



**THE
"CANADIAN"**

www.caorm.org



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ISSUE**

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**OWEN SOUND SUBDIVISION
OF THE CPR**

**CP PROTO 1000 PAPER SER-
VICE BOXCARS**

MEMBER SUBMISSIONS





**THE CANADIAN ASSOCIATION
OF RAILWAY MODELLERS**

Founded October 15, 2003

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David King, Lex Parker

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**observation platform
John Johnston: editor**



**TRACK CLEANING UPDATE & OPERATING
WITH CAR TABS**

The HOMES Club of which I am a longtime supporter asked me if I would host an operating session for modellers attending the Niagara Frontier Region Meet of the NMRA that they were hosting. I agreed and it as scheduled for a Friday afternoon with a subsequent Open House for all attendees on the Saturday afternoon. The layout ran great, everyone had a wonderful time, and the compliments on the layout were heart warming.

During the course of Saturday's operation as two trains ran flawlessly around and around the layout someone asked about track cleaning. I showed them the NO-OX ID that I had applied to the track and explained my thoughts on its application and usage. I also looked back on the date when I had applied it, May 2023, three years ago. It has been three years since I cleaned track. Wow.

I must admit, I was skeptical when I first thought of trying the NO-OX, Putting a grease on the rail just didn't make sense so I proceeded slowly and did a lot of Internet/YouTube research. If you recall I did a test section to see how it worked out. I would still tell anyone thinking of trying it, to do your own research and make sure you are doing it because you want to try it not because someone else did it. Trying it is particularly important if you have a helix or grades on your layout since it appears from my own observations and research done by others on the Web that there is about a 10% loss of tractive effort with locomotives. All of that being said, I am sold on its usage. N Scale is particularly susceptible to dirty track and up until I used the NO-OX, dirty track was the bane of my life. I would also tell you that in addition to the NO-OX, I have four home built cars with Masonite pads on the bottom that I run around the mainline for 10 minutes every month or so. The Masonite is smooth so it doesn't scratch or pit the rail to create any further oxidation. When I reflect back on spending 15 to 20 minutes prior to every operating session with Isopropyl Alcohol, a cloth, and a Bright Boy, there is no comparison. What is important is to apply it as recommended, which is sparingly. Most people I see who have had problems have put too much on the track and not wiped it off properly.

As mentioned I had 4 operators visit the layout and I had them run Locals primarily since they involve the most switching, I gave them a 5 or 6 minute introductory explanation of the car tab system and how it worked and then turned them loose as operators. I dispatched and one of my regulars, Ken Layland operated the yard and everything ran very smoothly. Little to no further explanation was required as the visual colour scheme and the car spot numbers on the tabs gave operators all of the information they needed to operate. I think I may have sold a number of people on the system.

John Johnston

**NOTE CHANGES
MEMBERS AREA PASSWORD
USERNAME: finmark
PASSWORD: atikokan**

COVER PHOTO TOP BY TERRANCE MEMDEMBLIK: CP #4220 leads a northbound local on the Owen Sound Subdivision of the CPR being constructed by Terrance Memdemblik.

COVER PHOTO BOTTOM BY MARK WITTRUP: I have just completed an HO scale CP MOW baggage car built from a Bedarail Kit, CP404946. It is painted with tru-color gloss oxide brown, and the window glazing was left over from old Norwest resin kits. The car was decaled with BlackCat decals, sprayed with AK ultra matte acrylic varnish and weathered with Pan Pastels.

NEW BOOK BY GEORGE DUTKA

Our fellow CARM Member and frequent contributor to The Canadian, George Dutka, has published another book. His previous book, Model Railroading with George Dutka is still available through White River Publications and is a great resource.

His new book, Modeling New England Railroads by George Dutka is a 96 page offering through Amazon that he started about 2000. It was half done when he set it aside to work on other projects and did not get back to it till he was motivated again by Lance Mindheim who publishes books through Amazon and gave him positive comments about going this route.

