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**THE CANADIAN ASSOCIATION
OF RAILWAY MODELLERS**

Founded October 15, 2003
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David King, Lex Parker

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observation platform
John Johnston: editor

**MUSING ABOUT THE STATE OF MODEL
RAILROAD ORGANIZATIONS & CARM**

As a Founding Member of CARM and someone who served as Chair for almost the first decade and who has put out 89 Issues of The Canadian I figure I've earned the right to muse out loud about the current state of model railroad organizations and CARM in particular. CARM's issues are not unique. I know from talking to colleagues, that participation and membership in the NMRA is also down. On the flip side, participation in scale specific events like the N Scale Weekend in Altoona, and the Narrow Gauge convention remains strong. Participation in Internet Forums appears strong as well. Local groups like our Chapters and NMRA Divisions often struggle to get Members out to their events. Malcolm Back of our Toronto Chapter recently put together a very nice Layout and Operating Tour for Members and response was poor which was surprising since the Toronto Chapter has always been quite active with a high level of member involvement. As noted at the start, these are musings and I'm neither reaching any conclusions or suggesting that I have any solutions, however, I am beginning to believe that the organization I helped found in 2003 needs to take a long hard look at what it needs to do to serve its Members in 2025 and beyond and even whether it is the right vehicle to accomplish that.

**FIXING AN N SCALE TRACK PROBLEM ON THE
GRAND TRUNK SOUTHERN**

When I decided to build this layout I made the decision to use Atlas Code 55 track and Low Profile wheels. The staging yards however would use Peco Code 80 track. I used the Code 80 for two reasons, it has a reputation as being bullet proof and it was cheap since I had it available, and it was staging not the visible part of the layout. What I didn't appreciate at the time was

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- 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 TOP BY WILLIAM WAITHE: The final appearance of the new truck loading facility on the CN Weston Subdivision of William Waithe. The modern era vehicles are a gift from Justin Parry.

COVER PHOTO BOTTOM BY GEORGE DUTKA: George Dutka detailed and weathered the Bowser Napierville Junction covered hopper and it is shown here on his White River Division layout.

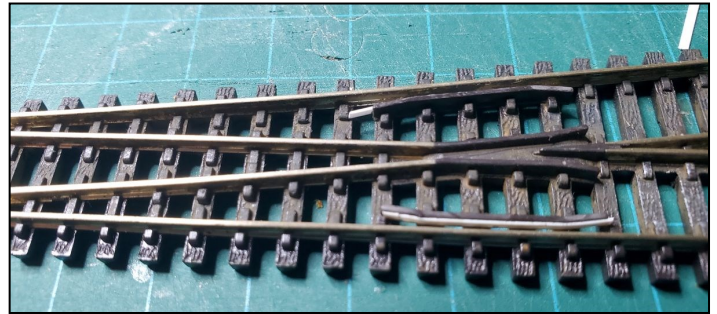
that the bullet proof aspect of the track was using what N Scalers call "pizza cutter" wheel sets. The profile of Low-Pro wheelsets allowed them to drop into the frog and pick the frog point and derail. This would happen with annoying regularity. I finally made the decision that this winter I was going to rip out the yard throats in the staging yard and replace all of the turnouts with either Peco Electro-frogs or Atlas Code 55 turnouts, a major undertaking.

A week or so ago I was just surfing the web and Googled, "fixing Peco turnout problems". This led me to a video of an N Scaler who was using Peco Code 80 Insulfrog turnouts and he was talking about "shimming" his turnouts to make them more reliable. I had heard about this before, and assumed the shims were placed into the frogs to tighten them up and make it harder for Low-Pro wheels to pick the frog point. I had shied away from this solution as trying to fit styrene shims into the frog always struck me as a tedious, time consuming, persnickety process. As I watched I was dumbstruck to see that he wasn't putting the shims into the frogs but on the outside guardrails. I couldn't believe that for all my years in N Scale I had gotten this solution to the problem so wrong. It made sense, the shims kept the wheel set further over towards the outer rail preventing it from reaching the point of the frog. I felt both excited and a little bit like an idiot for making this mistake.

Next question was how to glue the shims in place. Are

the guardrails a regular plastic or are they Delrin. I had a couple of broken turnouts that I could use as test beds. I quickly acquired a package of .010 X .040 Styrene Strips. I cut them to length for shims and tried applying them using Styrene Cement. Voila, no problem, regular plastic. Holding them in place while I applied the cement was accomplished using a couple of toothpicks as place-holders. The **first photo** below shows the shims attached to my test turnout. The **second photo** below shows my grandson Nathan applying the shims in the staging yard. You can see the toothpick holding the shim in place. I test ran a freight that was always derailling. No derailments. I ran the Rapido Turbo which has never successfully entered staging. No derailments. Success.

