



# THE “CANADIAN”

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

SEPTEMBER OCTOBER 2005 ISSUE #11

## SHOULD WE EXPAND THE NATIONAL BOARD?



**ONTARIO NORTHLAND RAILWAY  
AS MODELLED BY GARTH HAYES**

### MONTREAL 2006

If you are the type who likes to plan ahead, then get ready for Montreal in 2006. The organizing committee is hard at work to prepare a great program for you centered around Exporail. You should start seeing details in the Canadian this fall, stay tuned.

**CANADIAN PACIFIC RAILWAY IN 1957  
AS MODELLED BY DAVE GOSLIN**



As I talked about in the last copy of the newsletter, the question of should there be an expanded National Board with regional representation remains the subject of considerable discussion. While the four of us who currently serve on the Board are clearly not afraid to make a decision or take risks, the creation of CARM being a prime example, this is an issue which we feel needs to be decided by you, the membership.

Enclosed in this issue is a ballot. I will deal with the substantive issues in the Report of the Chair, however, I am using this space to urge you to vote. One of the common complaints we heard about the NMRA, rightly or wrongly, was the failure of the leadership to listen to the membership. This is your opportunity to have your voice heard. You can influence the future leadership and direction of CARM by exercising your vote.



## THE OBSERVATION PLATFORM

This has been a very hectic summer. On a happy note, my first grandchild, Ethan, was born to my daughter. He brings pride, joy, happiness and all of the other feelings that come to grandparents on such an occasion. He is now five months old and I have already had him downstairs running trains with me. On a less happy note, my wife's mother has been seriously ill and has been hospitalized for over 5 months. Needless to say, model railroading has taken a back seat during this time. Preparing this newsletter has also been put back a little farther than I would have liked, so you all have my apologies if you receive it a little bit later than usual.

I have had a little time late at night to work on a car card operating system to be implemented on Justin Parry's ASTX which was showcased in Issue #1. Moving over 700 cars between 10 towns and yards, across a 24 hour schedule proved to be a much more complicated process than I could ever have imagined. I will try to write an article in the future to share some of my learning curve with those of you who are interested in prototype operations.

Received a nice note from Paul Ullrich who has been supplying the cartoon each issue. It looks like Paul will be having one of his humorous stories published in Trains. Congratulations Paul.

**John Johnston: Editor**

### PASSWORD CHANGE

**MEMBERS AREA: EFFECTIVE September 20**

**USERNAME: rail**

**PASSWORD: tie**

### COVER PHOTOS

**Upper Left Photo: Ted Rafuse:** High above one of the major bridges built from several Model Engineering base kits, ONR #308 leads its train across a river gorge in Northern Ontario.

**Lower Right Photo: Ted Rafuse:** While no trains appear in this photograph, the BA oil dealer and the 55 Chevy date the time of this image.

## LETTERS TO THE EDITOR

### Re: The Canadian July August Issue

Good issue! I like the idea of a buy and sell page.

Paul Ullrich

### Re: The Canadian

I have enjoyed every single edition of "The Canadian" and wouldn't like to see the format monkeyed with too much. I especially like the articles about other modellers layouts. The latest edition for example has just about the right mix of articles and information. The one thing which maybe could be expanded would be more "how to" type of articles. Also the buy/sell section may be worthy of consideration. The problem, if you could call it that, with the commercial magazines is they are too full of advertisements and not full enough of articles, and I for one hate paying big dollars for a bunch of glossy adverts. Keep up the good work!

Carl Kinzinger

### Re: Durham's Water Putty

Please let everyone know that they can go to their local hardware store and get Durham's Water Putty. Here in Thunder Bay they keep it in stock and anything one store can get most others can as well. I have also found it at a carpet retailer as well. I believe that they use to level imperfections in wood or tile floors before putting the next layer on. It can be found in both large and small containers. Thanks for the kind words about our Thunder Bay Club layout in the last issue, it was a pleasure to have you visit.

Frank Gerry

**Editors Note:** Durham's Water Putty is not a product I am familiar with, and I suspect there are many others like me. If one of you who use this product want to drop me a note and explain its uses, I would be happy to publish it.

### BACK ISSUES AVAILABLE

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

**Canadian Members:** 1 Issue—\$2.75 Each additional issue \$2.00

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**Editor: John Johnston, 41 Glenview Place, Hamilton, Ontario, L9C 6H9 or by e-mail at editor@caorm.org**

## REPORT OF THE CHAIR

### **Electing Regional Directors:**

As I have noted on the front page, we are enclosing a ballot with this issue which asks you to give us direction on the question of electing Regional Directors. In the course of this column I will try to address both sides of the question and at the end I will provide you my own recommendation as the Chair.

**Why did we keep the Board so small, originally?** One of the common complaints we heard from modellers was their dissatisfaction with the “politics” of the NMRA. Realistically, we have to accept that any organization with more than 2 members will have “politics” to one extent or another. We drew the conclusion that the politics being referred to were the interactions that are created amongst a large elected group, and the numerous committees and other structures that go with it. We resolved to keep the structure small and politics free.

**Was this the right approach to take?** In the sense of keeping the “politics” out, absolutely. My 3 co-founders and fellow Directors have been excellent to work with and while we have disagreements, we share them openly and work towards a resolution of our sometime significant differences of opinion. There are however, two other pieces to the issue of a small Board. The first is workload. We are keeping up but it only takes a minor crisis such as I have encountered with my family and one other Director has also encountered and you are struggling to stay on top of things. Spreading the work over a greater number of volunteers would be both a good approach and a wise decision. The second piece is the problem of Regional Representation. As you know from my last report, I don’t believe anyone in the hobby is disadvantaged because Pete, Lex, Dave, and I all reside in the same area in Ontario. That being said, having someone in your immediate area who can promote the organization, address your concerns, and assist Chapters in their activities, would be a positive step.

### **How will you communicate, and will it cost the membership more money?**

Though this question deals with logistics and should be solvable, it merits being addressed up front. It would be our view that utilizing the Internet, or conference calling would be the methods used to communicate between Board members. Conference calling would have a slight cost but we have had an offer of assistance from a member in Northern Ontario to help us out. The key is not to provide travel expenses to Directors to attend meetings. To gather 10 or 12 Directors from across Canada to meet in a single location is an expense totally beyond the capacity of this organization. Anyone standing for election must be prepared to accept that.