This book covers modeling New England rolling stock, milk cars, cabooses, structures and ball signals. There are a number of structure drawing and thought to model the New England scene. The last chapter covers the paints, stains and powders he uses. If you want to model realistic structures and rolling stock this book has a number of good tips to complete your projects. I believe if you are a prime member the shipping is free. He is currently working on two additional books, Canadian Railway Modeling and a Tribute to Peter Mumby, a prototype photo book full of Peter's Canadian photos and stories.

Modeling New England Railroads



George Dutka





CHAIRMAN'S REPORT

The weather is finally getting warmer here in Southern Ontario and outside activities are becoming more popular again. Sometimes these warm weather activities can include visiting an outdoor layout or maybe a few. Sometimes we plan a trip where we might go and visit a railway museum or an operating short line or tourist railway. There is always a chance that you might just head to a location that you have never visited in the past and see what you can find.

This last idea is what I plan on doing this year. I've travelled over a large portion of Canada and the USA as I've searched out many railway related locations. Some I have even been to more than once. These trips have always been enjoyable where I have met new friends, experienced new activities, new picturesque vistas that have filled my mind with memories. This time I'm heading off to an area that I have not previously visited here in Canada and I'm sure I'll meet new friends and fill my mind with new vistas and memories. I'll have more to report on this once I've returned from that trip.

In the meantime, real life has been getting in the way with updates around the home. One of these items had me replace the furnace and central air-conditioning system. Many people had this done and everything goes well. My experience was a little more involved in that the AC lines run in the ceiling above my layout. This meant that I needed to remove some of the ceiling but once I got started it was easier just to remove the complete ceiling. As a result, I'm rethinking the lighting both in the walkway and over the layout itself. I'm going to try a couple of lighting tests and

then do a total update. I'll be sure to create an article or two for this publication so others can see what I did and maybe get inspired for lighting their own empires.

On a final note, I hope all of you that had won the drawings for the print from Heritage Art Editions Inc. have ordered their print. This was a fantastic offer from Don Davies to the membership. Thanks Don!

Until next time, stay on the right track.

David King



CARM ZOOM SESSIONS

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

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

Calling All Photographers

Please submit photos for the 2027 CARM calendar

If you have an image that you would like to submit to us for use in the 2027 CARM calendar please read the following. We are seeking 6 high quality images of prototype scenes and 6 high quality images of model railroad scenes to include in the calendar. These images need to be in sharp focus for most of the image, well lit, well composed and of interest. Images should be in landscape format. You do not need to edit the image as we would prefer to edit the image ourselves as to maximize the image for the printer. If you have an image you wish to submit an image for consideration follow these steps.

Submit a small JPG image if possible for consideration. Obtain all of the information about the image including:

Once accepted send the large file as a JPG, RAW, TIFF, etc.

Send your submissions to calendar@caorm.org before

June 30th, 2026 Thank You



CHAPTER REPORTS

NATIONAL CAPITAL CHAPTER:

We had an unusually busy excursion this spring, three layouts in various stages of completion. The Chapter met at Walmart in Brockville, where we split into two groups. One (group B) went to Larry Terry's place to view his N scale Mountain and Matilda. This has the roadbed and foam terrain built, but no track laid. Larry proceeded to demonstrate several electronic devices that he designed and built himself, including an electric switch machine using stepper motors and LEDs for indication. Larry also showed a remote coupler he designed and built himself. He gave a very informative lecture on most of his electronics and answered several questions.

After an hour or so this group proceeded to Eric Templeton's place to view his West Pearl subdivision of the CNR. This is a small layout with surprising operation potential. As mentioned previously in the Canadian, Eric is the proud steward of a section of the late Alex Thum's layout. He has integrated that nicely into his existing layout as a branch line. Eric gave a brief description of the layout and functions and answered many interesting questions.

While this was going on, the second group (group A) was visiting the alternate layout. Around noon, we all convened at Larry's place for a pulled pork lunch with Cole slaw and potato salad. Thanks, Larry for making the very delicious lunch.