John Johnston: Editor



HO Model Engineers Society

(HOMES Club)



22nd Annual
Hamilton & District

LAYOUT TOUR

Saturday, October 5, 2024

9:00 am to 5:00 pm

21 great layouts to view throughout the
Greater Hamilton & Niagara area

\$5 per person (adult)
(the guide book is your ticket)

Guide books are **available this week** at these
area hobby shops:

DUNDAS VALLEY • PARIS JUNCTION • CREDIT VALLEY
TINY RAILROADS (St Catharine's)

or at the **HOMES CLUB** on the tour day

visit us on Facebook @HOMESTrainClub
or at: **www.trainweb.org/homesclub**

Enjoy the tour!

HO MODEL RAILROAD COLLECTION FOR SALE

One of our Members, David Dunning reached out to me about his model railroad collection. David is 82 and is experiencing some of the issues that arise with his age. He would like to downsize his collection. According to David "There are several collector cars and lots of late steam and early diesel". If you are interested, email David at dcdunning@gmail.com and he will send pictures of his cars and engines.

Improving Traffic Flow in An Area of the CN Weston Subdivision

Article by William Waithe

Subsequent to the removal of a reversing loop in the Martin Grove (MG) industrial area (cf. *The Canadian*, vol. #87, p. 10), eastbound locals now need to use the main track and an adjacent siding in MG as a run-around track to turn their train westward at the end of their run. Thus, this area became a potential “choke point,” in that serving the industries in MG sometimes delayed trains waiting to use the tracks to complete their turn. However, as a result of a plan to reduce the number of industries on the layout, the two food industries in MG were merged into one industry (*United Foods*). This merger resulted in an excess of track space for the industry, which allowed me to make changes to improve traffic flow in the area and lessen delays of locals waiting to enter MG to make their reverse moves.

Two tracks serving an unloading facility in United Foods (shown at the left of PHOTO 1) were facing-point turnouts and switching them was cumbersome and prolonged the time needed for servicing the industry. The building, its adjacent structures, the two tracks and their associated turnout were therefore removed and the sur-

face was excavated and replaced by a sheet of foam board as a level base for a new building which would not be rail-served (PHOTO 2). The remaining facing point turnout leading to the removed tracks was converted into part of a spur by removing the through rails and its activating servo and soldering the point rail in the diverting direction (PHOTO 3). The adjacent track (the short spur next to the shed) was re-routed past the shed and extended (PHOTO 4). These two tracks and an unused adjacent building now serve as the new unloading facility (PHOTO 5). The building shown in PHOTO 1 which I had “scratch built” was dis-assembled, its faults corrected and the parts re-assembled (PHOTO 6) to make the truck-served shipping and packing facility building. The new packing and shipping facility for United Foods is shown in PHOTO 7.

The happy outcome of these changes was the elimination of unnecessary tracks, faster, easier switching of United Foods (now all trailing point moves), less waiting of other operators to turn their trains and go home and a more prototypical appearance of the industry.



PHOTO 1 LEFT: The freight car unloading facility of United Foods (left of image) to be converted into a truck-served shipping and packing facility. The two tracks with their facing point turnout were removed and the adjoining facing point turnout (near the shed) was converted into a through spur as described in the text. The unloading facility will be re-located to the buildings at the far right of the photograph.

PHOTO 2 RIGHT: After removal of the building, its associated structures and tracks, the underlying surface (Styrofoam board) was excavated to a depth of about 2 cm and a foam board base was made level with shims and installed with Welbond adhesive.





PHOTO 3 ABOVE LEFT: The converted spur after removal of the turnout's through rails and point. The remaining guard rails, a portion of the frog and the soldered point rail are visible in the center foreground of the image. The adjoining spur just above will be re-routed around the shed



PHOTO 4 ABOVE RIGHT: An overhead view of the two tracks which will now serve the re-located freight car unloading facility.



PHOTO 5 ABOVE LEFT: The "new" freight car unloading facility. The building for the facility was the former oil-based power house for the plant (the plant now uses gas and electric as power sources).

