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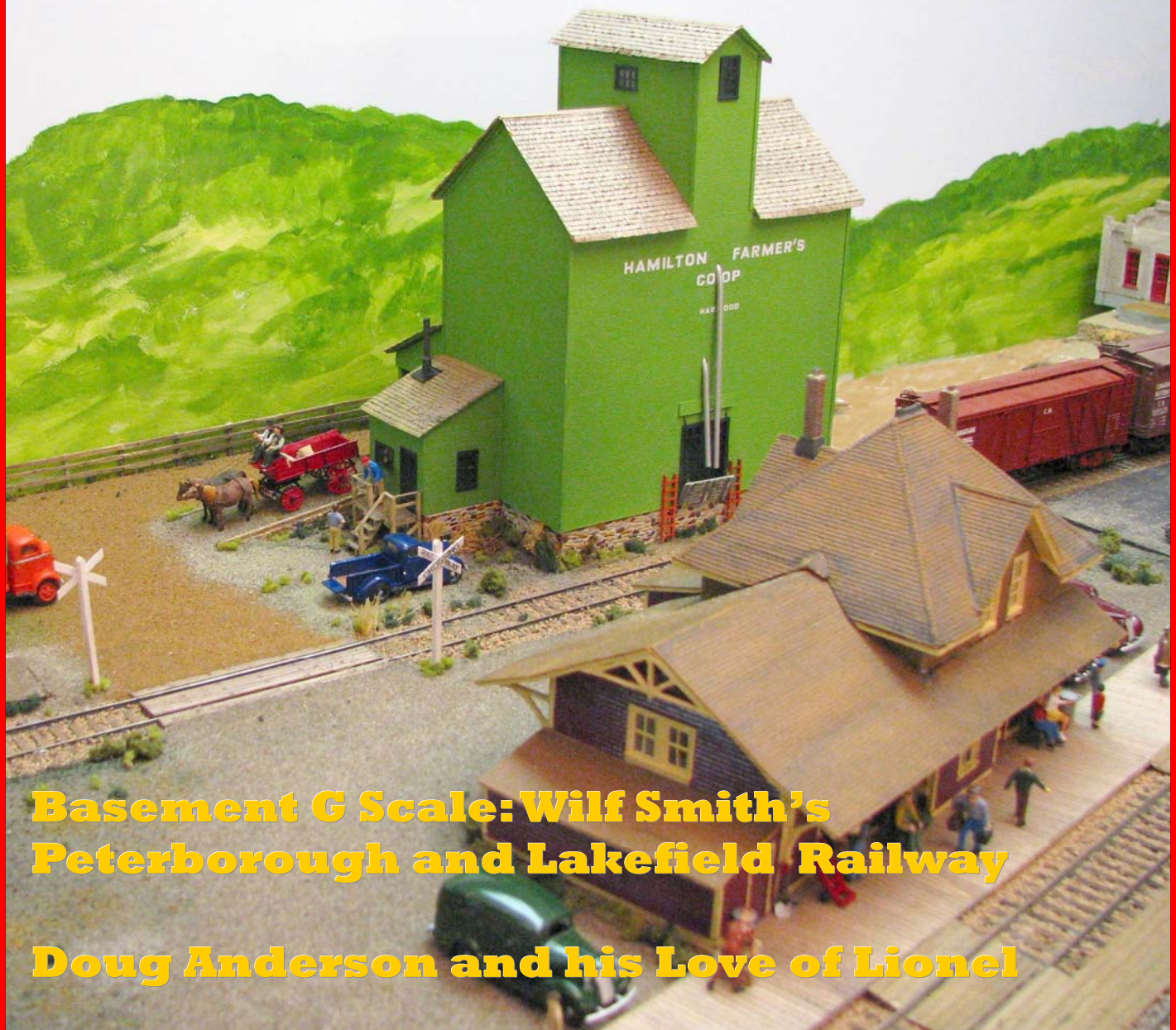
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JULY AUG SEPT 2009 ISSUE #28

TORONTO CONVENTION COMMITTEE ORGANIZING FOR 2010

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Peterborough and Lakefield Railway**

Doug Anderson and his Love of Lionel

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

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observation platform

john johnston: editor

My first announcement this month is the sad responsibility to let the membership know of the passing of Ed Warren. Ed had retired and moved from Ontario to Vancouver Island. He was a founding member of the Vancouver Island Chapter and a driving force behind the 2007 CARM National Convention in Victoria. He had recently agreed to accept the role of Western Region Vice President and will be sorely missed by all of us who knew him. Ed was a Master Model Railroader and a Canadian Railway Craftsman. CARM is making a donation in his name to the Cancer Society.

My second responsibility this month is to issue an apology and mea culpa to Just Train Crazy, one of our sponsors. They have recently moved and through a series of misadventures their ad wasn't changed in the last issue of the Canadian. I have included it on this page along with my apology and urge those of you who haven't visited to give Peter's store a look. If you check out the Coming Events section, August 9th would be a great day for you to go and check out not only the store but also the garage sale.

I am pleased to let you know that the schedule for the Annual Convention for the next 3 years appears to be set, with Toronto in 2010, Ottawa in 2011, and Regina in 2012.

On the home front, the layout has been dormant for almost 6 months as I contemplate some significant changes to the trackplan to improve operations and while I have helped Justin work on his layout. For those of you who have seen Justin's large double deck N scale layout you will be saddened to hear that has been torn down and pleased to hear that it is being replaced with a 4 level layout that will model the same area north of Lake Superior. It is an intriguing track design and Justin has come up with some good benchwork ideas to accomplish the four levels. I may try to put together an article on his benchwork for the next issue.

I think I have my own changes figured out and will be starting some reconstruction this week (after the Canadian gets to the printers) and hope to push hard so that it is open for the HOMES Club lay-

out tour this fall.

I also want to remind all of you that articles for the Canadian would be greatly appreciated. If you can't write, that is no problem, just put everything in point form and I can write the article for you. Photographs are preferred in digital format but I have a good scanner and prints and slides can be scanned at a fairly high resolution. I will return these to you if you note that when you send them. It would be preferable if you had "dupes" made and sent them to me.

Material sent can cover the gamut from layouts (always a reader favourite) to how to articles to short tips on something you have found. I am also interested in railfan pieces and if you have photos from years gone by, there are lots of people interested in seeing a photo essay. I have included 3 old photos of mine in this issue as an example.

As Members you seem to enjoy the Canadian but it can only be as good as the level of contributions so I look forward to hearing from you. **Editor.**

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VANCOUVER ISLAND CHAPTER:

The Vancouver Island Chapter spring meet was held on April 18th in the historic schoolhouse at Heritage Acres on the Saanich peninsular, north of Victoria. Heritage Acres is home to the Saanich Historical Artifacts Society, which has a large collection on the property. It is also home to the Vancouver Island Model Engineers (VIME) who have extensive 5" and 7 1/2" gauge track with some impressive bridges.

The program started with an extremely interesting clinic by Doug Rhodes on the facilities that existed at Ogden Point in Victoria. This was a deep water port with a grain elevator, a fish processing plant, a scrap yard and large freight shed. These were served by the CNR using strictly local track that was connected to the rest of the CNR system via a barge service. It is an ideal candidate for a switching layout. All evidence of this industrial activity has now gone and Ogden Point is used as a cruise ship terminal.

The morning activities concluded with Robin Willies giving a tour of the artifacts on site and a visit to the new modular layout that the Victoria Model Railway Club is constructing in the boathouse at Heritage Acres.

After lunch, VIME ran one of their trains for us and we concluded the day with visits to the excellent O scale layout of Robert Hopkins and the wonderful garden railway of Werner Grundmann.



Left: Doug Rhodes gives a clinic on Ogden Point, Victoria.

Photograph by Sterling Stump

Below Left: Vancouver Island members ride the VIME train.

Photograph by Ed Warren

Below Right: One of the many VIME Bridges.

