



# THE “CANADIAN”

a bi-monthly publication of the  
“Canadian Association of Railway Modellers”  
[www.caorm.org](http://www.caorm.org)

SEPTEMBER OCTOBER 2004 ISSUE #5

## PROTOTYPICALLY ACCURATE CANADIAN MODELS



**HANS HUDSONRODER'S  
CNR FRONTENAC DIVISION**

JOIN US IN MAY 2005  
IN WINNIPEG  
**GOLDEN RAILS 2005**

*Clinics-Layout Tours  
Railfanning-Steam Trip*

**DON EASTMAN'S  
CABIN CREEK LINE**

The number of Canadian models on the market has increased significantly in the last several years. Many manufacturers, particularly Canadian ones, are doing a fine job, however, many models are inaccurate. Often the changes required are minor, such as proper paint schemes or numbers. These add no cost to the manufacturer since it is only a case of doing it right. How can we help? We can offer to make our 600+ members a source of prototype information for manufacturers. I recognize that this is not a simple undertaking and will require significant effort on the part of a number of volunteers. We are now actively recruiting those volunteers. Implementing this program will take considerable effort and time but has the potential to provide substantial return to our members. Remember, this organization is all of us. If you can help in this worthwhile activity, contact me.





## FROM THE OBSERVATION PLATFORM

**John Johnston: EDITOR**

I hope all of you are enjoying your summer. The local newspaper had an article which said that this was a drier than normal summer. It hasn't felt like it since it seems like we have had an extraordinary number of overcast and dreary days.

One of the few benefits of those wet days is that it has enabled me to spend more time rebuilding the Pennsylvania RR Susquehanna Division than I would normally have had in the summer. My friend and fellow N scaler Justin Parry whose layout was featured in Issue #1 has ably assisted me in this effort. The track is all back in on the lower level and the upper level is well underway. My goal is to be fully operational by October 1 and it certainly seems achievable. This rebuild has also allowed me to correct a number of design errors which I built in the first time around and which seemed like too much effort to change when the layout was operating. All in all, this whole water leak, rebuild situation has turned out to be a blessing in disguise.

It was with a sense of sadness that I read an e-mail that was circulated the other day advising everyone of the passing of John Armstong. I always read with interest John's articles in MR, and his innovative trackplans led to numerous changes in the way layouts are designed. I was fortunate to meet John in person in San Francisco about 4 years ago and he turned out to be a delightful man who was more than willing to sit down and

share his knowledge. John will be missed, but he has left a tremendous legacy in his writings.

John's passing along with several e-mails I have received recently highlighted another issue we all will face. How to ensure those models we have collected and built over many years are properly disposed of. A woman from Quebec contacted me about her father's large Lionel collection and requested information on how to either preserve it or sell it. I was able to assist by putting her in touch with a reputable dealer. It is a reminder to all of us however as we get older to keep an inventory of our collections and ask a close friend who knows the value of what we have to assist our widow or our children if that becomes necessary. I have also discovered through those e-mails that there are unscrupulous people out there willing to take advantage of a widow, even in our hobby.

In closing, I want to thank Don Eastman whose layout is featured in this month's issue. My wife and I travelled down to Blenheim to photograph Don's layout and he was a kind and generous host.

### **EFFECTIVE September 5: MEMBERS AREA**

**Username: piston**

**Password: rod**

## **BACK ISSUES OF THE CANADIAN NOW AVAILABLE**

Back issues of the Canadian are available and may be purchased for the cost of production and mailing. Costs are:

### **CANADIAN MEMBERS**

1 ISSUE - \$2.75 FOR MORE THAN 1 ISSUE ADD \$2.00 PER ISSUE

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1 ISSUE - \$5.50 - FOR MORE THAN ONE ISSUE ADD \$4.00 PER ISSUE

All costs are in Canadian dollars and the increased charges for U.S. and European members represents the cost of mailing to those destinations.

TO ORDER BACK ISSUES CONTACT THE EDITOR

*Material for "The Canadian"*  
should be sent to:

Editor: John Johnston  
41 Glenview Place  
Hamilton, Ontario, L9C 6H9  
john.johnston5@sympatico.ca

### **COVER PHOTOS**

#### **Upper Photo: Ted Rafuse**

Well detailed street scene on Hans Hudsonroder's "CNR Frontenac Division"

**Lower Photo: John Johnston** Mixed freight behind C&O steam prepares to leave the town of Thurmond on Don Eastman's "Cabin Creek Line"

## REPORT OF THE CHAIRMAN AND THE EXECUTIVE

**Membership** is continuing to grow and the total number of members is now over 600.

**Convention** planning for the Winnipeg convention is well in hand and John Longhurst and his team are putting together an excellent program for everyone. The first information on this convention can be found elsewhere on this page. We have just about completed the wrap up of the St. Catharines convention and it appears that we have made a small profit. Our inclination is to re-invest this money in future conventions and the Executive will discuss this when the final numbers are in.