**Will each Province have its own Director?** This might seem like an ideal situation. It would give us a Board with good geographic representation but widely differing membership representation. It is our view, initially, that we should start with a combination of both. If membership evens out between the Provinces we can look to remaking the Board at some point in the future. On that basis the Board of Directors is recommending that if you approve the election that it be for the following areas.

British Columbia 1 Director,  
Alberta 1 Director,  
Saskatchewan 1 Director,  
Manitoba 1 Director,  
Northern Ontario 1 Director,  
Southwestern Ontario 1 Director,  
Southeastern Ontario 1 Director,  
Quebec 1 Director,  
New Brunswick, Nova Scotia, PEI,  
Newfoundland & Labrador 1 Director,  
International Members 1 Director

In addition the 4 Officers of the Organization would be members of the Board. The Chair would be elected from amongst the members of the Board.

**If we approve this, when will the Elections take place?** This has not been set, however, I will be recommending to the Board that we do it as

soon as possible. The deadline for receipt of your vote on the elections has been set so that we can report the results in the November December issue of the Canadian. If you approve proceeding we will have a nomination process. Candidates would be allowed a brief message in the January February issue of the Canadian and then voting would take place sometime in the February March timeframe on a geographic basis. Ie. Members in BC would vote for the BC Director, etc.

**Can we do this without approving it at an Annual General Meeting?** Yes, when we talk about keeping the “politics” out, it is about avoiding this type of nitpicking. Every member will receive the notification, every member will have the chance to vote, and every member will have the opportunity to run. We are first and foremost a membership run organization.

**Can I vote on the Internet?** No, that is not a capability that we have on our website and returning the paper ballot we have mailed to you ensures that there is no misunderstanding how you voted.

**What is your position as the Chair?** I will be supporting the proposal for all of the positives reasons outlined above and my personal belief that in order to grow we need to have elected officers closer to the members that they are serving.

**John Johnston**

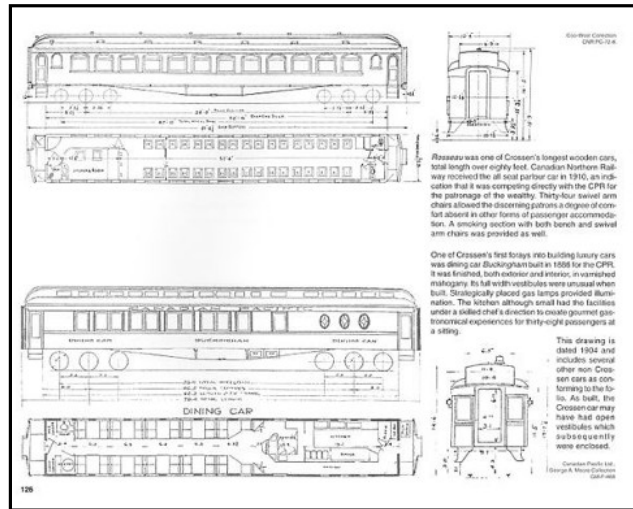
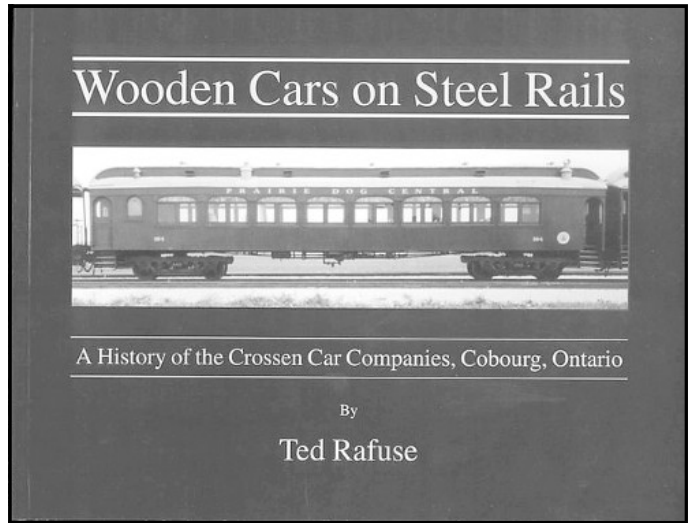
# CANADIAN AUTHORS WOODEN CARS ON STEEL RAILS

Ted Rafuse, a frequent contributor to The Canadian has authored a second book, *Wooden Cars on Steel Rails*, a history of the Crossen Car Company of Cobourg, Ontario. His third book, *A Road to the Isle: A History of the Strait of Canso Railway Car Ferries 1890-1955* is on its way to the printers as we go to publication. Here are some photos and the announcement of Ted's latest book.

"In text and images railway researcher and writer Ted Rafuse chronicles one of early Canada's late nineteenth and early twentieth century railways ran Crossen Company wooden passenger and freight cars on their lines. *Wooden Cars on Steel Rails* narrates the history of founder James Crossen and his son William Crossen who together created Canada's largest independent manufacturer of wooden railway rolling stock. This volume narrates the history of the several companies that emerged from a small foundry providing agricultural implements to the local farming region into Canada's foremost manufacturer of wooden passenger and freight equipment. The Company's growth paralleled Canada's era of railway expansion. Included within the book is a roster of Crossen built cars, lavishly supplemented with dozens of photographs, numerous passenger car diagrams and interpretive captions.

*Wooden Cars on Steel Rails: A History of the Crossen Car Companies, Cobourg, Ontario.* Colour cover, perfect bound, 176 landscape 11"X8.5" pages, 125 b&w photographs, 51 equipment diagrams, passenger and freight car rosters, full references, and an index.

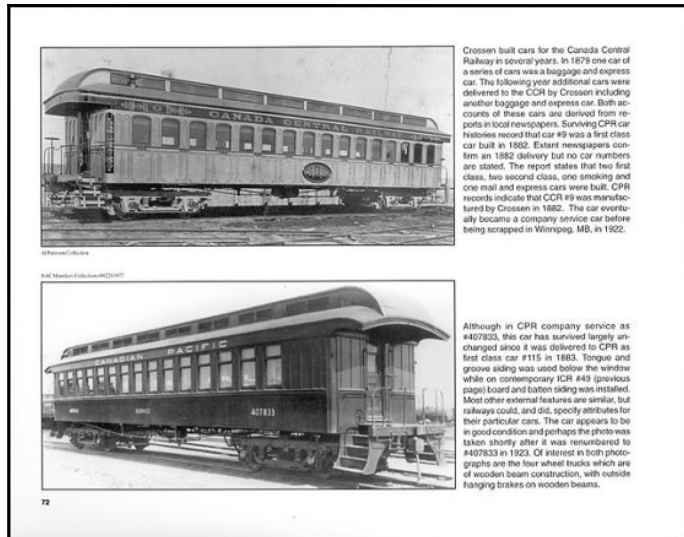
Available from Steampower Publishing 54 Walton Street, Port Hope, Ontario, L1A 1N1. Cdn \$39.95 plus Cdn \$5.00 shipping and handling to Canadian addresses. US \$34.95 plus US \$4.00 shipping and handling to US addresses.