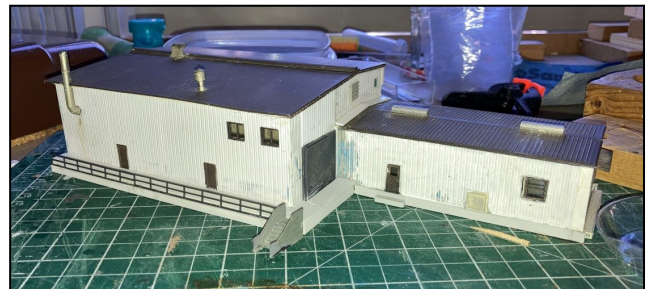


PHOTO 6 ABOVE RIGHT: The building removed from the original unloading facility was taken apart and the parts cleaned, re-aligned, painted and converted to a truck loading and unloading dock.

PHOTO 7 BELOW: The shipping and packing facility in place. The foam surface was sanded and painted with flat white acrylic base, mixed with pastel powders to simulate the appearance of concrete (upper portion) and asphalt (the parking area). The N scale automobile barriers ("Jersey Bars") were obtained from Model Scenery World (modelsceneryworld.com).



The Bluewater Chapter of the Southern Ontario Locomotive Restoration Society and the Ontario West Coast Garden Rail Society have merged to become the Bluewater Railroaders. Our focus has expanded to include Prototype, Ride-On, Garden and Indoor railroading. The group has a membership that stretches inland from the Lake Huron/Georgian Bay shoreline in southern Ontario. Many of the Bluewater Railroaders are also members of the Bruce County Heritage Association (bruceheritage.com). The Heritage Association has a farm 2km south of Paisley where antique steam and farm equipment is displayed. Our involvement at the Heritage Farm over the years includes the restoration of the prototype engine Tom Thumb, the G scale portable railroad display at the annual steam and agricultural show and more recently with the ride-on railroad being constructed on-site. Members are also involved with G scale and N scale models and dioramas at local museums in an attempt to bring the railroad history of the area alive for the public.

Tom Thumb

Several members are involved in the restoration of an industrial 0-4-0 Tank Engine named affectionately by local school students "Tom Thumb". The combined smokebox, boiler and firebox has been removed from the chassis and sent to the boiler makers to use as a pattern for the building of an entirely new assembly. The wheels have been sent off for pattern making, recasting, and machining. Remaining miscellaneous castings have been created. The chassis itself is in the shop at the Heritage Farm where work has continued with disassembly, restoration and repainting operations.

PHOTO RIGHT BY DOUG MARTIN: Lifting the Tom Thumb chassis.



G-Scale Garden Railroading

The raised track now has a permanent home at the Heritage Farm at the Tom Thumb building location. The track has two mainlines of approximately 100 feet each with passing sidings, storage tracks and a steam-up bay. Locomotives are battery powered or live steam. The track is available to members and has always been a high interest feature of the annual steam show.

PHOTO BELOW BY DOUG MARTIN: Live steam engines on raised track.



Ride-on Railroad

A 7 ¼ inch gauge ride-on railroad track has been the focus of this past summer's activities at the Heritage Farm. To provide a local theme the railroad models the Canadian National that served the area historically but now operates as a fictitious branchline known as the "Saugeen Valley Railway". The SV 'noodle' logo imitates the CN logo recognized by all. The local theme will be continued with the naming of the passenger carrying cars after local communities or natural features. Names such as Pinkerton, Turners and Cargill come to mind. The confluence of the Saugeen and Teeswater Rivers occurs in Paisley before the Saugeen continues on to Lake Huron.

Work started on this project last summer when the 2023 Show Feature was Construction Equipment. We took advantage of this to allow some of the exhibitors to demonstrate their equipment on a real-life project. The exhibitors were eager to do meaningful work and the show attendees got to see some real-life action. Work started again in the summer of 2024 and a photo summary of the work completed is the focus of this article.