With our bellies full, both groups proceeded to David Hain's place to view his Lyn Valley layout. This is comprised of several sections of Alex Thum's layout arranged to fit David's available space. We watched a short video on Alex's layout and then David discussed the operational aspects. A Q&A session ensued with lots of interesting questions being asked and answered. After bathroom breaks as needed, we thanked the host and headed out.

The day turned out quite well, and the hosts were grateful for the weather provided.

Photos by Bruce Leckie and Jeff Hill.



Photo Above: Left to Right: Jeff Hill, Larry Terry, Peter Jackson, Ian Frost, Richard Thornton, David Hain, Lloyd Stressman, Andrew Taylor, Eric Templeton, Garry Comber, Phil Jago.

Photo Below: Larry Terry, the host is holding court in his Matilda and Mountain layout room.

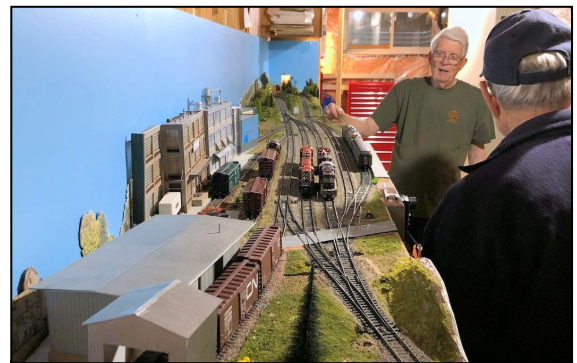


Photo Above: Eric Templeton is discussing the town of Farham with Richard Thornton.

Photo Below: The dispatcher's station on the Lyn Valley. David is using JMRI Operations Pro for traffic management.

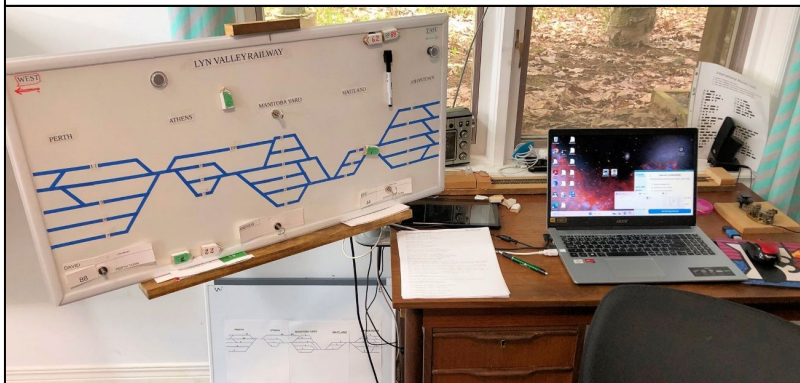


Photo Above: Garry Comber is admiring the town of Perth while the rest of the gang watches a video of Alex Thum's layout.

TOWARDS THE PROTOTYPE: CONTINUING MODIFICATIONS ON THE CN WESTON SUB

ARTICLE AND PHOTOS BY WILLIAM WAITHE

As a continuing effort to increase the realism of modeled industries (cf. *The Canadian 2026, Issue 95, p.9*) I have removed one of the three tracks serving the layout's Lafarge cement products plant, a model of a similar plant on Bethridge Road in the Rexdale area of Toronto. On the prototype one or two such tracks would be considered sufficient for this plant, especially when daily switching or the use of track mobiles would be available for moving cars. In addition, on the layout, there is a storage track nearby (cf. Figure 4) where cars can be held for pick up by the daily local.



Photo 1 Above: The appearance of the plant before alterations. The three tracks for loads in and loads out can be seen at the upper left of the image.



Photo 3 Above: The missing section of track (Atlas code 55) was replaced and soldered. To provide a smooth surface to simulate paved areas, pieces of 0.5mm thick styrene sheet were glued to the Styrofoam surface with Weldbond. The pink styrene block near the far building is the guide site for the silos which were removed during the work. To the left is a girder stanchion supporting a conveyer belt (cf. the yellow base) . It was damaged after a confrontation with my elbow but fortunately, was easily repaired.

