CARM
ZONE 2
Toronto Chapter
What are you working on?

CARM Toronto Chapter - What are you working on? **May 30, 2021**

Hello everyone:

Summer is coming around the corner and it looks like I am going to just squeak this new letter out showing what our CARM Toronto members have been working on minutes before the end of Spring!

This is a lovely letter with so many different projects to read about. We have new projects, updates on current projects, first time project submissions, garden railroads, a question for many of you, and a wonderful storey from Dave that made me grin from ear to ear just reading it. It has been a pleasure and inspiration putting this together again and I hope you enjoy reading through this as much as I did when I received them.

I really do look forward to meeting all of you when we can do so safely but until then thank you very much for sharing what you have been working on. And if you missed a letter, or if you want to see what was submitted before, you can find all our past *CARM Toronto Chapter - What are you working on?* letters archived on the CARM website in the members' area under the Toronto Chapter section.

So, here we go. Take some time with this one; grab a good cup of coffee or tea, some cookies or biscuits, and sit back and enjoy reading and seeing what our chapter has been up to this Spring.

Yours truly,

James Rasor, ***"What Are You Working On?"*** email Letter Editor

CARM Zone 2 - Toronto Chapter
For more information on the *Canadian Association of Railway Modellers* go to http://www.caorm.org/

1. **John Rylaasdam – Testing the Electronics:** John starts off our letter with a photo update on his new layout's progress and he writes:

I have just been finishing plans for some of the electronics I want to try out on my Test Layout, for power management, auto-reversing, occupancy detection, and transponding. The Test Layout is my laboratory for figuring out what I want to do, or how I want to do it. I've done fairly well so far with sectional benchwork and tracklaying, although today I discovered one spot where I will need to redo the track to get the block boundaries I want, and fiddle a bit to install the necessary feeders. So the project is serving its purpose.

I am now finalizing my shopping list for the remaining supplies. While I'm waiting for delivery I will make sure that rail gaps are all done, and start drilling holes for feeders.

Photo credits: John Rylaasdam

Hey, by the way, I first heard from John on April 19, 2019 when he made his first submission to our letter with his initial layout concept thoughts, writing to us:

Hi James,

I am currently working my way through the 1929 CN Operating Rules and CN Northern Ontario Division Employee Timetable from September 1929 (and comparing with NOD ETTs for 1926 and 1935), to see if I can come up with a plan which will satisfy my visual and operational design goals (and be achievable). To get there I will also need to augment my collection of maps (and, I hope, photographs), and gather information about operations and equipment in North Bay for both CP and the T&NO railways.

That is a very sketchy summary. Writing it for you has made me think I need to revive some of my project management skills from 20-30 years ago, and produce a proper document (at least for myself) that sets out my design objectives, constraints, etc. Thank you for getting me to put something on paper instead of carrying it all around in my head.

John Rylaarsdam

Looks great John, keep us updated with your progress!

2. **Sim Brigden – Ore cars! Get your ore cars!!** Sim has been very busy this spring increasing his rolling stock. He gives us a good article on how he likes to do it here:

We all have the addiction... Mine is ore cars. When I see President's Choice & AHM ore cars sold in lots, I love to get them and fix them up to the G&DRRR non-exacting standards. I body mount Kadee couplers, replace the wheelsets and true the trucks (yes, I could replace the trucks, but they are serviceable).

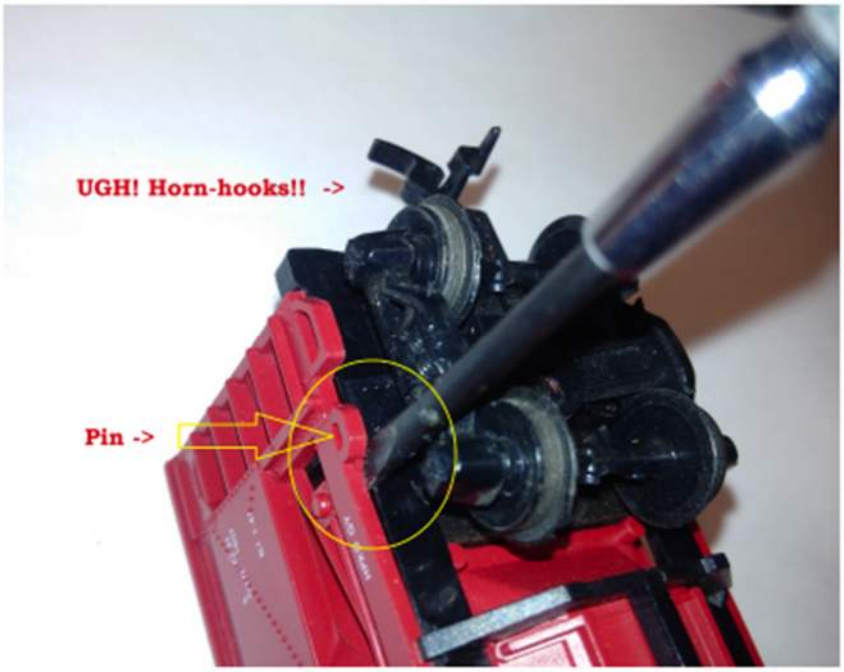
I found a very cool styrene technique from Jack Burgess:
https://youtu.be/QdeJJX-bxmg?t=740

Get 30mm squeeze bottles with an 0.28mm (or smaller) needle. Very, very gently crimp them to reduce the flow even further. Now, get some MEK at CDN Tire. It's super cheap. Voilà!! Styrene bonding agent!

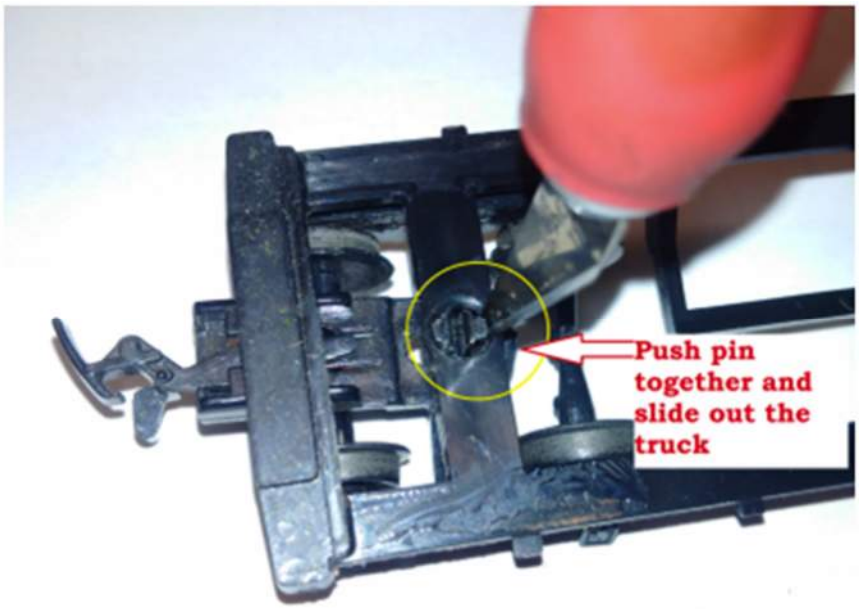
Upgrading:
1. *Tools and parts list:*
   Exacto knife. Flat screwdriver (small). Truck Tuner. The Chopper. MEK. 30 ml squeeze bottles. .030 x .156 Evergreen styrene. Kadee 148 couplers. Kadee coupler boxes.

2. *Here are a bunch of cars waiting for final assembly:*

3. *Disassemble the car: There are TINY pins that break 95% of the time when you take the frame off the body. The following technique reduces breakage to about 15% of the time:*
   Jam a screwdriver RIGHT BESIDE the pin and twist the body away. Gently slide the frame up the screwdriver 'till the pin clears. Repeat with the second pin on the same side and remove the frame.



4. *Using an Exacto knife, push against the split pin and slide the truck out.*



5. *Cut off the coupler box (with extreme prejudice)!*
6. *Get out the truck tuner and carefully ream all four bearing surfaces. Insert metal wheelsets. If they don't spin for at least 4 seconds, ream again.*

7. *Get The Chopper out. Using .030 x .156 styrene, cut to length that will fill in the frame at each end. Use the MEK to bond Kadee coupler boxes to the frame (centre them on the frame – duh!).*
   NOTE: MEK does to your brain what it does to plastic. If you want massive headaches, loss of vision and melted brain cells, <u>DON'T ventilate</u>!

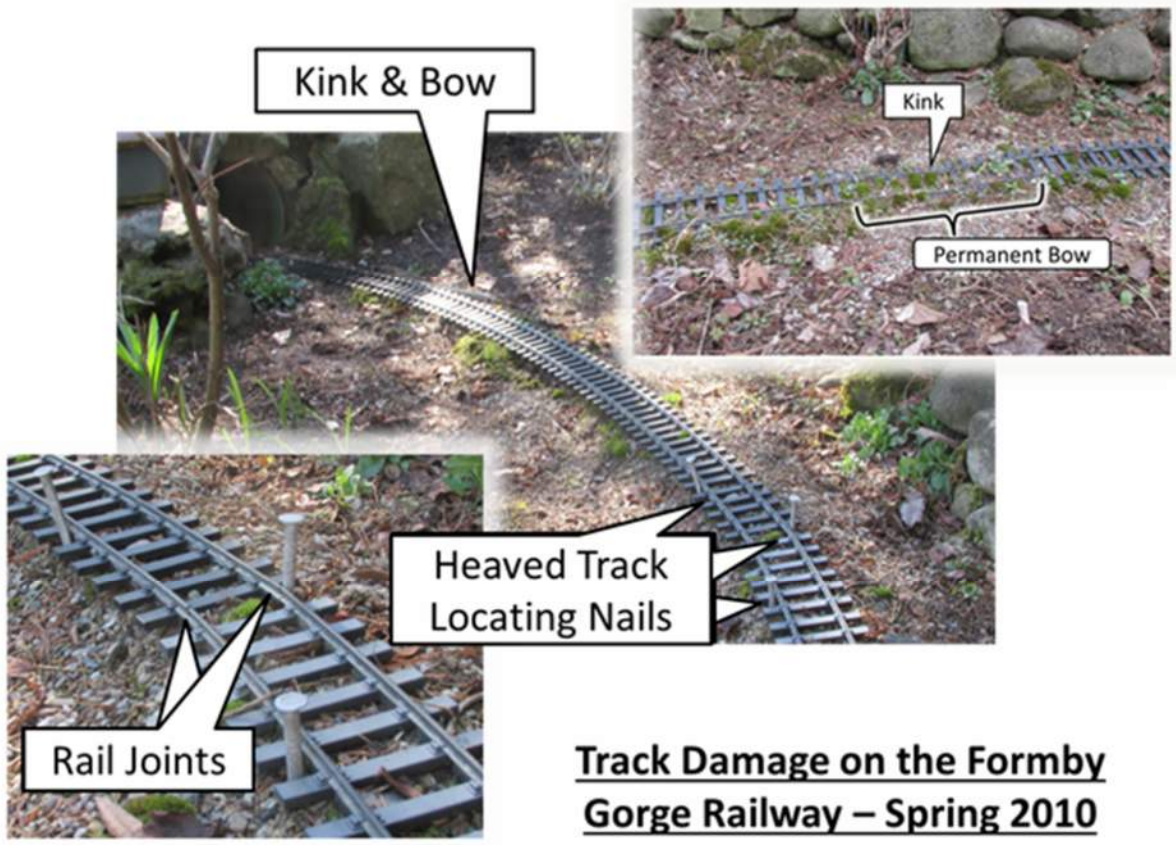
8. *Insert your Kadee 148's, snap the coupler box lids on, re-assemble the car and test it out. The coupler should be at the correct height without any shims.*