Photograph by Denis McWilliams



Werner Grundmann's garden railway.
Photograph by Ed Warren



Werner Grundmann's garden railway.
Photograph by Denis McWilliams





Above: Wolf Riedel inspects the tack work on Robert Hopkins layout. **Photograph by Sterling Stump**

LONDON AND DISTRICT:

A Chapter Meeting was held at the home of Bruce Harmer on April 21st with attendees, Dick Walker, John Kanakos, Eric Blunt, Don Wesley, Robert Langlois, Neil Froese, Bruce Harmer, John Kennedy, Hank Dulvenbode, Robert and Jason Essery, Graham Whitehead, and Bob Robilliard.

After a brief business meeting at which the status of CARM and the Layout Tour on September 26th were discussed, we held a Show and Tell. Robert and Jason Essery discussed their layout plans and CTC Control system on a visit to an HO layout. John Kennedy displayed flat car loads he assembled containing mining equipment. John Kanakos talked about publishing tips, so if anyone interested send him an e-mail. Robert Langlois updated us on the Live Steam visit and is investigating a road trip to the Michigan Central Railroad and dates for

possible trip will be forwarded when available. Website below if you are interested in viewing. <http://michigancentralrailroad.com/> The meeting schedule for following years is:

July 21/09 BBQ to be held at Robert Langlois's – details to follow.

October 20/09 - Don Wesley

January 19/10 - Open – if you can host please call Don

April 20/10 - Robert Essery

July /10 Picnic – John Kanakos

Robert Langlois discussed the WOD Clinic. We are going to make a Paper Model Building in the scale of your choice ... you can also take a couple of free examples home because they cost so little to print out and because the software companies who make the building programs encourage us to do so. Paper

model buildings let you try some new ideas, see how large a building is and then work the new addition into your railroad at minimum cost. In fact they look so good they can be made permanent by gluing to cardboard or card stock or foam core. You may not be ready to commit to scratch building a plastic or wood model with its attendant material cost and construction and research time. Several different software packages are available which let you print out examples of period architecture from different geographic regions. You can also design very detailed structures by simply cutting and pasting from the menu.

The tools which you need to bring are very basic and include:(<http://www.modeltrainssoftware.com/ch.html>) a sharp hobby knife, cutting mat, white glue, toothpicks and metal straight edge.

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FROM THE ARCHIVES OF THE EDITOR

I think it was the spring of 1972, just married and in my early twenties, I make an early morning trip to Guelph Junction and then Bayview. A slight drizzle is falling as the operator leaves his warm depot and stands on the platform to “hoop up” a set of train orders to an eastbound CP freight. The engineer never took his hand off the throttle as the conductor leaned out of the caboose to slip his arm through the hoop.



An hour later I was at Bayview to catch CN SD40 #5021 leading a leased C&O Geep westbound onto the Dundas Sub. The open auto rack behind the Geep certainly dates this photo. The white flags on the SD40 would indicate that this train was running as an extra. Interestingly, in those years I passed up many opportunities to shoot SD40's as they seemed to be everywhere and now I go out of my way to find them.





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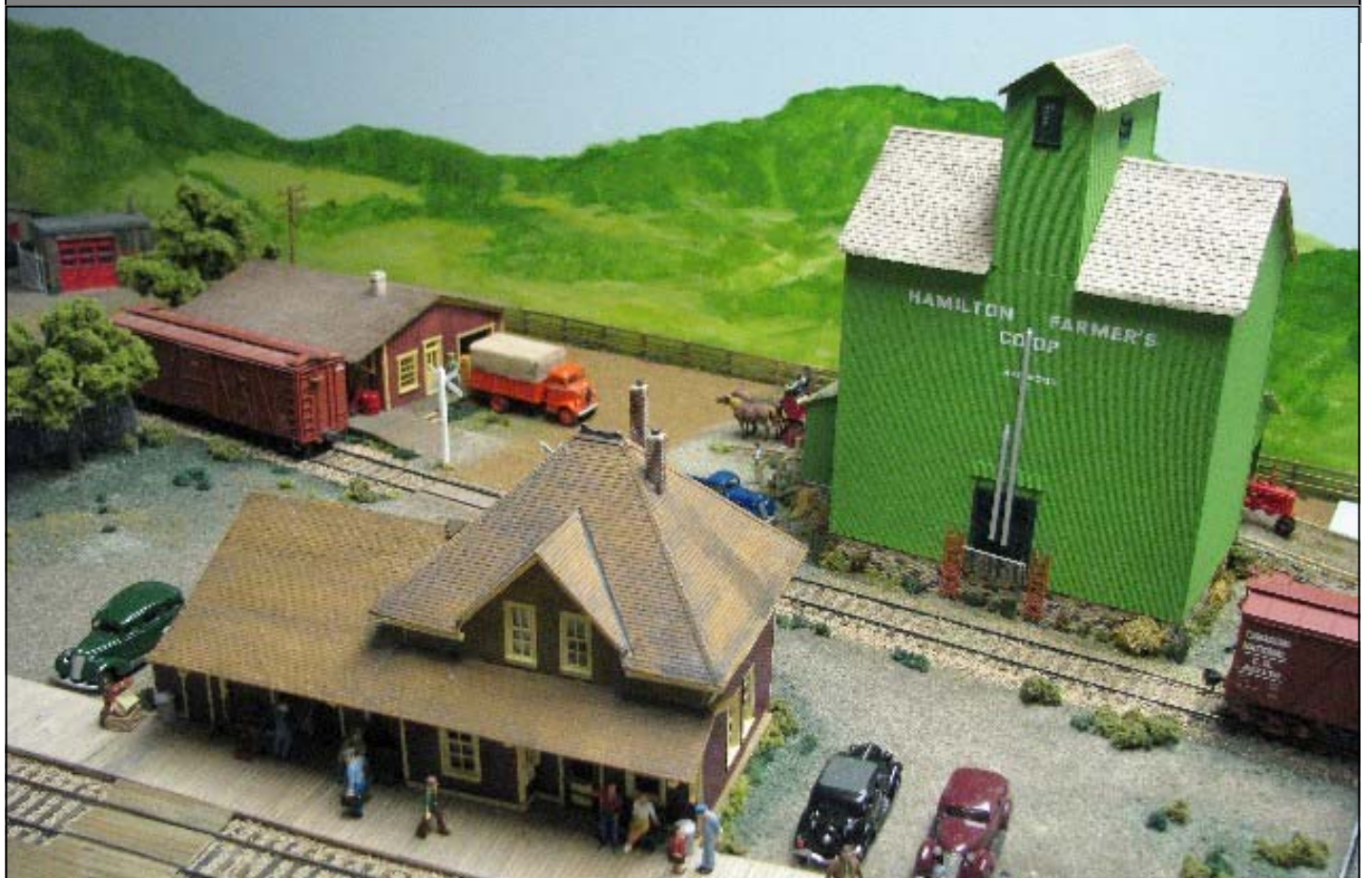
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Eastern Grain Elevator



Construct an Eastern Grain Elevator

by Ted Rafuse: Photos by the author

Construction on my mid 20th century HO Cobourg & Peterborough Railway is ongoing. In the village of Harwood an open area beside a back track required a structure. An 'Eastern' grain elevator for this farming community seemed appropriate. That decision immediately created a problem as I have no idea what an eastern grain elevator would/should look like.

To solve this problem I used my computer to visit a number of model kit building companies sites. Their products were examined with a plan of purchasing a suitable product. After viewing several, and eliminating them due to their large footprints, I opted to create my own structure using the kit illustrations as a reference guide. From a 2005 trip to the Prairies I had a library of images of wooden, mostly abandoned, grain elevators. Illustrated books completed the resources consulted for this project. This article is not intended to replicate an existing structure, rather it is meant to inspire scratch building.

For some time a cardboard mockup of a tentative structure had occupied the site. As material was gathered to start the project a rough plan was sketched of a slightly modified structure. As construction actually began further deviations from the sketches occurred. The footprint dimension of the model was maintained throughout.

Evergreen Scale Models styrene was selected for this project primarily due to its fast adhesion rate. The project was divided into components which were constructed individually and then combined into one. When using Testor's liquid cement to join the styrene, a small brush, not the one included in the bottle, was used to gain greater control over the flow of the liquid and prevent excess cement from appearing on surfaces where it was not wanted.

