FALL 2026 ISSUE # 97

THE "CANADIAN"

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CANADIAN CARM ASSOCIATION OF RAILWAY MODELLERS



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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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BEST OF THE WEB: 5 YOUTUBE CHANNELS I FOLLOW & RECOMMEND

Over the past while I've considered sharing a selection of YouTube channels that I believe represent some of the ***Best of the Web*** for model railroaders. I follow roughly two dozen channels, but I want to begin with five that stand out for their quality, usefulness, and, importantly in the first two cases, a message on layout safety.

1 & 2: Ken Patterson's What's Neat This Week in Model Railroading and Model Railroad Hobbyist's What's Neat:

Many readers will be familiar with Ken Patterson's long-running *What's Neat* series. Beyond his modelling experiences and professional photography, Ken recently shared an experience that carries an important safety lesson for all of us.

Ken suffered a fire in his layout room. His layout was built in modular sections using 4-inch pink foam as the primary structural material, with track laid directly on the foam and scenery applied over it. This construction allowed him to move modules outdoors for photography under natural light, an advantage for someone whose clients include major model railroad manufacturers.

After a routine operating session, Ken left a train running slowly in a loop while he went upstairs for a coffee. The layout is powered by DCC, meaning a constant 10–14 volts and 5–8 amps are present on the rails. A locomotive derailed on the frog of a turnout, creating a short. Either the turnout or the locomotive heated up enough to ignite the pink foam. Ken's cameras captured the event, and he later calculated that only seven to eight minutes passed between derailment and open flame. Fortunately, he smelled smoke, returned to the basement, called the fire

NOTE CHANGES
MEMBERS AREA PASSWORD

USERNAME: capreol

PASSWORD: sudbury

COVER PHOTO TOP BY DON JANES: Don Janes has built a diorama that will be built into a small shelf style layout in a separate room from his Green Mountain Route 1950's era layout. This diorama will actually become a peninsula in the room. He wanted to do some more modern era modeling so he is now modeling the 1980's maybe 1990's era. In this scene one sees a nice about of 3-D printed details added that are from Mini Prints. Don is getting to be a good customer lately. The CP engine is working the elevator scene that is a kit-bashed structure featuring many parts from varied sources. Don also has a nice fleet of CN engines also that work the line. You will note that all of his equipment and engines now have some degree of weathering included, something his other layout does not have at the moment. Submitted by George Dutka.

COVER PHOTO BOTTOM BY MALCOLM VANT: Tichy tank car kit with extra parts added, Full details in the Members Submission area.

department, and used several extinguishers to control the fire before help arrived. Even so, the fire, as well as toxic smoke and ash from the burning foam caused significant damage to his home. In *What's Neat* Episode #338 (January 10), Ken reflects on what he learned. His key messages are worth sharing: **Reconsider using pink foam as a structural component. If used for scenery, ensure it is covered with fire retardant materials. Install proper circuit breaker protection in your DCC system. Keep a fire extinguisher in or near the layout room.** If you watch only one of Ken's videos, make it **Episode #338.** It will make rethink safety issues.

3. Boomer Diorama

The next channel comes from a Canadian modeller living in southern British Columbia. Under the name ***Boomer Diorama***, he is building an HO scale shelf layout. It is "U" shaped, 10 ft by 11 ft by 8 ft and is based on a Rail Link operation he calls the SRY River Road, inspired by the Southern Railway of British Columbia (formerly the BC Electric Railway).

Boomer's content ranges widely and includes: Layout construction, Scenery (his specialty), Weathering, and Scratchbuilding. He also builds military models and dioramas and there are numerous videos showing those techniques many of which are transferable to model railroading.

He has scratchbuilt numerous structures and even the ferries on his layout. His videos are detailed, instructive, and often inspiring. He is an outstanding modeller, and I have learned a great deal from his work.

4. The DCC Guy, Larry Puckett, Model Railroading

Larry Puckett, known as *The DCC Guy*, is my go to source for anything related to DCC or JMRI. If memory serves, Larry wrote a column for *Model Railroader* for many years. His channel is a comprehensive library of tutorials, troubleshooting guides, product reviews, and practical demonstrations. If you have a DCC question, chances are Larry has already answered it.