Photo 2 Below: Some structures in the area were removed, the turnout was removed and the area's Styrofoam base was sanded. The hole for the turnout base and it's activating servo was plugged with 3cm. Styrofoam and sealed around the edges with Polyfilla.



Photo 4: Right The final result. The silo structure and conveyer have been restored, the road crossing completed and the area painted. The passenger station for the occasionally run three car RDC train has been replaced. The track to the right is the main track, heading into the next industry around the curve. The left track is a storage track for the cement plant (authentic downtown city backdrop, courtesy of the City of Toronto).



ORANGE BANDS ON TANK CARS

BY KEITH MACCAULEY

Orange banding was a mid-1980's initiative by Canadian regulators to provide quick visual indication of pressure type tank cars (pressure type cars typically transport more hazardous/volatile commodities). Rumour of the day suggested that a Canadian Government official observed this warning symbol while vacationing in Europe and thought

that it would be a good idea back home. The theory was that at the scene of a derailment, emergency responders would be able to quickly establish which tank cars were transporting more hazardous materials. Under C.T.C. (Canadian Transport Commission, now known as Transport Canada) Regulation 79.100-21(h), all pressure type tank cars transporting Class 2 gases were required to be equipped with a full length 12" wide orange band located approximately center of the car by July 1, 1990. Class 2 is regulatory grouping of compressed gases; i.e. commodities that are only liquid under pressure; chlorine, liquefied petroleum gases (LPG) and anhydrous ammo-



Chatham ON 6/21/1987 D McQueen photo

nia are examples of Class 2 commodities. All eligible Canadian service tank cars, regardless of ownership, were required to comply. US Department of Transport (DOT) regulators did not adopt a similar requirement, and furthermore expected un-

banded US cars to be allowed to operate in Canada under a mechanism known as 'reciprocity' (reciprocity is a regulatory mechanism whereby each country agrees to abide by certain selected rules of the other – thus a US un-banded car could operate in Canada or a Canadian banded car would be acceptable in the US). Given the regulatory confusion, lack of US support and widespread shipper resistance, the Canada only, requirement was ultimately dropped; but not until after several hundred cars had been 'banded'. Part of the overall opposition to the orange band was that if a fire was part of the calamity, the visual indicator could be lost.



Oakville ON 6/18/1999

THE OWEN SOUND SUBDIVISION OF THE CPR

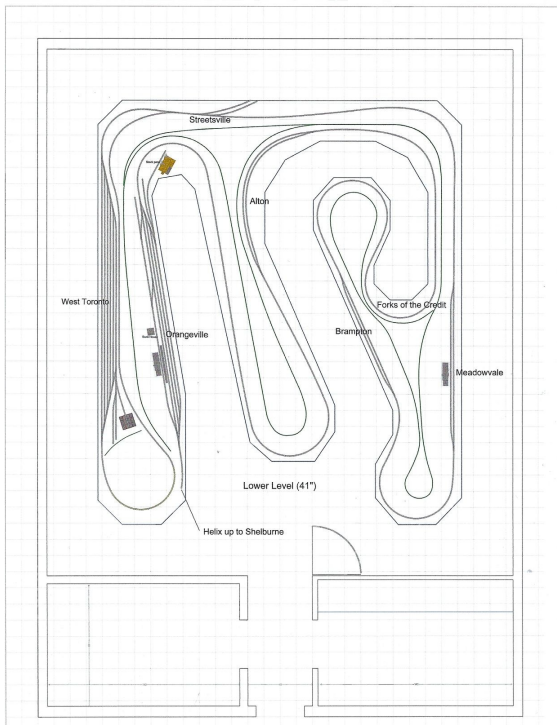
BY TERRANCE MEDEMBLIK



Photo Above: A current panorama view of the layout. As of May 18, 2026, the trackage in Orangeville Yard has been painted and is ready for weathering and ballast, and I am busy assembling the Orangeville Station with the iconic "Witches' Hat" turret. This is a kit from Monashee Laser Engineering and is beautifully manufactured. I can't wait to see it completed and set in place.