Ressau was one of Crossen's longest wooden cars, total length over eighty feet. Canadian Northern Railway received the all steel partner car in 1910, an indication that it was competing directly with the CPR for the patronage of the wealthy. Thirty-four swivel arm chairs allowed the discerning patron a degree of comfort absent in other forms of passenger accommodation. A smoking section with both bench and swivel arm chairs was provided as well.

One of Crossen's first forays into building luxury cars was dining car *Blankingham* built in 1898 for the CPR. It was finished, both exterior and interior, in varnished mahogany. As full with vestibules were unusual when built. Strategically placed gas lamps provided illumination. The kitchen although small had the facilities under a skilled chef's direction to create gourmet gastronomic experiences for thirty-eight passengers at a sitting.

This drawing is dated 1904 and includes several other non-Crossen cars as conforming to the forty-foot, six-bolt, the Crossen car may have had open vestibules which were eventually were enclosed.



Crossen built cars for the Canada Central Railway in several years. In 1879 one car of a series of cars was a baggage and express car. The following year additional cars were delivered to the CCR by Crossen including another baggage and express car. Both accounts of these cars are derived from reports in local newspapers. Surviving CPR car histories record that car #9 was a first class car built in 1882. Extant newspapers confirm an 1882 delivery but no car numbers are stated. The report states that two first class, two second class, one smoking and one mail and express cars were built. CPR records indicate that CPR #9 was manufactured by Crossen in 1882. The car eventually became a company service car before being scrapped in Winopeg, MB, in 1922.

Although in CPR company service as #407833, this car has survived largely unchanged since it was delivered to CPR as first class car #115 in 1883. Tongue and groove siding was used below the window while on contemporary ICR #49 (previous panel board and bottom siding was installed. Most other external features are similar, but railways could, and did, specify attributes for their particular cars. The car appears to be in good condition and perhaps the photo was taken shortly after it was renumbered to #407833 in 1922. Of interest in both photographs are the four wheel trucks which are of wooden beam construction, with outside hanging brakes on wooden beams.

# THE CANADIAN PACIFIC RAILWAY IN 1957

Modelled by Dave Goslin: Article and Photos by Ted Rafuse

Dave grew up in Windsor and his grandfather whetted his love for trains by numerous trips to Windsor Station. Many years ago, an American Flyer train set from an uncle one Christmas provided the seed that grew into Dave Goslin's interest in model railroading. The train set was set up on the living room rug in a circle of track. Initially however his childhood hopes of operation were curtailed by his father and uncle whose interest in the trainset was so intense that Dave could hardly get near it, let alone operate it. As with many young train lovers, adolescence was filled with other activities and the American Flyer set disappeared.

The model railway affair was rekindled when Dave settled in Peterborough as a young man. In 1974 he began his first HO layout with complete control of his own. The site of this first layout was dictated by other living factors and so the crawl space became his railway domain. Those with the experience of having a layout in this type of location will understand Dave's yearning for "something better". A model railroading

**Photo 2: Below: An overall view of the essentially completed portion of the layout.**



**Photo 1: Above: A wooden reefer awaits removal by the next way freight. Bisset's Creamery is a favourite summer time switch operation as invariably a double scoop treat awaits each member of the train crew.**

course at the local community college, taught by two current members of the Peterborough Model Railroaders, helped to develop Dave's modelling skills. In late 1996 Dave moved to his current house with an appropriate area designated for the new layout. His pals unequivocally state that the house was purpose built for his planned layout.

The layout room occupies a space about 13ft by 24ft with a small jut at one end that adds another 4ft by 6ft section. At this end a portion of the mainline passes into the adjoining work room to hide several staging tracks. The bench work is open frame, built in 4ft modules, using L girder construction. A 3/8" sheet of plywood forms the base, which is topped with homasote to which is glued cork roadbed. Track is Atlas code 100 nickel steel flex track. All mainline turnouts, and difficult to access

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turnouts, are Atlas electric, but there are many hand throws as well. While Dave does not plan on moving, he has planned for the future. As well, the PMR group occasionally bring small modules, such as these, to local train shows replacing their larger club layout.

Traditional block wiring is used throughout, but each section of flextrack is wired as Dave prefers not to rely solely on rail joiners to provide a consistent electrical connection. Seven cabs provide control of the layout through a series of rotary switches. Two Aristocraft (Crest) hand held throttles provide main line control through and five other throttles control dedicated towns. However, due to the wiring and use of rotary switches, any throttle can power any section of the layout. Steam motive power consists primarily of Rivarossi products while first generation diesels are dominated by Atlas and Proto 200 products.

Dave's scenery and buildings indicate much attention to detail. Stone work is created from rubber rock molds. Backdrops from Detail Associates are affixed to photo mount board to provide a sense of depth. Buildings range from kits with some modification, to scratch built structures illustrating Dave's modelling skill and attention to structural detail. Many mini scenes illustrate his keen eye for 'telling a story' in a particular location.

For weathering structures and rolling stock, Dave uses a powder composition produced by Bragdon Enterprises. It is a finely ground product, 100 times finer than chalk. This weathering powder adheres to any non-glossy surface. To the powder is added a pressure sensitive, dry adhesive. The product is non toxic and affixes to the surface with very light pressure. Seemingly light friction, by brush or finger activates the adhesive. No spraying with dull cote is required. Bradgdon has a web site at [www.bragdonent.com](http://www.bragdonent.com) for further information on this product.

While all the mainline is complete, the layout is about half detailed. At present Dave is interested simply in running trains. Once the scenery is complete his plan envisions prototypical operation. Current attention is devoted to working in small sections with scenery, completing each vignette with many details. His goal is to bring each scene to life providing a focal point for himself and visitors.