5. Marklinofsweden, Martin Tarnrot

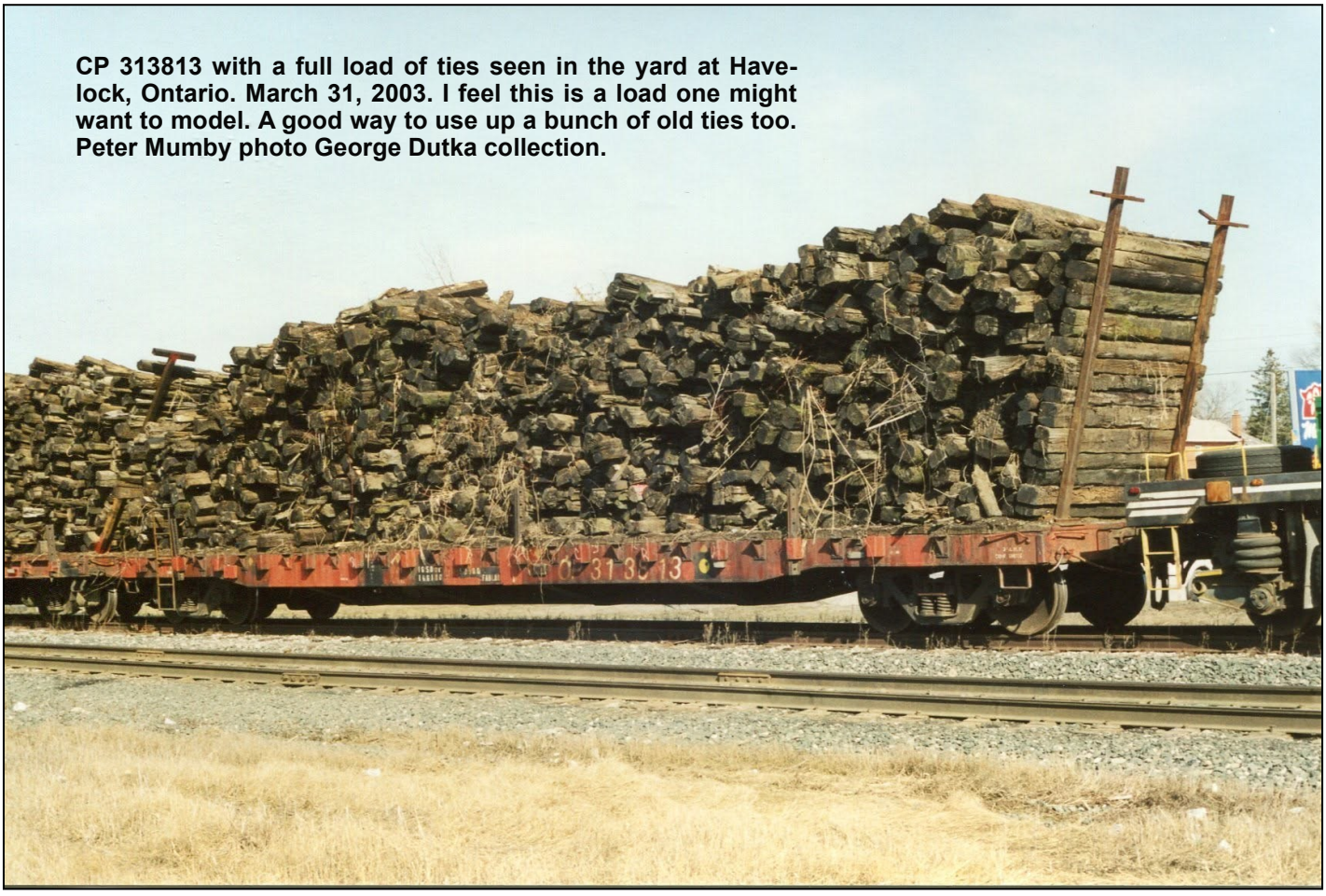
Although focused on Märklin and European modelling, Martin Tarnrot's ***Marklinofsweden*** channel is one of the most useful and accessible modelling resources available. His videos cover, Layout construction, Weathering, Scenery techniques, Operations, and Track planning.

Martin excels at demonstrating simple, inexpensive methods for achieving first rate results. Regardless of scale, prototype, or modelling style, his insights are universally applicable.

In Conclusion:

These five channels represent only a portion of the two dozen or so channels I follow. I may share more of this list in future issues. In the meantime, I encourage you to explore these channels and, of course, **to visit and contribute to our own *CARM YouTube Channel***.

John Johnston, Editor



CP 313813 with a full load of ties seen in the yard at Havelock, Ontario. March 31, 2003. I feel this is a load one might want to model. A good way to use up a bunch of old ties too. Peter Mumby photo George Dutka collection.

Chairman's Report

Here we are again, the start of another modelling season. As fall approaches, our focus tends to move from the outdoor adventures and back to our modelling worlds. I, for one, enjoyed the summer as I travelled to Newfoundland. While on the island, I was able to find a little time to check out the Newfoundland Railway Museum in Corner Brook. I actually went there twice as the museum was closed on the first visit.

On the second visit, the museum was open, and I went inside the building to check in and talk to the people inside. The young ladies, working there for the summer, knew about the displays both in the building and the equipment outside. I signed in the guest book, and the people who left the museum as I arrived had also signed in, and they were from Dundas. I don't think I know them. I also walked through all of the rail equipment there, including the passenger consist that was attached to a Baldwin 4-6-2 locomotive with the Newfoundland Railway logo. Check out an image from it in the 2027 calendar. Other railway equipment there included a CN caboose, CN diesel locomotive, and a scale car and a steam snow plow. The snow plow was built at National Steel Car in Hamilton.

I also tried to check out the Railway Museum in Saint John's but it was closed and wasn't opening until later in the month. Saint John's had plenty to see, and I enjoyed the trip and the people. I may need to go there again someday.

For now, it's time to get back to my layout since some of the upgrades at my home have been completed, and I can install a new ceiling and new lighting above the layout. Don't forget to find some time to do some modelling, some upgrades, and running of your layouts. While you're at it, take a few pictures, both before and after, and send them to John along with a description for use in the newsletter. It doesn't need to be a full article, just an update or two.

Until next time, stay on the right track!

David King

CAORM Zoom Sessions

September 21st, Bruce Leckie: Smith Falls retrospective: recreating CN's Smith Fall's facility circa 1955. I will be documenting the journey from an abandoned coach to an operating diorama demonstrating the appearance of the CN facilities in Smith Falls circa 1955.

October 19th, Andy Mallette: "Modelling a Southern Ontario Branchline Junction in S Scale": This talk will cover the reasoning behind my choice of modelling Park Head, Ontario which was the junction between the CNR subdivisions of Owen Sound and Wiarton. The presentation will cover how I have and am still going about it. The track is finished and now the buildings and rolling stock need to be built, in order to make the layout believable and operable

November 16th, Larry Terry: Taking advantage of low cost electronics to modernize your railway operations: Improving running enjoyment for single owner operators. As modern railway operators are increasing automation with fewer people to operate, so should our model operating sessions evolve.

December 21st, Philip Dehne: Layout visit, CNR in Southern Ontario, 1953: Philip Dehne's HO scale layout depicts an imaginary southern Ontario secondary mainline running between Toronto and Sarnia in 1953. Both endpoints are represented by a common 12 track staging area. The 250 foot, around the walls, mainline links several design features which that were typical of the era.