The Ramps and Platform

The ramp component was built first and consists of a raised platform with a slanted ramp on either end. The ramps and platforms were made from .030 plain styrene. The platform is 41' x 11' and the end ramps are 30' by 11'. For each of the ramps an angled side support was cut from 0 to 4' and then glued to each side of the ramp beneath the horizontal ramp itself. A simple frame 4 ft high was made for the platform with the platform then glued on top of the frame. All the interior joints were reinforced with scale 6x6" or real 1/8" square styrene. The ramps and the platform were then glued together.

The platform required some additional detailing. .020 by .050 V groove siding was cut to size and placed on the top of the platform to simulate wood planking. This size was selected as it looked right and was a dimension on hand in the parts box! A small truck was borrowed from the layout and, using the front wheels as a guide, it was determined where the tires would appear on each end of the platform. A strip of 1x10" planking was glued lengthwise along the platform. To each side of this plank was glued another 1x10" plank to provide a 'roadway' 3 planks wide for trucks and wagon wheels to run on. A detail not completed as this part of the building would not be seen on my layout would be to cut out a small hole at the centre of the ramp between the tire planks to simulate the collector for grain beneath the platform.

At one time there were many fieldstones in Northumberland County which were used for foundations. To give this structure



Figure 1: Elevator Sidewalls. The four elevator sides have been cut from clapboard styrene. The long sides have had openings cut to allow for the installation of doors and windows. The short sides have had a 6x6" styrene strip added to each edge which was sanded and filed to conform with the top angles and the bottom. A 1/8" square styrene strip has been added along the joint line of the 6x6 and when the long side is glued in a similar alignment the square styrene will act as reinforcement for the entire structure.



Figure 2: Elevator Base and Ramps. The base units are nearing completion in this view but they have yet to be glued together. The larger rectangle is the base for the elevator, the smaller rectangle is the office base, and the two ramps and what will be the platform, make up the final base. The platform base had yet to be built when this image was taken but follows the same principle of construction.



Figure 3: Using Weights. Seldom seen is a workbench while in use, but in this case the clutter of construction is illustrated! The weight is being used to hold the platform against the elevator to ensure a fit without gaps. Also visible are the various reinforcements to the elevator, the openings in the wall for doors and windows on the road side, the canopy sub assembly less its roof, the tower assembly in place and the absence of any roofs on the main structure.



Figure 4: Site Preparation. My layout landscaping adheres to the two square foot principle of application, starting from the back and working to the front. In this case the station and freight shed had already been completed and set in the layout. This left the space behind the station open for the elevator which had yet to be built. The edge of the landscaped two feet can be observed on the right of the image with the footprint for the elevator a dark green open area beyond the spur track.

a sense of time and place, this local feature was simulated. Plastruct PS-53 field stone moulded in a cement gray ABS format provided this requirement. Using the approach ramps as a guide, four lengths were cut to simulate each side of both ramps. When cutting these be sure to alternate the cut lines or you will end up with ramps cut to place only on two sides. A similar piece was cut to fit along the outside wall of the platform. (The inside will not be seen as it will be glued to the base of the elevator.)

To paint the field stones several colours of acrylic model paint on hand were used including Polly S light freight car red, Tamiya XF9 brown, XF 18 medium blue, XF 63 German grey and dollar store sand, iron oxide and one light tan whose label is erased! Using a fine brush and one colour at a time, random stones were coloured. When one colour was complete, a second was applied and so on until all the colours were used and all the stones painted. The background of the field stone ABS was close enough to satisfy my requirement as cement. An over wash, not applied in my case, could be done with Tamiya XF-44 deck tan to simulate concrete. When the paint was dry the various stone pieces were glued to the approach sides and the outside of the platform.

Returning to the platform it was painted a light sand colour. When dry

several washes of an India ink and water mix were brushed on to create a weathered appearance. The amount of wash depends upon the individual interpretation of weathering. The surface of the approach ramps were painted flat black and the assembly was left to dry.

A strip of 6x6" wood was washed with India Ink and water in preparation for being glued as a safety device along each side of the ramps. These were cut to the length of the ramps and applied with Walther's Goo some six inches inside the edge of the ramp.

The ramp surfaces were brushed with white glue. Sand from a small funnel was applied evenly by gently moving the funnel back and forth and controlling the flow of the sand with a finger. Dyed sawdust was added to simulate grass/weeds along the edges of the safety timber and in the centre of the ramp. This centre strip of ground cover is intended to mimic the area between wheels where grass and weeds could grow. The ramps were then sprayed with wet water. This is water with a drop or two of liquid detergent to break the meniscus or beading action and allow the water to flow. This component was set aside to dry.

The Elevator

The primary assembly is the grain elevator. It consists of two sub-assembly rectangles, the tower and the storage

unit. Beginning with the storage unit, four sides were cut from Evergreen Styrene Models # 4031 clapboard. The long sides are 40' long by 34' high. The shorter peaked sides are 23½' long by 34' high rising to a central peak 44' high. The peak angle on both sides of the end was cut. A 36' long 6x6" styrene strip as added to each of the peak sides. The clapboard was placed on a flat surface (glass) with the clapboard facing up and then the strip was glued to the side. When dry, the strip styrene was cut and filed to match the angle of the peak and the bottom was filed even with the side bottom.

At this stage, instructions that follow are of the do as I say not as I do method. In my haste to get busy with the construction, the process was made much more difficult than necessary as all the sides were assembled without first painting and decalling the elevator. So, back to a description of a more appropriate plan!

Both ends were turned over and a 1/8" square styrene slightly shorter than 34' long, to clear a later inserted floor, was added to all the inside corners flush with the joint of the earlier 6x6 and the edge of the clapboard. When assembled this larger square strip created a reinforcement to the corners.

With the sides unassembled openings for all doors and windows were cut in

Figure 5: Braces. A view showing the reinforcements to the elevator including the ridge poles and the angled roof braces along the tower side. C and D indicate which roof sections go where.



Figure 6: Canopy. The completed canopy sub-assembly illustrating the various 6x6 strip styrene bracing as described in the text. Note as well the triangular clapboard piece on the ends.

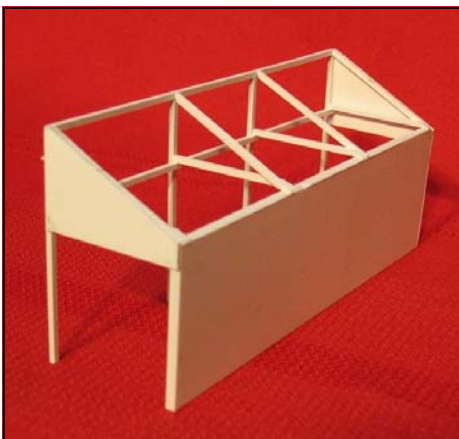


Figure 7 Right: Test Fitting. I test fitted the sub-assemblies against each other. The office was painted a green which was too dark and obscured the darker green window and door frame paint so the sides were re-painted. The roof sections have been shingled and test fit in location. The ramps and platform sub-assembly was positioned in place and the canopy minus the roof fits snugly to the ramp and road side of the elevator.

the sides. Track side is a single freight door (Tichy #8125 freight door with transom) centred with the threshold of the part forming the bottom of the door in line with the bottom of the side.

A small roof projection above and extending a foot or so beyond each side of the door was fashioned from clapboard siding. The top edge was filed/sanded paper thin and glued in place about 8 planks above the door.

On the road side a similar freight door opening was made for the same part in the same centre location. Two additional openings were cut, one for a door (Tichy #8049 4 panel door) near the right hand end and a sliding window (Tichy #8042) positioned between the two doors.

At this point the elevator and tower were painted with a dollar store acrylic leaf green and set aside to dry. All the windows and doors for all sub assemblies were painted with a similar Hunter green and also set aside to dry. The light green colour for the elevator was selected as there were several structures nearby that were box car red and the elevator in this colour would be somewhat inconspicuous. White appeared very stark. The green elevator dominates the area but does not overwhelm its surroundings.

Again doing as I say and not as I actually did, the track side details were added. With the freight door in position, a platform, non operating, was constructed. Made from two pieces of scribed styrene glued back to back it was 7' wide to match the door opening. Three 2x6" planks were glued on the under side to "tie" the floor boards together for support.