Dave is a member of CARM, the Peterborough Model Railroaders, the NMRA and the NFR. Recently retired, Dave, with his family, continues to be an active outdoor person. He participates in wilderness canoeing throughout Canada, down hill and cross country skiing, wandering in his recreational vehicle, travelling in general, and in all these pursuits is an accomplished camera man. As with other members of the PMR, Dave often accompanies the club layout to various train shows so be sure to say hello to he and the others when you have the opportunity.



**Photo 3: Above: Truck and rail loading at the Golden Valley Canning Company.**



**Photo 4: Above: The basis of Phinnie Fish Company is an internal frame made from foam core painted flat black. This provided a very strong interior frame for the rest of building construction. Dave then applied the board and batten wood siding and other framing members on top of this base. The black background provides a realistic background for the window panes. Roofing material is made from Campbell aluminum roofing sheets weathered using Bragdon Enterprises weathering components**



**Photo 5: Right: David Goslin**

# RIVERS, FALL, AND FISH

Article by Lex Parker

The following is a reprint from an article I wrote in the 1997 March/April issue of the Narrow Gauge & Shortline Gazette. That magazine focuses on the narrow gauge modeller, so with that in mind, I present this article to a new audience... you.

Water is perhaps the most difficult thing to model because it comes in so many forms, colours and depths and, unless it is a standing pond, it has movement. We must model water in a form that captures it as though it were a photograph, i.e., stopped in time.

It can be relatively straight, but this can mean fast moving water and is somewhat uninteresting and unnatural. If you have only a straight area to model, consider a meandering trickle. Rivers are large versions of streams, and can seldom be incorporated in a layout. Streams meander, eroding soft material or carving hard material over an eon. As a river widens, the water may slow. As it narrows, the flow increases, sometimes with torrential speed. There are high and low water levels. Sometimes the low water levels create serpentine courses within the larger route, detail within detail! There are times when the creeks are only a trickle and times when they are completely dry. This situation can also be very interesting in that the sand bottom can reveal the last coursing of the water along the river bottom. This is typical of what happens in areas such as the Badlands. Motionless standing ponds can best create reflections of waterfronts, bridges and structures for accent. They too can have some minor ripples, indicating open water and breezes.

It is important to choose the colour of the water carefully. Larger bodies of water are usually clear but may be a little brackish. Deep water is dark and may be clear for a short depth but rarely for more than a few feet. A half inch can be enough to create this illusion. Shallow moving water can be clear to the bottom or can be more opaque due to pollution or muddy sediment. You can create this opaque water on the surface of the substructure. Keep in mind that the water's edge is clearer as it becomes shallow. It will either flow gently across the sand shore or mud banks or remain deep between the rock walls. Water that has both high and low levels, and especially water contaminated with pollutants, will leave stains around boulders and along the rock faces. You can see a good example of this along the Animas River near Silverton where leaching from the old mines pollutes the river.

Finally, you must consider what detailing you will be adding to the river, stream or pond. Will the shallow bottom show tires, boots, logs and so on or will these only be seen partly submerged along the shoreline? Will the shoreline be bare or have grasses and reeds? Will the shrubs and trees, such as willows, extend right to the water's edge? In the following outline, I'll describe how I built my river.

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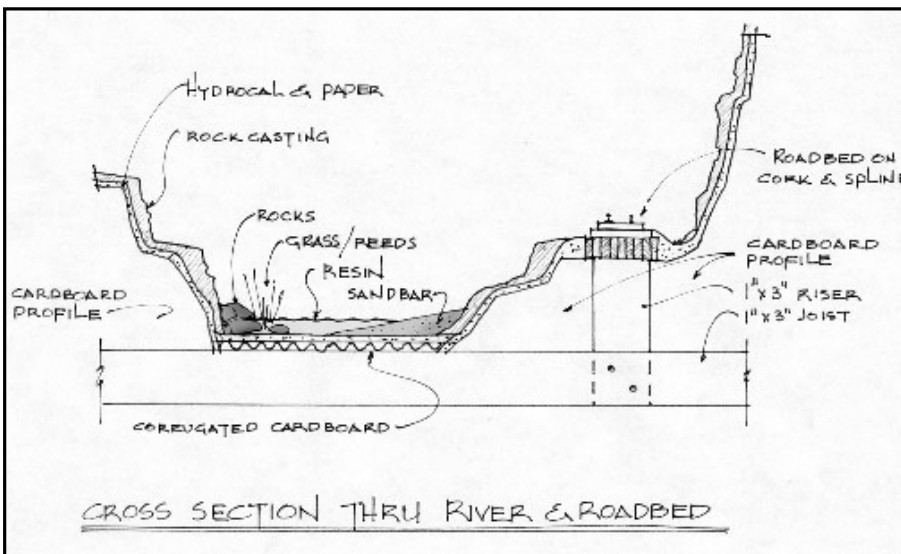
Although it was not wide, it had many of the elements discussed above. You will be able to use the ideas as a guide and combine some of your own observations to create an interesting river. You must first decide what type of river or pond you want, how deep will it be and what amount of transparency and colour it will have!

**THE DECISION**

My river would follow Black Canyon and the tracks would follow the river as frequently in the prototype. I needed it to be several feet below the roadbed (approximately 3" to 5") and to fall off at the end past a waterfall (to about 15") with a rock face on both sides. The river would be a few feet deep and swift in areas. This would allow me to model a few rapids and a few waterfalls of varying heights. Further down the river would widen, slow down and become shallow. A big lazy bend would create a small sand bar as the river meandered under two trestles of the wye.

**BASE PREPARATION**

I laid heavy corrugated cardboard across the joists and stapled it in place. You could also use plywood. I cut notches into the joists where the river was to drop. Where the river dropped enough to effect the structure, I cut out a section of the joists and reframed it to reinforce the stability of the framework. The cardboard followed and folded over each drop. Randomly spaced tiers varied from 1/2" to 1". The main falls at the end was about 4" high. The most important thing to always remember was to keep the river bottom level or else I would have found the river flowing downstream and perhaps onto the floor.