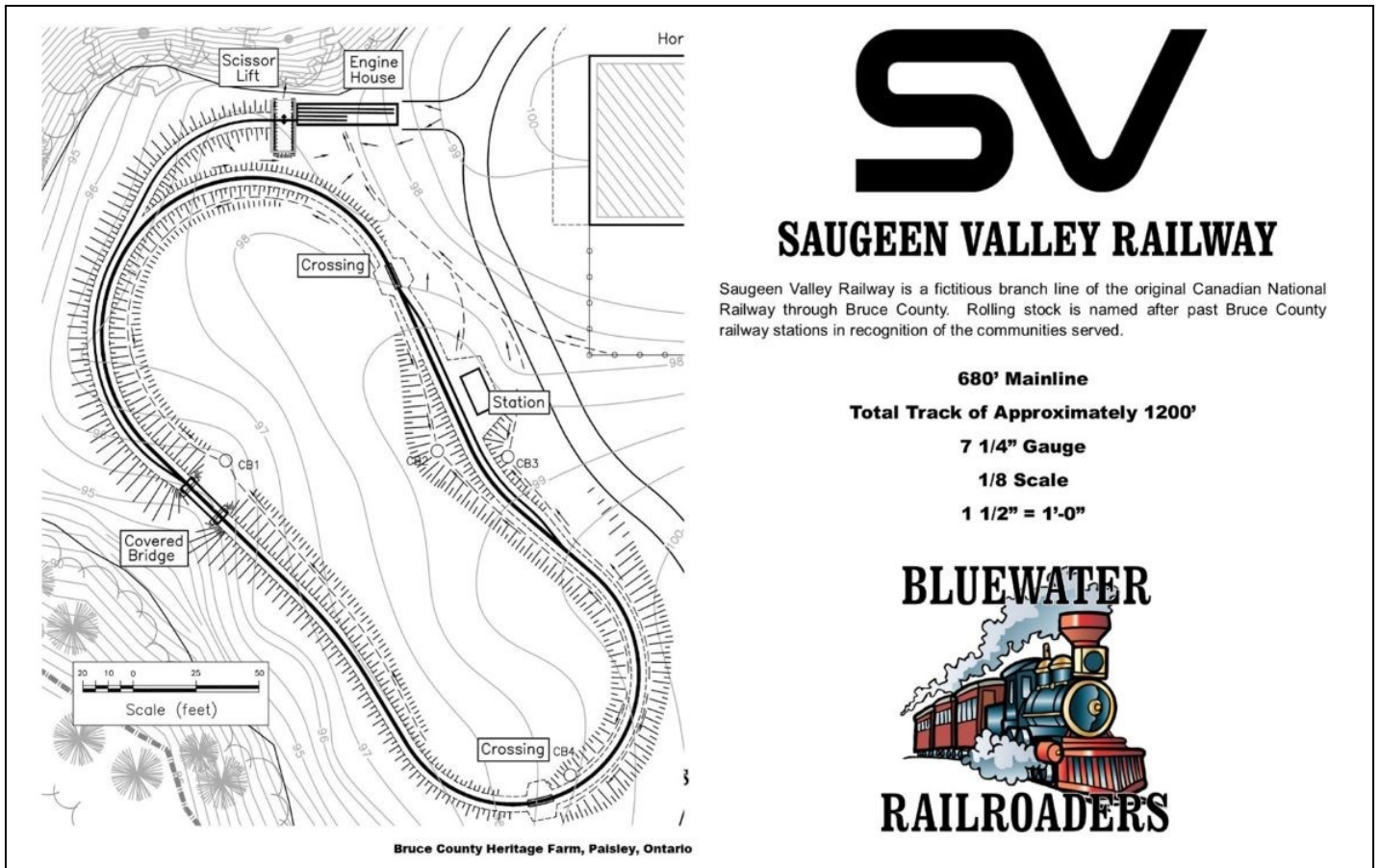


PHOTO BELOW LEFT BY SARAH SMITH: Members working on the layout of the final design.

PHOTO BELOW RIGHT BY SARAH SMITH: Installation of the sub drain.





PHOTO ABOVE LEFT BY SARAH SMITH: Preliminary earthworks.



PHOTO ABOVE RIGHT BY DOUG MARTIN: Transfer table pit and scissor jack.



PHOTO RIGHT BY JOHN PARK: Subgrade finalized.



PHOTO ABOVE BY DOUG MARTIN: Laying track.



PHOTO ABOVE RIGHT BY DOUG MARTIN: Spreading granular A base.



PHOTO RIGHT CENTRE BY DOUG MARTIN: Riding cars sitting on the transfer table and scissor jack.

PHOTO BOTTOM RIGHT BY SARAH SMITH: Work Crew taking the first run in August 2024, (Front to Back) Doug Martin, Gord Mitchell, Owen Parsons, Jim Witzke, Jack Reid, John Park





TOP LEFT: Hunslet Switcher
Power: 24volt battery, **Manufacturer:** Phoenix Engine Works, UK, **Owner:** John Park



TOP RIGHT: MLW FA-1
CN#9400 Power: 24HP Diesel/
 Electric **Manufacturer:** Custom built by owner **Owner:** Gord Mitchell



BOTTOM RIGHT: GMD SW1200 **Power:** 4HP Gas Engine/Hydraulic Drive **Manufacturer:** Morris Railroad Supply, US **Owner:** Doug Martin



BOTTOM LEFT: Plymouth 25 Ton Yard Engine **Power:** 24volt battery **Manufacturer:** Unknown **Owner:** Doug Martin



CHAIRMAN'S REPORT

MICHIGAN CENTRAL STATION

Travel between New York City and Chicago was very important, and originally took a long time. Several railways worked to speed it up. One, arguably the most important, was the New York Central. The Water Level Route started from New York City north along the Hudson River. From there it went west south of the Great Lakes, north and east a little to Detroit, then headed west to Chicago.