Holes were drilled on the outside edge of this floor through the supports to accept a length of 36 or 40 links to the inch chain from the parts box. Similar holes were drilled just beneath the small roof above the door. The chain was ACC'ed to the floor and the top of the chain inserted through the holes above the door. With the inside edge of the platform tacked to the side of the elevator the top of the chains were ACC'ed in place. Sufficient slack was left so that when the wall is vertical the platform is not tight against the side but the chain is taught.

Microscale Decals #90051 provided the wet decal Block Gothic lettering. The largest and third largest alphabets were used, the largest to identify the owner of the structure, the small to indicate the location, Harwood. The word CO-OP was positioned first to straddle the longer grain chute and to split the word CO-OP in two. (I did use the hyphen.)

Above the C, the N of Hamilton was positioned at what appeared to be an appropriate distance. Above the P, the F of Farmer's was positioned. For the word Hamilton the letters were added from right to left (backwards if you prefer) and for Farmer's in their natural order so that letters could be evenly spaced apart to have the words centred on the wall.

The third smallest alphabet created Harwood, with the W centred somewhat



behind the spout and the other letters added in the same manner as earlier described. The opposite side and the ends were not lettered although they certainly could be. Solva Set was applied to the letters to settle them flat against the clapboard. When dry the structure was given a spray of Dull Cote.

Two grain delivery spouts to fill box cars were made from ESM #223 3/32 tubing. For the longest spout a hole was drilled in the centre of the wall at a height of approximately 28' from the clapboard bottom. A length of tubing was shaped to go through the hole and hang straight down about one foot distance from the wall. The tube was cut about half way down the door. A hole for the shorter spout was drilled at a height of 18' and to the left of the first chute and cut to about the same length. Both spouts were painted Tamiya XF-16 flat aluminum and glued to the wall.

The four walls were glued together. A pencil trace around the interior footprint was made on a plain sheet of .020 styrene. Cutting on the outside of the

pencil mark, the floor was cut and filed as necessary to provide a snug fit inside the walls. The floor was carefully positioned and glued to the top of the foundation such that the walls fit inside the floor and the walls rested on the top of the stone foundation moulding. The elevator was not glued in place at this stage.

The tower sub assembly was formed next. The peaked ends are 8' wide by 16' high at the outside edges of the wall with a peak 20' high. The long walls are 24' long by 16' tall. 6x6" members were added to the outside edges of the peaked walls in a similar manner as described for the elevator walls and these were then filed to conform to the peak angle.

Window openings were cut, and centred in all four tower sides, such that the bottom of the windows were at the same level. The windows in the peak (Tichy #8029) will have the top extend inside the gable. The side wall windows (Tichy #8042) were then cut out. None of the windows were glued in place at this point. The four walls were glued to-

gether and 6x6" strip styrene used to reinforce the corners. Painting with leaf green completed the assembly.

A centre point was marked on the bottom of both peaked ends of the tower assembly and a centre point marked on the top of long elevator walls. The tower assembly should align on top of the elevator wall, centred, such that there is no discernible joint between the two wall segments. When satisfied with the meet of the two walls they were glued together. A small brace of plain styrene was glued to the back of the walls to fix them in place. A small run of liquid cement applied from the back side was run along the wall joint as well.

Using 6x6" material a ridge pole, cut to fit, was glued in place between the two peak tower walls. Similarly a ridge pole was glued in place from the peaked storage sides to the long wall of the tower. Take care to ensure that this pole is horizontal. Glueing of all ridge poles was assisted by having the structure on its side and adding weights to the building.

Figure 8: The Office. The subassembly sits atop its stone foundation, door and window openings are clearly visible. The roof has been shingled and rests atop the office to provide a sense of completion. The verandah was constructed of bits of styrene from the parts box, including the floor and the steps.

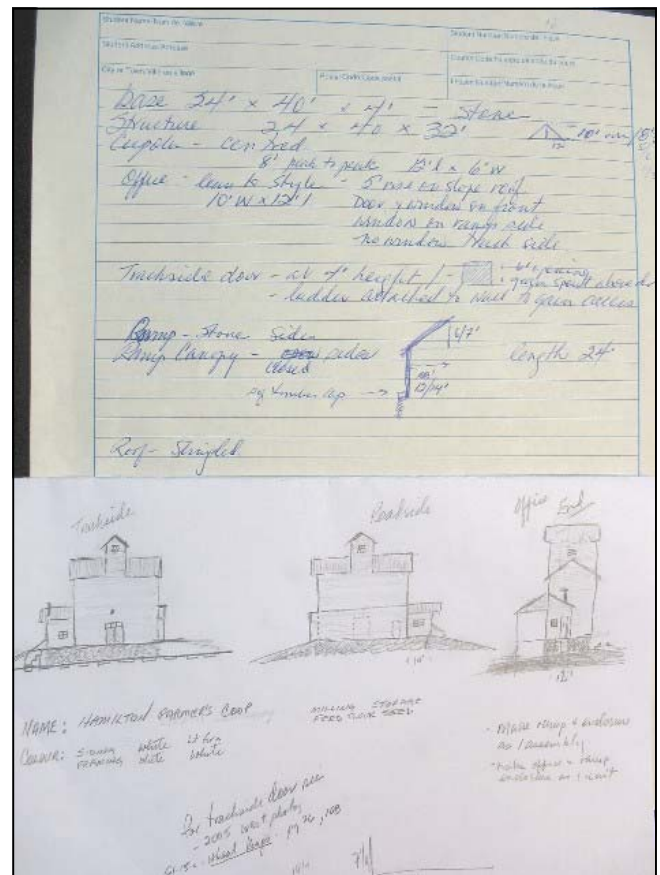


Figure 9 Far Right: Planning Notes. My original planning notes for dimensions and door and window types and beneath them the sketches which formed the 'blueprint' for the elevator complex. Those with a sharp eye will note that the office sketch on the right hand side was changed in the model form. What doesn't appear are several photographs taken of western wooden elevators by myself on a 2005 trip to the prairies, which provided many of the track side details employed on the model.



Figure 11 Right: Completed Assembly. The track side elevation reveals the completed and assembled eastern grain elevator prior to placement on the layout. Wet decal lettering as described in the text denotes the elevator's owner and location. Several details appear on the track side of the elevator including the access ladders on either side of the raised elevator platform which is held upright by a chain, the transom door with windows allowing natural light inside, the small roof projection above the door and the grain chutes used for loading grain into box cars.

Figure 10 Left: Test Assembly. The final test assembly before gluing all the components in place. Note that the office verandah does not meet the ramp to add additional interest to the side. Sand and weeds have been added to both ramps.



The roof forms were cut from .030 plain styrene. The two tower roof sections are an easy cut with overhangs appropriate in length on three sides. These were cut to meet, not overlap, at the top joint. The four main roof sections were similarly cut to fit but in each case a small notch must be cut and filed to allow the roof line to descend past the tower edges. Once the four main roof shapes fit, a roof brace of 6x6 material was adhered to the side of the tower to conform to the roof angle of the outside peak. If the ridge pole is horizontal the addition of the angles will ensure that the top of the roof sections when installed will be horizontal.

The roof sections were again test fit. The exposed edges of the roof were painted leaf green to simulate fascia and the exposed undersurface of the roof was similarly painted so as to match the wall below.

In keeping with the Great Pine Ridge area, known for its lumber mills in the late 19th century, wooden shingles were earmarked as the exterior roofing material. My preference is to use Campbell shingles but applied to the plastic roof sections rather than using the cardboard material that comes with the shingle package. My experience has witnessed several model roofs severely warping and lifting and this problem is eliminated using the styrene sheets.

The marked cardboard roofing sheets provided a guide for lines which were pencilled onto the sheet plastic. Rather than moistening the shingles Walther's Goo was added to the back side of the shingles. Each row of shingles was cut to extend beyond the edges of the roof starting at the bottom of the roof. The shingles have a tendency to wander due to their having been coiled but this method allows for the use of a hobby knife to prod them into place. When the strip matches the line the opposite end of the knife was rolled along the shingle top to ensure adhesion in the proper position.