9. *Prior to using this technique, it took me hours and a lot of 'trucker talk' to manage even a couple of cars. Now, I do them in batches of 10 and my layout is becoming 'flooded' with ore cars!*

Photo credits: Sim Brigden

3. **Mike Walton – A Minor Disaster**! Mike knows I am always looking for news on Garden Railways from our chapter members so Mike sent this to me ahead of next report (I have actually never seen one so I am hoping we get a couple on our CARM Toronto layout tours in the future – I'll have to give this hint to Richard!). Mike writes to us:

Formby Gorge – Unusual Damage Caused by Canadian Winter Conditions .
When the snow left I found a section of 45mm gauge track was strangely damaged, see below.



Track Damage on the Formby Gorge Railway – Spring 2010

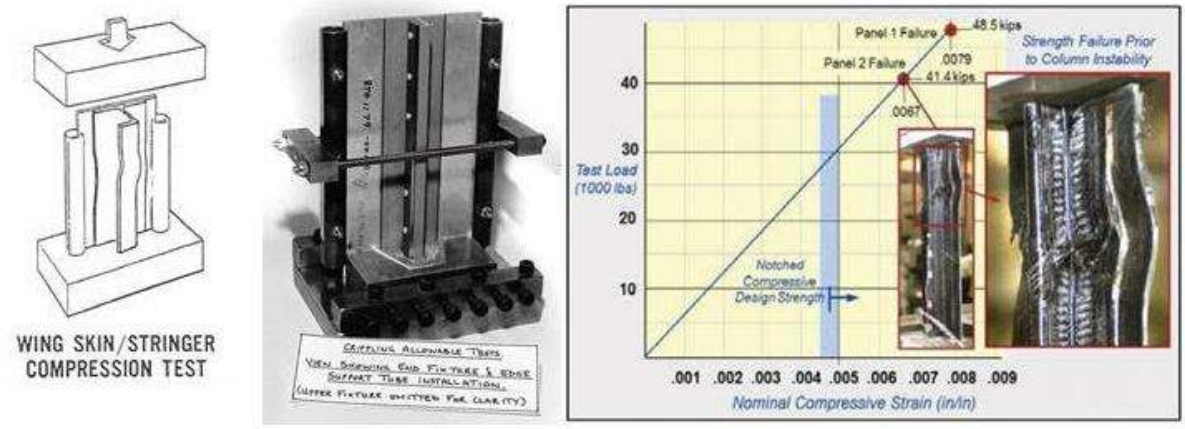
At the kink, to all intents and purposes, it looked as though someone had hit the outside rail with an axe. The 5 foot length of track was easily removed for examination on the work bench in the warm house.

Scene of the Crime

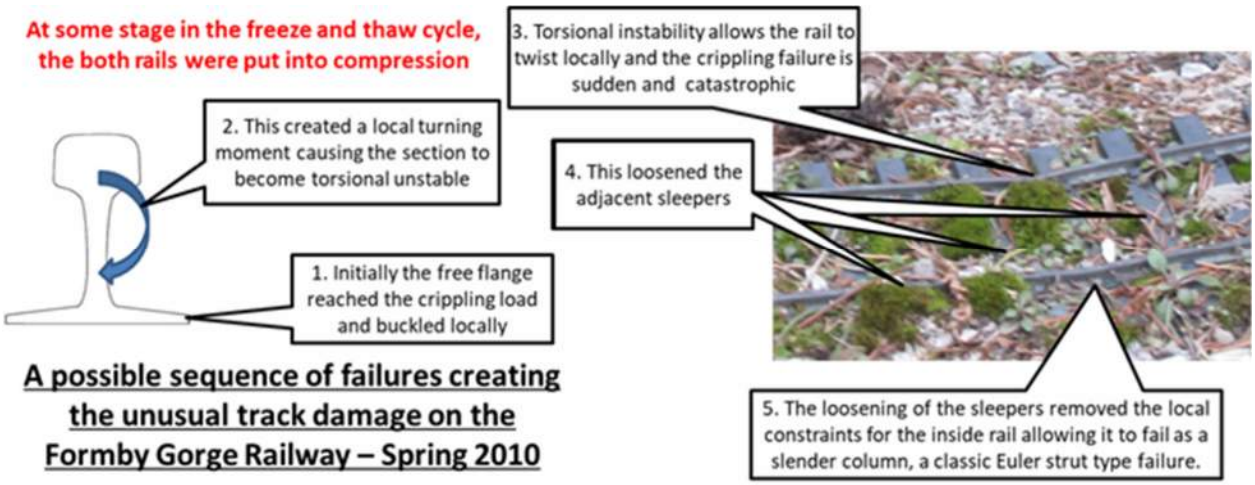
The damage occurred in an inaccessible area, it had occurred over winter, so it's highly unlikely that anybody had stood on it. While wild animals frequent the back garden, they certainly aren't large enough to inflict that sort of damage. Clearly this was frost damage but why did it take this unusual form?

Likely Cause

My many years of destructive testing aircraft structures led me to conclude that we were looking at a compressive load failure and a crippling failure was at the heart of it. On the DHC-7, I conducted over 400 crippling tests so I recognised the signs, some of my test work is shown below.

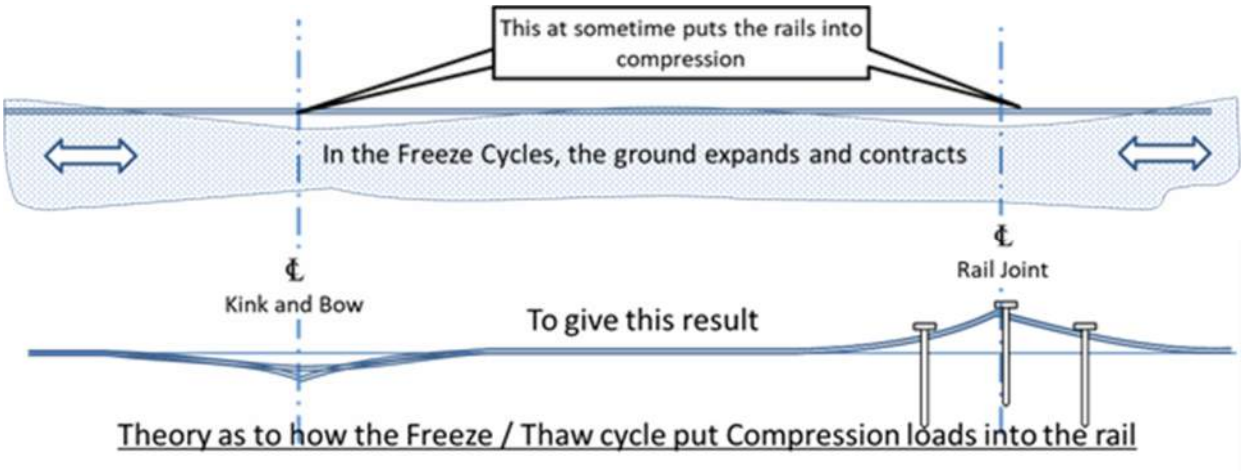


Both rails were damaged differently, not unlike the stringers in a wing bending failure. Below I show the possible sequence of events as the failure occurred.



A possible sequence of failures creating the unusual track damage on the Formby Gorge Railway – Spring 2010

The Likely Cause



Of course, the only thing we know for certain is that we know nothing for certain ☺.

The bow in the inside rail was easily bent straight. To remove the kink I slid the sleepers and chairs away from the kink to bash out the damage on an anvil and strategically placed hammer blows.

