



THE "CANADIAN"

www.caorm.org



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



**THE CANADIAN ASSOCIATION
OF RAILWAY MODELLERS**

Founded October 15, 2003

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David King, Lex Parker

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**NOTE CHANGES
MEMBERS AREA PASSWORD**

USERNAME: northern

PASSWORD: jubilee



observation platform
John Johnston: editor

MAJOR MEMBERSHIP CHANGES ***ALL MEMBERS NOW PAY DUES***

In addition to editing this newsletter, I have recently assumed the role of Membership Chair for CARM. In this capacity, I've been working on updating and verifying our Membership Database, as well as implementing some important changes to the Membership structure recently approved by the Board of Directors.

What's changing?

- Free Memberships have been discontinued.
- All Memberships will now run on a calendar-year basis, from January 1 to December 31.
- Membership terms will be limited to one year. (Any existing 3-year memberships will, of course, be honored until they expire.)

Over the course of June and July, I reached out by email to everyone on our mailing list at least four times. I am pleased to report that about 50% of former Free Members responded and converted their membership by paying dues, carrying them through to December 31. Thank you for your support.

In addition, we recently outlined a series of program improvements and reaffirmed our commitment to continuing both *The Canadian* in print and the annual CARM Calendar.

As a reminder, you now have three Membership options:

Option 1: Print Member

Option 2: Internet Member

Option 3: Internet Member with Calendar

You can choose one of these Membership Options by going to our website at the following link:

<https://www.caorm.org/allmembership.php>

I will be reaching out one more time to Members who did not choose to pay dues to ensure that we did in fact reach them and our earlier emails did not end up in your Spam folder.

I will also remind everyone that the dues which you just paid will take you through December 31 of this year and you will be receiving a renewal notice from me later this year. Appreciating that I am both new to this task and that I also have to put out a newsletter I am hopeful that I can deal with renewal notices in early November.

When I mass email, I do it by listing my email address and then sending BCC's to the rest of you. Please ensure that my email address is listed as a SAFE sender so that I don't end up in Spam.

John Johnston

COVER PHOTO TOP BY GEORGE DUTKA: George Dutka's diorama of the Amherst Station. The station is a kit offered by Imagine That Laser Art. An article on the models construction starts on page 14. The Hoop Operator is a 3d printed model by Modelu, a UK based company. The model was purchased from Yarmouth Model Works in St. Thomas, Ontario and finished by George.

COVER PHOTO BOTTOM BY KEN LAYLAND: CN 9673 a well weathered GP40-2W crosses Oxbow Road on the outskirts of Komoka, Ontario on my Forest City Terminal Railway layout. Nothing is more Canadian than the Supertest station just past the grade crossing.

CARM ZOOM SESSIONS RETURN

We are pleased to announce the restart of CARM Zoom sessions after a long absence. Invitations will be sent to members one week in advance of each meeting. Sessions will be held on the third Monday of every month at 7:30 pm (ET) unless otherwise stated.

We have assembled a lineup of engaging presentations, and we hope you'll find something of interest. If you would like to make a presentation yourself, or if you have suggestions for future topics, please contact:

Malcolm Back – mback1217@rogers.com

Willie Waithe – wwsd40@gmail.com

We look forward to welcoming you to our first session!

Upcoming Presentations

September 15 – William Waithe: *Towards a Prototype: Twenty-Six Years of the CN Weston Subdivision Layout.*

William will present the history and evolution of his model of rail-served industries in downtown Toronto. He will describe the prototype industries of the late 1980s, their modeled counterparts, and the changes made over the years to better reflect the prototype. The session will also explore the operating system used to support prototypical operations.

October 20 – Aaron Cecala: *From Single Town to Single Industry: The Journey of an Early-Career Modeller.*

Aaron will share his experience designing, building, and operating a single-industry layout. He will discuss the track plan, operational scheme, current scenery, and future plans for his proto-freelanced food processing industry.

November 17 – Cal Sexsmith: *Operations on My Parkland Division Layout.*

Cal's Parkland Division features both Canadian National and Canadian Pacific operations set in the grain belt of northwestern Saskatchewan. He will describe how operations come to life on his layout.

December 15 – To Be Confirmed: Michael Hodgson: *My Layout and Planned Future Operations Using TT&TO.*

Important Message for Members Who Paid by PayPal or E-Transfer

Many of you chose to pay your membership dues using PayPal or E-Transfer, which has been a very popular option. However, we have discovered that payments from a number of members have not been received.

The issue in a number of cases appears to be that an incorrect email address was entered when sending payment.

Correct email for payments:

treasurer@caorm.org

Please note: the address is **caorm** (with an "o"), not **carm**.

If your payment has not arrived, I will be contacting you individually by email to help resolve the issue. Thankyou in advance for your assistance.

John Johnston



CHAIRMAN'S REPORT

It's been a hot summer. Too hot. My lawn is mostly dead and mowing hasn't made it look any better. There's a good way to spend your time that's wiser than risking health problems working in the sun. If you have a basement or portable layout, use it or work on it. Or work on brand new buildings or equipment. If you don't have one, this is a good time to design it. (Yes, do at least some household chores too.) Yesterday I drove from Toronto to Dresden (near Windsor) and back for a family reunion where I saw relatives and ate too much. I consider that another good way to spend summer time.