A bridge then several bridges over the Niagara River at Niagara Falls and Bridgeport were the start of a faster alternative – first a little north in Ontario then straight west through St. Thomas and on towards Detroit. This was a high speed double track route with track pans to avoid stopping for water by scooping it up on the fly. Of course that left the huge problem of the Detroit River. Initially the tracks passed through Essex south of Windsor (which is south of Detroit) to Gordon station beside Amherstburg on the river. Large steam powered river ferries met the trains there and took the cars across most of the river to Gross Ile on the US side, and across a bridge to the Michigan shore. From there tracks led to Detroit then headed off to Chicago. That route was faster than the older line south of the Great Lakes.

Still not fast enough though! The next step was to build the side by side 1.6 mile long Detroit River Tunnels from downtown Windsor north under the river to downtown Detroit, and tracks from Essex on the former mainline west to the tunnels. Now they had the best route, faster than the competition. Businessmen and others paid

more for a ticket that saved hours of their time.

Long tunnels are dangerous, and NYC's solution was an engine yard on both ends. The steam locomotives used on the main lines were swapped with electric ones to go through the tunnels, then back to steam at the other end. Aside from the Windsor station, of course they needed a station on the Detroit side. They built a big fancy Beaux Arts terminal, three floors of station then above that 15 floors of offices, opened in 1913. You knew when you arrived that this was one of the country's greatest cities. The two tunnel tracks expanded to 18 tracks of yard. Eventually airplanes took over, passenger trains dropped off, and the station was closed for decades. Squatters took over.

It's taken years, but this summer was the gala grand reopening of the Michigan Central station building by the Ford Motor Company. The weeks long event including a huge concert in front of the station and a week of public tours. Every square foot has been restored, and almost a billion dollars were spent to restore the building. Ford even reopened an Indiana quarry to get limestone matching the 1913 original, and tens of thousands of ceiling tiles were replaced. It isn't being used as a train station though. Ford Motor Co. plan to turn it into a hi tech "innovation centre".

The Detroit River Tunnels are now owned by Canadian Pacific Kansas City. The station yard is gone. But the building is restored, the tunnels are still in use, and maybe someday Amtrack will restore some yard tracks and reroute their trains to use part of the station for its original purpose. For more information on the restoration see "Why Michigan Central Station matters" on pages 14-16 of the Fall 2024 Classic Trains magazine.

Ian McIntosh

MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

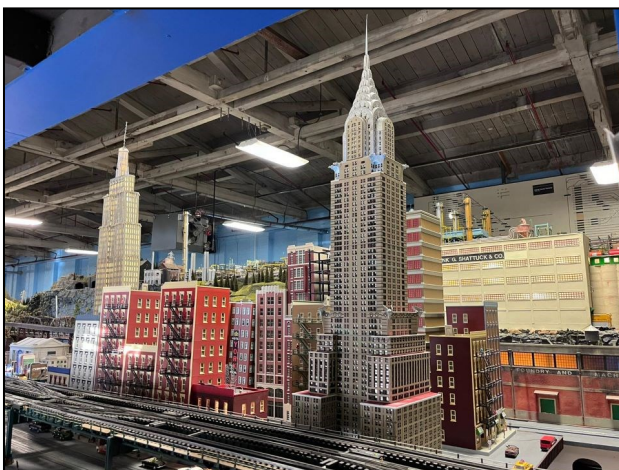
ANDY PANKO (Niagara on the Lake, ON)

Three Evenings in the Summer: With some frustration, I built, painted, and weathered this HO Faller stone arch bridge kit this week. Not the easiest thing to do with this particular kit, care must be taken to get a perfect fitting of parts before glueing, especially if using Testors-type solvent cement. I made a slip-up and had a fun time trying to fix it after the glue set. The end sub-assemblies were difficult to accurately position onto the central span; not sure if this was the model's fault or mine. Also, accurate bending of the plastic panels for the ceilings of the arches is nigh impossible. I broke two of four in the bending process. Most of the problem areas are either fixed or hidden, and the bridge is ready for eventual installation into my Canada Southern main line.