I have only had this type of failure once in 20 winters so I'm not going to worry about taking steps to avoid it in the future ☺

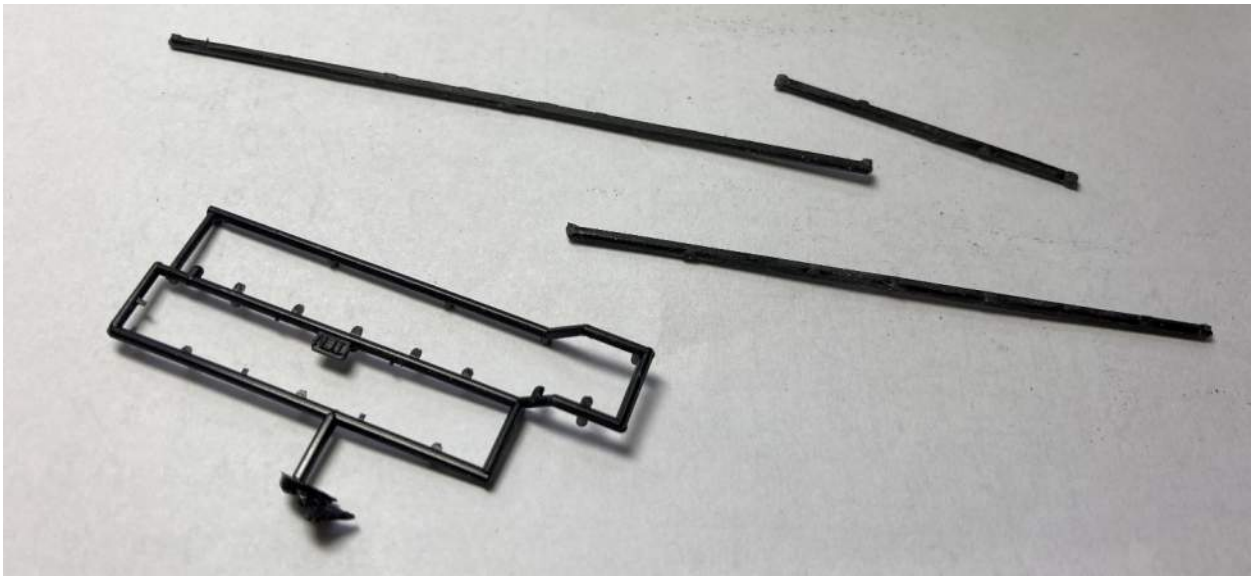
Photo and drawing credits: Mike Walton

4. **William Waithe – Industry Extension**! In our last letter we saw the new service track that William added to his layout and here he updates us on his progress on the extension's new buildings. As an editor's note to this, in the last few letters we have seen great examples like William's here, where layouts that we think are full to capacity and finished can find that one more "additional spot" to add a little more – that is very neat to see! William writes:

Subsequent to the work on the service track for Lafarge Cement Products, I researched and built an extension of the industry. I kit-bashed a kit and scratch-built built a batching plant. As this was during the first (of several!) closures of stores in Toronto, and I was running out of materials, I resorted to plundering my boxes of odds and ends for the construction. Here are some photographs: (Details to be published elsewhere)

1. *The space*

2. *Desperate times call for desperate measures: Filing and sanding sprues to make girders (I ran out of styrene strips).*



3. *The batching plant. Processing various aggregates (in silos) to make specialty concrete products.*

4. *The final product: The new processing building, modified storage silo and associated structures.*

Photo credits: William Waithe

5. **Richard Morrison – One Man Operating Sessions:** Richard gives us an update on recent operating sessions on his layout:

Over the past while I have moved away from the work bench and focused on operating the layout. Because of Covid, I cannot host any operating sessions and have had to operate by myself. I've been using a way freight to pick up and set out cars at industries, while simultaneously sending a through freight around the layout. The way freight has to duck into a siding to get out of the way. Keeping an eye on both trains can be a bit challenging.

I sent an email to Jerry Dziedzic, the "On Operation" columnist at Model Railroader magazine, and asked him for advice on one-man operations. Jerry said his column in the upcoming July issue of MR will deal with the topic and that the magazine will be on newsstands in a few weeks. Y'all might wanna get that issue.

6. **Ed Freeman – Kits and Kitbash.** Ed gives us an update on his latest rolling stock work, sending these photos and writing to us:

Have worked on several model kits during Covid and here are the results so far. Have not yet done any weathering – that is to be the next step.

P – 275 is a Speedwitch kit of a Maine Central 1929 reroofed car

P - 276 is a Funaro & Camerlengo kit for a 1937 B&M 40 foot milk car

P – 277 is another Funaro & camerlengo 1½ door Central Vermont 1929 automobile car

P – 278 is an E&B Valley 1948 ACF 2-bay hopper modified to CN with applied rivets

P – 279 is a Sylvan CNR wood caboose modified for my Nipissing Southern Railway has Al Ferguson's storm doors and Taurus ladders. The sign painter is currently on strike, hopefully the strike ends soon.

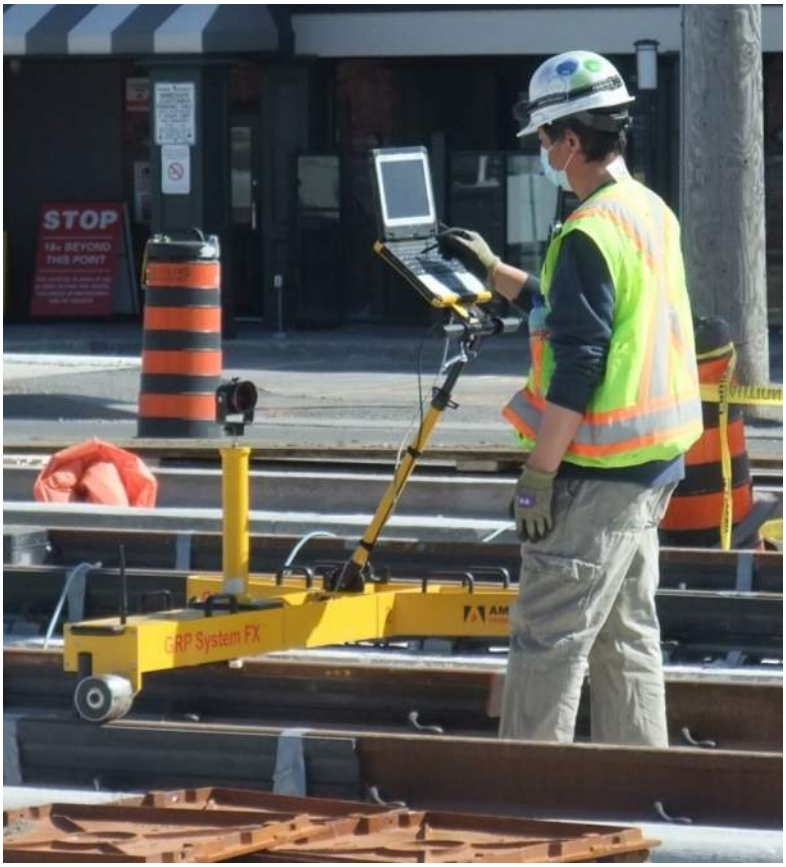
My conversion of an RS-3 into B&M RS-2 #1500 is an ongoing project. Decaling is complete but awaiting hand grabs and needs a headlight fix.

Photo credits: Ed Freeman.

7. **Ian McIntosh – Eglinton Crosstown LRT Construction MoW.** Ian gives us another interesting set of photos of the Maintenance of Way equipment that is being used on the Eglinton Crosstown LRT construction. He tells us:

The Eglinton Crosstown LRT construction uses a variety of MOW equipment, mostly hi-rail cranes, regular cranes and small flatcars. They also use a few things I don't know the name or exact purpose of.

The first photo is a track worker using a little 3 wheeled machine to measure something (gauge? flaws? rail height?). The operator stopped pushing occasionally to use the touch screen. Not like the old days! A duplicate machine was used on the other track, both going east.



The second photo is another mystery, possibly some sort of drilling jig, but more likely power wrenches to precisely tighten nuts or bolts? With those tiny wheels you shouldn't run it too fast, but it looks like it's pushed and pulled by a human or two.
Yes, at that time the rail and the rod beside it were held together temporarily with duct tape. Elsewhere large plastic zip ties were used.

Third is a very small flatcar used to carry tools, materials and sometimes garbage. The vertical grey rod in one corner and vertical dark blue rod at the other end are flatcar-to-human couplers.

Fourth is a longer flatcar, here carrying white garbage bags, two wood plats and a yellow gas can. It has a drooping flatcar to hi-rail truck coupler on one end, and a hook on the other.

Fifth is a medium length garbage flat, with a hook coupler and a pulling loop at each end.

Why such a variety? If you were allowed to buy some toys, would you get all the same, or all different? Me too, and Metrolinx too.

Next issue: Installing catenary wires, live on May 3, equipment to deliver trains for testing.

I've also been working on the CARM Online Meetings, arranging presenters every month since last October to May, and scheduled for June, September, October, November and December.

Alas, no recent modelling!
Photo credits: Ian McIntosh.

8. **Mike Walton – Identifying Trains.** This is an interesting subject – train identification during layout operations and Mike tells us here the solution that he is currently using and his idea for the future that he is working on. Even more important, I think, is Mike's comment that *"If you can't be replaced you can't be promoted".* Hmmmm! Two interesting ideas in one article – thank you, Mike: I am taking that one to work with me! Mike describes his RFID train identification ideas below:

Are all the pieces are coming together for a Long Term Objective.
For some time now I have been thinking of using RFID tags to identify the trains, to explain.

To support schemed operation we stick train number labels on the front of the trains with blue tack so that the operators can identify the trains, see the #3 on the DMU below.

Currently the Windermere Traffic controller records the times of the trains coming in and out of Windermere, we use this data to report performance to schedule, this is labour intensive and requires diligence to avoid recording errors. Also the Network Traffic controller announces "Train #3 is on the hill", this alerts the Blackpool operator that the next train on the line is to be routed to Windermere. With RFID technology these activities could be automated. Other refinements such automation arrival and department announcements and other operator aids would be possible. Lostock operators have often accused me of trying to replace them with technology. My short answer to that is "If you can't be replaced you can't be promoted" ☺..

RFID Train Identification is now within reach

RFID chips a little smaller than the number boards are now available so the number boards could be made to be both a visual and an RFID identifier.

One of the problems encountered when using RFID detectors is cross track identification, this is where the RFID signal is picked up from a train on the wrong track. However the system could be set up such that an RFID reading is triggered by an Arduino spot detector.