This roofing method was continued through to the top of the roof. There will be excess shingle material at the top. This excess top material was cut off as close possible to the styrene underneath. The excess shingle along the roof that abuts to the tower was similarly trimmed to the edge of the underlying roof. On these interior abutments, shingle material must be trimmed to the notch to fit around the wall of the tower. When the mating halves of the roof are both shingled, the outside edges were trimmed so that the edges at the top matched. Test fit all roof sections but do not glue in place. With 6x6" styrene material roof supports were added to the tower sides to support the main storage roofs.

The shingles were brushed using a

mix of India ink and water, applied with several washes, until an appealing weathered appearance occurred. These sections were set aside to dry with a weight on top. A strip of 1/8" styrene was added to the back of all roof sections to prevent warping and the roof sections were glued in place.

A strip of 4x4 styrene cut to length was glued to mate the roof sections at the peak. The crease along the peak was cut from the folded edges of a paper lunch bag and, using Goo, glued in place. This strip was then washed with the India ink mixture. Strips of 1x4" styrene were cut to fit and glued to all gable ends along the join between the roof and the walls. These were then painted leaf green. The elevator sub-assembly is largely complete at this stage.

The Office

The office foundation was the first component of this sub-assembly constructed. The base measures 10'x12' and was constructed of .030 styrene four feet high. The track side 10' wall and the front 12' wall each had an overlay of fieldstone applied to them. The ramp side 10' wall had a small triangular section of fieldstone cut to fit to conform to the exposed base along that side of the foundation. The field stone moulding

was painted as earlier described.

Three office walls are required as the side of the elevator will constitute the fourth side of the office. Two side walls 10' long by 10' high at the outside and 14' high at the elevator side were cut from clapboard material. From similar material a front wall 11½' long and 10' high was cut.

Two openings were made in the front wall to accept a door (Tichy #8150) and sliding window (Tichy #8042) in the position as indicated in the images. Each side had a similar opening cut to receive a single window (Tichy #8029).

The side walls had a 4x4" styrene post cut slightly longer than the short edge of the wall and glued in place. When dry the post was filed to conform to the wall angle. The three walls were glued together and a floor cut to size to fit the interior of the walls glued in place. The wall corners and the wall and floor joint were reinforced with 6x6" styrene.

A roof of .030 plain styrene was cut with overhangs on three sides. With the office set on its foundation against the elevator the top of the roof was test fit and notched slightly to fit around the vertical post of the elevator. The roof edge abutting against the elevator was filed from the underneath side to allow the top of the roof to meet the side of the elevator without a gap.

The exterior walls were painted leaf green. The roof was removed and the exposed exterior underside, as well as the exposed edges, were painted light green. Shingles were added to the roof and weathered as described earlier. The roof was placed on top of the office abutting the elevator but not glued in place. Strip 1x4" cut to fit and glued to the three walls where they met the roof, and painted light green.

A smoke jack was added to the roof. A two foot square of .010 styrene was cut to form a base for the jack. This was painted flat black and left to dry. In the selected location a few shingles were lifted with the edge of a hobby knife and the 'tin' base inserted beneath and then glued to the shingles. The bottom of a Campbell 924 smoke jack was filed on an angle to allow the jack to be vertical when glued to the tin base.

The office verandah was made from various styrene shapes. It was purposely configured not to extend to the ramp wall. A 4x8' frame was made of 2x6" lumber topped with scribed styrene from the parts box laid with the length of the

scribe running eight feet. Four corner posts of 6x6" styrene seven feet long were glued to each corner, the two posts abutting the office wall flush with the back edge of the verandah. A cross brace of 1x6" was added beneath the floor line between each pair of end posts.

A stair case from the parts box was added to the front of verandah. Posts from 6x6" styrene were cut to fit on either side of the stair case beneath the frame of the verandah. Similar posts were cut to height and glued to the floor immediately above the stair way posts. A final post cut to height was glued to one side of the stair case to support the hand rail.

Top handrails of 1x6" styrene was cut to fit the tops of all the posts. Using 2x4" styrene a guard rail was glued to the verandah openings as a safety rail. The verandah was painted Polly S undercoat light gray, allowed to dry, and washed with India ink and water to a weathered appearance.

The Canopy

The canopy fits over the ramp to provide protection from the weather. It abuts the road side of the elevator. A wall 12' high was cut from clapboard the length of the road side of the elevator to fit between the two external 6x6" posts of the elevator. Using 6x6" styrene a frame was made and glued to the inside of the clapboard. The frame was made of one piece along the top of the wall and six posts extending below the top beam to the floor level. Strips of clapboard were cut and glued between the posts on the inside of the wall to simulate the exposed back of the clapboard.

A second frame was constructed which will be glued to the elevator side. A 6x6" top beam was cut to length to fit between the ends of the elevator and four 6x6" posts were cut 17' long and added to the underside of the top beam. Two of these were placed at either end of the beam and the other two spaced to avoid interfering with any of the openings in the side of the elevator. A support 6x6" beam was glued to the inside of this framework at 12' high to match the height of the outside wall.

These two assemblies were glued together using four 6x6" styrene cross beams one at each end with the other two approximately at one third distance apart at the twelve foot level. Using 6x6" material four roof beams were cut to length and filed on an angle to rest

flush with the top of the outside wall and flush with the elevator wall. These were glued in place on the top of each side frame.

A roof of plain styrene was cut to extend about one foot beyond each end of the side wall with the width to allow for an overhang of the outside wall. In this case the width was approximately 14'. Cut it wide to trim rather than cutting too short and having to use a large replacement piece. The roof edge that abuts the elevator was notched at the upper edge to fit around the elevator's vertical side beam to allow the roof to rest against the side of the elevator. The underside of the roof's edge that abuts to the elevator's side was bevelled to allow the top of the roof to sit flush against the side of the elevator. The roof was then temporarily set in place on the canopy frame with Goo.

With the roof in place, and the canopy in position on the platform and held tightly against the side of the elevator, a triangular piece of clapboard was cut to fit above each end of the canopy opening and descend to leave an opening 11½' high. These triangles were glued in place and the sub-assembly removed from the side of the elevator.

The roof was removed and the exposed portions of the underside of the roof were painted light green as were the exposed edges to match the siding colour. Following the method described earlier, the canopy roof was shingled and weathered with the same wash.

With the roof complete the sub-assembly was again positioned against the side of the elevator and any adjustments made to ensure the roof and side met snugly. The sub-assembly was removed and painted a light green inside and out and set aside.

Assembly and Detailing

All windows and doors in the elevator had their glass, .010 clear styrene, added and then were glued in place. The elevator foundation and the office and ramp/platform sub-assembly were glued together. The elevator was glued in position first and allowed to set firmly before continuing. With the office on top of its foundation and abutting the ramp and side of the elevator, the office was glued to its base and to the side of the elevator. The verandah was glued to the office front in a position that had the post near the door inside the vertical beam of the office edge. A strip of 1x4"

styrene was cut to fit to hide the joint between the tall wall side and the elevator side. When the glue had set a fine brush was used to paint this strip leaf green. Finally the roof was positioned and glued in place atop the office and abutting the elevator.

The canopy was test fit in place on top of the ramp and against the side of the elevator. When the fit was satisfactory, this sub-assembly was glued to the bottom of the platform and to the side of the elevator. Any necessary touch up fabrication or painting was completed at this stage.

