbuilding projects.



Here are some of the various projects I have been working on so far.

The station in Taganish is based on photos I found on-line. I scratchbuilt it out of laserboard (cardboard), scraps of wood and sandpaper for the roof. I 3D printed all the details and figures.

The woodchip loadout at the Taganish saw mill is not based on any prototype. Tthis structure is made of laser-





board and can hold enough woodchips to load nine cars. The loadout works with small servo motors to open and close the bottom hatch of each silo. Live loads will be transported to the other end of the layout where I plan to build a rotary dumper. I already modified the couplers on one end of each car to make it rotate.

I guess you will soon realize I do not follow any prototypes when it comes to structures. The Kermit Bridge is no different.

I designed this bridge just by looking at photos and taking whatever I liked from various bridges to design my own. It is made of laserboard and wood ties. It measures over 8 feet long. The most expensive part of building this bridge was the paint. I used automotive basecoat and painted it outside because of the smell.

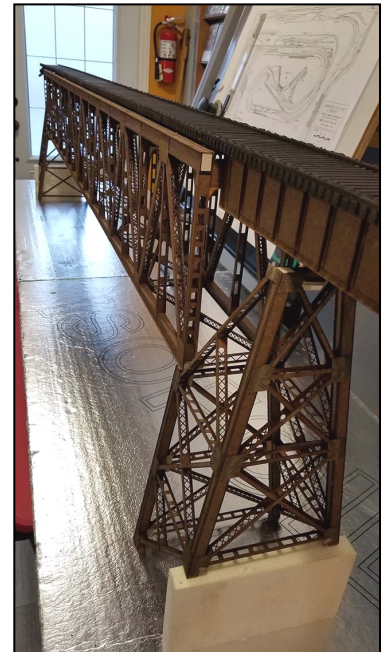


It is no secret I love to build bridges. In the photo at the top right of the page I can be seen working on the large bridge over the Chattaway River (no, I don't think it exists



anywhere). This one is loosely based on a railroad bridge close to where I used to live as a young railfan. It is designed from memory and modified to fit my available space of 8 feet. This one is made from styrene cut on the CNC and has wooden ties and deck/railings. I have also scratchbuilt two other bridges.

One of the more recent structures I built is the Irving Oil transloading facility. It is a dog's



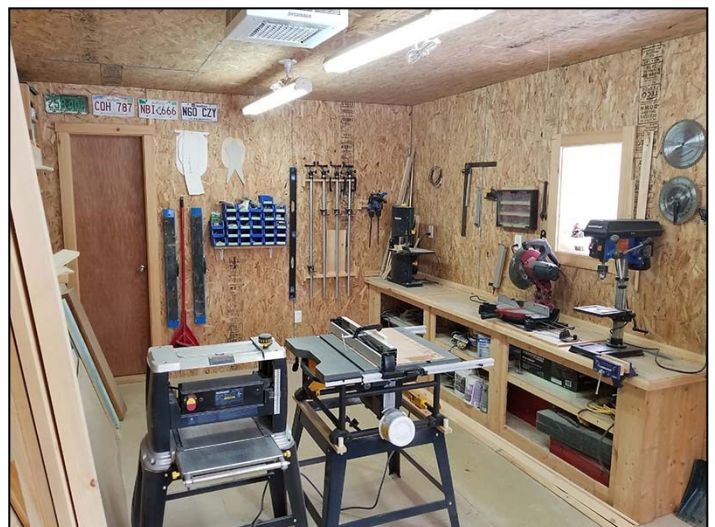
breakfast of a prototype I used to know and modeled in N scale back in the day, mixed with a lot of imagination. It is made from anything I could put my hands on: cardboard tubes, styrene sheets, laserboard, printed embossed paper, lots of 3D printed parts and even some custom etched brass parts.



Back in 2013 when I had the house built, I took the time to build my own little woodworking shop. I guess this love of woodworking was passed on to me by my father and grandfather who both had woodworking shops at home. Call it a tradition, but I just had to follow in their footsteps and build it myself. I think this is a test of character in our family!