The CARM Board has been working on improving the organization. Not as much fun as a layout, but the changes are important to the group and will make us stronger. One improvement will be Zoom meetings like the 31 we had when Covid prevented face to face meetings. That will make our group more interesting and fun, and I look forward to more of those soon. A bonus: This time someone else will do most or all of the organizing.

Ian McIntosh

The Canadian is published four times per year.

Submissions should be submitted to John Johnston at editor@caorm.org by:

Spring Issue: February 1 Summer Issue: May 1

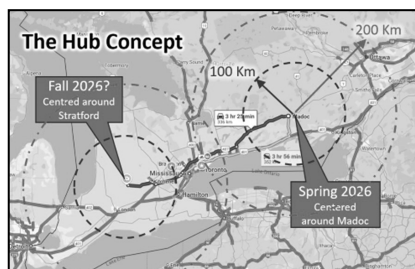
Fall Issue: August 1 Winter Issue: November 1



REGIONAL MEETINGS

A recent survey of CARM members has shown that 74% of responders interested in attending a meeting, prefer shorter one- or two-day regional meetings. Plans are therefore underway to establish One-Day Meetings within reasonable driving distances (e.g. 2 hours) from focal points east and west of Toronto where the majority of members live, as shown below.

The meetings will be designed to foster social interactions and be informative. The choice of sites will, when possible, be arranged to benefit from interactions with other local events or attractions. The availability of relatively low-cost meeting venues will be considered when selecting the sites to keep costs low. The meetings will include guest speakers, layout



visits and operating sessions and possible group meals before or after the major events. Members of the CARM board will be working with local groups to plan the first of these regional meetings next year (one site being considered is Smith Falls). Your comments and suggestions are welcome.

SUNDAY, September 28, 2025 Breslau Train Show by WOD-NMRA (5 minutes east of Kitchener). Manufacturers; vendors; four free public hobby seminars; operating layouts; large LEGO train display. Canteen operated by the KW Kiwanis Club. **Preview video:** https://youtu.be/GbyckGBZR_I. Ample free parking. Breslau Community Centre, 100 Andover Drive, Breslau, ON. 10 a.m. to 3 p.m. Cash only Admission: Children under 12 Free, General - \$6.00, NMRA members - \$4.00.

**DO YOU HAVE
AN IDEA OR SUGGESTION
THAT WOULD IMPROVE
THE NEWSLETTER
send it to
Editor@Caorm.org**

SWEETGRASS Subdivision II is finally being dismantled!

Those interested in acquiring items of this HO layout may either attend an OPEN HOUSE on Saturday September 27th, 2025 at Unit 2, 300 New Toronto Street, Etobicoke, Ontario, M8V 2E9 from 11am till 5pm; OR

Contact Gerald Harper by email at ggharper@gamah.com for more details, to reserve items or to make an appointment for an alternative time to visit. Some examples of items available from this HO scale layout set in southern Alberta in 1993:

- Many trees and items of vegetation some of which already bespoken for,
- Buildings and commercial structures, some already bespoken for, Vehicles and figures,
- Track and switches. About half of track has been ballasted with dilute white glue,
- Locomotives and rolling stock – mostly CP and BN/BNSF,
- CP unit coal trains, empty and loaded,, with about half having sound.
- BNSF unit coal trains, empty and loaded,
- CP unit grain train,
- Unit potash and sodium sulphate trains,
- Various coaches, mostly CP,
- Wiring, switches, switch motors, lights, transformers, Digitrax DCC control system.
- Baseboards and backdrops – some already bespoken for.
- All rolling stock have Kadee or equivalent couplers and most have original boxes.
- Locomotives are all DCC equipped, with about half having sound.

HO Model Engineers Society (HOMES Club)



23rd Annual
Hamilton & District

LAYOUT TOUR

**Saturday, September 27, 2025
9:00 am to 5:00 pm**

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

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

Guide books will be available after Labour Day at
these area hobby shops:

DUNDAS VALLEY • PARIS JUNCTION • CREDIT VALLEY
TINY RAILROADS (Niagara Falls)

or at the HOMES CLUB on the tour day
460 Wentworth St. North, Hamilton

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

Enjoy the tour!

NOTICE OF CARM ANNUAL GENERAL MEETING

SATURDAY, NOVEMBER 1, 2025, 2:00 PM

MEETING WILL TAKE PLACE ONLINE USING ZOOM

**EMAIL INVITATIONS WITH THE MEETING LINK AND AN AGENDA
WILL BE SENT TO ALL MEMBERS IN ADVANCE**

SPECIAL MEMBER OFFER FROM DON DAVIES HERITAGE ART EDITIONS INC.

**Don Davies, Art Publisher and Artist Agent with Heritage Art Editions Inc.,
has generously offered two exciting opportunities for CARM Members:**

Train Print Draw – Valued at \$200 CDN

- 25 Train Prints will be awarded by draw on February 21, 2026. Draw to be conducted by Malcolm Back.
- Eligible: All new CARM Members and Renewing Members for 2026.
- Winners may contact Don directly to choose their print.
- If the chosen print is valued above \$200, winners may upgrade by paying the difference.
- Winners are responsible for postage costs.