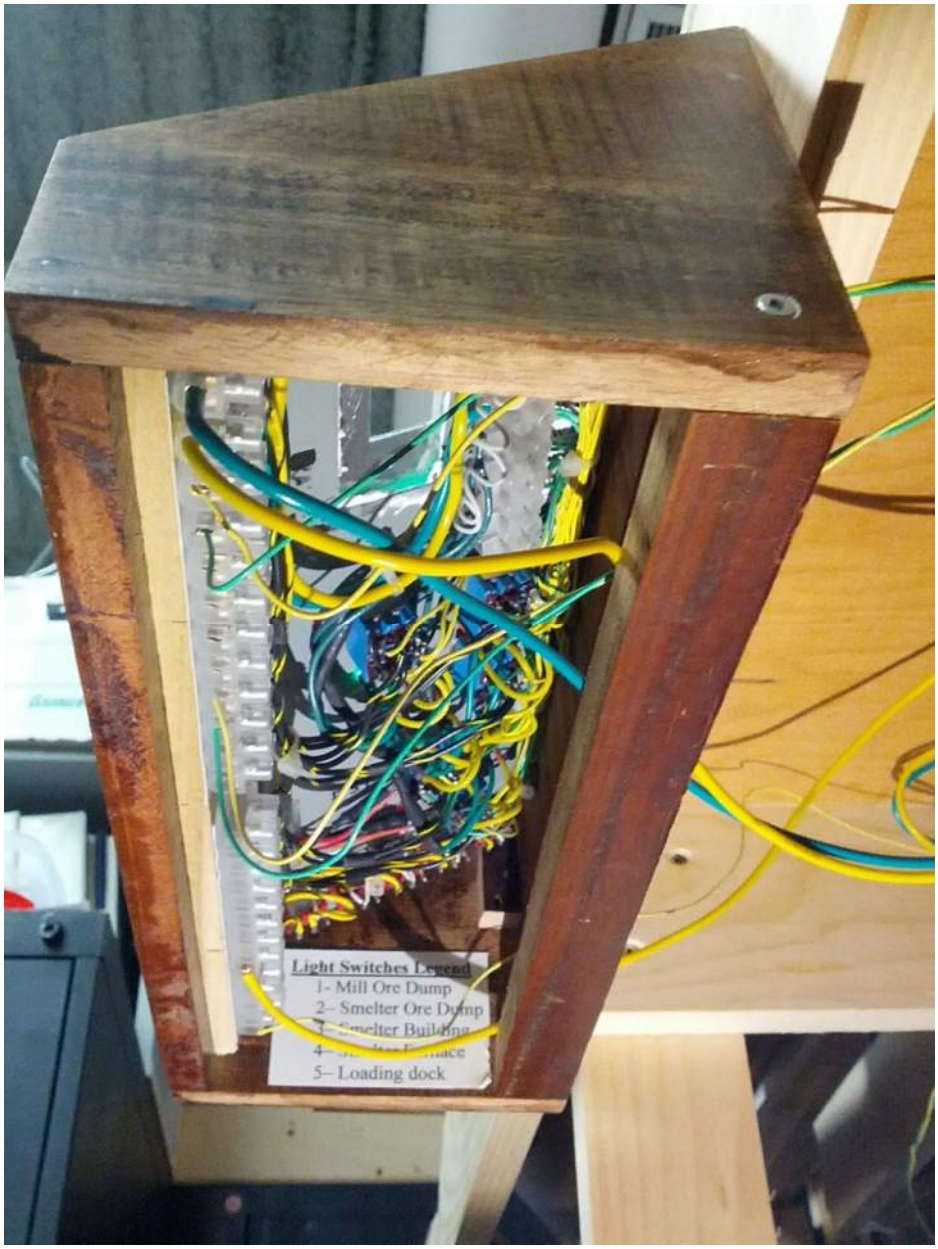
Another problem is that the spot detector triggers every time a wagon gap in the train passes over the detector, we only want to take one reading per train. Fortunately the Arduino "Semaphore Signal Block Protection" system could be used to prevent the RFID being retriggered until the train has passed.

And all I wanted to do was play trains ☺.

Photo credits: Mike Walton

9. **Harold Kemp – Compact Control Panel.** In our last letter you may remember that Harold sent some photos of a small control panel he was working on. I emailed him later and I remarked on how much I admired the work he did. He responded by saying *"Thank you for the complement, just don't ask me to describe how to build one in 75 words or less."* I liked that! We had some additional emails back and forth on this subject and I thought it would be interesting to put them all into one letter for us along with the photos he sent – together I think we almost make 75 words! ☺

I am working on a compact control panel for my friend's new On3 railroad module This module is the only one that will have powered turnouts due to it's length. This panel also has throttle access, building lights control and track detection indicators for the bits you can't see easily. This panel is only 4" X 10". The hardest part is gathering the needed bits and bob's to get it functioning. Getting there though.



Hello James, since you expressed interest in my little control panel I thought you might like to see how it gets interfaced into the railroad itself. The smaller they get the trickier they are so accurate labeling is a must. have a great weekend and stay safe out there.

When a modeler adds a remote operated turnout he/she can pop a switch in almost anywhere to operate it. The same applies to building lights. But when you have several items now you need a control panel. Some are simple some a bit more complicated and they can be made out of pretty much whatever you have handy. I like Poly-carbonate and a metal or styrene backing with a PC printed diagram sandwiched between.

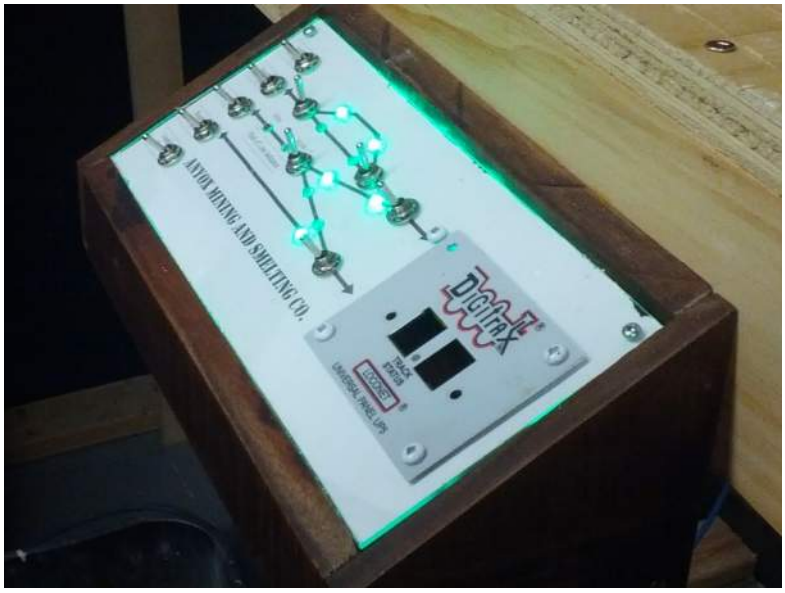


Photo credits: Harold Kemp

10. **Andrew Malette – CNR 36' Fowler Stock Cars.** After our last letter went out, Andrew emailed me back noting it was great keeping up with everyone through the letter and he also sent me an update as well on is stock car progress which I made sure I archived for this letter. Andrew describes the cars below – oh, and check out his blog too – see the link below:

It was really great seeing all those people and what they have accomplished. I will try to keep you updated with my layout progress but until then, I did update my blog last week. Here is the link. https://cnrparkhead.home.blog/

Also, I have been building 8 CNR 36' Fowler Stock Cars. They were based on laser cut sides and ends that my friend Jamie Bothwell from Pennsylvania provided me. Another friend, Simon Parent allowed me to cast some of his parts from a resin CNR stock car kit he produced so it is a combined effort. A lot of cutting plastic 'z' stock and casting roofs and underframes but they are coming along. However, I am the only one gluing my fingers together.

S scale has a shortage of wheelsets and trucks at reasonable prices right now. American Models have the cheapest trucks now that are priced at $14.95 USD which comes out to about $20 CDN So I had to put archbar trucks under them which I purchased many years ago at a reasonable price.

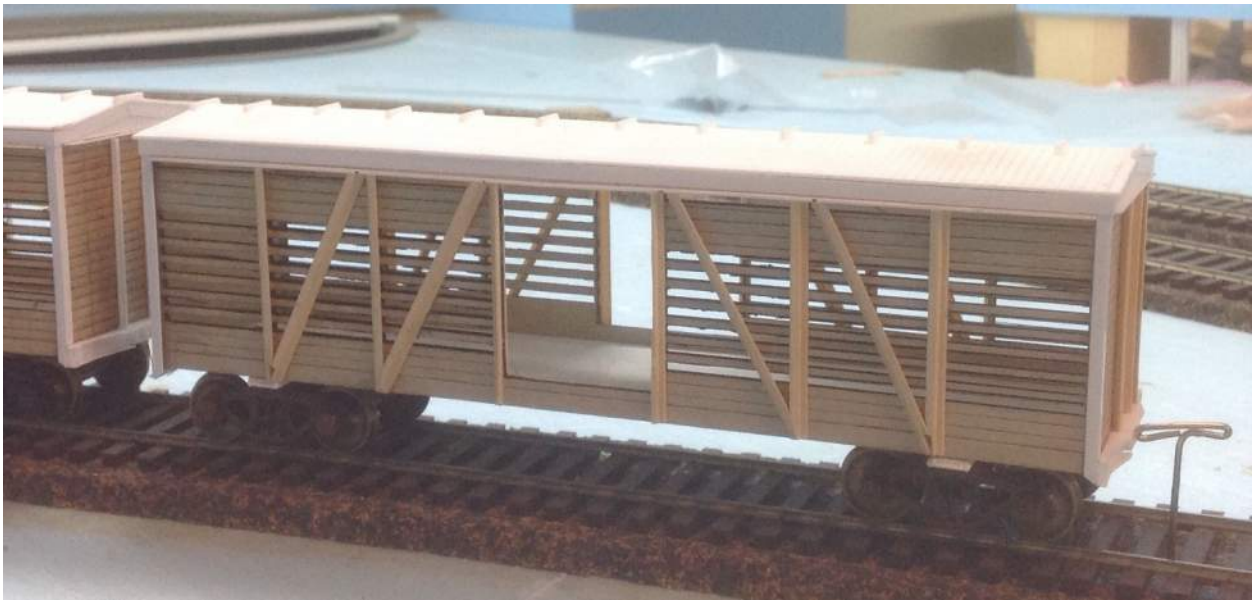


Photo credits: Andy Malette

11. **Walter Reid – O Scale 1912 Ford Model T Flat Bed Truck Kit.** Walter, like Andrew, followed up the last letter with comments on how good it was to see everyone's work and he also had his next issue submission ready! This was great because I could now see what my 1:160 N Scale photo etched 1912 Ford truck is supposed to look like! (kind of mangled mine trying to get al the right bends… practice and patience!) Walter wrote:

Thanks James. Always inspiring to see what others are doing.

Was hopping from one project to another not getting anything done, so decided to try doing a kit from start to finish. This is a kit of an O Scale 1912 Ford Model T Flat Bed Truck from a company called Inter Action Hobbies, a Canadian company. It is a laser cut wood kit with 3D printed detail parts. Nice addition to the layout.

Not sure if you also would want to include this tip to help with laser cut kits, these mini clothespins available at Walmart that really help hold things together as the glue dries.

Photo credits: Walter Reid

12. **David Woodhead – Photo Inspiration for Scratch Building.** David shows and describes for us how a photo from 1910 inspired some of his modeling and then he updates us on how his *Porter-Bell 0-6-0 progress is going.*

Photos 1-4 starts with a prototype scene I really find evocative of rural common-carrier narrow gauge. On the Waynesburg and Washington about 1910 or after, we see the shelter stop at Vankirk, Pennsylvania. I like the whitewashed retaining wall and the way the shelter is supported on timbers, and since plans were available I scratch built it from styrene and wood, and found a place on the layout for the retaining wall, cut into existing scenery. Haven't added the stairs, more foliage and details.