Having just retired to the Owen Sound area in 2018, I was rather taken by the rich rail history of the area. The harbor area was a beehive of marine and rail activity from the late 1800s up until the Owen Sound sub was officially abandoned in 1995 and the trackage removed shortly thereafter.

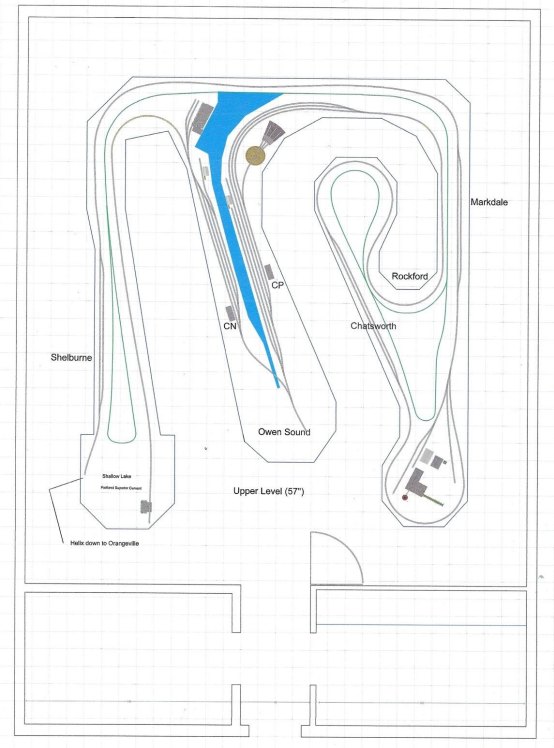
Wanting to preserve the memories of this rail activity and having been interested in model railroads since a teenager, I decided that having just retired, the time was right to embark on the journey of building a model railroad that included some of the local history. This project really had two beginnings.



The first beginning.

Our new home near Owen Sound was really everything we had been looking for, but with one exception; it didn't have a basement. You may understand this is quite problematic for model railroaders. It did, however, have a finished 25'x30' garage. I decided to liberate 10 feet from the rear of the garage which thus formed a 10'x25' train room. This model railroad ended up being a 3-level layout, with 2 helices and having Streetsville on the lowest level with Owen Sound on the upper level. The layout had approximately 200 feet of mainline run and was operational. It had photo backdrops and a little scenery. But it had a few shortcomings.

Yards were a little too small, grades were a little too steep and the trains had to be limited to around a half dozen cars to prevent situation where the locomotive entered one town while the cabooses had



barely left the last. Also, as I get older, my desire to avoid 'duckunders' and narrow aisles is growing stronger.

Altogether, I had put approximately 3 years into this project, but my enthusiasm waned, as the shortcomings became more noticeable and I realized that decent operating sessions would be challenging because of the space constraints.

The second (and hopefully last) beginning

In late 2023 my wife and I decided to build a new outbuilding and convert the current 10'x25' train room to a needed storage room. The new outbuilding, or "shop", was designed as a dedicated train room but also as a secondary dwelling, if needed, or in the event of a resale. Measuring 30'x42', the building would also house a small workshop and lounge.

The layout room is a little over 29' x 33'. There is a 38" perimeter aisle which ensures that the windows are not blocked. The layout is a 2-level, linear layout allowing operators to walk with their trains. This style tends to make for shallower scenes (usually ranging from 12" to 16"), however the upper level of each of the three peninsulas are "open", that is no backdrop, thus allowing for a scene depth of around 60". Mainline run from Streetsville (MP 0.0) to the Owen Sound yard is approximately 400'. Construction on the benchwork of the Owen Sound Sub began on March 16, 2024.