January 18th, Bruce Leckie: Dirty30 On30 Modular Gang: This is the history behind the Dirty 30 On30 modular gang, based in Ottawa. We'll cover the origins, refer to some of the standards used and showcase the variable layouts used to match particular venues. There is also a brief description of a unique extremely flexible Operations scheme that Jeff Hill devised

NOTICE OF CAORM ANNUAL GENERAL MEETING

Saturday, November 14, 2026, 2:00 pm

Meeting will take place online using ZOOM

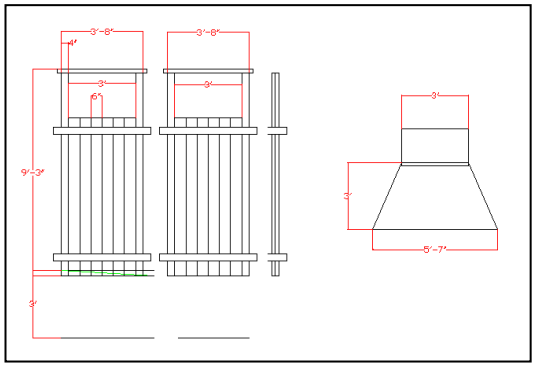
Email invitations with the meeting link and an agenda will be sent to all members in advance

The GTR/CNR Roundhouse in S Scale at Owen Sound Part 2

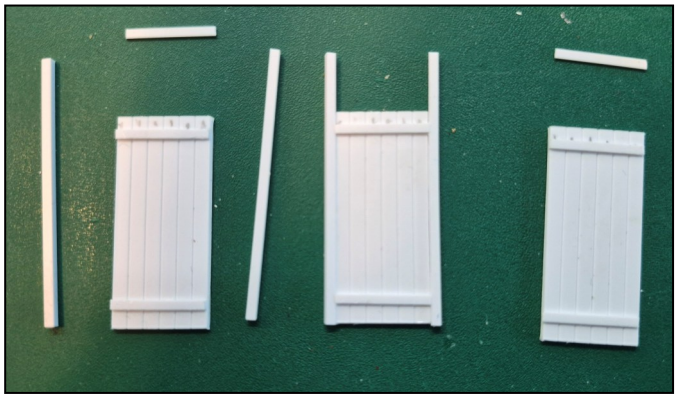
By Andrew Malette

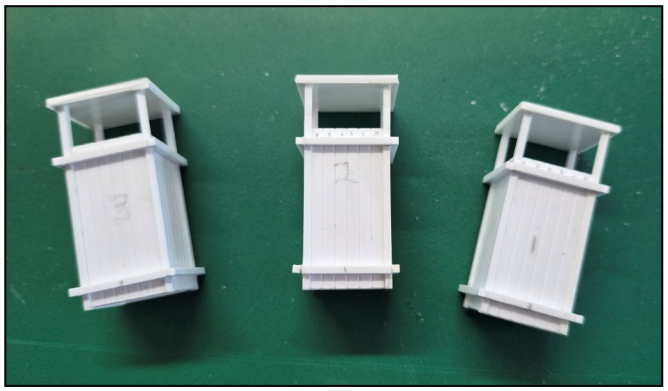
Timing is everything isn't it? Building something that no longer exists with only photos and bits of information to draw from, makes a project even more challenging. I proceeded with my roundhouse build after pouring over not quite as many photos as I would have liked, viewing a video over and over and finally discovering a thread about the Owen Sound Roundhouse that was posted in the CNR Steam Mavens group in 2006. In the end, I felt I just had to proto free-lance where necessary otherwise I would be stuck in prototype paralysis and not get anything completed.

The Smoke Jacks: Roundhouses in the steam era had at least one smoke jack per stall. Above the roof, was an outer chimney like stack and inner hood to capture the fumes from the stacks of the locomotives and vent them out to not corrupt the air inside the Roundhouse. After searching over and over, I could not find any good pictures of the smoke jacks that were used, only distant shots and they did not appear round to me. I read "Engine Houses and Turntables on Canadian Railways" by Edward Forbes Bush and decided that I could proto-freelance something up based on what the GTR/CNR used. Of course, Section 1280 of Murphy's Law of Railway Modelling states that, "Once you complete any prototype project that you don't have enough information for and freelance a bit, you will be presented with the correct prototype information after you are unable or unwilling to change anything!" Usually the presenter has a smug look on his/her face.



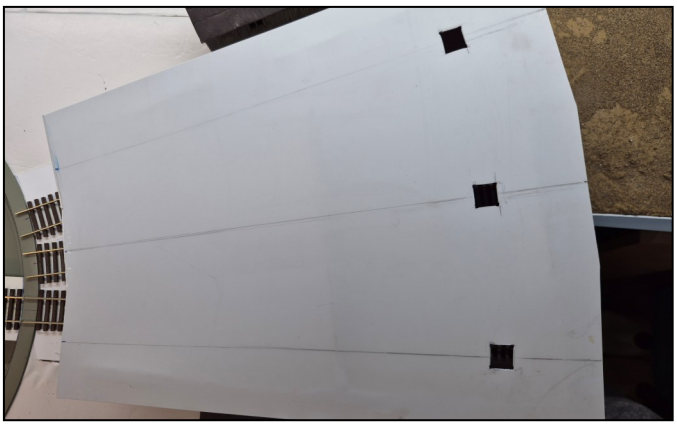
I cobbled up a drawing **(picture above right)** of what I thought the smoke jacks were using a CAD program.





I decided to use styrene as my medium for building the stacks. I find styrene easy to use and I can get it at my local hobby shop, Panther Hobbies. I had some S Scale scribed sheet on hand and it worked out nicely. Using my NWSL Chopper III, I cut out the pieces and glued them together using Tamiya thick glue for plastic. **(see photos above)**

Square openings had to be cut out of the roof where these would go. **(see photos below)**