MADOC & N

Photos 5-7 are the ongoing (still!) Porter-Bell 0-6-0 kit bashed from a brass Argent Lumber Company 2-6-0 by Flying Zoo. The final touches last week were brake cylinders, turned on my new Taig lathe, and the crosshead guide support.

I've got it in primer now (MR Finishing Surfacer 1500 from Sunward Hobbies), ready for final coat. After the paint had been drying for a few hours, I gently scraped it off the brass boiler bands.

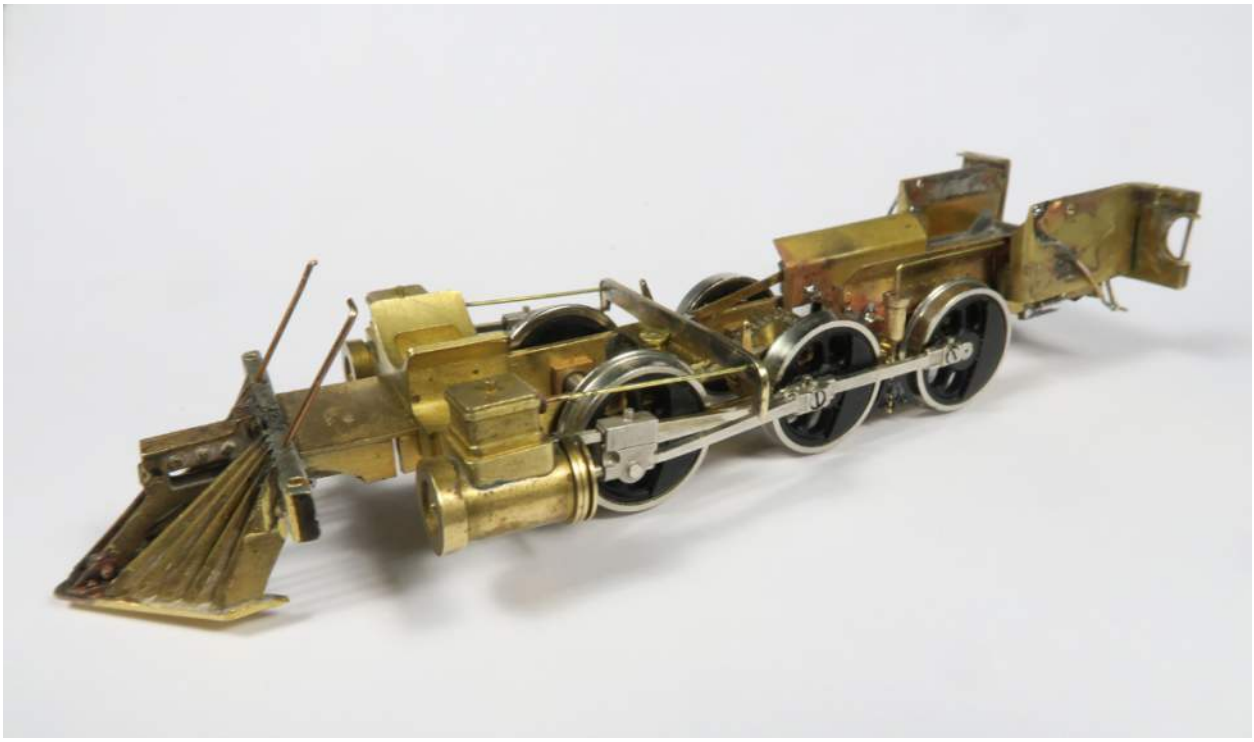


Photo credits: David Woodhead

13. **Gary Korzenstein – When do I introduce my three-year old grandson to my hobby?** Gary sends us a photo of his first layout as well as a video of it and then he asks us the question: *"When do I introduce my three-year old grandson to my hobby?"*

    I love this question! If all of you send me your answer to Gary's question in the next week based on your experiences, I will add the responses to a separate email and send it to Gary.

Gary tells us:

This is my first attempt at creating a layout. I started just before COVID, so I was able to attend a model train show and some train stores looking for advice. With very limited space available (3' x 5') I decided on N-Scale using Kato tracks and an NCE controller. I

fell in love with Rapido's reproduction of VIA's Turbo train when I first saw it at Credit Valley Railway. Creating the scenery was frustrating but I enjoyed the result. There's still work to do, such as electrifying the turnouts and adding some "people". My only question is: When do I introduce my three-year old grandson to my hobby? This 3-minute video highlights features of the layout and the train (headphones/speakers recommended). Enjoy! (https://youtu.be/veOSJCg08BM)

Photo credits: Gary Korzenstein

14. **David Dunning – Trackplans in Development!** David is working on his track plans and he has grandsons as well. He writes:

Right now, the room I want to use for my railroad is occupied by my two grandsons. If they move out, I will again have a 9.5' by 10.5' room with a closet and entry door on the 10.5' with that door on the right. I am thinking twice around the room with two levels. The upper one will use 24" radius to show off my passenger trains and a small town with a station. The lower level will have a switching area and a small yard on the long sides. Still have not figured out how to access the closet. I'll try to send a drawing of the room and track plan when it is finished.

David, looking forward to seeing the initial track plan ideas!

15. **Andrew Malette – Tool Shed.** Andrew continues the work on his 1950's Parkhead and sends us this update on the tool shed building at the junction:

I have been continuing my efforts to replicate Park Head in the 1950's. It was a junction on the CNR Owen Sound sub which connected the lines between Palmerston to the south, Owen Sound to the east and Wiarton to the north. In the words of Bob Sandusky, "It was out in the middle of farm fields."

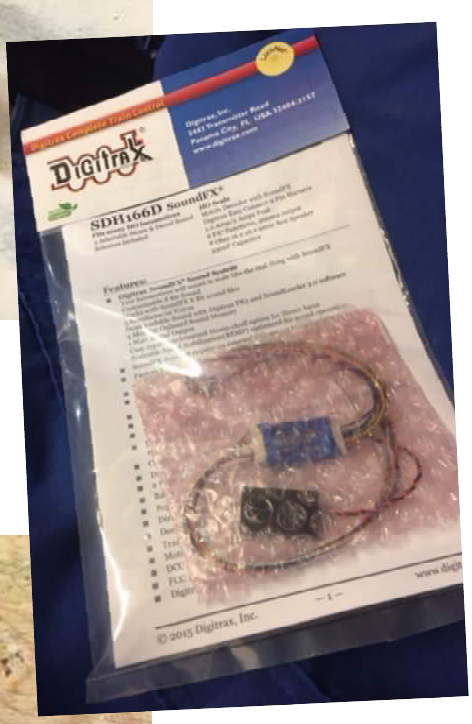
I have started my first version of the tool shed. It is based on a photo on page 110 of Ian Wilson's book, "Steam Over Palmerston". This rendition is close but I have redrawn it and will make another attempt with the cap on the roof 16" longer and the height reduced 12". This version can be used at Owen Sound.

Photo credits: Andy Malette

16. **Ian Jameson – Accessories.** I know Ian has been very busy on many 1:1 scale projects this spring but he still finds time to work on accessories for his layout. Ian writes this about his Spring modelling work:

Hey James. Unfortunately other projects have taken over from model train work. So progress is slow. I am continuing to work on some accessories like a vintage moving van and reworking an FA1 engine to have some special paint colouring for my wife.

I picked up an analog Canadian National FA and FB unit. Going to convert them to DCC when time permits.



I still have a tray of small projects of accessories that are works in-progress items to catch up with and finish. Again when time permits. A couple of tractors, a street cleaner, a couple of delivery vehicles, a beer delivery truck and a vintage moving truck and trailer.

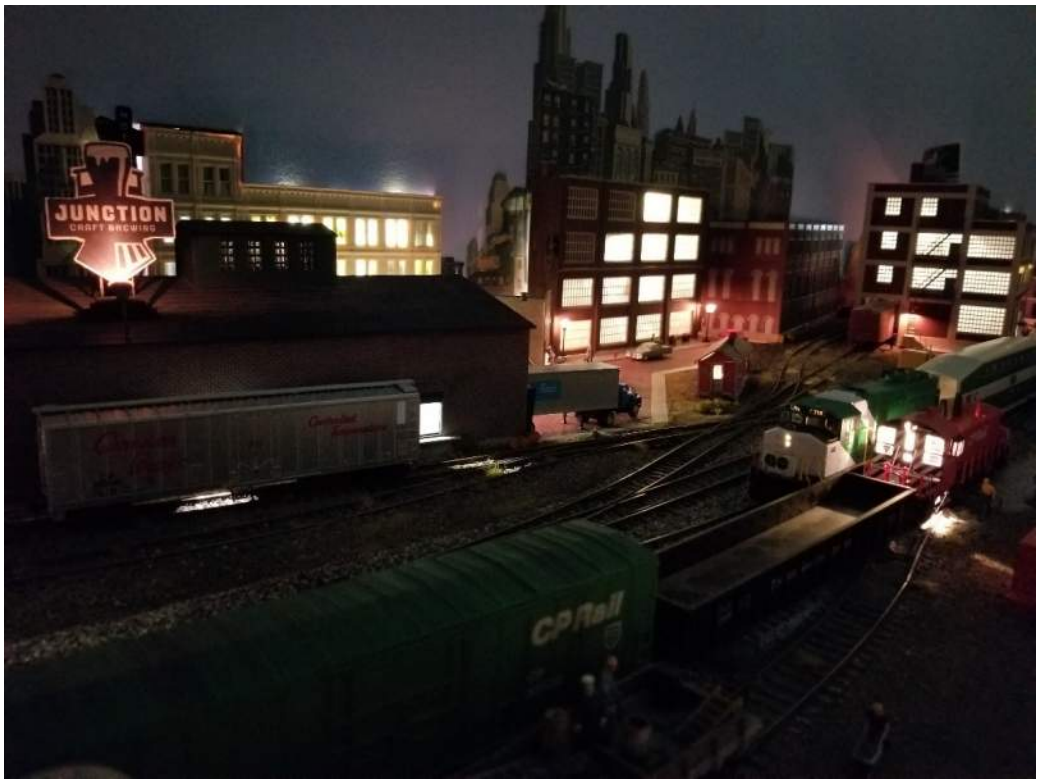
Be safe and well.