This is a great chance to own a beautiful Train Print simply by joining or renewing your CARM membership for 2026!

Exclusive Offer – Larry Fisher Art Book Collector's Set (see below)

- Limited Edition, Signed & Numbered Collector Box Set.
- Regular retail: \$495.00 Current special price: \$295.00
- Special CARM Member price: \$195.00 (shipping & handling included anywhere in North America)
- Offer valid until December 31, 2025, while inventory lasts.

CARM extends a special thank you to Don Davies for his generous support of our organization and members.





CHAPTER REPORTS

ONTARIO MIDWEST CHAPTER:

We have had three great tours this Summer. Weather co-operated for the layout tour at Doug & BJ Martin's residence on Friday June 20. We had a good turnout with lots of great conversation as we enjoyed the marvels of Doug's handiwork. Visualize a miniature Disney World with a G-Scale layout running around a stream-fed pond with trout. Now add a G-scale loop at table height for live steam G-scale locomotive operation. As if that is not enough, there is a ride on train powered by a battery powered locomotive. Doug also fired up his steam loco for a couple of quick passes on the ride-on circuit. Our gracious hosts also provided a snack and beverages while we lounged in the sun sharing stories. Many of those stories actually included railway topics.

The Chapter Activity email invitation, circulated on June 30, sparked interest from four enthusiastic CARM members who joined the OMW Chapter's tour of the remarkable Mason's Mill Railway. With ideal weather on our side,

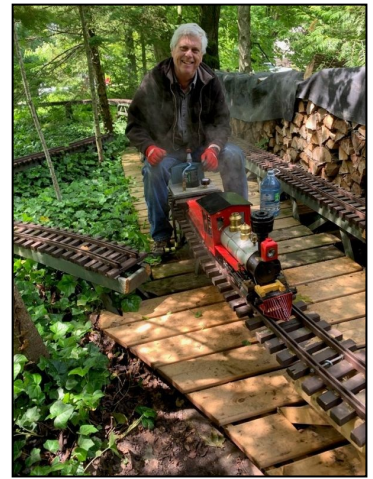


PICTURE ABOVE: Attendees left to right: Randy Schnarr, Allan Robinson, Mike Mason, Jacob Smith(young), Doug Martin, Dolf Roelofsen, Mike Walton, Paul Gautier, Steve Hoshel, Gerald Harper, Richard McQuade, Dave Dalmack, and Larry Ker. Not pictured: Rob Mason, Kevin Smith (photographer) and "Don".

the group enjoyed an unforgettable experience watching three live steam locomotives hauling a train through wooded terrain and out into open fields. The mainline, stretching over a mile, includes steep grades that limit trains to seven riders. A typical round trip takes about 30 minutes, including a water stop. Locomotives in steam that day included a CPR D-10, a CPR Jubilee 4-4-4, and a CNR Mogul. Built to an impressive scale, these engines redefine model railroading. Constructed from original plans, they are meticulously hand-built and maintained by skilled craftsmen with the tools and talent to fabricate components from raw

materials. Just the maintenance alone demands a deep passion and commitment, not to mention the 50-60 minutes needed to raise steam before the first run.

While the locomotives naturally command attention, the rolling stock is equally impressive. Each boxcar is crafted with painstaking detail, down to the individually applied rivets. Current development is focused on equipping them with functioning air brakes powered by atmospheric pressure, a feat rarely seen at this level. The tour was more than just a ride, it was a journey back in time. The senses were aroused by the aroma of the coal fire mixed with steam. Watching the engines come to life and seeing the precision that goes into every detail gave all who attended a deeper appreciation for the golden age of steam railroading.



PICTURE ABOVE: Doug Martin drives his steam locomotive.

Bluewater Railroaders Saugeen Valley Railway at the Bruce County Heritage Farm, this event started with lunch at Paisley Common. Ten were planned, eleven showed up for lunch. After a period of rollicking discussion followed by breakfast/lunch we headed to the farm where we were greeted by BJ Martin with an invitation to review the chassis of Tom Thumb, the club's full size locomotive now being rebuilt with almost all new components. We moved on to view the Bluewater Railroaders G-Scale triple oval where we enjoyed live steam and battery-operated trains in operation. Our tour was just getting started as we moved on to the 1:8 scale trains featuring two locomotives: an SW1200 and an Alco PA. Weather was comfortable as we chatted on our lawn chairs, in rotation with riding the rails. This activity drew CARM members Dave Almack and Paul Gauthier from Toronto, Bluewater hosts Owen Parsons, David Hamilton, John Park, Gord Mitchell, Tom Hakala, Steve McFadden and Jim Witzke, and guests Scott Funston from Connecticut, Cecile Lockrey and Gord Eagles from Southampton, and Kevin, Sarah, Jacob and Isaac from Exeter.

PICTURE BELOW: The Bluewater Railroaders G-Scale triple oval where we enjoyed live steam and battery-operated trains in operation.