Construction

I mostly used the open-grid style of benchwork with 1"x4" pine for the lower level, 2"x4" studs as vertical uprights from the floor to the upper level, and 1"x3" pine for the upper level. Above the upper level I built a valance, which frames the scenes nicely and serves as a mounting structure for the lighting. The backdrops are 1/8" Masonite painted with a flat sky-blue latex paint. The lower benchwork is supported by 2"x2" spruce legs with cross bracing to prevent lateral movement. The legs are secured to the laminate floor with a small dab of silicone; if the layout ever had to be disassembled, the silicone can be sliced with a sharp utility blade such as an Olfa knife leaving very little if any evidence on the floor. Despite the structure being "off the wall", it is very solid with little or no lateral movement.

The lighting is comprised of either 4' or 2' LED fixtures daisy-chained together. The fixtures are manufactured by Barrina and were purchased from Amazon.

While making some progress on the benchwork of the first peninsula, I decided to attack the helix next. Helices are not my strength, and I wanted to make sure that the transition from Orangeville Yard on the lower level to Shelburne on the upper level was a smooth one. I use a model railroad design program called AnyRail and entering the parameters of the vertical climb of 16", a radius of 30" and a total of 3 1/2 turns, it gave me a grade of 2.4%. This is a little steeper than I'd like, but still workable.

By the summer of 2025 the benchwork was almost complete and about 90% of the track and roadbed laid down. The layout is powered by Digitrax DCC and so running bus wires and soldering feeder wires to the track every 6' seemed to go on forever. Eventually I would like to divide



Photo Above: March 16, 2024: The first portion of benchwork started.



Photo Above: March 27, 2024: The progress on the benchwork continues with this photo showing the relative height of each level as well as the valance height.

Photo Below: May 8, 2024: This photo taken, shows the helix construction and the beginnings of the center peninsula.



the layout into at least 4 power districts, but as of this writing, it is still one big power district. The changeover will be easy; for now, I am anxious to run a train from one end to the other. Once operating sessions begin, the multiple power districts will become more important.

The next 10 months were more of the same; backdrops and fascia were installed and painted, and the layout support structure was painted the same “welded iron” grey as the fascia. I took a few small detours and “switched gears” to organize both small rooms at the front of the building. One is a small shop where I keep tools and all the modeling supplies. I painted the workbenches the same grey as the layout fascia. The second small room across the hall is where I recently set up a 3D printer and curing station. A friend of mine has taken a keen interest in this and I am more than happy to let him run with this; I don’t need another “rabbit hole” to disappear down into at the expense of losing momentum on the model railroad.

The current equipment roster includes 35 locomotives, mostly 4 axle road switchers (GP7s, GP9s, Alco 424s and RS 18s). Since the era I am trying to capture is 1969 to 1979, I have also acquired 3 Rapido RDCs for passenger service. Approximately 80% of these are DCC and sound equipped, mostly ESU LokSound and Tsunami Soundtraxx 2). Rolling stock currently sits at approximately 165 cars, almost all of which would have been seen regularly on the Owen Sound Sub. Some maintenance cars are also included such as ballast hoppers and snowplows.

What lies ahead? The near future will see continued work on the scenery, especially the city of Owen Sound and the harbor. Another friend (with artistic talent) is excited to help me out with the backdrops. I think she will really bring them to life. Interspersed with scenery work will be the completion of the Orangeville Station, a CPR freight house for the harbor, a CPR enclosed water tower for Chatsworth and a CPR bunk house (all kits from Monashee Laser Engineering in Calgary).

Being a relatively new CAORM member, I look forward to meeting you on the video meetings and eventually in person; as a relative “newbie” to the hobby, the learning curve is still steep for me and I enjoy getting together and absorbing as much information as I can, especially in operations.



Photo Above: September 11, 2024: By mid-September of 2024 the room was starting to look filled-in and visitors commented that it was looking like a model railroad. With this project underway, I was looking forward to winter. With summer yard work winding down I could direct my attention indoors again.