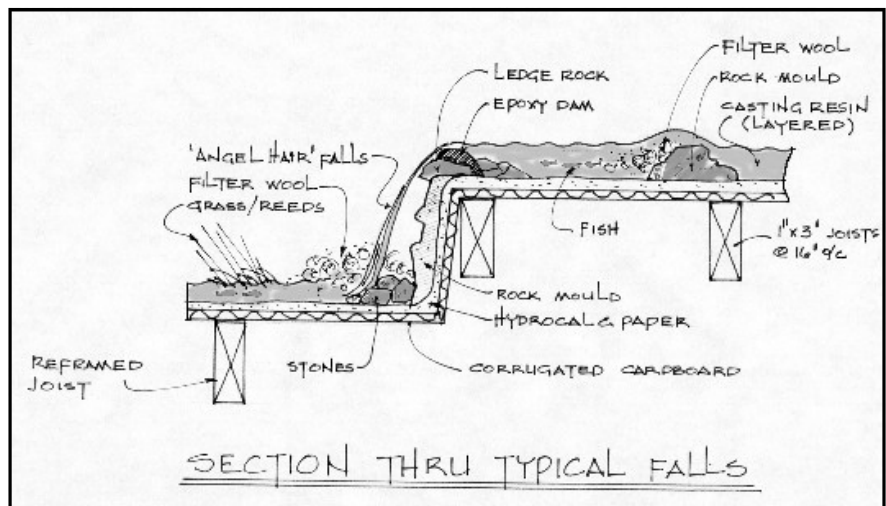


After the cardboard was in place, I used brown paper grocery bags torn into approximately 6" x 6" squares and dipped into a soupy mix of hydrocal and paper for the scenery base. I used this technique for preparing scenery throughout my layout. This mix of plaster and paper was applied to the complete river and up into the adjacent banks, sealing the cardboard. When this first application had set I poured a loose soupy mix of hydrocal into the river bottom allowing it to flow. It covered the joints in the paper, providing a smooth river bottom and ensuring all holes were sealed. I worked in one tier at a time. I completed the riverbanks according to the landscape that followed the river. When satisfied with the rock work, I

then developed detail rock outcroppings in the river and boulders within the river with rock molds.

At this stage, I moved back to land and completed the adjacent scenery of sand, stone and ground cover. I stained and painted the rocks along the river. I washed the river bottom with a mix of grey brown stain. Remember, rocks and boulders slowly wash downstream. Sometimes these rocks vary in colour from the native material, so it is not unusual for the rocks along the river's edge not to match the adjacent land material. I found some stone that I broke up into a mix of sizes that did not match the native rock and glued them in place along the river's edge, blending it out into the river.

I infilled with some fine granular mix of the same colour out into the river where I thought I might still see the bottom. I poured the sand bar using fine play sand, mounding it and shaping it into a couple of bends as it passed under the trestles. I piled rocks and debris around the footings of the trestles where the current would have carried them in the spring. I added other details at this time, such as buried logs, branches and discarded railroad ties and rail. Remember also, that lightweight material would be carried away in fast flowing water. Once I was satisfied that I had detailed the riverbed enough, I was ready for the river itself.





### MATERIALS

There are several materials that can be used for the river, each with its own advantage. 'Envirotex' is a two equal part mix and is slow setting, odorless and has an excellent glossy finish. It can be coloured with the same dyes as the following products. As a result, it is excellent for standing water, such as a pond, but it is very difficult to add ripples to it. Any air bubbles that are caught in it can be drawn out by blowing over the surface. Acrylic varnish is similar in use, advantages and disadvantages. Both can be used over a painted subsurface, i.e., you can paint many features on the surface of a pond, such as ripples. I have seen many excellent examples of this technique.



If you use it, I would recommend that you use a base product known as MDF board, (medium density fibre board), intended for a paint finish. It is smooth, unlike plywood that will show the texture of the raised wood grain through the painted finish. My personal choice is casting resin by Lewiscraft because I can control its curing time. The odour is strong and good ventilation is necessary. Unlike 'Envirotex', casting resin is mixed with a few drops of hardener. I use Lewiscraft transparent resin dyes to colour the resin before adding the hardener.

Because the river has many tiers, pouring too much resin will cause it to flow over the falls and downstream. It will cure part way like a cooling lava flow. For this reason, I had to create dams to contain each level. To do this, I glued rocks and cast plaster rocks to the face of each falls and built up shallow ledge rocks across the top of the falls. Then I mixed a batch

of epoxy and built a dam across the top by pouring it between the rocks, filling any gaps and extending it to the bank. I allowed about 1/2" depth to work in for the finished depth. I also used large mounded lumps of epoxy for the rapids where the water would flow over but where the rocks wouldn't be seen.



I mixed enough resin in a large clean coffee can to cover the upper level of the river to about 1/8". The first pour would have the most dye and had to appear muddy. I combined a few drops of amber, avocado and emerald dye to the resin and stirred it gently until completely mixed. Don't whip it because you'll get too many air bubbles in it that cannot be removed.


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I am not giving exact ratios for mixing because it should be by trial and error. Each person will find their own formula. If the colour is too clear, adjust the next. If the resin sets too quickly, use less hardener, and so on! I added a few drops of hardener next according to the directions, although I must admit I usually added a few extra so that the resin would set faster. Be prepared to have several containers ready for use and don't use the same container twice unless the remaining residue is completely cured or else the contamination will ruin the resin mix. I repeated this process but I added a little blue dye and a little less green dye. I kept the first two or three pours quite thin to allow better control of the colour intensity and visibility. There are several dye colours which you could experiment with, but be cautioned about one. White is opaque and will give a milky appearance to the resin.



When the depth was about half filled, I added some more debris and detail that would be partly submerged along the bank. I also thought at this time that I'd like to add fish -- salmon! I took a little pink Play Doh, pinched a tiny amount that would do for a fish and rolled it between my thumb and forefinger, tapering one end a little. Then I pinched it flat for the tail. I placed it in the river with tweezers and turned the tail. I made a school of several fish this way in just a few minutes. They didn't need much more detail than this as they were barely visible when submerged. I made several schools along the river and in



one spot added a fisherman on the river bank. Fish can be added at different levels for more depth. Adding the figure at this time allowed the line to descend into the water. A float could be added to the top layer later if desired. It certainly was fun to see peoples' faces light up when they discovered the fish.