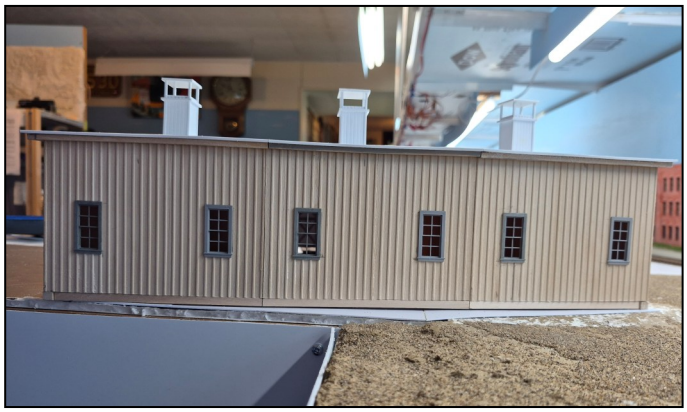




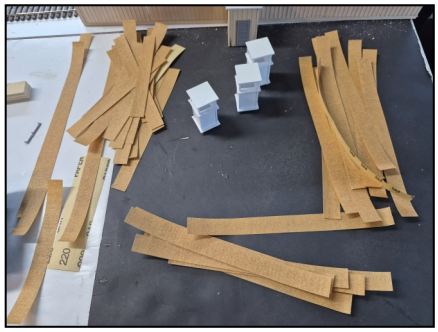
The Windows: After viewing the video "Owen Sound Train 808", uploaded by Greg Parsons to YouTube, over and over, I noticed at around the 5:15 minute mark, a window at the back of the roundhouse. I proceeded to install one window. While looking to view the video on my cell phone, I discovered the fore-mentioned conversation between the late Peter Bowers, "Two Divisions To Bluewater" and another member of the CN Steam Mavens group about the CNR Owen Sound Roundhouse. In the discussion, Peter says that there were 6 windows on the rear wall of the roundhouse. They appear to be double hung and I just happened to have some produced by Grandt Line for S Scale that were close enough. It would have been nice if I had found out about this before all the walls were put together but better late than never. Finding that information on the video and from Peter was a lucky break.

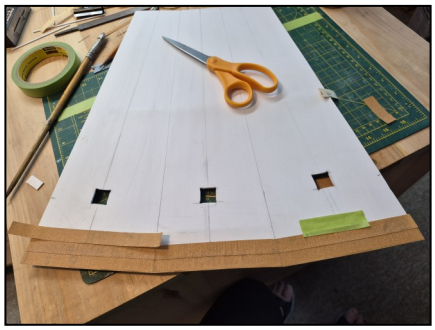
I took the roof off and hung the roundhouse on its end. Then I drew where I thought the windows would go and cut out the openings. Luckily, only one hinge broke and only one came off. I re-soldered the door hinge without melting the plastic door. Timing and temperature is everything! I glued the errant hinge back on and so far all is well. **(photos below)**



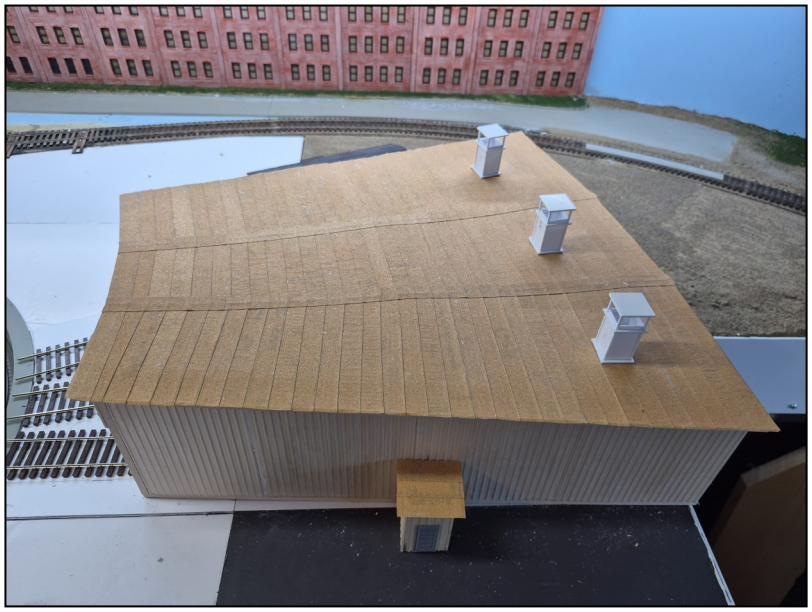


The covering of the roof was next. After looking at other similar GTR roundhouses, I decided that rolled roofing was used. The common size for this material was 36 inches wide by 36 feet long. Unfortunately in S Scale this means 9/16" wide, slightly wider than 1/2". I used a paper shear to cut the strips. **(photo near right)** First the styrene roof was roughly sanded to make tooth for the glue. The strips were laid out using a about a 1/16" (4" in S Scale) overlap which is about right for doing roofing. (Ask me how I know!!!) I used a ruler and marked out where the strips would go with pencil. **(photo above right)** It was fun. Each strip was glued down using LePages White Glue. **(photos below left and below right)** Afterwards, I did the little side shed.