Photo Above: The back “alcove”. The drop in the benchwork is where Forks of the Credit will be located

Photo Right: Taken in June 2025 this photo shows the progress on the upper peninsula where Owen Sound will be located. The harbor has been started as well as the Sydenham River. Trackage on the right (East) side of the harbor is the Canadian Pacific Yard; trackage on the left (West) side of the harbor is Canadian National. The silos at the very back are a Walthers kit placed to mark the spot for the large, iconic Great Lakes Elevator silos. The Walthers kit will be replaced by 3-1/2” PVC cut to 12” length. A Sylvan Scale Models Great Lakes freighter will be moored next to the silos. Also shown, is the early construction and mounting of the fascia.



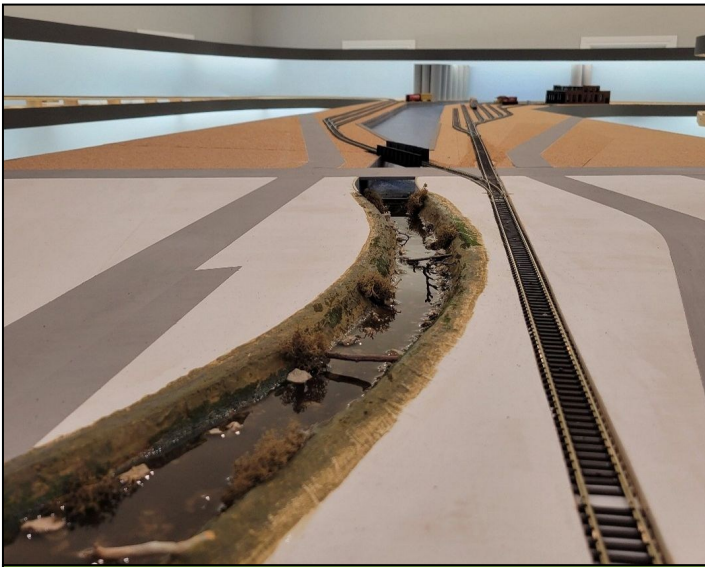


Photo Above: With the Sydenham River in the foreground, and the harbor in the background this photo shows the interchange, which crossed 10th Street and ran South to what is now the Farmers Market. The angled steel bridge across the south tip of the harbor has long since been removed.



Photo Above: September 2025: I continued with the fascia, contouring where I wanted the terrain to rise and fall. The lower level is the main line between Alton, Ontario (around the curve to the right) and Orangeville Yard (off the photo to the left). The black glass-doored cabinet at the back will house the electrical and electronic components. It was a repurposed second-hand stereo cabinet.



Photo Above: January 15, 2025: This photo shows Shelburne on the upper level and West Toronto Yard on the lower level. The fascia is complete, however the 2"x2" support structure beneath the layout has not been painted yet. That came shortly after this phot was taken. I have also painted the valance structure the same sky blue as the backdrop and plan to finish the valance with Masonite painted in the same blue.



Photo Above: March 1, 2025: There are 3, "deep scene", open (ie. no backdrop) areas on the layout. The first, shown front and center in this photo is a sawmill complex located between Holland Center and Markdale. A second is the upper-level center peninsula where Owen Sound will be located. A third is just off the left of the photo on top of the helix where the town of Shallow Lake will sit. Although the layout is named "The Owen Sound Sub of the CPR" I wanted to include the CN trackage on the west side of the harbor to highlight the fact that the town was served by both CP and CN. The CN trackage runs north out of the yard, past the big silos, but only as far as Shallow Lake.



Photo Above: July 15, 2025: This photo shows the Owen Sound harbor, CN and CP yards, and the CP/ CN interchange (below and off the photo) started.