Now it was the time to build the waterfalls using a product called 'Angel Hair', commonly found at Christmas time and used for tree decoration. I pulled out a group of strands and cut them to lengths that I could attach at the top and bottom of the falls using ACC. A little experimenting will be very rewarding. You can overlay the strands and distribute them in bands. The more you use the fuller the waterfall will be. Brush a little of the resin over the 'hair' in a downward direction wetting all the strands. They will mat together and start to appear like water very quickly. At this time you can assess whether you have used enough. I wanted



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a little turbulence at the base of each falls, so I added little tufts of spun aquarium filter wool and wetted it in place also using the resin. Remember, that I was working at this time at a level that would be underwater. When this resin had set, I then used paint to add a small number of bubbles and streaking from the water flow. I dipped a small piece of torn foam sponge into white paint and lightly dabbed spots on the foam and water surface to represent bubbles trailing downstream from rocks and the falls. I added diluted washes of streaks and ripples along the shoreline. Remember that experimentation will often lead to success.

I continued to develop each level of the river and the falls in this way, working from the upper level to the lower level. Where there were to be rapids, I added some of the tufts of filter wool behind a submerged boulder and wet it with the resin. I also added a little paint to give the illusion of water flowing over the rock and eddies flowing around it. I also used sparkles supplied by Vintage Reproductions from their Sparkling Tint kit #720. This 'water kit' comes with a selection of materials and colours. The sparkles come in little pump bottles that you use to blow the sparkles onto the water. They create the delicate glitter that you get with sun reflections.

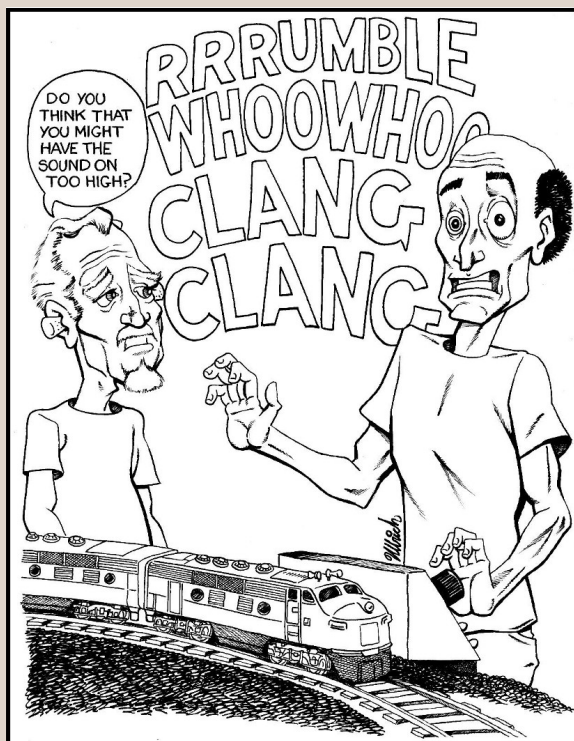
The second to last pour had very little dye in it and would pull everything together. I now used a transparent opalescent white paint base from 'Great Glass', used in creating stained glass, to paint the falls and the ripples extending from the falls and rocks. I also used the sponge foam as previously described. The final pour was clear. I added a lot of hardener to it, not by the drop but by the squirt. By overdoing the hardener, the surface of the resin became rippled. The only caution here is that enough resin should be poured to fill the dammed area at one time. One of the common problems you have probably seen in other layouts where water has been created, is that the finished edge does not extend smooth and level to the scenery.



Because the resin is so viscous, it tends to stop with a rounded edge. To avoid this, I used a paint brush in the last couple of pours, brushing the resin up into the scenery to where I expected the water's edge to be. As the final pour cures and settles, it tends to capillarate into this pre-wetted area. I then added more filter wool to the base of the falls to create foam. I lightly brushed it with the resin and painted it with white paint in a dry brush effect. Then I brushed the opalescent paint over the falls and loosely over the foam creating beads. I then blew sparkles into it sparingly.

During these last pours, I quickly added pre-cut lengths of grass from Woodland Scenics and strands of reed from a decorative straw brush bought at a craft store. Working quickly, I pushed the grass and reeds in as deep as possible into the fresh resin. A simple detail to note is that the water is moving in one direction, and so the reeds and grasses, bent by the current, should lean in that direction and some can lie over into the surface of the water. All this in conjunction with bubbles and ripples creates the illusion of motion. While the surface was still tacky, I blew some additional sparkles into it. I then made final touch-ups with the paint and opalescent gloss. If you follow a few basic guidelines, you can experiment with the materials to create a scene that will reflect the style and character of your layout. These instructions should help you keep your head above water.