**Dues** will be increasing at the rate of inflation. We had a number of responses to our

request for input and these were considered when the Executive made its decision. For those renewing in the coming year, or taking out a new membership, the dues will be:

General Membership \$36  
3 year General Membership \$103  
Family Membership \$41  
3 year Family Membership \$118  
Youth Membership \$20

This represents an increase based on inflation to the closest dollar and will help us offset recent increases in printing costs and offset postal increases which are due on Jan. 1.

**Chapter** development is well underway with the Essex Kent Chapter having filed the

necessary documents to receive a Charter and with the Toronto Chapter in the process of doing so.

**Volunteer** recruitment will be a major activity this fall as we try to move CARM forward and prepare it for continuing growth. A number of members will be approached and we are hopeful they will be willing to step forward and assist.

**The Canadian** will be growing by a couple of pages, starting with this issue. Finding a cost effective method of printing has taken us months and 4 issues. These problems now appear to be resolved and we can now rely on consistent publishing costs.

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## GOLDEN RAILS, 2005

The 2005 Convention will involve CARM, the CN & CP SIGs, the WMRC, the Canadian Railroad Historical Association (CRHA), Midwestern Rail and Canadian Railway Modeller. It is being held May 20-22 to celebrate the WMRC's 50th anniversary. CARM, the SIGs and the CRHA will also hold their annual meetings with us here in Winnipeg. (The new VIA SIG may also hold a meeting, too.)

There will be clinics, including Andy Sperandio of Model Railroader magazine on passenger car detailing and prototype freight yard design and operation; Allen Ferguson on Canadian Tank cars from the beginnings to the 1950s; Ted Rafuse on the history of the Crossen passenger car company; Mike Barone on using Athabasca car sides; Pierre Oliver on building resin kits; and Roy Audus on CPR operations in and around Sudbury. Altogether, we expect to offer 30 clinics with 30 clinicians already confirming their attendance.

Ian Wilson will be the speaker at the banquet. A tour will be offered of the CPR's Winnipeg Diesel Shop, and a railway heritage tour of Winnipeg will include a visit to the Winnipeg Railway Museum, home of

The Countess of Dufferin, the first steam locomotive in western Canada. You can also ride the Prairie Dog Central, a vintage passenger train pulled by 4-4-0 #3, built in 1882 for the CPR.

Layout tours include a chance to ride the Assiniboine Valley Railway, a 1.5" (1.6") scale 7.5" gauge railway. The AVR has 5,400 feet of track on the ground; the main line is 3,700 feet, with seven passing sidings. The AVR is the site of our Friday evening opening session--a BBQ and layout tour. (On Sunday the AVR will host an operating session.) You can learn more about the AVR by visiting [www.swedenfreezer.com/avr/](http://www.swedenfreezer.com/avr/)



Winnipeg is an ideal location for those who like to railfan. Come early or stay a bit later and take a trip to see where the CPR and CN transcontinental main lines cross twice near Winnipeg. First at Rennie, where CN crosses over the CP, and secondly at Portage la Prairie where the two railroads cross at grade. Railfan tours to both locations are also being planned for Friday, May 20. You can also railfan in Winnipeg. The CP yard is easily seen from public roads and the two bridges that go over the yard (the CN yard is a

bit harder to see). And don't forget to watch the mighty BSNF in action! Well, the BNSF Manitoba Division, that is, an isolated switching line in Winnipeg that boasts a GP 9 and caboose.

There will also be displays, discussions, visits to Winnipeg's three model railroad hobby shops, the renewing of old friendships and the making of new friends. Best of all, it won't cost you an arm and a leg; we expect that accommodation and food for the weekend will run between \$80 and \$100 for two nights (dormitory style, two to a room), two breakfasts, two suppers and two lunches at Canadian Mennonite University (site of the convention). The registration cost has not yet been set, but it will be reasonable, too.

West Jet is the official airline of Golden Rails, 2005; the airline will give a 10 percent discount to convention-goers who use it to come to Winnipeg for the event.