From the parts box a ladder seg-

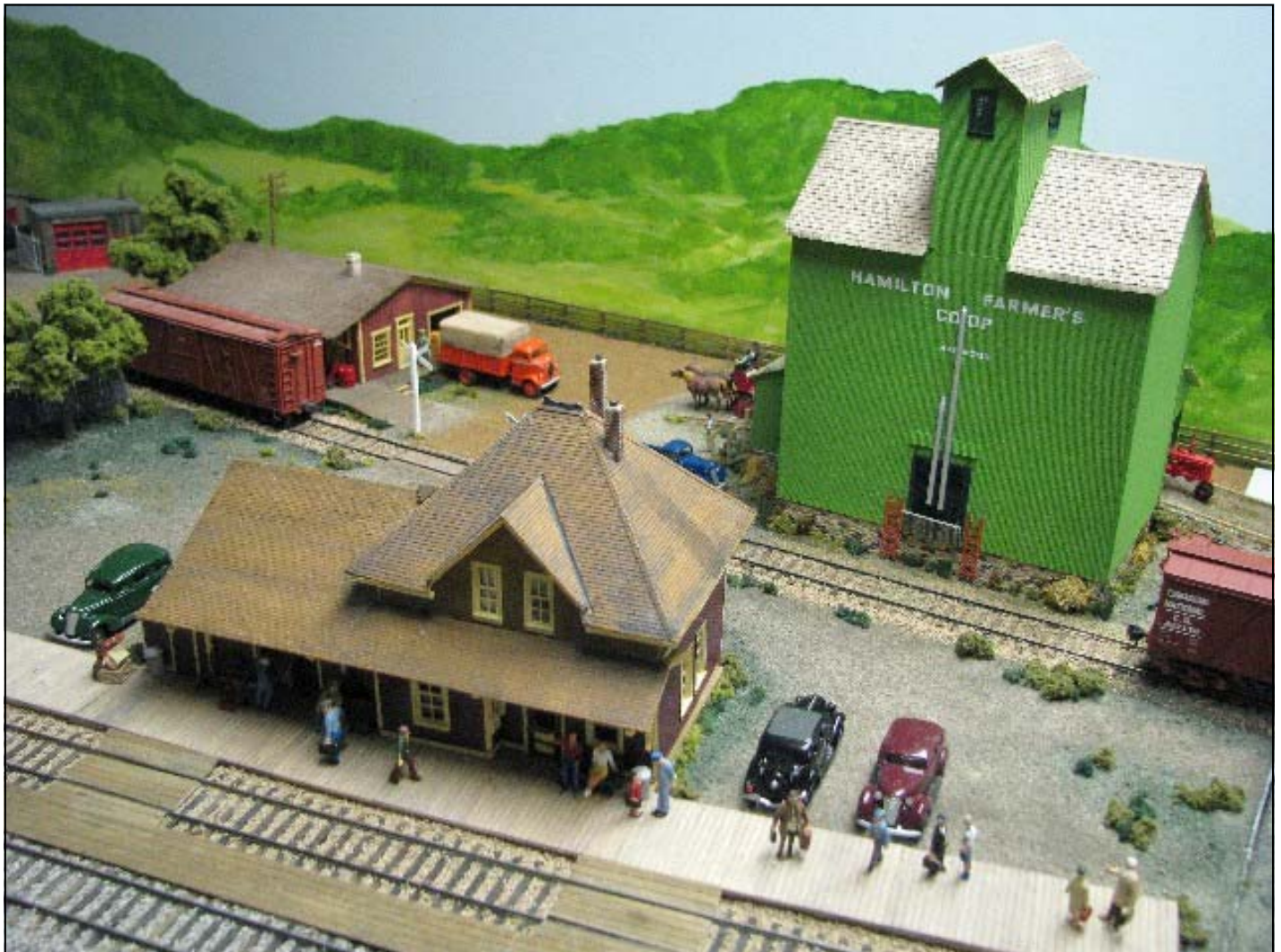
ment was found. This was cut into two pieces, each an appropriate length to affix to the track side of the elevator on either side of the raised ramp. These were already an orange/red colour so were left as is. The ladder extends from ground level to about half way up the door height. The completed grain elevator with all its components in place was moved to the layout.

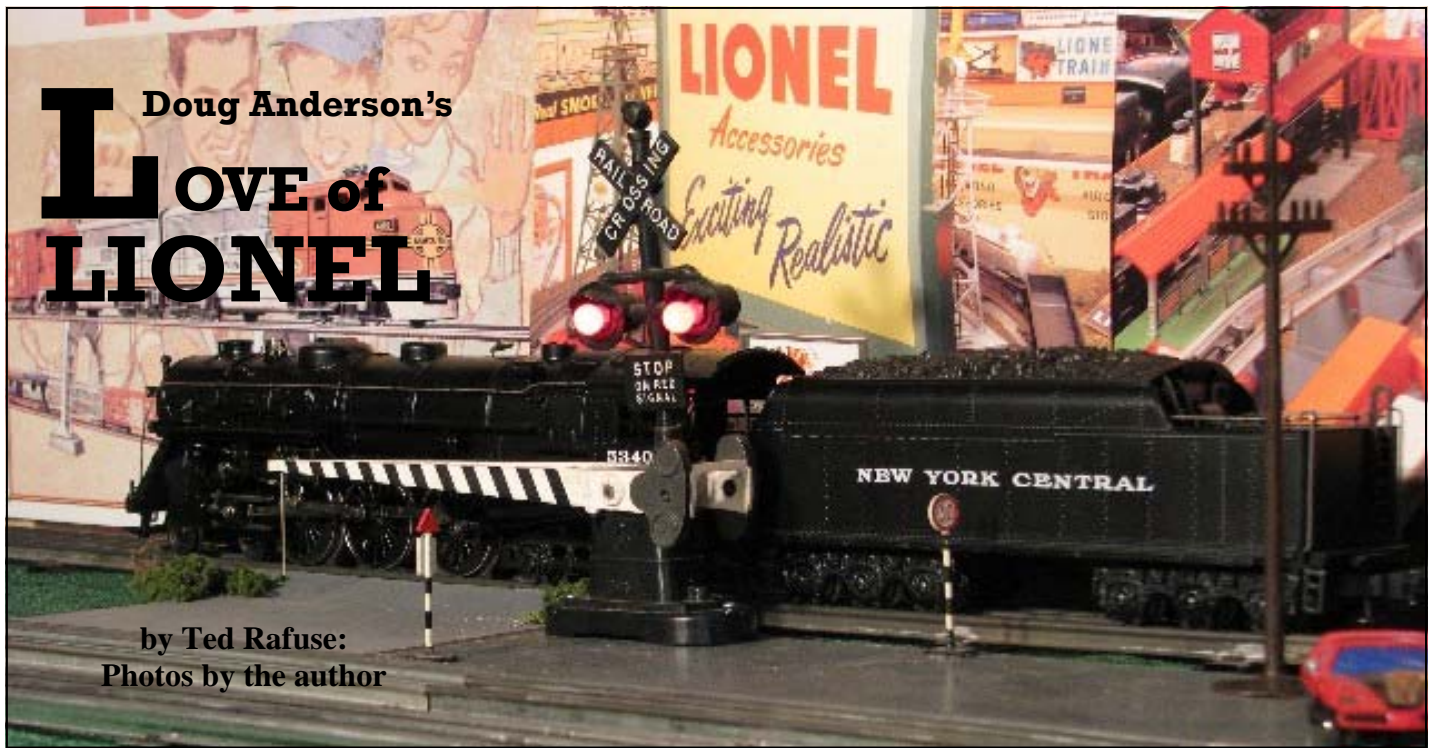
On site detailing commenced with landscaping. 'Grass' of two shades of green dyed sawdust formed the initial ground cover. This was enhanced with a variety of shades and texture of Woodland Scenic's ground foam and foliage

placed on top but particularly around the structure's foundation. Binder twine was 'planted' using white glue to simulate dried weed stalks. Bits of lichen completed the foliage detail. Several period people and vehicles were added to simulate activity at the elevator.

What began out as a figment of my imagination became a model reality. The Hamilton Farmer's Co-op at Harwood enhances the appearance of my layout and provides a source of revenue for C&P trains. Perhaps this project will encourage the reader to build their own imaginary structure!

Figure 12: The scene is set. The Hamilton Farmers Co-op Elevator dominates the village of Harwood. Coming down the ramp are the Johnson brothers who farm 150 acres just north of Hamilton Township's 9th line. They are encouraging their double team to a trot as they head home hauling their Jordan Models wagon loaded down with several bags of feed in the back. Elevator operator Hansen on the verandah is conversing with farmer Duncan. The elevator siding is one of Harwood's busier spurs. Freight shed employees and the truck driver are loading crates and other merchandise into the orange delivery truck (Sylvan Models). The open bed truck (Alloy Forms) belongs to the elevator operator. The wooden road crossing allows access to the station parking lot and the cross bucks (both Osborn Model Kits) protect vehicles and pedestrians from encountering rail movements.