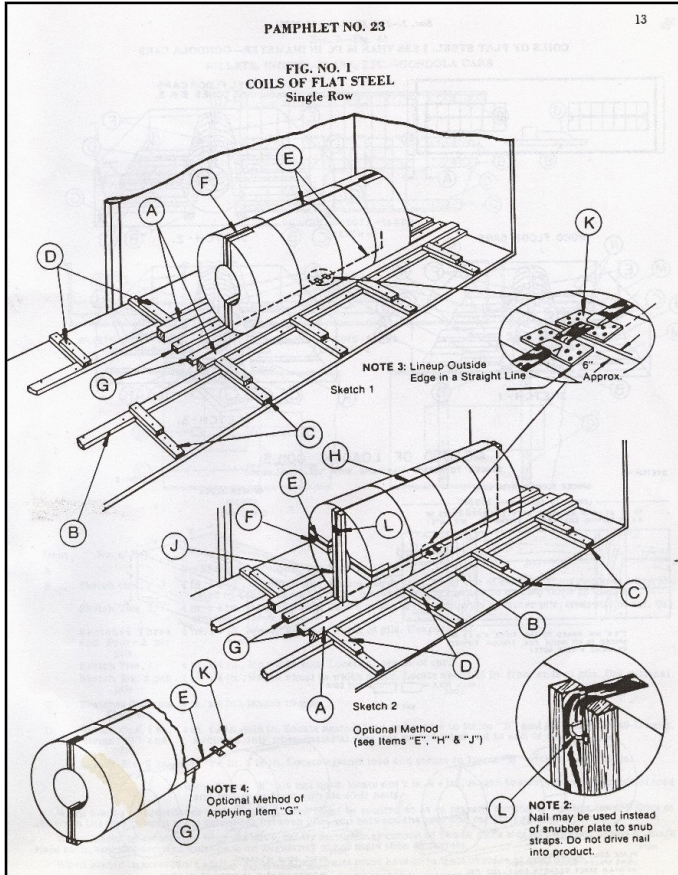
CARTOON BY PAUL ULLRICH



# STEEL MILL SHIPMENTS - PART 4

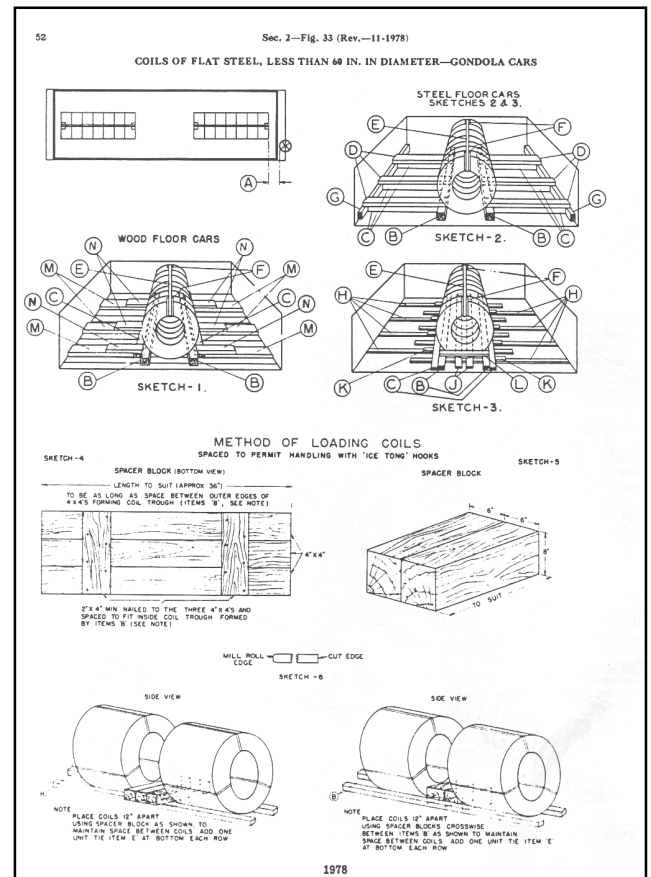
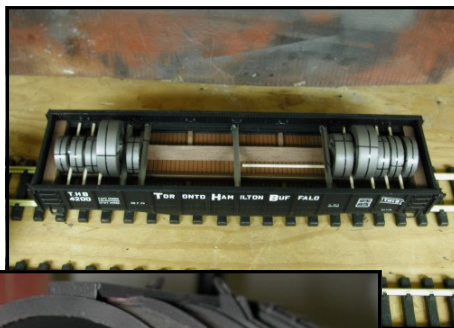
By Ron Tuff and Ray Hoadley

This is the final installment in this series and shows how coil loads are secured in gondolas. This is a common load used by many modellers and the diagrams show how wood bracing is placed on the floor of the car to secure the coils.



Bay City Railway #56312 loaded with coils as modelled by Ron Tuff.

TH&B #4200 as modelled by Ray Hoadley



# ONTARIO NORTHLAND RAILWAY

Modelled by Garth Hayes: Article and Photos by Ted Rafuse

Garth Hayes is a member of the Peterborough Model Railroaders with a decided interest in modelling the Ontario Northland Railway. He believes he has painted ninety per-cent of the diesel locomotive power that the ONR operates and operated. The centrepiece for this display of ONR power is a massive round house complex that immediately greets the eye of a visitor to his layout room.

When he joined the PMR group about ten years ago, Garth switched to HO scale. Prior to that he was involved with Lionel 027. In the sixties his father, brother and he were all involved in the hobby. His brother quickly lost interest and later his father as well. But Garth continued with the 027 and built a number of 027 layouts which were landscaped to various degrees

The HO layout occupies a 24 by 12 foot space in the house. There is a bridge across an entrance aisle and save for this open area the layout occupies the remaining wall and floor space. The bench work is open grid L girder construction. Two Command 2000 Sound Control MRC throttles provide electrical power to the layout which is blocked with toggle and rotary switches for typical or DCC operation. Track generally is Peco code 100 flex track and all Peco or Atlas turn outs are manually operated. Operation follows no regimen, the motto is that Garth 'just runs' the trains.

As do the other members of the PMR, Garth enjoys modifying and scratch building. He modifies, paints and decals diesel locomotives to portray more accurately individual Ontario Northland Railway motive power. Unusual non-revenue rolling stock is also a favoured subject of Garth's modelling imagination and skill. His structures are sometime whimsical but always are richly detailed. His board by board abandoned station is complete with a skeleton indicating that it has been some time since a train passed by the long abandoned depot.



**Photo 1: Above: The diesel shop is brand new and the tracks leading to it are still being put in place. Ballast has yet to be added. #1603 takes a ride on the turntable. The 1950s transition era witnesses both diesel and steam facilities and structures in this photograph.**

Garth is the newest of the PMR group although his tenure extends more than a decade. He is a member of CARM as well as the Ontario Northland Railway Technical & Historical Society. While he is definitely interested in the ONR Garth sees his modelling interest as more free-lanced and not confined to adhering to rigid prototype practices.

**Photo 2: Below: ONR RS-3 #308 slowly crosses one of the high level steel girder bridges on Garth's layout.**



## CHAPTER NEWS



Photo 3: Above: Passengers congregate to await the arrival of the daily passenger train.

Photo 5: Right: Garth Hayes

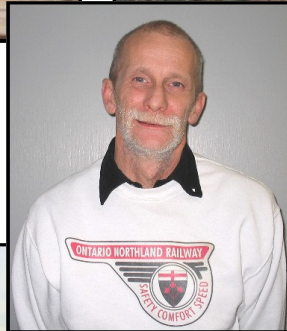


Photo 4: Above: Garth built this CPR steam driven bucket maintenance car and its tender from the wheels up. With the roof removed more of his detailed handiwork is revealed.



Photo 6: Above: The Blue River Station is a divisional point, hence the two storey structure. The agent operator lives with his family in the upper storey while the bottom serves passengers, freight and traffic needs for the ONR. Parts of the interior is detailed with lights.

Photo 8: Below: It has been many years since Grizzly Flats station witnessed a train, much less a passenger train. The board by board abandoned depot is slowly succumbing to the ravages of time.



Photo 7: Above: A view of Garth's steam driven bucket maintenance car and its tender scratch built from the wheels up. Much of the external and interior detailing can be observed in this image.