IAN CLARKE (London, ON)

Here is one of my latest exploits. I recently 3D designed, printed, and detailed this 1:210 scale model of New York's Chrysler Building for the New Jersey HiRailers in Paterson, NJ. The 5' tall model features a fully illuminated interior and 224 filament LEDs in the crown to replicate the triangular lighting of the prototype. Visitors to NJHR can press a button to activate a 2-minute sound-and-light show featuring music clips dating from the building's construction in 1930. **Photo: Grant Miles.**



KEN LAYLAND (Burlington, ON)

This is the completed ground level and partially completed turrets of the ITLA (Imagine That Laser Art) Grimsby Station for my Forest City Terminal Railway. Using custom made signs from ITLA, this will be my London, Ontario, Station.



PETER MUMBY (London, ON)

This southeast-facing view of the Gananoque Junction station was exposed on August 17, 1993. Out of sight to the rear of the camera were the few remaining tracks of the interchange between the CN Kingston Subdivision mainline and the once-independent Thousand Islands Railway. This was a line that ran a few miles south to the town of Gananoque proper, located near the west end of the St. Lawrence River and referred to as The Gateway to the Thousand Islands. Originally conceived as the Gananoque and Rideau Railway, its name was quickly changed to TIR before freight and passenger service commenced in the late 1880s. The line was merged into CN in 1958, and passenger service was discontinued in 1962. Freight serviced steadily declined, leading to its termination in 1995. All remaining rails were lifted by 1997. The Gananoque (Junction) station currently is used by several Via trains each day on its Toronto-Ottawa run.



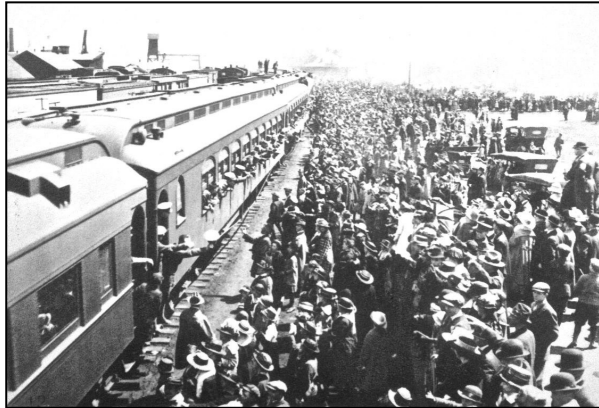
PHILIP JAGO (Gloucester, ON)

Canada Dairy Products Plant No. 7 is part of the Borden family of companies and is a manufacturer principally of powdered milk marked under the brand name "KLIM". Inspiration for the name and model came from an article in the Bytown Railway Society's March/April 2022 "Branchline" magazine describing railway activities and customers in Russell, Ontario, on what was then the New York Central's line between Ottawa and Cornwall, Ontario/Massena, New York. Russell had Plant No. 6 while this is Plant No. 7, located on my Quebec, Ontario and Pacific Railway, a wholly-owned subsidiary of Canadian Pacific in eastern Ontario. The building was made from walls manufactured by Design Preservation Miniature with some minor modifications, chiefly, adding lower window mullions to make a 2/2 configuration as opposed to the 2/1 done by the manufacturer as well as cutting in a couple of loading doors on the opposite side of this photo to handle rail cars. The walls come unpainted so I also had to colour them appropriately. The model is about 85% complete. I still need to add some form of boiler house and chimney at the rear and various HVAC appliances on the roof and sides. A large sign on the roof to complement the "KLIM" poster on the side wall is also in order. Making the poster was a lot of fun and involved an evening of surfing the net before coming up with something suitable. Pending the final details, the building is a good source of inbound and outbound rail traffic. Milk arrives via the local passenger train while the finished product (powdered milk and condensed milk) is shipped out in boxcars destined to various points throughout Canada and Great Britain. It makes for some pretty hot switching.



ROBERT LANGLOIS (Port Stanley, ON)

Here are a couple of photos I found at the National Archives of St. Thomas, Ontario. MCCR Station and Yard, St Thomas, circa 1915, Photographer unknown: 153rd Battalion entraining at St Thomas, WW1:



CHRIS WHARIN (Oakville, ON)

On July 9th I was rail fanning at Reynold just south of Parry Sound, Ontario and caught these shots of the Canadian.



WILL SLOAN (Nanaimo, BC)

Will Sloan's JR Kyushu Series 787 EMU 'Around the Kyushu' rounds a curve on Colin Frame's Japanese N gauge layout at the 2024 Parksville Railway Day show. The 787 is a recent release by Kato and is an accurate representation of the 4-car sets that run between Fukuoka's Hakata station and Kagoshima, running along the east side Kyushu. The 787's debuted in 1992 and are still in constant service.