It all adds up to a good time of model railroading, railfanning and fun—and at a decent price, too. We hope to see you here!

**John Longhurst, Chair, Golden Rails, 2005**



# A visit to Don eastman's Cabin creek line

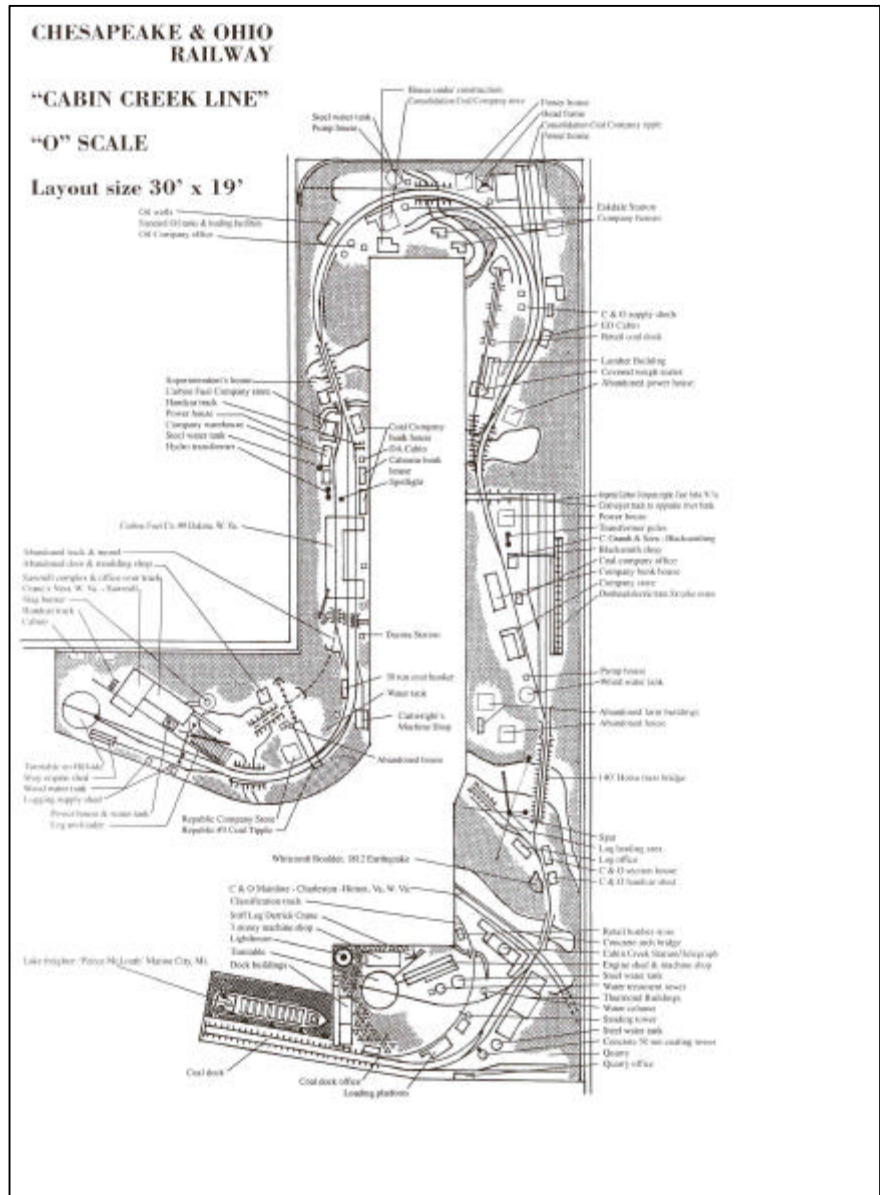
Photos and Article by John Johnston

Ian Maynard who contributed the Pere Marquette article to Issue #2 told me about his friend Don Eastman and suggested that this was a layout worth sharing with the readers of The Canadian.

Shortly thereafter we were all treated to some of Don's work when he shared with us his construction techniques for his CPR Mountain Observation Cars.

In early May I set out with my wife for the 3 hour drive to Don's home in Blenheim, Ontario where he models the Cabin Creek Branch of the Chesapeake and Ohio RR in O Scale. This incredibly detailed layout is set in the Kanawha coal fields of West Virginia in the era around 1949. The layout is point to point and U shaped and the railroad hauls coal and logs from the branch to the mainline connection at Thurmond.