Photo credits: Ian Jameson

17. **Tim Harrison – Building Lighting.** On a personal opinion, I am always amazed when I see lighting on a layout and Tim's work looks amazing here. Tim shares these notes on the work he has been doing along with some photos of the lighting on his layout.

Last night I spent some time on the layout, first order of business being that switch on the main in front of the brewery. I had a spare Tortoise switch that came with the grade crossing set I plugged it in to test things and sure enough the non functioning switch had died. It's more important now to have a switch on the main operating rather than the crossing gates so I swapped it out. I couldn't believe how quick and easy it went, seriously it didn't take more than 2 minuets and everything is back in order and working fine.

Next time I get out to Panther I thing I will grab 1 or 2 more Tortoise, one for the gates and a spare for a emergency replacement should one die, as you know we are using many on the layout and most likely if one's going to die it will be during an ops session.



Building lighting. Well for 15 bucks I got that 1 meter string of 12 volt LEDs from A1. They can be cut in groups of 3 and I have made great use of them. I now have almost all the buildings on the Parkdale side lit up. I have even, using a non LED light lit up the brewery sign. I have also put some non LED lamps over doors. Please see photos.

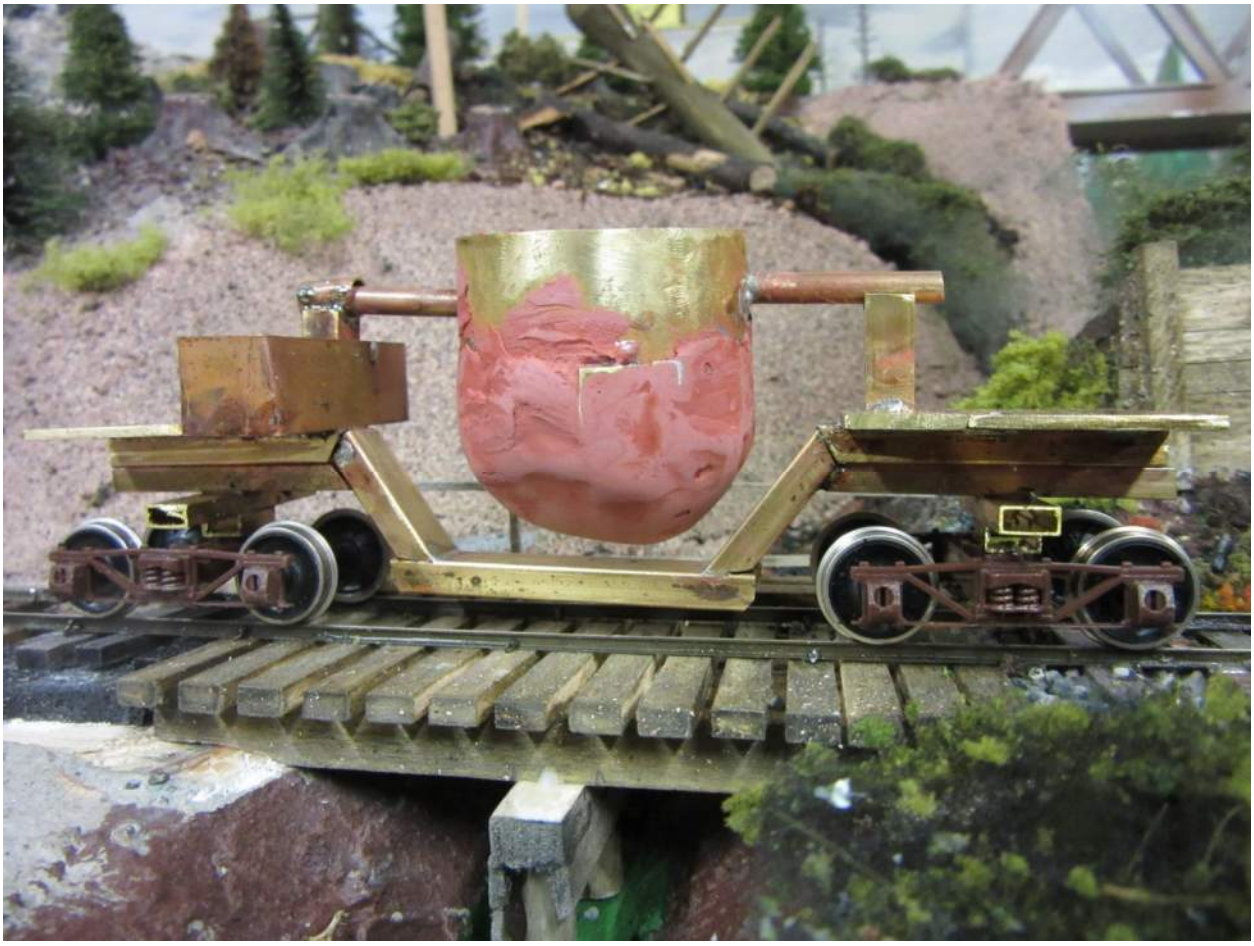
I am now slowly working on getting the small towns buildings lit. There is company, I will send you the link later, that sells building interior photos that when back lit give a 3D look and they are not that expensive. I think I will order a few for the stores on the main street to try.

Photo credits: Tim Harrison

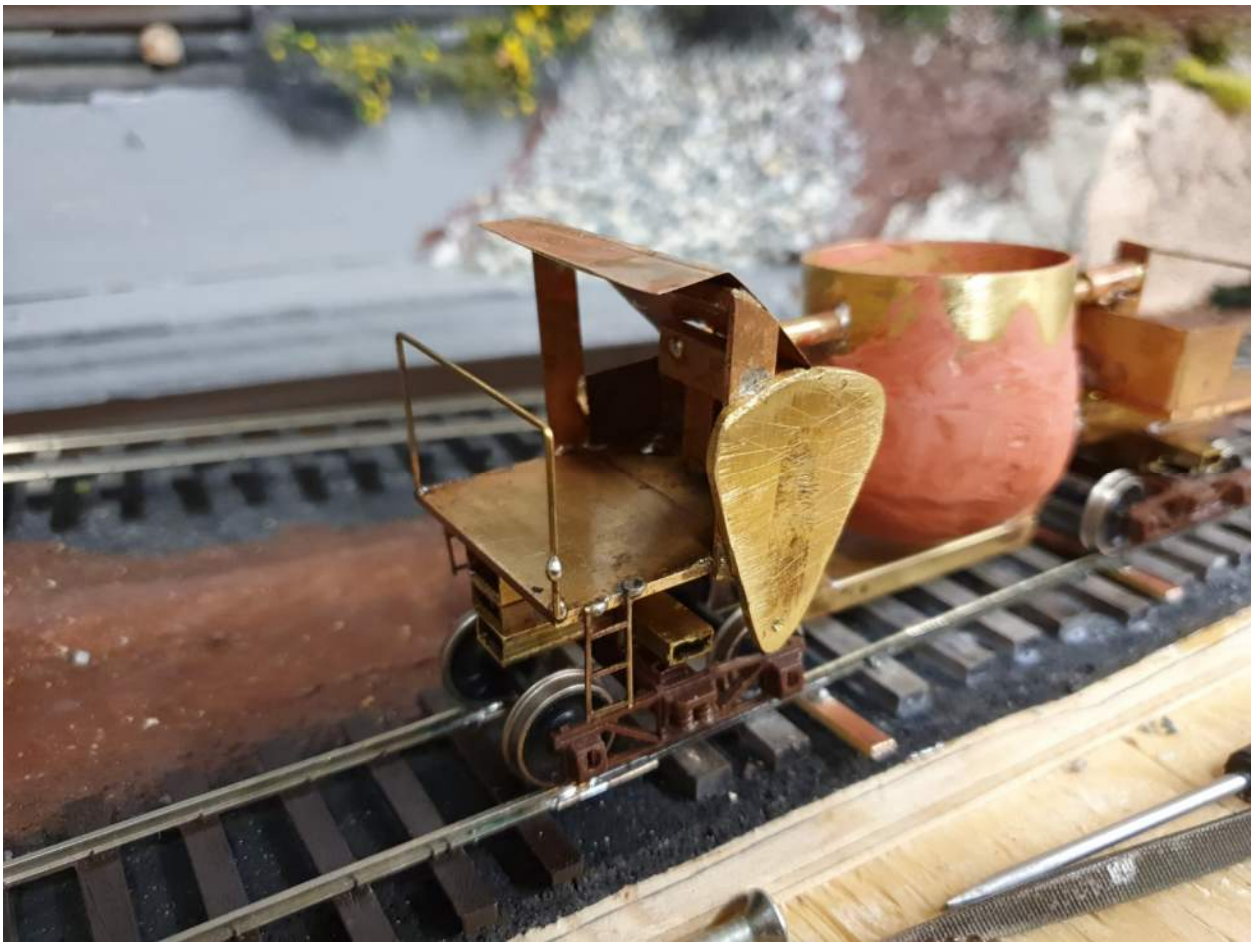
18. **Gerald Harper – Smelter needs a slag car.** On a personal opinion, I am always amazed when I see lighting on a layout and Tim's work looks amazing here. Tim shares these notes on the work he has been doing along with some photos of the lighting on his layout.

Slag Car for Anyox

The Anyox smelter, the last module in my model of the railroad of the same name is now well under construction so I realised I needed to supplement the rail car fleet with a hot slag car to transport the hot molten slag when it was poured out of the smelter reactor vessels, of which there were five, to its dumping point where it ran down the hillside into the ocean. When molten slag at 1200 degrees meets water it instantly granulates so that the slag pile that grew out into the ocean consisted of grit rather than solidified lava. Over the years this slag pile extended out over an area of several acres and was described by one resident as being where they played golf on the extensive flat surface.



Anyway back to the slag car. I could not find any historic pictures of the real items (they probably had a fleet of 2 or 3. So the web provided images of various alternates. Most were too modern and from steel works and designed to transport molten steel not slag. But I did find enough that were recognisably from base metal smelters that I was able to get the general dimensions and construction concepts. For a car built in 1913 I assumed that it had been dumped by man power rather than electricity or compressed air. So that is what I designed it around. Overall dimensions were fairly easy to generate from pictures and the track and smelter entrance widths.