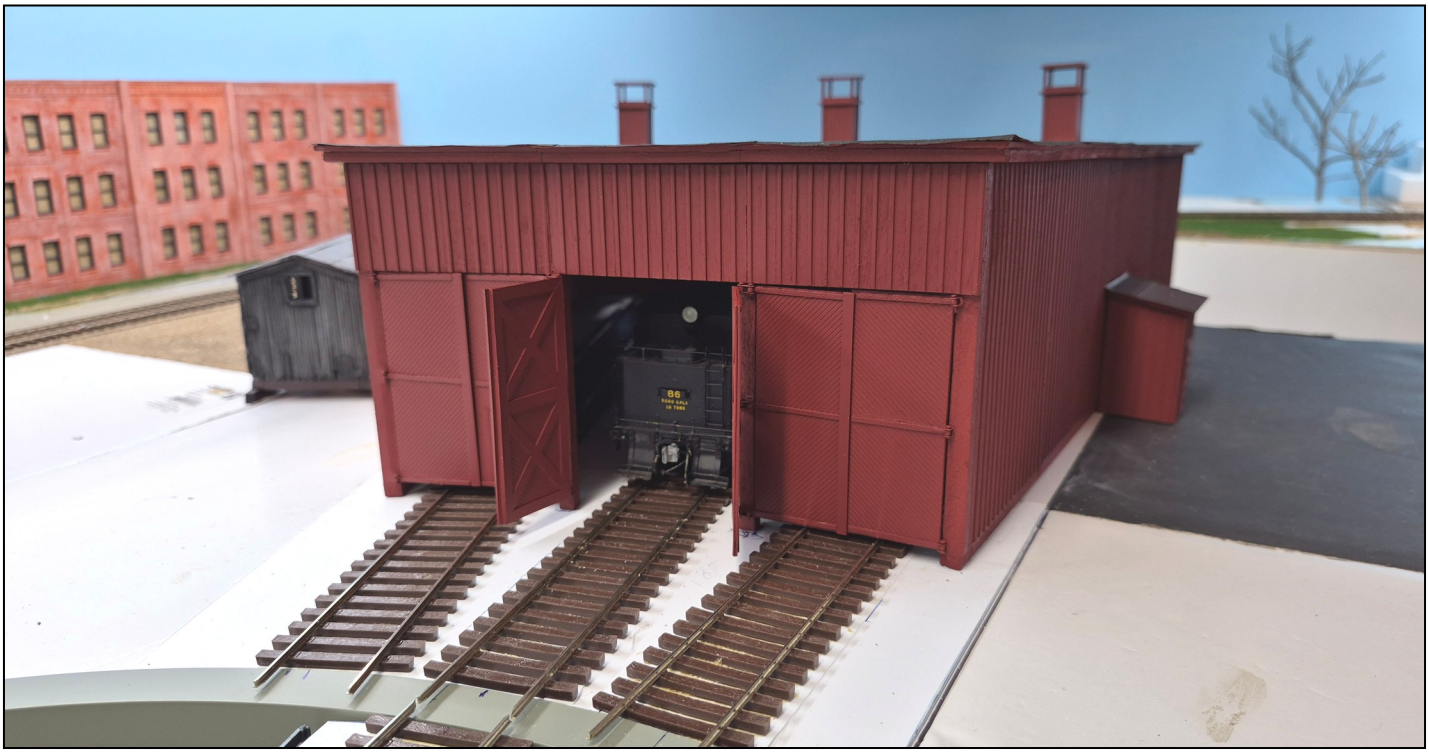






Painting: I used the same paint for the walls, doors and fascia as I did when I built Park Head Station, Dupli-color Sandable Red Primer. I have found that when wet, it is a pretty close match to CNR Red 11 which was used on box-cars and buildings from the era that I model. The roof was done with Rustoleum Chalked Charcoal. The Primer can be found at Canadian Tire in a locked cabinet behind the desk in the Auto Department and the Chalked Charcoal in the Paint Department. The windows were glazed using cut pieces of clear sheet plastic. Now I can apply some appropriate ground cover and finish the loco terminal scene. I am happy with the results and will apply weathering at a later date. **(photo's below)**





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TOWARDS THE PROTOTYPE: CONTINUING MODIFICATIONS ON THE CN WESTON SUB

ARTICLE AND PHOTOS BY WILLIAM WAITHE

In the year 2023 we removed a non-prototypical reversing loop in the Etobicoke North (peninsula) area of the layout (cf. *The Canadian* vol. 87, p.10), This loop was originally intended to permit local trains to enter the area from either a westerly or easterly direction in order to serve trailing point spurs of industries. With the removal of the loop, turning eastbound locals for their westward return trip to the classification yard required the use of a run-around track, as is done on the prototype. The only such siding available on the layout however, was in the United Foods plant. Using this siding not only interfered with locals serving the industry, but the siding was insufficient to accommodate the sometimes twelve car length trains.

To resolve this issue, I have installed a 176 cm. long siding at Bethridge Road which can accommodate 16 or more cars for reversing locals at the end of their run. This was done by taking over an already extant service spur serving the Lafarge Cement Products plant and aligning it with a new siding track along the approach to the food plant. Henceforth, all locals can now reverse direction for return to the yard without entering the food plant. And thus, we continue the gradual transition from free-lance to prototype (*and provide the fun of installing track, a curved switch, ballasting, building structures and landscaping!).*

Next to come, a simple exchange of the names of two yards will correct a long standing error and greatly make operations on the Weston sub more like the real thing.



Photo 1 Above: A view of the original track serving the United Foods plant (note the gate to the plant at the extreme left) and the spur serving the Lafarge Cement Products plant on the right. The structures and base supporting the conveyer belts of the latter are to be rebuilt and placed in a new alignment to accommodate the new siding tracks.



Photo 2 Above: The area after removal of the structures and the surface ground cover. To provide sufficient ground space for the new siding, a 60 X 8 cm. shelf composed of two layers of 1/8inch medium density fiberboard was built and attached to the end of the layout with brackets (cf. fig. 3). The "Touch Toggle" of Berrett-Hill visible on the fascia will serve for activation of the curved switch to be installed at the site indicated by the red thumbtack near the road at the left of the image. *Note: the view block separating the peninsula, not seen in fig. 1, is a recent addition.*



Photo 3: Left: Woodland Scenics foam roadbed was installed using caulking as adhesive and was held in place with thumbtacks until set. The spur to be linked to complete the siding is visible to the right. Because of the changed alignment of the tracks, new supports for the cement plant conveyers will be built and relocated. The seam at the right foreground shows the innermost edge of the installed shelf.





Photo 4 Left Above: A view of the Atlas code 55 left hand switch equipped with a 9 gram activating servo installed and ballasted. The former road crossing in the area has been removed. landscaping remains to be added. The yellow paint on the ties indicates the fouling points for the two tracks.

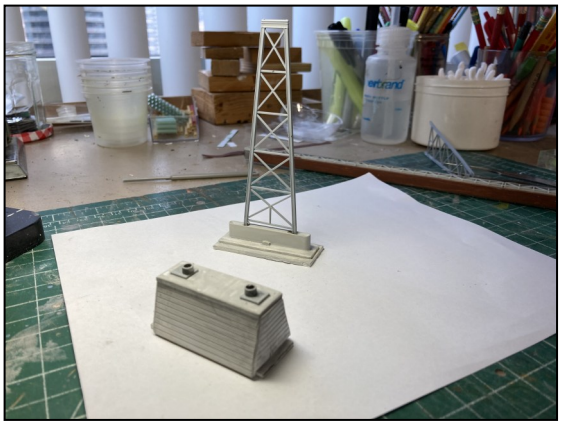


Photo 5 Above: A view of the Atlas code 55 left hand switch equipped with a 9 gram activating servo installed and ballasted. The former road crossing in the area has been removed. landscaping remains to be added. The yellow paint on the ties indicates the fouling points for the two tracks.