A cabinetmaker by trade, Don's skills are reflected not only in the modelling but in the clean and will finished look of the layout room.



Don's layout, which was featured in the December 2001 issue of MR showcases 18 bridges and 81 buildings, all of which were built from scratch. For the most part he has followed plans which he obtained through the C&O Historical Society. Many of the structures are constructed board by board and have removable roofs to enable Don to display their finished interiors. The bridges include a 140 ft Howe through truss, nine trestles, and eight plate girder bridges which were constructed from styrene, complete with the embossed rivet detail.



Photo 1: A switcher and its caboose tuck themselves under the Imperial Carbon Company Tipple at Cane Fork, West Virginia, as another train passes through on the branch.

Photo 2: An overall view of the layout room showing a coal drag





Don's track is handlaid on basswood ties which he cut in his own wood shop. The ties were glued to the roadbed, tie plates were added to each tie and then the rail was spiked down. The scenery is hardshell with hand carved rock work and an abundance of lichen to simulate the greenery of the Appalachian Mountains. The majority of the rolling stock is also scratchbuilt including a wooden C&O Allegheny 2-6-6-6 whose face pokes out of the tunnel at Cabin Creek Junction.



Photo 3: Crossing at Grade

Photo 4: Don has modelled the interior of The Consolodation Coal Company mine



Photo 5: Dock area showing the machine shop at the top of the cliff, the lighthouse, boat shed, lake freighter, and coal dock.

### MEET DON EASTMAN

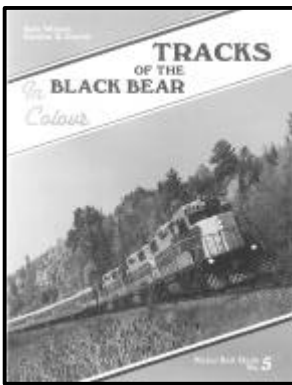
Don is a retired cabinet maker who resides in Blenheim, Ontario, about 30 miles west of Windsor. Don currently models in O Scale but has previously constructed three HO layouts. Don and his wife Anne are the parents of two sons, Paul and Michael.

In addition to model railroading Don works on antique cars and does model building for the local historical society

## CANADIAN AUTHORS

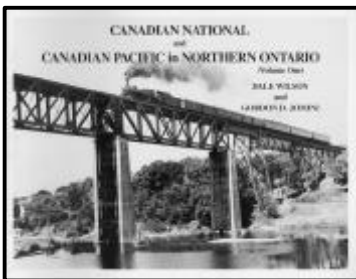
BY Ted Rafuse

For many years Dale Wilson has been a prolific author in the field of Canadian railway historiography. Railways near his home in Sudbury have sustained Dale's research interest and have been the subject of many articles and books over the decades. This is to be expected as Dale's father worked for the Algoma Central Railway and Dale himself spent three summers working for the ACR while attending high school. Growing up in Sault Ste. Marie abetted this interest while living in Sudbury for his adult life has allowed Dale access to many resources supporting his railway interest.



An early writing adventure occurred in 1974 with the publication of "Tracks of the Black Bear, The Story of the Algoma Central Railway." Printed by Green Tree Publishing Company Ltd., in 1974 this book is now a collector's item. *Canadian Rail* in 1979-80 published a 2 part article, "Bear Watching—Then and Now," the subject of which was the Algoma Central Railway. In the mid 1970s

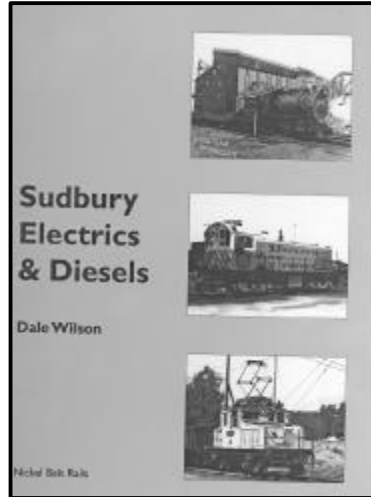
Dale, along with Gordon Jomini of Fredericton, created Nickel Belt Rails as a self-publishing vehicle, and this venture has proven successful for aficionados of Canadian railway history. A series of publications in both hard and soft cover followed including: Algoma Eastern Railway, From Abbey to Zorra via Bagdad and The Algoma Central Railway Story. Sharing his publication expertise, Nickel Belt Rails has assisted in the publication of other authors as well, including *Prairie Cinders* by Lawrence Stuckey and *The Sudbury Street Cars* by John Knowles.