NATIONAL CAPITAL CHAPTER:

Our latest excursion involved two layouts in Cornwall. Because our group was so large (21) we split into two groups, A and B.

Group A visited Pierre Lamontagne's Chambord and Port Alfred Railway loosely based on the Saguenay region in 1941 where they were treated to excellent scenery and a well thought out operations plan. Pierre can keep 5-6 operators busy, but can work with less. Fairly spacious aisles mean that operators can move without hindrance. Control is done with Digitrax DCC and Loconet throttles.

Group B visited Bob Debellfueille's Concorde Subdivision, **Bruce Leckie**

a "protolanced" line set in a Maritime environment in the late '90s to modern times. Bob's operation approach was less structured, but still had lots of potential. He had a very nice harbour scene with many unusual boats. A car ferry handled traffic off the layout for more variety. We were treated to a very nice assortment of snacks in the "crew area". Bob uses Digitrax DCC as well, but the throttles are old iPods run through JMRI and WiThrottle.

The gang met for a great lunch at St Hubert in Cornwall and then swapped layouts. Both Bob and Pierre gave a great tour, explaining the structure and purpose of their own layouts. Their hospitality was very welcome indeed!



PHOTO ABOVE: Bob is giving a pre-tour talk to the group. Left to right: Marc, Bob's assistant, Garry Comber, Malcolm Vant, Phil Jago, our host, Bob, and David Hain. Bruce Leckie photo.



PHOTO ABOVE: Bob Debellfueille is describing some of the features of his layout to visitors from the National Capital CARM tour; from left to right, Marten Zieren, Bob, Normand Levert and Richard Thornton. Some of Bob's extensive locomotive collection is on display at the RVR shops. Bob has included some clever features based on experience – for example, the green tape on the floor tells operators where they should duck under and where it is safe to stand back up, and the layout is built in sections that can be quickly disconnected and moved. Jeff Hill photo.

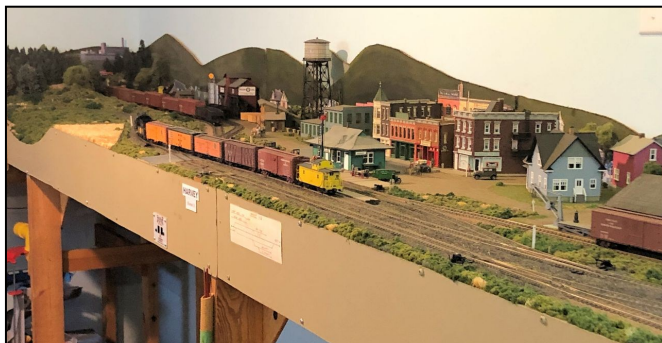


PHOTO LEFT: Canadian Northern 2-8-0 2217 leads its train through the town of Harvey on Pierre Lamontagne's HO scale Chambord and Port Alfred Railway. It's 1941, and wartime demands mean the lead to the aluminum smelter in the distance is packed with cars. Jeff Hill photo.

PHOTO RIGHT: Tour guests Ed Brandon, Ian Frost and Marten Zieren check out an extension of Pierre Lamontagne's layout into the adjacent furnace room which contains the western terminus of Roberval, with its extensive yard and engine facilities. The eastern terminus of Port Alfred is represented by semi-hidden staging and a reverse loop beneath the scenery along the back wall. Cars in Roberval yard have small tags on them to identify the trains they are to be added to during the next operating session. Jeff Hill photo.



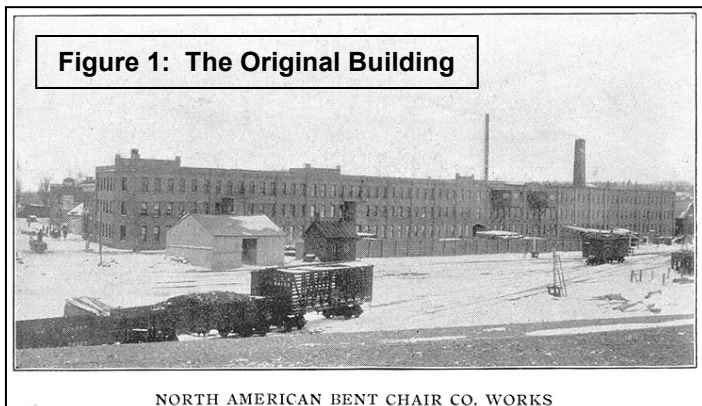
THE NORTH AMERICAN BENT CHAIR COMPANY LATER THE RCA PLANT IN OWEN SOUND

ARTICLE AND PHOTOS BY ANDY MALETTE



In Owen Sound on the CNR side, one of the most iconic buildings was the North American Bent Chair Company just across the road from the roundhouse. It was very long and three stories high. Established 1894 then after a fire rebuilt in 1899, it was turned over to RCA in 1945 where RCA would build the wooden cabinets for its radios, TV's, Hi-Fi's etc. Unfortunately, it was torn down in