Some background. As you may know, most Japanese railways are narrow gauge, so to make the models more accurate when they run on regular n scale track, they up-size them to 1:150 scale, and call it Japanese N gauge. This applies to buildings and scenery items like vehicles too. Except the Shinkansen. They run on standard gauge so are made in the correct 1:160 scale. This Japanese stuff can be a bit of a head-scratcher but is good fun. Fun fact, my wife and I rode in this very same train, unit number and all, this past March.

I do have an HO scale layout featuring CP and BC logging but am trying the Japanese models using T Track modules that Colin and I along with a few others can take to local shows.



STEVE HOSHEL (Atwood, ON)

Some updates on what the Waterloo Region Model Railway Club has been up to since our last public viewing. We have been adding scenery to the Crean Hill mine scene as in the two photos on the left. Hiding where the track becomes hidden is always a trick. In the photo on the right we used the Highway 17 overpass near Coniston as a view block. All of these scenes can be viewed during the club's Open House on Oct. 19 from 10-5.



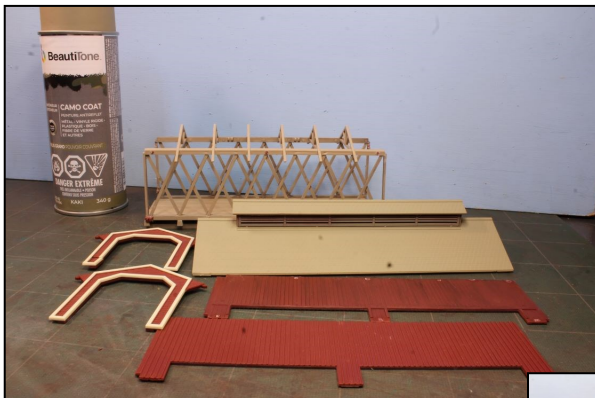
WALTER REID (Mississauga, ON)

I have been upgrading the loco fleet to make the little On30 Bachmann Porters work more reliably and sound better. This one is using the stock Tsunami sound board with a keep alive added under the cab roof to allow this small wheelbase loco get over small gaps and a Sugar Cube speaker to improve the sound.



GEORGE DUTKA (London, ON)

I was gifted this Walther covered bridge which was already assembled. I wanted to have it look more weathered requiring me to pull the bridge apart and paint the parts separately. Luck the glue was light and the bridge came apart easy. I used Home Hardware camo coat Kaki spray paint on the roof and roadway. The walls and ends are brush painted with craft store acrylic paints. Some PanPastel browns and raw umber shade finished it off.



GEORGE DUTKA (London, ON)

Before and After:

I got these two shanties from a good friend which I refinished. One had a roof that needed replacing with heavy card stock. Both began with a coat of Kaki Camo Coat paint followed by PanPastels to color the walls. One roof got bits and pieces of tar paper roofing. Both had some details added to the side. I also added 3-D printed pop bottles to the seat and on the window ledge of the models. Other details are newspapers, old signs and boards leaning against the wall. One structure had vines on the side that I could not remove so I just covered them with ground foam.



ESTABLISHING AN ERA

BY PETER MUMBY

Vehicles, structures, rolling stock. There are many details that can be included or manipulated to establish the era of your model railroad. Today, for those interested in the “modern” era, I’m going to reference a signature train set, specifically the Triple Crown roadrailer trains.

Triple Crown Service was established as a subsidiary of Norfolk Southern in 1986. Conrail became a partner in 1993. A number of dedicated routes were established, but I will refer specifically to the Detroit/Toronto trains that travelled through Southwestern Ontario, my primary region of interest. CP originally handled these trains, starting in the early 1990s. This arrangement continued until late 2002, when CN took over the contract. Triple Crown trains operated on CN for another dozen years or so. Thus, between CN and CP, we have already established two distinct decades for operational purposes. The CP decade can be further subdivided, because the original trains operated with the earlier trailers that had the attached rail wheelsets. After 1993 the lighter trailers which travelled on railway trucks were substituted. This was also about the time that small Conrail logos started appearing on many of the trailers. That should narrow things down a bit, so take your pick!



PHOTO ABOVE: Era-1 CSRZ 914040 is the last trailer on a westbound CP train at London in the early evening of July 27, 1993. The low sun nicely illuminates the attached rail wheelsets visible between the trailer tires.

PHOTO BELOW: Era -2 TCSZ 461577, one of the newer, lighter, trailers was on CP train 528 at London yard on October 16, 1994. The Conrail logo is visible on this unit.