Dale has written for other publishers as well, notably as part of the series produced by the British Railway Modellers of North America. During the mid 1980s to early 1990s Gordon Jomini and Dale co-authored three

volumes entitled *Canadian National & Canadian Pacific in Northern Ontario* for BRMNA.

As the twentieth century approached its end, Dale embarked on a new publishing adventure with the printing of two volumes titled "A National Passenger Chronicle." These books deal with aspects of the history of CNR and its



predecessor passenger services including Canadian Government, Grand Trunk, Grand Trunk Pacific and Canadian Northern Railways.

Today, Dale continues with his research and writing. In 2002 "Sudbury Electric and Diesels" was published by Nickel Belt Rails. SE&D chronicles the International Nickel Company of Sudbury's foray into industrial

railroading, and details the rail-related efforts of other mining operations for which data could be found, all in 160 pages of text and photographs. INCO at various times operated steam, electric and diesel locomotives and Dale has vividly captured the intrigue of this operation.

Currently Dale not only is a contributor to CP Tracks, the publication of the CPSIG, he is also their Passenger Car editor. With his knowledge of CPR passenger car history, as well as other rail lines, Dale is a ready resource for others seeking information on a variety of Canadian railways. With Gordon Jomini and Jeff Pinchbeck of the CPSIG he is working towards what is hoped to be the definitive look at CPR passenger equipment.

Now retired from a career in secondary school education, Dale continues to devote much time to his passionate interest in railway activity in northern Ontario. All Dale's railway writings are a testament to his comprehensive research, critical analysis and distribution of interesting images. Those



interested in the history of Canadian railways are indebted to him for his continued sharing of his railway knowledge through his writing.

Write to Nickel Belt Rails, P.O. Box 483, Station 'B,' Sudbury,

Ontario, Canada, P3E 4P6 for availability of Dale's books.



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# BECOME AN AUTHOR

BY JOHN JOHNSTON

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It seems that all of us like to read magazines and newsletters, but few of us are willing to make the effort to try our hand at writing an article. As the newsletter editor and the National Chair of CARM I have the opportunity to meet many model railroaders and everyone of them has provided me with a fresh insight into some aspect of our hobby. This article is about taking the next step. Take that unique idea or new way of approaching an old skill and share it with the rest of us. There are three types of Articles which we like to feature in The Canadian. “How To” articles, “Layout” articles, and “Railfan” articles. Lets look at each one.

**“How To”** articles are enjoyed by everyone and the key to a good article is to describe the process step by step. Do not assume that the reader will know that you automatically do something. Describe it. The readers will range from beginners to skilled craftsmen, and all of the steps in between. Take clear, close up photographs of each step. The nature of the project can range from painting tips, to scratchbuilding, to kitbashing, and the type of project, from cars, to motive power, to structures. Don’t worry about the length of your article. My job as editor is to make it fit the pages. Don’t be afraid to share your personal trials and triumphs with the reader, we have all experienced them. Be clear about what tools you used and what materials are needed for the project.

**“Layout”** articles are intended to share with the reader the concept behind your layout, its current state of construction, and any future goals you may have. I like layout articles to be in the 500 word range and request that you provide a trackplan, and 6 to 10 photographs. The trackplan can be handdrawn and doesn’t have to anything fancy. We just want to share with the readers what you are trying to accomplish.

**“Railfan”** articles are normally one page in length. This would include 2 to 3 photographs and a map of the location. The article itself can be 100 to 250 words and describes what makes this a good railfan location, the railroads which can be seen at this location, the best times for railfanning, and anything about the location which is unique or special.

**Photographs** can be slides, prints, or digital. I have the ability to scan prints and slides. Photographs should be “sharp” (in clear focus), and properly exposed. As editor I do have software to rectify some photographic problems, however, there are limits to what you can do with a bad photograph. Include a description for each of your photographs describing what it shows and how it relates to the article. Photographs for How To articles should have a light background and should be taken during the project.

**Written Material** should be typed or printed in a clear legible hand if it is submitted in hard copy. Written material which is submitted electronically should preferably be in Microsoft Word, however, I can work with a PDF. Avoid fancy fonts or formatting. Single spaced, Times New Roman, 12 pt print. When you have completed your material, reread it. Make any corrections or changes that are required, including ensuring that names, etc., are spelled correctly.