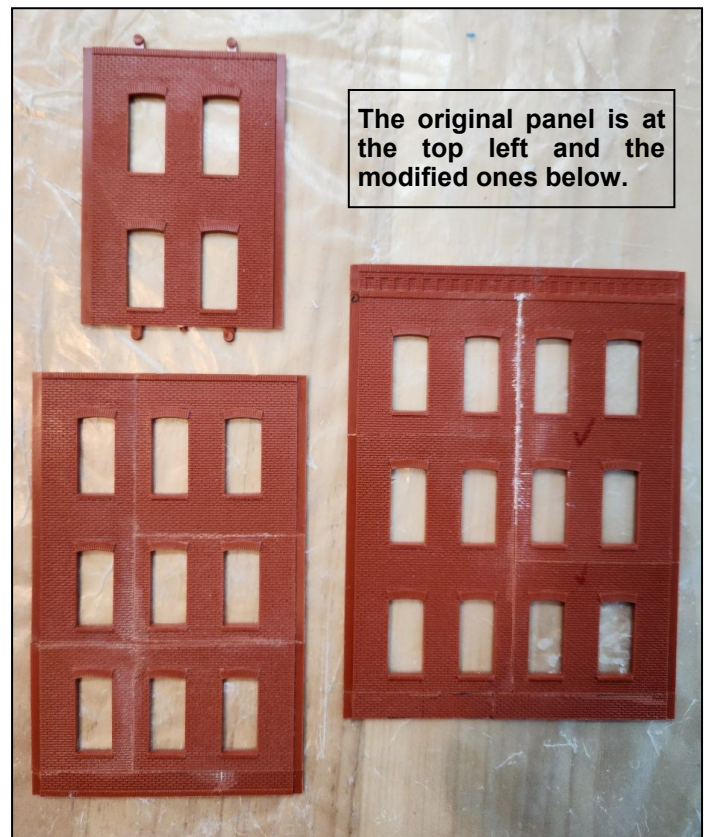
1980. I used pilasters and made two rubber molds. I also included the windows in the molds. The other non-standard panels were cut and spliced the same way that the pattern was.



1980 before I became interested in Owen Sound.

Figure 1 is the only complete photo that I have been able to find and it's not that great. I have discovered others which are partial that really helped. After studying the photos over and over, I decided that there were 22 panels with 9 windows, 1 wider panel with 12 windows, 1 narrower panel with 6 windows and one narrower panel with 2 centered windows and a large access door, so 25 panels in all. Three of the panels had 'crowns' and sort of stood proud of the others.

I looked at various S scale buildings that I could modify but to no avail. Simon Parent told me that Willie Monaghan uses HO Design Preservation Models for his large buildings so I decided to try using them. I managed to come up with a pattern for a 9 windowed panel, longer



I used a water based resin to cast which is really easy to use and clean up but unfortunately very brittle. A person is supposed to use special fibre glass to reinforce the casting but the sales person said that since the castings were so thin that the fibre glass would not be necessary. He was wrong but I persevered anyway.

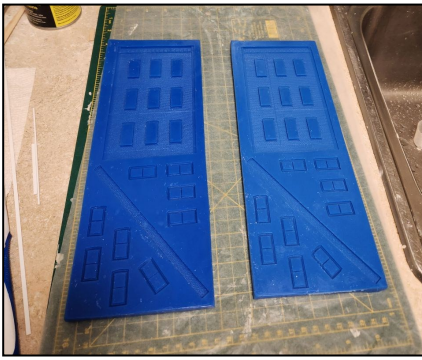


PHOTO LEFT: Two molds helped speed the process.

Because I decided to do a partial side on the south end of the building, I cut a 9 panel casting vertically so that it has only 3 windows.

There are 221 windows in all. I did do about 15 more castings than needed due to cracking and possible replacement if broken. The pilasters had wood stir sticks placed in the mold after the resin was painted in. That way when they were de-molded, they did not break. I learned that the hard way.

I decided I needed a frame to mount the panels and pilasters on. At first I tried square plastic tubing. It was too flexible and I feared that any flexing that much would crack the castings. So, I used half inch aluminum 'L' girder which would nicely avoid being seen through the windows. I bought three 8' lengths of it at RONA+ and used my modelling chop saw to cut the uprights. Holes were drilled for number 6 metal screws and 90 degree brackets to hold everything together. The frame is almost 8 feet long. There is a foam board base that it is on which gives it height over the soon to be concrete road way with curbs. The frame is held in place at the bottom using a 1" screw into brass tubing at each end. There is also some Velcro attached to the frame and backdrop so that it does not topple over. The tape is in place to keep the Sculptamold from sticking to the frame. Did I mention that I wanted it removable?



PHOTO ABOVE: The Frame with Roadway in Front

The road was made from 0.060" sheet styrene and 0.0100" x 0.0100" strip styrene was used for the curb. I painted the road Floquil Cement. It looks like wet cement so I will eventually tone it down by weathering it.

The castings were sprayed a matt gray colour and cus-

tom mixed acrylic brick coloured paint was dry brushed over the faces of the brickwork. The windows were glued in place with thin ACC and once dried, clear plastic sheet was cut to size for the window panes which were glued in place using canopy glue.