Photo 6 Above: A view of the finished ballasted siding and the new alignment of the conveyers with their supports. The ground level around the base of the supporting structure was raised using pieces of scrap styrene foam covered with a Polyfilla- impregnated cloth. After setting, dilute, grey coloured Pollyfilla was applied to the surface with a brush. After the surface was dry, the area was landscaped using mixtures of different colours of Woodland Scenics ground foam and grass and bushes were applied. The rock out growths were painted with a mixture of Tempera colours.

Photo 7 Below: An overview of the final work, showing the landscaped shelf and the siding.



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(HOMES Club)

24th Annual
Hamilton & District

LAYOUT TOUR

Saturday, September 26, 2026

9:00 am to 5:00 pm

22 great home and club layouts to view throughout the Greater Hamilton & Niagara area

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

Payment by EFT to **<homestrainclub@gmail.com>**
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Guide books will be available after **Labour Day**

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Enjoy the tour!

PHILIP DEHNE'S CNR LAYOUT

Article and Photos by MALCOLM BACK



Philip Dehne's HO scale layout depicts an imaginary southern Ontario secondary mainline running between Toronto and Sarnia in 1953. Both endpoints are represented by a common 12 track staging area. The 250 foot, around the walls, mainline links several design features which that were typical of the era. The yard in Grand Bend dispatches trains to work the four other towns along the line. In addition, there is local work in Grand Bend plus a daily turn to the Canada Crushed stone facility which is grinding up the Niagara Escarpment. A Georgian Bay port town of Port Lynn recalls the ship to rail transfers that occurred prior to the opening of the St. Lawrence Seaway. Port Lynn is a CPR operation with it's own 40' mainline, staging yard and interchange with the CNR. Bowser has recently delivered an MLW RS-3 to power the grain train.

Waybills and car cards route the traffic while a sequential timetable controls of the flow of trains. NCE radio throttles control the sound equipped locos. The goal is to have fun operating realistically for 2 to 3 hours but without stressing over minutia.

Philip, who lives in Markham ON, is currently looking for modellers interested in operating the layout with the aim of establishing a regular operating schedule. The layout is around the walls with peninsulas occupying 850 square feet in Philip's basement. It is a continuous loop but is operated Point to Point.

Later in the fall we will send out an announcement for a first visit for those interested to view the layout and perhaps to run some trains. **Philip will also be presenting a ZOOM session on his layout on December 21, 2026**.



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

BILL SCHAUBE (Kars, ON)

I started into model railroading in the 1960's with a Marklin set from Santa Claus. I still have it and much more. Half of my layout room is Marklin, and the other half of the layout room is freelanced CPR set in 1954. The Marklin layout is DC after I converted all of the engines from the original AC. The CPR layout is DCC. I am currently working on an article for a future issue of The Canadian in which I will more fully explain the concept.





MALCOLM VANT (Ottawa, ON)

As part of our fall challenge of our local NMRA group, we built Tichy tank car kits. The kits are a bit tricky to assemble and some parts are fairly fragile, even when you are done. I had bought a six-pack of these cars more than a decade ago, so I decided to build them all in an assembly line. I'm not sure if the last one was much easier than the first! I added a couple of extra details in the brake rigging: a fine chain from the cylinder to a rod that connects to the brake stem.

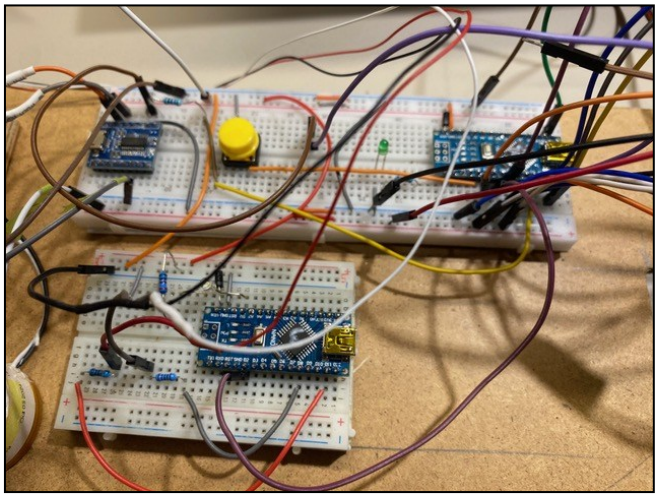


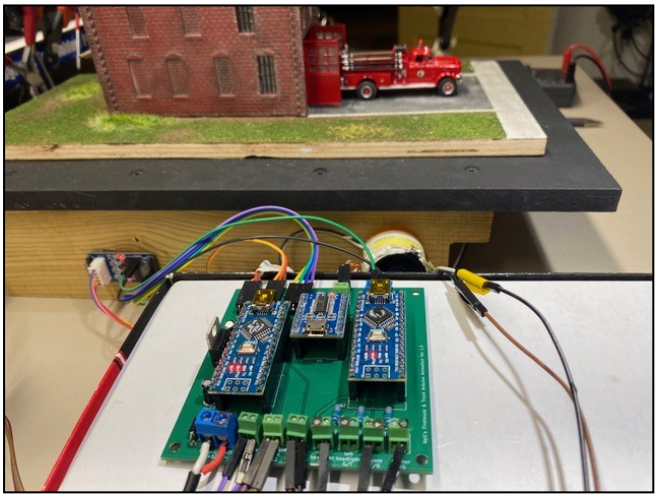


Tichy doesn't include these pieces. The finished cars were primed with Vallejo black out of the spray can. Prior to decaling a gloss coat of Pledge Acrylic Floor Polish was added. For the car that is illustrated, I applied Black Cat McColl Frontenac decals with a number corresponding roughly to that car type. A final coat of Mig Ammo Lucky Ultra Matte varnish was applied with an air brush. So far, one car has made it through the whole process.

NEIL CARLETON (Winnipeg, MB)

After taking two Aurduino courses, I created an animation using two Aurduino Nano's and one JQ6500. I started with a breadboard and with much help made a PC Board, to tidy it all up. A firetruck comes out of the station with its bell, lights and siren operating. After a pause in the sound, the truck returns and the doors close.





PHILIP DEHNE (Unionville, ON)

I have almost completed an HO model of Canada Crushed and Cut Stone which once stood on the Niagara Escarpment near Dundas, Ontario. It was the subject of a 1977 MR article including selectively compressed drawings. I knew then that I wanted to build it someday; it only took 49 years! Yelton Models will be making a 3D printed model of the electric quarry train.