The first picture shows a side view before much of the superstructure had been added. The second shows more detail added to the end with the geared chain driven winding mechanism to rotate to dump the pot. The pot is not as "V" shaped as I would have liked but was the best compromise I could achieve, starting with 1.5 inch brass pipe on to which thin brass triangles shaped like pennants were soldered and then all joined at the centre bottom. Shaped was then built up to represent the thick fire brick lined container with BONDI Car body putty. With the exception of the putty and trucks it is entirely brass cut from multiple stock sizes and soldered. Hopefully next issue I will be able to show pictures of the completed car.

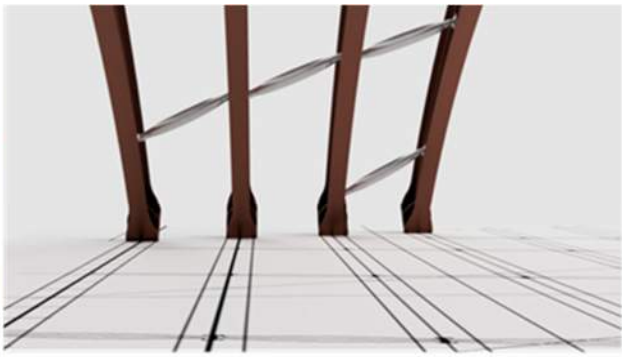
James
Here is the completed slag car #S1 being pushed towards the smelter by 0-4-ST #1.

Photo credits: Gerald Harper

19. **Mike Walton – Croal Viaduct 3D printing project.** This has been another interesting project to follow in Mike's reports and, after a brief hiatus, Mike reports that the work is again continuing on the 3D printing of his new bridge.

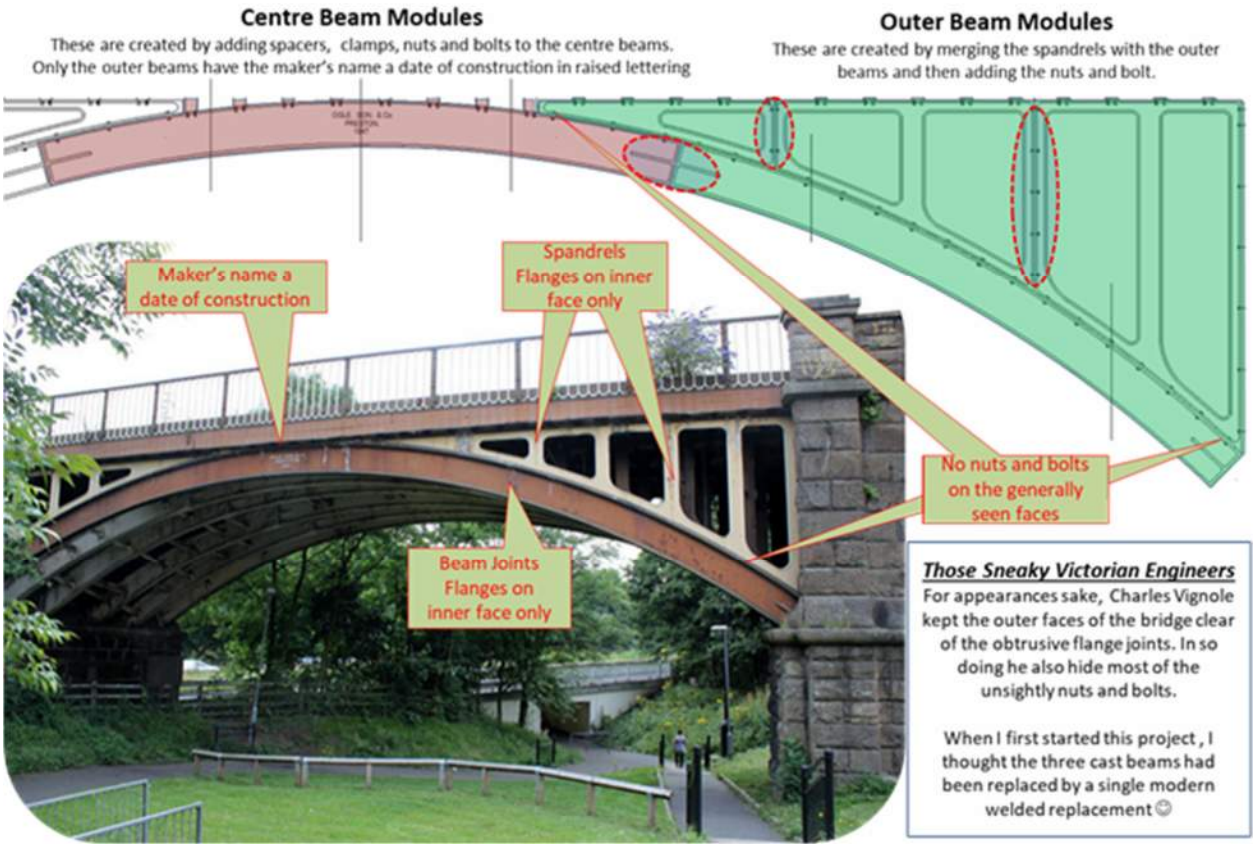
The Croal Viaduct 3D printing project
I'm pleased to say that this project is on the move again. Darran found a hole in his busy schedule to finish up more of the work on the beam's and stiffeners.

My mind has been off the project for about six months now and Darran caught me a bit off guard when he that the model appears to be a mirror image from the photo, see below.

But then I remembered, it isn't an error, I made the model a mirror image of the prototype for it to fit in with my layout, how quickly we forget.


The bridge on my layout is a mirror image of the prototype, the skews are at the same angle but in the opposite direction..
After Darran has tidied up a couple of details on the beams and stiffeners, the next step will be combine the outer beams with the spandrels and added the spacers to the central beams, see below

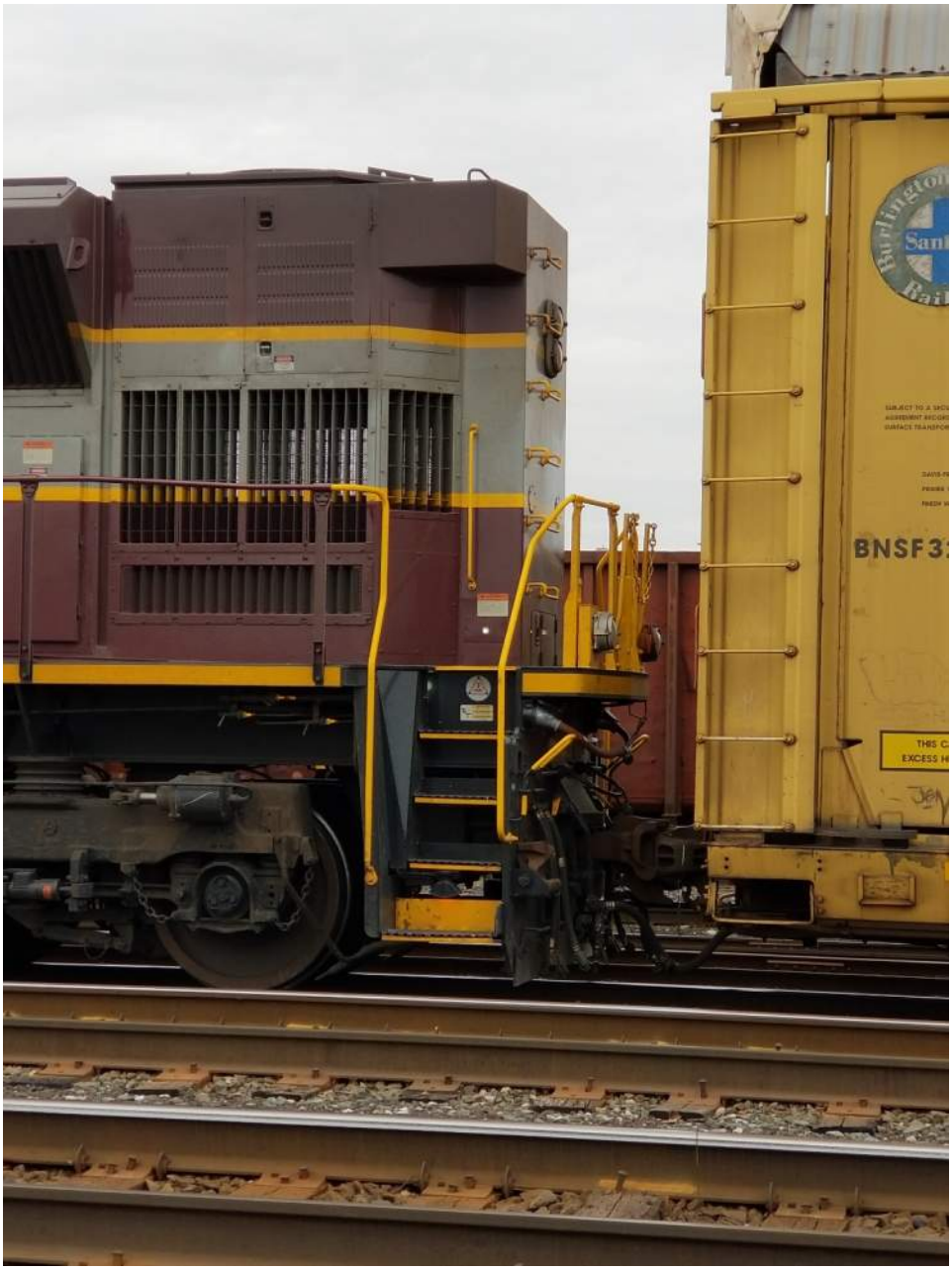


Under the bridge the connections are visible but the faces of the outer beams are clean with the "Ogle Sons Ltd" name cast into the centre beam.

Photo and drawing credits: Mike Walton

20. **Tim Harrison – CP Script heritage unit.** Tim was able to get some good photos recently of the CP Heritage unit paint scheme.

Yesterday while heading home from work I was driving along Dundas St West near Jane and caught one of the CP heritage SD70s? behind the LCBO store. These I believe are rebuilt SD90 MACs. An interesting feature if you look at the last photo this unit has ditch lights on the rear, thus having them on both ends.



I absolutely love the script scheme and wish they would go back to it on all their loco's, yes I know wishful thinking right. It would however be better than that solid blob of red, but I am sure would not go over well with the bean counters. I have also seen the one painted in block lettering but not able to photograph it as it was night and not in a great spot.

This unit was a mid train power unit on a very lengthy freight.