**The Final Step** to becoming an author is to turn to page 2 of this newsletter. In the small grey box is the mailing information for the Editor. Take that first step and submit an article today.

# Building a Double Deck peninsula for the PRR Susquehanna Division

By John Johnston

In recent editorials, I have described the woes I have encountered with leaky basement walls and the need to tear down parts of the layout. The positive aspect of all of this was that it allowed me to correct some design deficiencies which I would otherwise have chosen to live with. For some time I had been dissatisfied with the return loops which I required in order to feed traffic over the Horseshoe Curve. Dozens of drawings and lots of research later, I decided to replace what had been a large harbour area with a peninsula, which would come out into the centre of the room.

My layout is a double-decked N scale version of the PRR around Altoona and the difficulty I immediately faced was that this peninsula would need to have two decks which would be freestanding. I have every copy of MR back to 1962 and so I began to scour its pages for help with the benchwork engineering. When that proved fruitless, I turned to the numerous other magazines I own, as well as the Internet. The end result was that I found nothing.

Turning my mind to the problem, I began to tackle the design issues. First, I decided to use L Girder construction. I had previously used box construction, and I wasn't pleased with it and so the return to tried and true L Girder. The bottom level would be straightforward. Two 10 ft long L Girders made of 1X3's supported by 3 sets of legs made of 2X4's with 1X3 crossbraces. The one end of the L Girders would rest on the L Girder of the wall section of the layout.

This was the easy part.

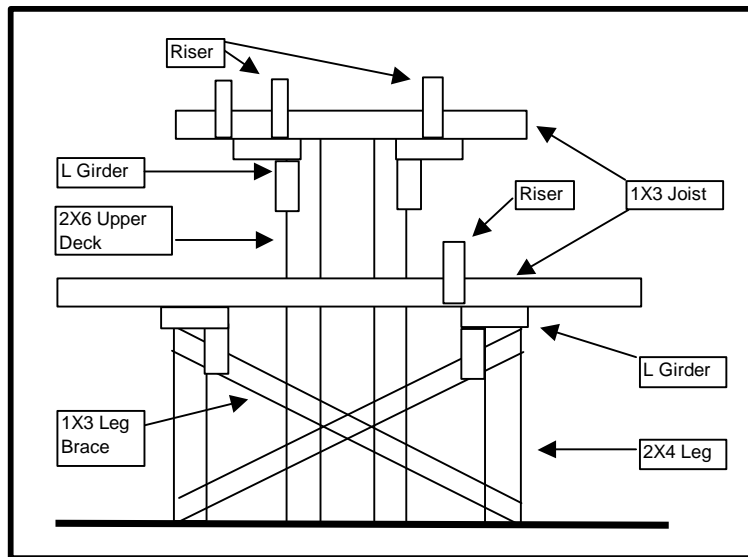
Looking around at what I had scavenged from tearing down the previous layout, my gaze rested on 6, 8 ft lengths of 2X6 which were intended at one time to become legs. I cut two of them into 56 inch lengths. I then slid them down between the crossbraces on the legs. They fit perfectly and would ultimately be secured with woodscrews countersunk into the braces. For now, I took them back out. My next step was to create the upper level L Girder from 1X3's, 8 ft in length. Marking the width of the L Girders onto the 2X6's I then chiseled out an insert about 1 inch deep into which the L Girder would sit.

This step was followed for 3 sets of 2X6's. Inserting the L Girder into the 2X6 meant that the weight of the upper level would be borne completely by the 2X6's. The 2X6's were inserted into the legs and secured. The L Girder was inserted into the cut in the 2X6's and secured by countersunk woodscrews. Joists were then placed across the L Girders, each cut to the appropriate length and then risers were added to the joists to support the roadbed.

The rounded ends were created by running the joists out like the spokes on a wheel from a central point.

My father in law who was a carpenter, used to call me a "shoemaker" when describing my carpentry skills so I have no illusions that there is undoubtedly a better way to do this, however, it has

worked for me and appears to be extremely solid. For those of you building double level layouts and who might have a freestanding peninsula to build, perhaps my method will help in your construction.