The blinds for the windows were cut from construction paper and glued in place. Before the building was put in place, I put in the road in front and used Sculptamold to do the ground around between the building and the road. This is some of the preparation that was before the building was finished and put in place. I will not be modelling the outbuildings that were in front because of space considerations, using selective compression as my friend.



PHOTO ABOVE: The Panels Ready to be Installed on the Frame

Next the panels were applied to the frame using water based contact cement. Once done, the building was carefully put in place using the locator pins on the bottom and attached to the backdrop with the Velcro.

This has taken a lot more time that I thought when I started out but it is necessary. I suppose I could have painted a backdrop...nah, too hard.

PHOTO BELOW: RCA Building South End.





RYMAL

By Keith Mccauley and George Dutka

On a warm Thursday early evening in July 1989, CN 4107 is shown idling at the head end of a short three car consist. Further to tying down their tiny train, most likely the crew has cabbed it to a nearby restaurant. As shown, their train is made up of an empty center beam flat car, covered hopper car and combination door boxcar. The crew has either dropped off or picked up a car or cars at one of three Rymal sidings; CO-OP, to the south, or Shaw Pipe/Penn Lumber, both located to the north. They may have retrieved the combination door boxcar (CN 557596) from either Shaw Pipe or Penn Lumber. The center beam may have also come from the Penn Lumber siding. The covered hopper car is simply along for the ride; there are no local loading/unloading facilities. This would be the last time I would see any traffic on the line. Freight volume, minimal as it was, would continue to decline and the rails would be lifted in 1993. Built in September of 1957 as GP9 CN 4123, CN 4107 would be remanufactured as a GP9RM in 1984 by CN Pointe St. Charles, and retired 2019.



CN Rymal 7/27/1989 KM photo



Rymal 7/27/1989



Rymal 7/27/1989



ITLA AMHERST STATION

BY GEORGE DUTKA

ITLA (Imagine That Laser Art) offered a model of the Amherst, Ma. Central Vermont Ry. station back in maybe 2010. It was a Springfield Train Show special offering kit. I picked my station up here in Canada though maybe 10 years ago. It has been on my to-do list for a long time and this past spring I finally got around to beginning the project. This station was offered by the original owner of ITLA and has nothing to do with Nick's current offerings. It also is not up to his standards today (maybe a new release will be offered at some point as he acquired the plans?).



The walls and parts are nicely detailed and cut. Everything seemed to fit together well while working away at assembly. I must mention the instructions are very poor. Lucky I had photographed the station in the past and the photos really helped laying out the wall locations. The base and roofing truss underlay did not fit as required. I did not use the base and the roof trusses were cut to fit my model. I had a bit of an issue with the front operators bay. I added a bit of scrap wood as trim to clean up the looks of the corners. The bay was wood sided.

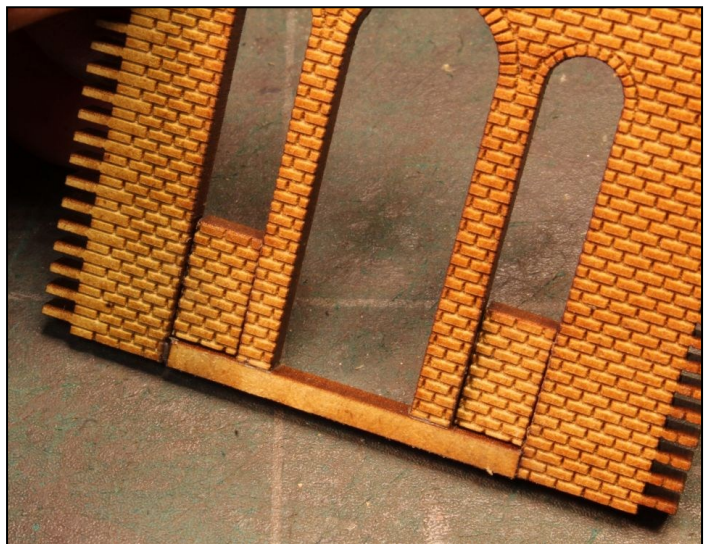
I modeled the station as it looked in the late 1950's and early 1960's. There was no passenger service there anymore by then, but the CV still used the station and had an operator located there. I did not have a lot of photo to work with but those I had showed a loading ramp and new door applied were two windows once were. These details I added. The cupola had been removed by then and tar paper roofing was added. The station was painted the typical tuscan-boxcar red used by CN lines and sub-

sidiaries at that time. The trim and windows were once painted a darker green then later the windows became a creamy yellow which CN also used. The roof trim was never repainted which was left green as I did. From what I could see in photos the door were also the tuscan-boxcar red.

I used construction paper spray coated grey and cut to size. I sanded the paper down a bit to get a worn look to it and some black showing through. The structure had multiple chimneys on it in early years but by the late 1950's only one remained. I used one from my parts box as none were included.

The walls are painted red oxide primer from Home Hardware. Once dry PanPastel red iron oxide extra dark is brushed over the bricks which gave it a light grimy weathered look. The windows and trim is painted with MIG oil ochre #0055 then coated with Bragdon dust bowl brown.