Photo 9: Below: Roundhouse from above.



## CHAPTER NEWS

**Editors Note: If you have news about your Chapter, I need to receive it 30 days prior to the publication date of the Canadian. These dates for the entire year are: Feb 1, April 1, June 1, August 1, October 1, and December 1.**

### ONTARIO MIDWESTERN CHAPTER:

The next meeting will be held in Kincardine, ON, at the Knox Presbyterian Church, corner of Princes and Durham Streets at 2 p.m., Sunday, September 18th. We hope to have a couple of layouts to visit. For further information contact Randy at 519-371-1998 or ont\_rail@yahoo.com or Art at 519-396-7694.

### TORONTO CHAPTER:

The Toronto Chapter held its second year elections. Congratulations to John Hinbest and Ian McIntosh on their re-election.

### CREDIT VALLEY CHAPTER:

The Credit Valley Chapter will be hosting "A Day of Model Railroading" on Saturday September 24th commencing at 8:30 a.m. It will be held at Clarkson Chartwell Baptist Church, 1880 Lakeshore Rd. W. (east of Southdown Rd—South Side) in Mississauga, Ontario.

The Agenda includes, a business meeting, clinics on Creating Realistic Water, and on Painting Clouds on your Backdrop, a slide presentation about the Credit Valley Explorer, and a presentation on Fast Tracks. Lunch will be pizza and soft drinks followed by local layout tours in the afternoon.

Cost for the lunch and clinic materials will be \$15.00

### CONTACT INFORMATION FOR CHAPTER OFFICERS

#### CREDIT VALLEY CHAPTER

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TREASURER: Ian McIntosh 416-757-4628  
ianmc@eol.ca

#### VANCOUVER ISLAND CHAPTER

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e.a.warren@telus.net

#### MONTREAL CONVENTION 2006

We have received some initial information from the organizers in Montreal which I can share with you. The location of the convention will be McGill University.

## INTERESTED IN SETTING UP A CHAPTER

## CONTACT THE MEMBERSHIP-DIRECTOR

**31-120 Quigley Road  
Hamilton, Ontario  
Canada, L8K 6L4**

**membership@caorm.org**

## COMING EVENTS

**Brampton, ON: Brampton Model RR Show:** Sponsored by Orangeville Short Lines Model RR Club on October 1 and 2. Brampton Fairgrounds, 12942 Heartlake Road, 8 kms north of Bovaird Drive, 10:30 a.m. to 4:30 p.m. Adults \$5 Seniors \$4, Children 5-12 \$3, Under 5 Free, for information contact [dektoy@sympatico.ca](mailto:dektoy@sympatico.ca) or [cpk@sympatico.ca](mailto:cpk@sympatico.ca)

**Aberfoyle, ON: Aberfoyle Junction "O" Gauge Model RR Annual Fall Show.** One of North America's most outstanding layouts in any scale, the layout is located at 128 Brock Rd. S. in the village of Aberfoyle. Go 1.5 kms north of Interchange 299 on Highway 401. Open on October 15, 16, 22, 23, 29, and 30. 10:30 a.m. to 4:30 p.m. Adults \$6, Seniors and Students \$4, Children \$3.

**Regina, SK: Regina Model Railroad Show:** The 3rd annual show will be held at Cochrane High School, 1069 14th Avenue East on October 15 and 16. Each year the show features over 14,000 square feet of operating layouts in all major scales, vendors and railroadiana. Contact information [yardmaster@hotmail.com](mailto:yardmaster@hotmail.com)

**Ottawa (Nepean), ON: Railfair:** October 15, 16 at Algonquin College Woodroffe Campus. Sat: 11 a.m. to 5:30 pm. Sun. 10 a.m. to 4:30 p.m. Adults \$7, Seniors/Teens \$4, Children 5-12 \$1. Lots of layouts, for information contact Tom Patterson 613-831-1133 or [trp99@magma.ca](mailto:trp99@magma.ca)

**Hamilton (Ancaster) ON: Model RR Flea Market:** sponsored by Rail Ops on November 13th at Marritt Hall, Ancaster Fairgrounds, 625 Highway 53 East. Admission \$4. Hours 10 a.m. to 3:30 p.m. For information call 905-325-9112.

**Hamilton, ON: HOMES Club Layout Tour:** November 19th from 9:00 a.m. to 5:00 p.m. 20 Layouts on tour. Tickets can be purchased at the club, Trains on Brant in Burlington, and Modellers Choice in Hamilton starting at 8:00 a.m. Adults \$5 Kids \$4. Information at [www.trainweb.org/homesclub/](http://www.trainweb.org/homesclub/)

**Hamilton, ON: HOMES Club Open House:** November 26th and 27th from 1:00 p.m. to 5:00 p.m. Information at [www.trainweb.org/homesclub/](http://www.trainweb.org/homesclub/)

**Belleville, ON: 10th Annual Quinte Model Train Show:** December 3 and 4. Quinte Secondary School, College St., Belleville, ON. Over 9000 square feet of vendors, and displays. Adults \$5, Seniors/Students \$4, Children \$2, Family \$10. Sponsored by Belleville and Brighton Model RR Clubs. Information contact Paul Martel 15 Aldersgate Drive, Unit 17, Belleville, ON, K8P 5N1 or [pmartel@cogeco.ca](mailto:pmartel@cogeco.ca)

## BUY AND SELL

**Editors Note:** There has been an interest expressed in having a buy and sell column for members. I am certainly willing to give this a try. First however, a few rules and conditions

**1: You must be a CARM member. Provide me with your name and membership number when you send me the buy or sell ad.**

**2: The limit on the ad is 7 lines (47 characters per line including spaces)**

**3: Transactions are strictly private. CARM and The Canadian have and accept no responsibility with respect to the transactions.**

**4: Ads will only be carried for a single issue unless you request that it be run again. Maximum of two issues.**

**I have a sample ad which is from me and I am looking for these cars if you have any.**

## BUY

N Scale Passenger Cars. Looking for Atlas/Rivarossa smooth side baggage RPO, 10/6 sleeper, and observation. PRR preferred but will consider any car. Also Model Power (Lima) PRR 85 ft heavyweight coach and RPO/baggage/coach. Contact [john.johnston5@sympatico.ca](mailto:john.johnston5@sympatico.ca)

# 2006

## CARM CALENDAR



**AVAILABLE SOON**  
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