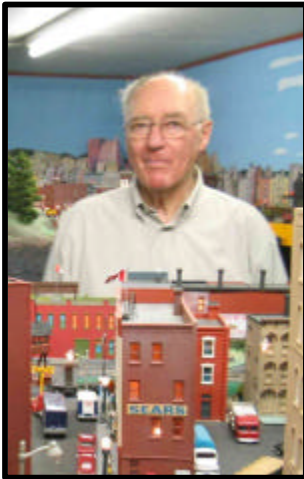




# CNR FRONTENAC DIVISION

As modeled by Hans Hudsonroder

Photos and Article by Ted Rafuse



Hans Hudsonroder's fervour as a model railroader has endured over many decades. For many years Hans and several pals met at The Pine Ridge Model Railway Club. Hans is a long-time member of the club that organizes an annual Model Train Show every November in Whitby, Ontario. For many years he was a locomotive converter, modifying die-cast locomotives from various

builders into CN or CP stand-ins. Many modellers witnessed his display cases that appeared in a number of model train shows along the Lake Ontario corridor.

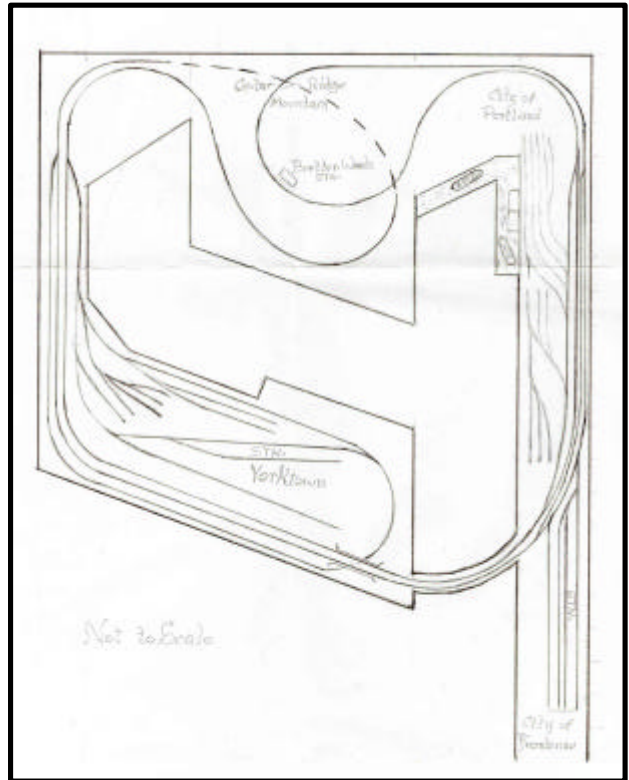
First impressions last a lifetime and when Hans arrived in Canada steam locomotives captured his imagination and his heart. One of these locomotives was a CNR 5700 Hudson with its blurred 80 inch drivers and whistle singing in the air that mesmerized him as the locomotive sped by. Hans formed the Oshawa Locomotive Works that assembled and modified Bowser, Mantua and Roundhouse model locomotives into various CNR and CPR steam locomotives. The Oshawa Locomotive Works closed its shops with the cancellation of Mantua kits in 1993.

Hans' HO layout, begun a quarter century ago, occupies an area approximately 15 by 21 feet in one end of the basement of his home. It utilizes three walls, the fourth purposely open to the rest of the room for visitor visibility. Bench work is open frame grid. Layout wiring copied the dual cab control of Linn Westcott as illustrated in his book "How to Wire your Model Railroad." Hans suggests this wiring is of the father-and-son type, which allows for two throttles to operate under block wiring control. Various Model Rectifier transformers have been used over the years but recently a MRC TEC 4-260 was installed.



Various Model Rectifier transformers have been used over the years but recently a MRC TEC 4-260 was installed.

In a procedure he emphatically does not recommend, Hans painted the backdrop scenery *after* the rest of the layout was completed! Code100 flex track predominates with #6 mainline turnouts and #4 yard turnouts.





A hidden loop at each end of the track provides for the appearance of a double track mainline at some places while a single track is featured in other areas. Operating signals provide a sense of animation to the running of trains. Operation has been flawless for many years. A skirt below the layout fascia enhances the overall appearance

A professed enthusiast, Hans proclaims he is determinedly neither a rivet counter nor a slave to the prototype. His layout is free-lance, identified as the Frontenac Division of the Canadian National Railways. Initially it was based on the steam era practices of CNR's Eastern Canada and New England States regions and witnessed motive power and rolling stock of the Grand Trunk, Grand Trunk Western, Duluth Winnipeg

& Pacific and Central Vermont. Self-customized steam locomotives from manufacturers such as Mantua, Life-Like Proto 2000 and Bachmann Spectrum graced the tangents and curves of the layout for many years.