Doug Anderson's LOVE of LIONEL

by Ted Rafuse:
Photos by the author

While Doug Anderson is a moderate collector of Lionel locomotives, rolling stock and accessories, that is not his main interest. The primary interest in his Lionel collection is operating those locomotives, rolling stock and accessories, the way Lionel built, advertised, sold and promoted their products. With no pretence to scale Doug enjoys his Lionel layout as toy trains for operation. Doug recently moved into a new home and one of the first basement projects was to set up his layout in a 17 by 28 foot room so he could operate those Lionel trains.

The layout design is not complex: it is essentially five main tracks, connected to each other through remote powered and some manual turnouts. The five ovals make up the multiple mainline which allows for continuous operation of five trains. A small switching yard leads from the two inner most ovals. Using several transformers, Doug can operate five trains simultaneously, hands free, for his own enjoyment and that of his grandson and other young at heart adults.

The track is period O and O27 Gauge and uses every size of radius curve that Lionel made. There are no electronic influences on the layout, everything is operated by ac electricity the way Lionel built their products in this era. A bank of transformers of various sizes provides power to the track and to operate the accessories. Isolated track sections pro-

vide the electric circuitry to operate most accessories save for the block signals which are operated by pressure sensitive track controllers.

A large covered 'union' station complex topped with an urban display is one focal point of the layout. Here locomotives from the Santa Fe, Pennsylvania, New York Central and Virginia railway can be observed. Streamliners, heavy weight coaches and a variety of freight rolling stock pass through or by the station. A trolley route runs atop the station roof providing integrated passenger transfer.

A Marx Girard Station on the opposite side of the layout is another focal point as here the trains can be observed in their full display, not hidden in the bowels of union station. To enhance the Lionel experience Doug has recorded various railway sounds which are activated whenever a mainline train is operating.

The switching yard is of secondary significance to mainline operation. It projects into the centre of the around the wall ovals of track. Here are featured several operating accessories, including a 497 coaling station, a modern era Lionelville Pipe Company facility and a 2386 stock yard.

Scenery is limited. Unballasted track is laid on green and grey carpet to create the illusion of grass or crushed stone.

The backdrop comprises wall studs, rock wool insulation and vapour barrier. Only seven months into his new house, Doug wanted to get his trains running quickly! At certain spots a unique 'scenic' background is in process. Images from Lionel calendars provide a collage backdrop. Eventually these Lionel images will appear on all the walls to provide an unusual setting for the Lionel trains operating in the foreground. The track will forever remain unballasted to preserve the period flavour and toy like characteristics of the layout.

As a youngster Doug received his first Lionel train set in 1946. Immediately following World War II it was impossible to purchase new Lionel so his father purchased a used set, a 1688E locomotive with 3 unnamed passenger cars. The passenger cars were part of a wind-up set which had been replaced with an electric locomotive, the 1688E. These unnamed passenger cars often appear in collector's magazines today numbered 1673, 1674 and 1675.

Doug still has this set and it is now one of the prized pieces in his modest collection of locomotives, primarily steam, but some diesel. This original set ran on the floor in a figure eight configuration. This established Doug's interest in operating his Lionel locomotives and cars. Several layouts over the ensuing years followed, all in the same format, designed for continuous running.

As Doug got older, and earned some of his own money, his Lionel collection gradually expanded. As an adult who was often on the road in both Canada and the US instead of visiting the bars he visited hobby stores and other locations where toy trains might be available. That practice over the years enabled Doug to acquire a collection of cast model steam locomotives dating from the pre-War era through to about 1955. Some of his prized locomotives include a 224E, 225E, 226E and 700E. Today he states that he has lots of Lionel

but he does not have one of everything! Doug services most of the locomotives he acquires. A few of these have been 'basket' cases but in a testimony to Lionel durability he has never had to replace a power unit, and only a few E-units have required substitution.

The occasional historical Lionel product from his era of interest is still purchased but only if that interest is strong and in his estimation the price is right. There are certain items that he has always wanted and he usually obtains these by

waiting long enough for the stars to align. As an example while in Detroit one time he visited a cigar store. There was a 726 steam locomotive there, minus the tender, that he had always wanted. The price was right and he purchased the engine on the spot. A tender was added later and Doug added this unit to his collection of cast steam locomotives.

As it has for many years Lionel continues to be one of Doug's passions, but essentially as an operator and not as a collector.



Upper Left: Some of Doug's Lionel Collection including a NYC Hudson, a Virginian Trainmaster and a set of Erie Alco FA's.

Upper Right: A Milwaukee Road Dining Car.

Centre Right: The lineup at Union Station includes a Santa Fe streamliner impatient to begin its journey, a NYC Hudson with an orange Milwaukee Road overnight heavyweight consist, a lone Baltimore & Ohio RDC idles on the next track. An Erie Alco FA leads an east bound past the station. Atop Union Station a city scene provides the stage for a loop track with a Lionel trolley.

Bottom Right: Some of the complex switches at the entrance to Union Station.

Bottom Left: A switching area on Doug's layout. The ship in the harbour has special provenance as Doug has a photo of himself sailing this vessel in Lake Nipissing, Ontario, as a young child.



LAKEFIELD

G Scale in
Wilf Smith's Basement

& PETERBOROUGH

By Ted Rafuse: Photos by Author



As he approaches his mid 80s, Wilf Smith is no less enthused about trains than he was when he was 4 years old. At that tender age his father was bemused by Wilf's intense interest in viewing trains passing Dougall Park in Windsor in the 1920s. His father often took the family there to pick mushrooms but young Wilf was far more interested in the railway action than in the passive picking of fungi. He recalls that a number of lines were nearby in those long gone days: Canadian National, Canadian Pacific, New York Central, Canada Southern and others.

The Smith family moved to Toronto where train watching improved and along with this came an interest in model trains. When he was 16 in 1940, he was accepted into the membership of the Toronto Model Railway Club, two years following the formation of that

organization, thus joining a number of early modelling pioneers. Today Wilf is the sole living member of this legendary group of model railway men. Although living now in Peterborough, Ontario, he still maintains a liaison with this club.

Wilf put his model and railway interest on hold while he served as a radio operator during World War II, flying with a Lancaster bomber squadron. Following the war he continued with the TMRC. An employment change within the financial industry led to employment in Peterborough. Here joined the Peterborough Model Railway Club which at that time met in the basement of historic Dixon House.

Several moves over the next few years to smaller communities in east central Ontario kept home layouts to a minimum. There was an n-scale basement layout in Cannington, built primar-

ily to interest his oldest son. Later in Bridgenorth, space limited a model railway to a modest 3 x 6 foot HO layout. During a visit to his son in Vancouver, Wilf met with Art Knapp, saw Art's extensive G scale railway in Surrey, and became fascinated with the potential for G scale. Once home, Wilf confiscated the boathouse to provide room for his first G scale layout.

Currently Wilf is a member of the Kawartha Model Railroaders, an informal group of 10 men who meet in members homes once a month or so to assist each other in building their individual layouts or in honing and sharing their collective modeling skills.

Two years ago Wilf and his wife Georgie moved to their present home, chosen in part for its full basement and a 13 x 30 foot room to house an enlarged G scale layout. Once the room was fin-

ished, thoughts turned to layout construction. Initially, a small switching layout was conceived, but with the offering of assistance from his friends in the model railroad club the plan expanded into a loop around the room. The blue prints and execution for this evolved in a somewhat orderly manner with club members aiding in the construction of a free standing around the room layout, with varying depth of the 'shelf' to the adjacent walls. An ingenious cantilever bridge solved the problem of a duck-under difficulty as described later.

Bill Edgar, responsible for the electrical aspects of the layout, also contributed countless hours of his time in the construction phase where his genius for innovation was displayed most notably in adapting the cantilever bridge he constructed as a device for circuit continuity. The bridge is cantilevered so that its hinged end rests on a rigid 2x4 inch wood support and the free end on a smaller wooden strap support. On the top of this smaller support are a series of brass contacts which when the bridge is in the down position makes contact with flat brass spring contacts on the underside of the bridge. Wires conduct the electricity through to the opposite end of the bridge where they lead to either provide power to track, to Tortoise switch machines or to bulbs and lamps associated with various structures on top of the layout. With the exception of the control

panel that Wally Noble built, Bill was responsible for all the electrical intricacy on the layout.