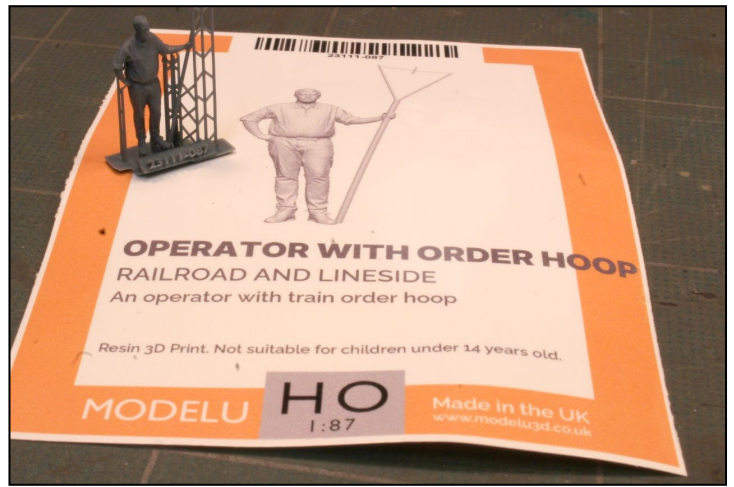
The station is displayed on a Gatorfoam base with a piece of rail and ground foam, dirt and static grass used. The station platform at that time was cinders so I just used some of the ballast around the structure. Lots of weeds are added as it looked unkempt in my photos. I had a soft metal CN style train order signal that I added as seen in my photos. I also made up some station signs as it appeared. There was one sign on the operators bay and others at both ends. There also was a CV square sign above the front station sign.



Some details are added around the station such as Juneco broom and crates. Barrels with boards and papers are stuffed inside. Some Tichy details are added such as an open top box, milk cans, crowbar and large hammer. Newspapers are scattered around also.

Lastly I applied a train operator which is offered by Modelu a UK company which makes North American figures in HO and O scale. These are some of the best looking 3-D printed models I have. These can be ordered locally from Yarmouth Model Works in St. Thomas, Ontario. I spray can painted mine Camo Coat Kaki first then used acrylic paints more as a wash to the details. Once painted I used Vetro aged barn wood stain over top which highlighted the features of the figures. Vetro stains offered by BEST is a very light stain which on wood needs multiple coating.

I am happy with this ITLA kit and feel it would work out well on a CN Canadian lines layout also. The cupolas are a nice touch which would change the appearance a lot if one wishes.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

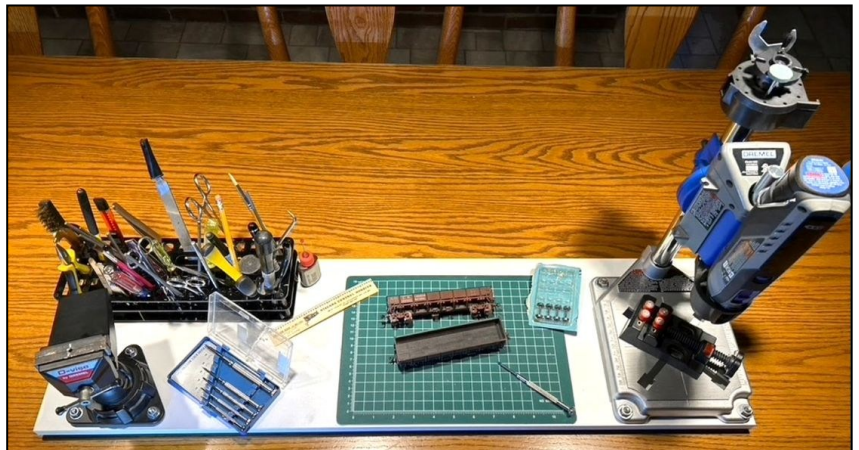
ANDY PANKO (Niagara on the Lake, ON)



Kitchen Table Quickie: Inspired by a grain elevator, custom built by Ian Wilson and recently gifted to me, and a one-night TV 'summer-in-front-of-the-Jay's-game' Walther's project building a milk platform, all of this somehow managed to morph into a 4' long station scene (DPM Models) by August, and an adjacent Woodland Scenics farm house and ladies hanging laundry. Water tower, section house and chicken coop are Walthers from a long time ago. Switch is Peco, siding is Atlas Code 83 and main line is Code 83 Micro Engineering. Next step is Hydrocal and paper towels, ballast, and platform details and people, and of course, chickens for the chicken coop. STAY TUNED, let's see what this looks like in the next installment.



Portable Work Station: Construction and modification to my usual model building spots in the house caused me to carry on business elsewhere. Well, the dining room table, and when the boss is away, the kitchen table, are all available when I use a portable work station. I started with an ordinary 10" by 30" laminated shelf board from Rona, and bolted my old Dremel Vise and new Drill Press to it. The bolts are secured underneath, so 8 rubber feet raise the shelf board about a 1/4" to clear the bolt heads. I then glued on a plastic tool rack, and a forgivable rubber work mat using GOOP, and there you have it, at least until she gets home and kicks me off the kitchen table. And yes, that is a Niagara Central Hobbies cardstock ruler from 40 years ago in the photo.