Recently diesel power, primarily first generation vintage, has replaced the coal and oil burners. Hans states that an article in CNLines SIG magazine describing the conversion of an H-16-44 diesel to CNR practice commenced his evolution to the newer motive power. Hans loves a modelling challenge and since his H-16-44 project he has modified an Atlas RSD4/5 to a CNR RS-13 in the green and yellow scheme. Several other diesel projects have resulted in a stable of motive power, in CN's green and yellow, all lettered with either Microscale or CDS decals.

Passenger equipment includes Athearn, Spectrum and Life-Like cars. Most model manufacturers are represented in the freight car fleet with a significant number of AccuRail cars currently on the layout. Many of the European style buildings which appeared early on the layout have since been replaced with more North American representations from Cornerstone, City Classics and Design Preservation Models (DPM). Hans claims that using these kits has become quite contagious and this can be witnessed in the photos.



Dozens of structure kits, original or altered, appear on the layout. Hans adds significantly to the basic kits by adding interiors and lighting and by creating external mini-scenes. In fact mini-scenes are numerous on the layout and often are missed at first glance.. Numerous vehicles suggest ongoing activity. For younger visitors, Hans has a handrail and step stool so these model fans can enjoy his layout as well.

The layout occupies a portion of a larger basement room. At the opposite end are a library and a wall photo collection indicative of Hans' interest in railways, especially those of the CN family. Several display cases adorn parts of the walls and these display his modified and painted CNR locomotives, including H-16-44, RS 1 and 3, RS 10s, RS 11 and RS 13 locomotives as well as enhanced rolling stock.

Regrettably Hans reports that his quarter century love affair is about to be demolished. At age 77 he wistfully states he is the last of his peers. No family member or modelling associate is particularly interested in continuing with his layout. He believes it must go.

For most this might be a sad circumstance. Not so for Hans! With youthful elation he is designing another, albeit smaller, shelf type layout. He knows what equipment will be retained and recycled into his new creation. With Hans' interest, skill and enthusiasm in model railroading a new layout will shortly grace his basement and perhaps these pages.

# Model Railroading Hints and Tips

By John Longhurst

## Stripping paint off of locomotives

Sometimes, the locomotive paint scheme you want just isn't made by a manufacturer. You could buy an undecorated model, or you can strip the paint off a unit you already have. But how to do it? This question came up on [www.Trainorders.com](http://www.Trainorders.com) recently. One suggestion was to submerge the shell in Pine Sol for eight hours, then dip it in 91% isopropyl alcohol (available at a pharmacy) for two hours. Scrub it with an old toothbrush, then rinse. According to the person who supplied this idea, this works for Kato locomotives, but it doesn't seem to work on old Tyco shells. Another modeller says he has stripped all brands of locos except Kato using just 91% isopropyl alcohol. He says that the best way is to use a small covered container (alcohol evaporates), making sure that the alcohol covers the shell. Scrub, then rinse, and the unit is ready for painting. Meanwhile, a member of the CPR group at <http://groups.yahoo.com/group/C-P-R/> says he has had excellent success stripping paint off of locomotives by using a product called Castrol Super Clean. He soaks the shell for three or four days; the paint, he says, comes right off with a light scrubbing with an old toothbrush—with no harmful effects to any of the different types of plastic shells.

## Guitar string MU hoses

This tip comes from Model Railroad Tips, Tricks and Techniques

<http://www.trainweb.org/danderso/freightn.html> Ted Tyson Sr. is a guitarist, and he says that guitar strings make great MU hoses for locomotives. He suggests buying a set of medium gauge strings, and says they will last "a longggggg time." The larger ones can be used for hoses and piping at a maintenance facility or locomotive shop.

## Where to put those containers

People who model the modern scene need to have some double stack container trains. But how are the containers supposed to be stacked? Model railroader Rick Ritchie of Selkirk, Man. used to work in an intermodal yard, and gave the following answer: "Look at the tops of containers for the inter box connectors (IBC)," he says. "A 48 foot container will have them at the 40' mark, as will a 53 footer. It's becoming common for 40 footers to ride atop of 45, 48, or 53 footers these days. Twenty footers have nowhere to lock into in the centre, so they have to ride on the bottom." Tank-tainers, which carry liquids, usually ride alone, he says, because they may carry flammable or corrosive materials.

## Another source for windows

Looking for an inexpensive way to make translucent windows? The answer can be found beside your breakfast cereal each morning—the milk jug. Simply cut a flat piece out of the jug and use it to make the window.



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