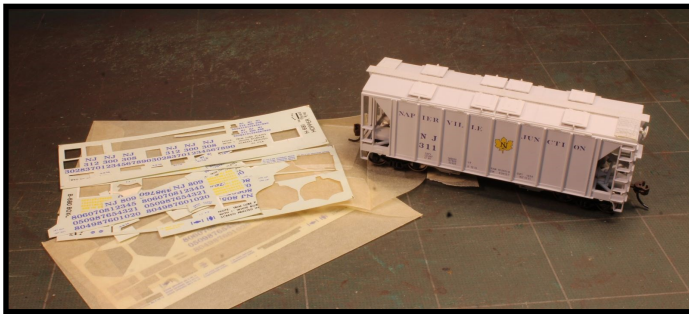
PHOTO LEFT: Era -3 The smaller Triple Crown lettering is present on TCSZ 463972.



Bowser's Napierville Junction Ry. Covered Hopper

By George Dutka

My friend Peter Mumby gifted me this nice-looking Bowser Napierville Junction Ry. covered hopper after we discussed the new 3-D printed D&H caboose offering I purchased at this year's New England RPM meet held in Springfield, Ma. The Napierville Junction Ry is affiliated with the D&H. I decided recently that I am going to letter my caboose for the Napierville Junction Ry. I asked Peter if he might have a decal set for this caboose model which he did not. Peter has a vast collection of decals. He did though come up with this Bowser model for me from his collection with the decals required to letter what was missing on the model. Actually, it was not much, just the end numbering was never added to this factory letter and painted model.



I began by spray can painting the model with a coat of flat finish. The steel wheels are brush-painted acrylic cinnamon brown from Dollarama. The trucks are brush-painted AK winter streaking grime. I changed out the couplers with Kadee true scale #158 couplers. These were also painted with AK winter streaking grime. I clipped off the operating pins as I do not use magnates to uncouple my cars and I like the more prototype looks of just the knuckle coupler showing without the metal loop underneath.

I have lately been using Micron 05 rust color pens (I also have a black one) which one can get at Micheals craft store. These are used to add rust dots and streaking them on the roof and sides of the car. I don't add many dots as it can get overwhelming.

I used all PanPastel's for weathering on this car. I began by applying colorless blender to the sides of the car over-

top the Micron rust spots. This tones down the gray a bit giving it a more faded look. I then moved to the roof adding raw umber shade to the edges of the running boards and on the roof around the running boards. More was applied on the edges of the roof and edges of the roof hatches. I also went heavy with raw umber shade on the two bay underbody and lightly along the car sides lower area and a bit also on the top edges. I did lightly brush a bit of raw umber shade along the side ribs. I kept the sides pretty clean looking just faded and dusty.

The last PanPastel added is Titanium white which was used as highlights on the roof center panels and on the center area of the hatches. This looks like old dried spillage and paint fading and worn areas. The mix of my two PanPastel's, raw umber shade and Titanium white on the roof makes a big difference to the final appearance of the roof and car.

At this point I thought the car was finished although I felt the detailing of the car was still needing something else. The ladders and stirrups on these models are thick and heavy looking. I usually would replace these using fine wire, but with the car being painted and lettered I did not want to cut away plastic and repaint areas of the car. I thought by adding a few extra details on the ends will take away from the effect of the thick parts. I decided to add air hoses and operating levers (cut levers) to the car ends even though I had already finished the car. These are easy to do without damaging any of the finish.

I used Hi Tech Details #6038 flex air hoses which are a rubber detail. The cut levers are Tangent TSM-205 Type 2 looped through a Details Associates #2206 eye bolts. These cut levers come in packages, enough to do 5 cars which is a good value. All these details are brush painted using a very fine brush and AK winter streaking grime. The air hose glad hand on the tip is painted MIG silver.

There you have it another fine model with some added details and weathering ready to roll on the White River Division. I am really happy as to how the project turned out. It only took part of a day to complete adding time for drying of the flat finish. Now on to the caboose project.



Work Cars by Peter Mumby

A small collection of CN and CP work cars that I photographed while out railfanning throughout Ontario. It is interesting to see the alterations that the railways made to these boxcars to accommodate their work crews. There might be some inspiration here for us to model something similar.



PHOTO LEFT: CN 43053 has some interesting tube vents exiting the side of the car and some electrical connectors mid-way up the side of the car. Also note the tiny roof stack.

PHOTO RIGHT: Work car CP 412536 appears to have had multiple changes made over the years. Note the end door has been steel plated up along with a few of the windows have been also closed off.



PHOTO LEFT: A CN work car in use which had the freight door removed and a roll-up metal door applied. This car was built with end doors.

PHOTO RIGHT: CN 43615 has a good size stack added to the roof. Many work cars had end doors added and possibly a window on the side. This car was assigned to the Atlantic Region as stenciled on the side.