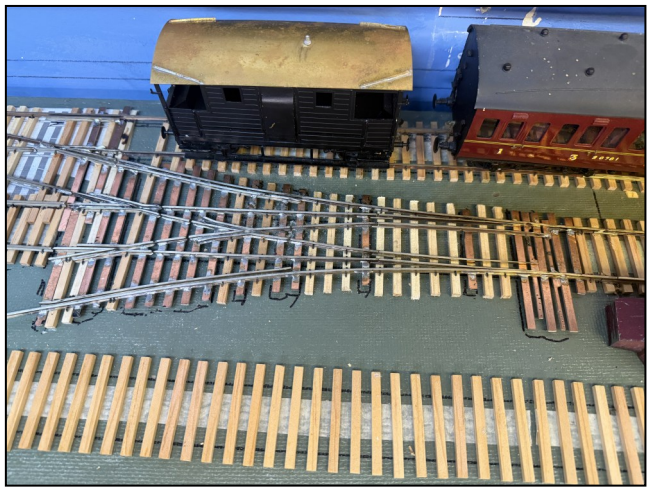


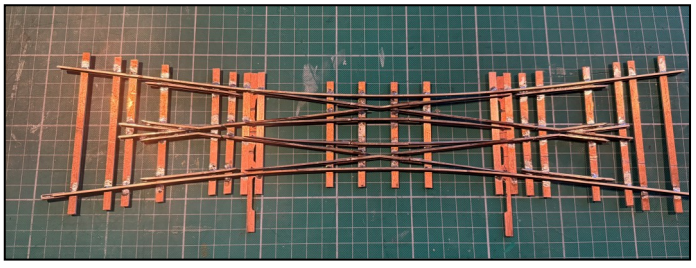
ROBERT LANGLOIS (Port Stanley, ON)

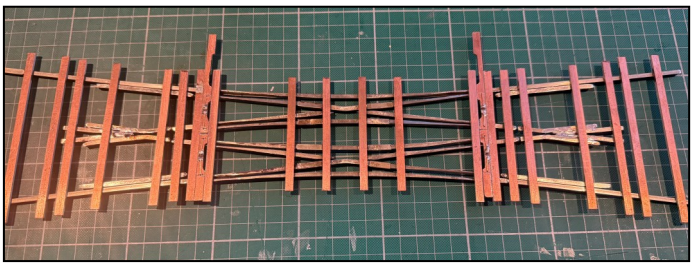
Pat Clinton and I took three modules representing the Portsea Gas & Light Company which serviced Portsmouth and which are still under construction, to the Great British Train Show (GBTS) in Brampton this year. The modules include a scratch built rotary dumper (Tippler) which is manually worked. The kids loved it. The locomotives are dead rail by S-Cab and all the rolling stock is either scratch built or kit bashed brass and built by myself. The display highlights some of the extensive research I did on the plant and the trackwork.



All the track is handlaid and all the turnouts, including a three way turnout and double slip, are, again, built by myself. This is not the usual tandem 3 way in which two turnouts are close together but sequential but rather one in which the points overlap and route selection involves a correct sequence of points selection. The ties are from Fast Tracks and the template was a cut and paste job from a number of Fast Tracks templates.



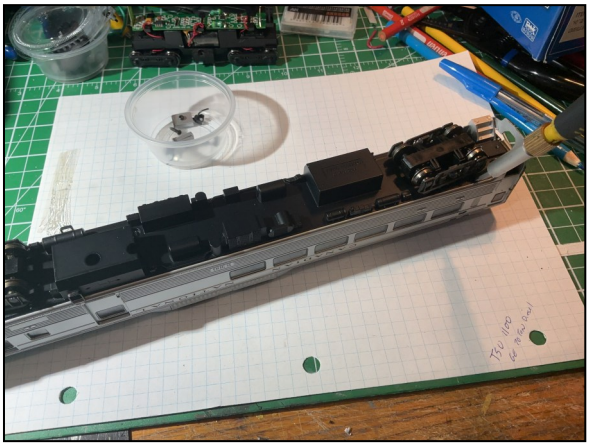




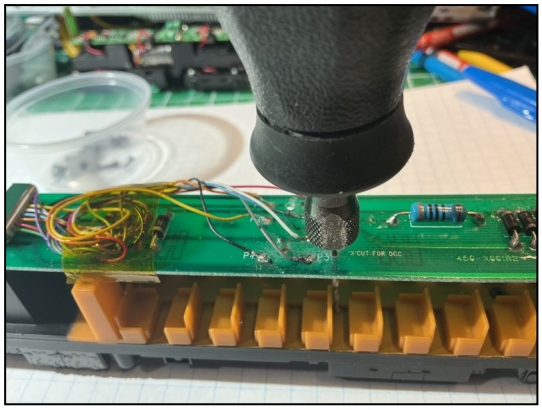
PETER HALL (Kenora, ON)

I recently completed a Proto 2000 TCS T1 Decoder Installation. T1's have recently been discontinued and replaced by T4's. The install required the following tools and materials, Clipper oil/paper towel, TCS T1 (now T4) decoder, Philips screwdriver, Solder / Soldering gun/ paste, Drill and bit, Kapton tape, Double sided foam tape.

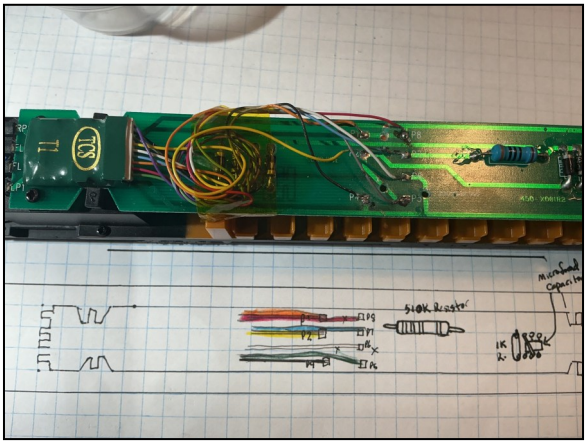
Step 1. First, I ran the model on a DC track to be certain it was still running well. I ensured the tires were clean by running the unit on a strip of paper towel with cleaning solvent on top of the track until the tires ran clean. I use Clipper oil.