The track plan itself is composed of two loops which do not connect. Along the back portion of the layout is a trolley line featuring overhead wiring that is cosmetic rather than functional, but nonetheless appears essential to the trolley operation. Toward the front of the layout is the Peterborough & Lakefield Railway. This single track line has a small yard between the two towns comprised of a single passing track and two stub end sidings. The brass rails and ties are a mixture of LGB and Aristocraft.

Wilf is not a rivet counter, hence none of the rolling stock is lettered for his railway; rather several steam locomotives of Bachmann and Aristocraft heritage provide motive power for a variety of freight and passenger equipment of similar lineage. Trains are controlled from the central panel which allows Wilf to remain seated in one place yet throw distant turnouts and operate the trains through various electrical blocks and circumnavigate the layout. Wilf simply likes to watch the trains run!

The striking background that surrounds the layout was created by Wally Noble. When entering the room, the focal point on the far side is the

Peterborough Station. From that position Wally has used a single-point perspective method for the rest of the back drop. Some of this perspective has been completed in traditional artist mode with paints. But the striking features were accomplished through his imagination, his photographic ability and his talent for using Photoshop. Applying the latter, he has created incredible structure interpretations which blend marvelously into the backdrop. The images included in the article do not do justice to Wally's skill as the background needs to be seen to be appreciated.

Wilf's physical abilities prevented him from aiding in much of the actual benchwork and tabletop construction of his layout and it was, and is, his railway modelling friends who came to his aid to fulfill his dream of a basement train layout. To Wilf, Bill and Wally, model railroading is not only about building a model railway, it is about friendships. The Peterborough and Lakefield Railway is certainly built on a solid foundation of friendship.

Photo Left: Cottage country lies between Peterborough and Lakefield as the trolley, bound for Peterborough, passes a cottage on one of the Kawartha Lakes.

Photo Bottom: Great Northern's "General Song" is about to take on water having come to rest just east of the freight shed at Peterborough.



Photo Below Left: An overview of the small yard. **Photo Below Right:** A scale gas station occupies a corner of the layout. Cars are numerous on the layout and as can be seen in this image, compete with trolleys for use of the road. Presumably the trolleys win on this corner as the trolley tracks are in the middle of the road.



Photo Left: The upright cantilever bridge was designed by Bill Edgar. In this photo we see the bridge in position for the operation of trains and trolleys. The overhead wire is not used for electrical pickup but the trolleys operate with their poles in contact with this wire to simulate that function. To keep the supporting poles aligned between the take-out section on the bridge and the permanently positioned poles on the layout a simple jig keeps the poles aligned. Close examination of the poles on the right reveal a small clasp with two holes in it, much like the warning sign posted along railways to warn the plow operator of an approaching road. This device slips over the ends of adjacent poles to keep both in alignment.



Photo Left: When the long portion of the bridge is down, the flat springs make contact with the circular brass plates. The rails have been cut on a 45 degree angle towards the layout so that there is no binding of the track when the bridge is moved into position. The overhead trolley line and tracks are part of the bridge as well. While it does not carry electricity, the overhead wire and poles are carried across the bridge. This section is held in place by two dowels and the entire section is removed when the bridge is raised.

Photo Right: This shows the part of the system designed to allow for electrical continuity. The wires at the bottom lead to the town of Lakefield and provide track, switch machine and light electrical connection. At the top are a series of flat brass 'spring' leads. When the bridge is down, these flat springs contact mating circular brass plates and thus provide a positive electrical connection.



COMING EVENTS

UPCOMING CARM EVENTS

**2010 CARM NATIONAL
CONVENTION:
Toronto, Ontario.**

**2011 CARM NATIONAL
CONVENTION:
Ottawa, Ontario.**

**2012 CARM NATIONAL
CONVENTION:
Regina, Saskatchewan**

Ontario, Gananoque, July 25 & 26: Thousand Islands Model Railroad Show, Gananoque Recreation Centre, 600 King St. E., 10 am to 4 pm both days. Operating Layouts, children's activities, vendors, British books and memorabilia, Adults \$3, children under 13 free. Info TIM-Railroaders@sympatico.ca or Mike Shaw 613-544-7333.

British Columbia, Squamish, July 11 & 12: Steamfest, West Coast Railway Heritage Park, 39645 Government Rd., 9:00 am to 5 pm. Adults \$20 children \$10, free parking. Info at www.wcra.org

Ontario, Capreol, August 1 & 2: Capreol Model Train & Hobby Show. Northern Railroad Museum and Heritage Centre. Adults \$1, children under 12 free with adult. 10 am to 2:00 pm. Info www.railroadtown.ca or capreol-trainshow@yahoo.ca

trainshow@yahoo.ca

Ontario, Bracebridge, August 8 & 9: Muskoka Rails 2009, Bracebridge Fair Grounds, 331 Fraserburg Rd., Sat. 10 am to 5 pm, Sun. 10 am to 4 pm. Operating layouts, model clinics, historical displays, swap tables, vendors, manufacturers, souvenirs, door prizes, and BBQ. Adults \$6 Seniors \$5. Info trainshow@muskokamodelrailwayclub.com or Ed Sutherland 705-645-7923.

Ontario, Beamsville, August 9: Just Train Crazy Annual Charity Garage Sale. 5253 King St (old Hwy 8) Beamsville. Buy, sell, trade all the trains stuff you can't use. Rent a table for \$10. All store profits that day go to the Christmas Train of Hope. Info, www.justtraincrazy.ca or justtraincrazy@bellnet.ca or 905-563-9200.

Ontario, Picton, September 19 & 20: Picton Model Railroaders Annual Show. Prince Edward Curling Club, Prince Edward Fairgrounds, Main St. E., (hwy 49). Sat. 10 am to 5 pm Sun. 10 am to 4 pm. Operating layouts, model boats, planes, farm machinery, and vendors. Adults \$5 Children under 13 \$1. Info Jack 613-476-3721.

Ontario, Holland Centre, September 19: The 4th Annual "Day at the Clinics". 10am to 4pm. Holland Centre (on Hwy 10) then follow the signs east 5 minutes on County Rd. 30 to Participation Lodge. Featuring Operating Layouts, Freemo modules, displays, Clinics, vendors/exhibitors. Clinics every hour. Further information Paul Korhonen pkorhonen@rogers.com

Ontario, London, September 26:

London and Area Layout Tour. Registration free for LMRA, CARM and NMRA Members. Others asked for \$5 donation. Four registration sites. St. Thomas, Elgin County Railway Museum, 225 Wellington St. London North, Broughdale Hobby, 1444 Glenora Drive. London South, London Model Railroad Group, 69 Holborn Avenue. Woodstock, Don Pearce, 549 Sales Drive. Registration open 9 am to 1 pm. Layouts open at varying times between 10 am and 5 pm.

Ontario, London, September 27: London Model Railroad Group 32nd Annual Show. Komoka Community Centre and Komoka Railway Museum, Komoka, ON. Flea Market, Live Steam Locomotives, Consignment Table, How To Clinics, Model Railway Vendors, Museum Tours and Operating Layouts. Adults \$5, Students \$3, supervised children under 11 free. Contact 519-432-1491 or trainshow@lmrg.org

Ontario, Aberfoyle, Oct 17, 18, 24, 25, 31 and Nov 1: Aberfoyle Junction O Scale Model Railway Show. #128 Brock Road, Village of Aberfoyle. 1.5 km north of Hwy 401 exit #299. Quonset hut at southern village limits. 10 am to 4:30 pm Large "O" Scale layout. Adults \$8, Students & Seniors \$6, Children \$5. For info Craig Webb 905-527-5474 or www.aberfoylejunction.com

Ontario, Ancaster, November 15: TH&B Flea Market, Marritt Hall, Ancaster Fairgrounds, 630 Trinity Road, Ancaster. 10 am to 3:30 pm. Admission \$5 children under 12 free. Contact John Henwood 905-335-9112

Peterborough and Lakefield Railway



The trolley company and the P&L being separate companies each raised their own bridge over one of the streams that pass under the rail heads. Here we see Wilf Smith (centre) owner operator of the railway with friends Wally Noble (left) and , Bill Edgar (right).

Lionel Lines



Seen above is the original train set that started Doug on his enduring love for Lionel. The owner/operator of this Lionel layout, Doug Anderson, stands in front of one of his display cabinets.