ANDY PANKO (Niagara on the Lake, ON)

Tamping Stick Pipe Load (HO) In the 'Don't Waste Anything Dept.', whilst assembling a vegetable- based smoke using pre-rolls, I could not help but noticing that the tamping sticks used to pack the vegetation into the base of the unit looked like it should not be discarded. Although a little on the thick side, the tampers make nice pipes for a gondola load, as long as you don't look too close. Here we see a partial load ready to have the last 3 pipes added.



MALCOLM VANT (Ottawa, ON)

I started this project to create Barryvale station on the K&P back in 2019. At the time I finished most of the interior but then decided it would be neat to add the roof interior. I finally got back to it recently and finished the roof underside and added appropriate rafters for a hip roof. Then I could add the chimney and signs.

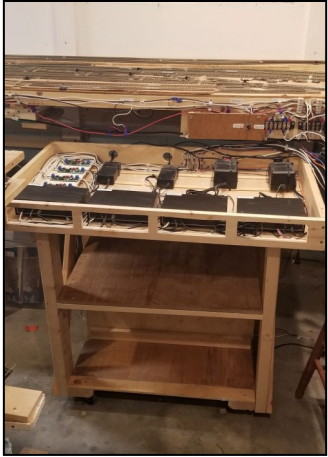
The structure is made from Strathmore board of various weights supported on a wood frame. The roof is also Strathmore with shingles made from heavy computer paper coloured with pan pastels. All the boards on the walls, interior and exterior were scribed by me, as was the planking on the floor and roof underside. The windows have the mullions modified to conform to standard CPR ones. The chimney extension and cap were fabricated from brass sheet stock. The chimney itself is wood with brick paper with the mortar lines scribed for a 3d effect.

The passenger door and stove are stock parts, but the bench is made from two castings cut at 45 deg and joined together. The dimensions were estimated from door and board sizes in a couple of photos of the station after it had been converted into a shed. I guessed at the interior from CP's portable station plans. The building is still in use as a shed on private property outside Calabogie, ON.



PETER HALL (Kenora, ON)

Just a quick update. I had the DCC hinged under the layout, but found it was getting harder on the knees. So I built a simple cart and hinged the command panel to the cart. This now allows the panel to be lifted from the front if anything ever needs replacement or repairs. I can also store tools underneath for easier access.



ROBERT LANGLOIS (, ON)

On the Portsmouth, Gosport and Hayling Railway this magnificent example of a specimen tree was created by using the root of a dried out bush for the arbor and draped with Woodland Scenics material:

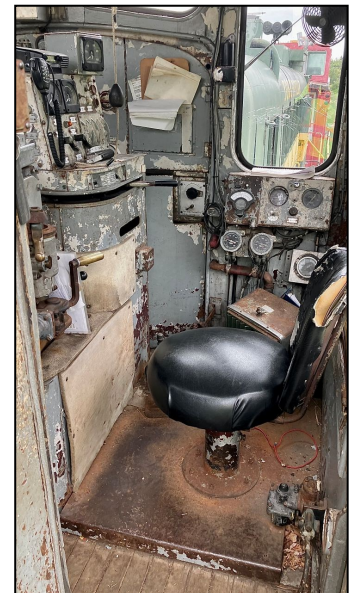
The chain link fence is assembled from dress material called tulle (free from my daughter's wedding gown business) and K&S brass tuning.



WALTER-JOSEPH GRABOWSKI (Mississauga, ON)

I've attached a few photos from my recent location sound recording project of the York-Durham Heritage Railway's ALCO RS-3 engine #22. I want to thank both Malcolm Back and Dan Riseborough-Barnes for the opportunity and their amazing support!

The Details: My quest was to professionally sound record a 1950's ALCO RS-3 and all of the unique sounds including its 12-244 prime mover. This was accomplished with (5) microphones optimally placed to capture the amazing sounds! Working with engineer Malcolm we were able to record startups, shutdowns, idle, notch 1 through 8, bell chimes and horn blasts. Most excellent fun! The recorded 32bit 96kHz sounds will be edited into a format for both the ESU LokSound 5 and ZIMO Elektronik MS sound decoders — with love and the highest quality.



VIC NELSON (Kingsville, ON)

We have just started a HEX Module (N & HOn30) group. It's not a club but we get together for lunch about every 6 weeks. There are 6 of us so far but we are just getting started. I have been busy dismantling and selling my HO equipment. We will probably move to a condo in the next 2 years and the Nscale modules are portable. Its big in Europe as many people live in apartments. I have 20 hex pieces started and I have been collecting track, cars, etc..and started 3D printing some buildings.

If you Google "model railroad hex track modules" you will find a number of module manufacturers, a Facebook page, and numerous YouTube videos. The modules are designed to fit a single piece of Kato Unitrack. Mine are being built using 1/2 inch foam on a laser cut MDF base. Easily transportable the modules can be configured into layouts on a tabletop(s). The layouts that are created can be DC or DCC. The photos below show some of my modules under construction. The scenicked modules were created by one of our group Ken Hutnik.