Step 2: Turn the Budd car over and remove the couplers, placing the parts in a safe location. I use a small sample cup with sealable lid, in case it gets bumped. Then unscrew the 4 corner screws and put them in the cup.



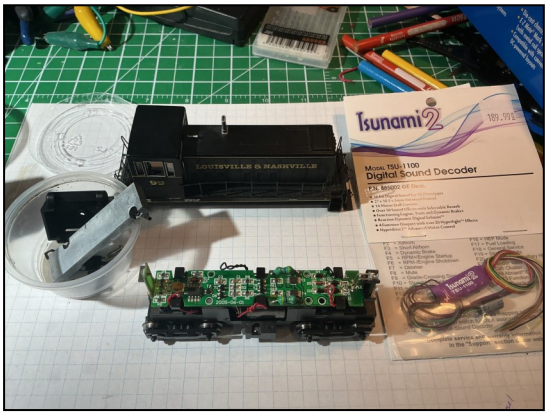
Step 3: Turn the model over, lift the body off and put it aside. There are three "x"s marked on the mother-board, which have to be cut for DCC operation. I drilled through the "x"s with a Dremel tool. I wiggled it across the printed circuit to ensure no filaments re-mained. The low-er left one I drilled below the "x" to keep away from the underside cir-cuit.



Step 4: The wires from the decoder were trimmed a bit and as I haven't found a smaller wire stripper I used the soldering tip to melt the first 1/4 inch of the plastic coating, which I then peeled off and trimmed as needed. The wire ends were tinned with solder. I also applied a tiny bit of solder to the 7 solder pads (P1, 2, 4, 5, 6, 7 and P8) to make things easier. I also drew up a wiring diagram to ensure all the wires went into the proper sequence. Orange to P1; Yellow to P2; Black to P4; Grey to P5; White to P6; Blue to P7 and Red to P8. I attached the Decoder to the motherboard with double-sided foam tape and anchored the loose wires with Kapton Tape.

Step 5: Finally, with the body off, I placed the unit on the programming track and after doing the addresses and such, tested it on the main. The headlights work but are dim. I plan to install diodes with resistors in the near future once I acquire some more later this year. I replaced the body, the screws and the couplers and placed the Budd Car back in service.

My next project will be installing a Tsunami2 TSU 1100 into a Bachmann GE 70- Tonner.



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CANADIAN NATIONAL GP40'S

BY KEITH MACCAULEY

Canadian National GP40's have long been my favourite locomotive. Delivered from London in two groups, 4002 – 4011 in May/June 1966 followed by 4012 – 4017 in October 1967. The 3,000 HP units were CN's second foray into so called 'Second Generation' motive power following a GP35 twosome (4000/4001 delivered 8/1964). The only GMD/Canadian built GP40's, the units were distinctive due to their below walkway split air tanks.

Of note, two class members (4006 & 4013) would serve as test beds in the creation of Positive Traction Control (PTC). Following preliminary development work in the mid 1960's. In 1971 the GP40 Guinea Pigs were rewired for over the road testing. Successful, the duo paved the way for some two hundred and seventy-eight follow up 'Comfort Cab' GP40-2's. Aside from No. 4011, retired due to a wreck while on a lease to the Louisville and Nashville Railroad in 1978, the balance of the GP40 fleet would serve CN for more than three decades in a variety of roles, including passenger service.

The last two delivered (4016/4017) were re-geared to 89 MPH operation in 1972 and would pinch hit on occasion in both commuter service while on lease to GO Transit as well as inter-city service for CN; subsequently VIA, following its formation. Towards the end of their CN tenure, a handful were assigned to Sarnia tunnel service, resulting in a very soiled/grimy appearance. The fifteen GP40's would be renumbered into the 9300 series in 1981 and several would find new homes with new owners following retirement. (Information source: Canadian National Railways Diesel Locomotives Volume Two)



Bayview Jct (c)5/1976



Burlington ON 8/3/1973



Bayview Jct 5/13/1988



Hamilton ON 4/15/1990 K MacCauley photo

RE-WEATHERING A CP ALCO SWITCHER

BY GEORGE DUTKA

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I purchased this Atlas Alco S-2 switcher a few years back which had DCC and Sound. It was missing some handrails and the weathering was not up to my layouts standards although it looked OK for the time being. It belonged to my late friend Mark Yurek who I believe installed the DCC and sound as I think it is an older run. Mark was very good with electronics if anyone had visited his layout. I purchased the engine from his estate for $80 so it was worth playing around with and being a friends model something to hang onto. I had it for about 3 years before I got around to working on it. Here is how it went.

I bent some new handrails then painted them Floquil engine black and Floquil white. Much of the handrails had chipped paint. Once I was done I found the missing handrails...such is life. A coat of Tamiya flat clear TS-80 was then applied. I then got out my PanPastels and Gouache acrylics to see what I could do with the model. The multi marks had some missing paint also. I believe Mark had decaled the whole unit. I touched this up with Floquil black also.

I started with the walkways as they are always a dirty colour and could work up and down the unit from there. I used PanPastel Neutral grey extra dark which is a very dark grey almost black on the walkways. On the trucks I began with AK gouache acrylics in the old rust and grime tones on the trucks and battery box. Some was also applied to the front and rear coupler plus the end platforms. I then used PanPastel Neutral grey extra dark on the trucks and battery box. I also applied a bit to the filters on the side near the front of the engine. There was some original steaking on the exhaust stack which I touched up with the grey extra dark too.

At this point I thought I best stop. I had covered a lot of the original weathering with my own touches and did not want to overdo it although Alcos got pretty dirty looking. I did not seal the powders as they would loose a lot of their effects. I did have to clean the wheels as the powders are hard to keep off them when weathering. Now it is one of the lines work-horses when required.

This whole project took a short afternoon to complete with the handrail bending taking most of it. I should note that Mark added lift rings to the hood of the engine and a Juneco radio antenna to the cabs roof, two nice details not found on the original run of Atlas engines.