Photo credits: Tim Harrison

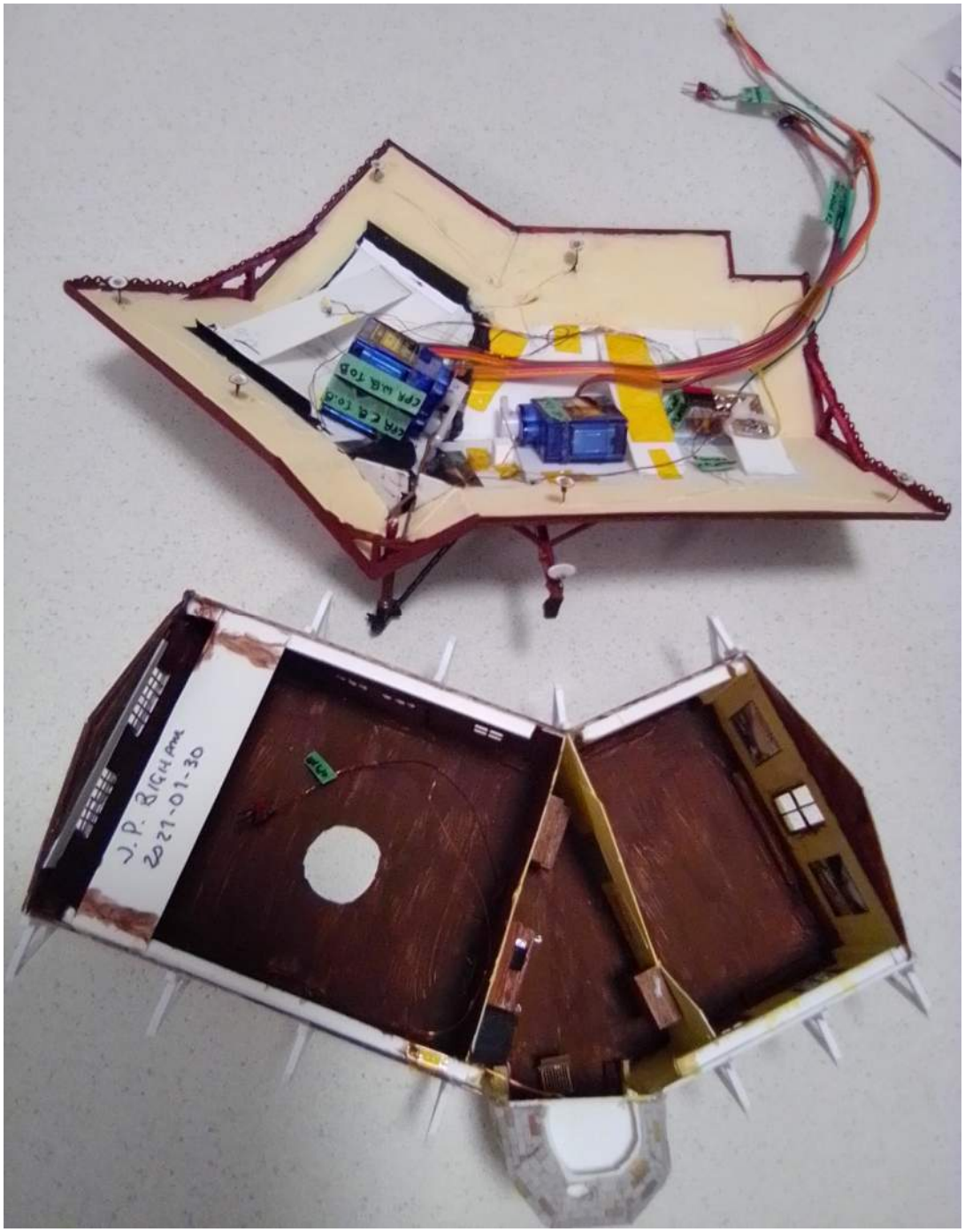
21. **John Bigham – Paper Mock-ups and Train Order Boards.** For this letter, John sent some follow-up images on the paper station models and the train order boards that he made, including the servos underneath the roof to make them work, which I had asked about during his last submissions. There is lots to see here at this junction.

Well, James, in a sense I'm glad it's taken you so long! You were asking about the paper mock-ups I use for more complex scratchbuilt buildings, and this is the opportunity to show you! Willy Waithe may appreciate that getting the house track aligned properly behind the CP station at Bonarlaw, Ont., actually took three tries. However, I believe that and all the other fussing was worth it from the point of view of keeping me occupied during Covid lockdown.

The train order boards with servos mounted in the roof of the station are not as reliable as I'd like, but there came a point where I just had to say, "Enough!" Simplified linkage only went so far to helping. And, if truth be told, probably not many guest operators

(Really? And who might they be?) will ever bother changing them, let alone obeying them. Now, the junction semaphores are a different matter...

Your "What..." has also been my incentive to try a different lighting setup with a single-row LED shop light. Probably still closer to a cloudy day than sunlight, but at this point, again, I am cutting my losses.



Wife asked to see pictures from today...on my tablet. Then she skimmed through the others of progress over the last 4 months. She said, "Boring. Why not the ones of building the station?" Having mentioned the servos in the roof, it's hard to argue! Now you'll have to select a few for the newsletter.

John, I am glad she suggested the other photos too!

Photo credits: John Bigham

22. **Dave Wetherald – Barrie Collingwood Railway.** I had the pleasure to bump into Dave via email a little while ago and catch up on how he is doing in Barrie. At the time Dave told me he did not have much to report for our letter for himself as “all my work at the Barrie club is underneath working on wiring, Tortoises and control panels” - which seems funny now since we have great reports here from Tim Harrison, John Rylaasdam, and Harold Kemp on wiring, Tortoises, and control boards. Now, of course, I would take a set of photos and a write-up from Dave on wiring, Tortoises, and control boards any day as I am one of those people for whom this subject remains a mystery and is done by others, but Dave did pass on this fun Face book posting from April 29:

A great story from the crew of yesterday's run (scroll for photos) Tims is at Big Bay Point Rd & Huronia where they stop on the way in. The crews are friendly. Always a wave to railwatchers. The engineer was Steve Bradley - an interesting guy whom I've known for many years. He was an Air Canada Pilot, loves Ford Mustangs, and drives trains ! Produced "Rail Innovation Videos" which, among other productions, did a couple of CPR steam. He was also the engineer on the last train to Collingwood and stopped frequently on the way back for photos.

One of the neat things about shortline railroading is the people connection. You get to know the customers, the workers at Tim's, folks along the tracks and of course the railfans. All things now mostly lost on the Class 1's.
It's always great to see youngsters taking up the great hobby of railfanning, and with schools shut down account Covid 19, we've been seeing a few. Nice to see there are parents willing to drive their kids to photo opportunities along our line.
Today Evan and his mom chased our train. At one of the first spots he held up a sign which I thought was great. Dave my conductor and I decided a short stop at the next quiet crossing they were at was a must. After all, we needed pictures of Evan with the sign and we had some railway safety stickers to give him courtesy of a friendly Canadian Pacific Police officer I'd run into last week.
Evan was in awe as we slowed to a stop and both climbed down from the unit. Masks in place, we asked if he'd mind us taking a picture of him with the signs. The smiles from him and his mom quickly gave us the answer.
Seeing the sign, Dave felt a little left out though until Evan turned the sign around, then all was good. We gave Evan plenty of stickers for him and his friends, said goodbye and off we went.
A small gesture that hopefully made their day. It sure made ours.
Nothing better than the human side of railroading.


1001
1001
YOU R (BCR)
THE BEST
ENGINEER!

I believe the phot credits go to Steve Bradley.
Please let me know the correct citing for this if you have Face Book or know the original article.

CARM
ZONE 2
Toronto Chapter

What are you working on?

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That's our May 2021 addition of what some of our CARM Toronto Chapter Members are currently working on.

Now, go look at your stash of projects, or dust off your layout, or grab that railroad book you have been meaning to read from cover to cover, or sort and label your railfanning work, or work on that railroad presentation, or install that first decoder, or write about the first train you ever saw or road on, or teach your family how to be operators, or teach them how to solder or ballast a track, etc., etc., and have fun! It's one of the greatest pastimes that you can enjoy either alone, with friends, or with family …and it keeps your mind active and healthy!

And…. don't forget, we would like to hear from every one of you about what our *CARM Toronto Chapter Members* have been working on so please do send me a photo and a quick 75 word maximum description (*or even just a written description*) about what you are currently working on and we'll get it in the next ***CARM Toronto Chapter - What are you working on?*** chapter email letter.

How do you do it:

Step 1: Send me a single photo or even just a description of your:

- present model railroad project,
- or your most recent prized model railroad purchase,
- or your model railroad layout photo or layout drawing,
- or your most recent prized railfan photo,
- or your current model railroad scratch-built project,
- or your favourite model railroad rolling stock,
- or your latest model railroad operating session,
- or your research model railroad sketches,
- or your custom model railroad track build,
- or your first model railroad decoder install,
- or your latest model railroad weathering project,
- or the most recent model railroad disaster that happened to you,
- or your model railroad landscape project,
- or your model railroad lighting project,
- or the model railroad area you just pulled apart to start all over again!
- or any model railroad related item that you have been working on.
- It doesn't have to be perfect, professional, etc., etc., etc., just something you had fun with and want to share with us for this hobby we share together.

Step 2: Include a brief description, 75 words maximum; or less if you want, that's okay too!
Step 3: Don't have a camera? That's okay! Just send me a 75-word description of what you are working on. You do not always need a picture - the goal is to hear from all of you and we really do want to hear from you!
Step 4: Updates from you! Yes, we would love to have updates on items our fellow members have submitted previously for the letter – do let us know your progress since your last submission.
Step 5: Go ahead, submit something again! Did you submit last time? Wonderful! Please do so again and again and again! This is about us staying in touch and having fun together, even if it is just through this letter sometimes.
Step 6: Send it to me at: CARMtoronto.jamesrasor@gmail.com
I will then take the information, put it together with the other submissions and issue it in the next "***CARM Toronto Chapter - What are you working on?***" email letter along with the other members' news every few months.

Let us know what **you** are working on, have fun, and ***stay in touch!***

Yours truly,
James Rasor, ***"What Are You Working On?"*** email Letter Editor

CARM Zone 2 - Toronto Chapter
For more information on the *Canadian Association of Railway Modellers* go to http://www.caorm.org/