The woodworking shop is located right behind the house, and is accessible from the studio. This is where I keep all the heavy power tools for the bigger tasks. Having this shop made building all the components for the layout so much easier. In O scale, there are a lot of scratchbuilding projects that either get started in the shop, or finished in there, like large bridges that need to be painted with smelly automotive paints.

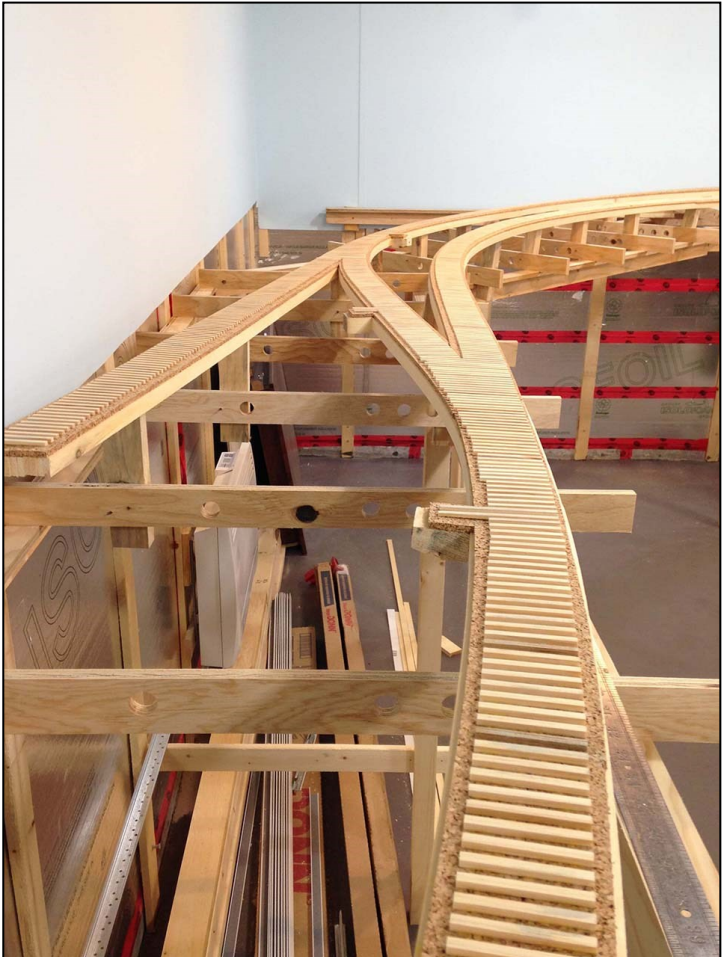


Having the shop allowed me to prepare all the rough parts for the building of the layout, like the benchwork and the spline roadbed.

On the layout, my benchwork is all made of plywood L-girders, and the sub-roadbed was done using the spline method with pine strips. The larger flat areas are plywood. I used large cork rolls cut into strips for the road-

bed in most places. The track is all handlaid code 100 rail on top of pine ties I cut in my shop from the left-overs of the layout construction. This is my first layout built with handlaid track, so I took my time here and learned a lot as I went along. I just love the flexibility of being able to build a turnout exactly where I need it to be, no matter if the track is curved or not. This made for a very fluid track plan that operates very well.

**WINTER ISSUE OF THE CANADIAN: PART 2:
ELECTRONICS, SIGNALLING, SCENERY, AND
OPERATIONS**





2024 CARM CALENDAR

The above photo, taken on the layout of Serge Lebel can be seen in this years CARM Calendar along with 11 other outstanding photographs. If you are not a paid member who receives a Calendar you can obtain one, or additional calendars, by contacting Ian McIntosh at membership@caorm.org at a cost of \$12.

LLOYD HENCHEY (St-Eugene, ON)

My layout represents all four seasons in the 70's in HO scale. The layout is about 40' x 20' and is Free-lance. I live just east of Hawkesbury and I'm attached to the Ottawa region. CP MLW C630M is in the autumn section and is leaving the Hawkesbury yard heading east towards Montreal.