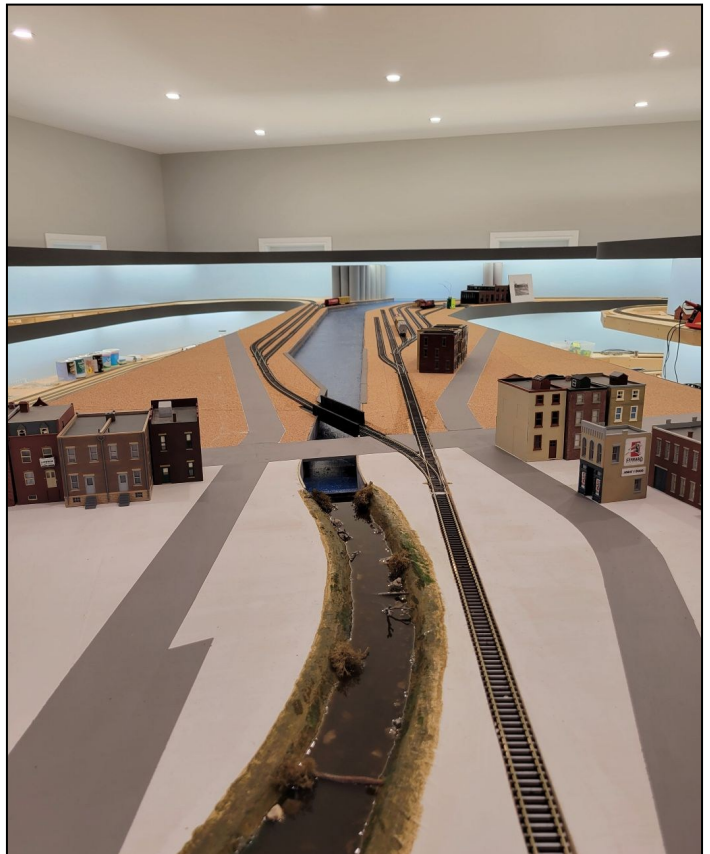


Photo Above: August 23, 2025, shows the start of the streets laid out in the town, as well as the Sydenham river.

Photo Below: Progress to date (May 2026): shows scenery has started on the run between Alton, Ontario (around the curve to the right of the picture and climbing up towards Orangeville Yard (off the edge of the left of the picture). The layout supporting structure has been painted the same grey as the fascia and some buildings, mostly DPM and Walthers kits have been set up top in Owen Sound as place markers until I can get to a more prototypical look of the main street.



Photo Below: The photo above shows CN trackage between Owen Sound and Shallow Lake which is about 90% sceniked. Although the railroad is named "The Owen Sound Sub of the CPR", I wanted to include this small amount of CN trackage because Owen Sound was served by both CN and CP and I wanted to give the Owen Sound harbour area the sense that this was a "beehive" of rail activity. Besides, I have friends who model CN and I'd love it if they'd keep coming over to visit



MEMBER'S SUBMISSIONS

CONTENT AND PHOTOS FROM A WIDE VARIETY OF MEMBERS

JEFF HILL & BRUCE LECKIE (Ottawa, ON)

Bottom Right Photo: Bruce Leckie's Calabogie, Renfrew and Madawaska Climax #7 drifts downgrade on Jeff Hill's Serpent River module. Taken at the most recent Dirty 30 setup weekend in South Mountain. Bruce Leckie photo

Bottom Left Photo: CRM Climax #7 rounds the curve at Coralie Cove. The fishing boat has returned, so Rowan's Resort can serve fresh caught whitefish on the menu tonight. The On30 module is by Jeff Hill. The climax is Bachmann, the paddle-wheeler is Train Troll, the fishing boat is scratch built and Rowan's Resort is scratch built from printed cardstock. Bruce Leckie photo.



KYLE MILLER (Coquitlam, BC)

The photo shows a Royal Hudson O scale duo now on my layout.

In the foreground is the MTH Premier Royal Hudson #2850 in 'Royal Blue', the locomotive that pulled the King & Queen across Canada. The King was so impressed that he bestowed the designation of Royal Hudson to all engines of the same class.

The rear locomotive is the MTH Premier Royal Hudson #2860, modeled after the locomotive that was preserved and put on display at the railway Museum of BC in Squamish.



DAVID WOODHEAD (Toronto, ON)

With the Ontario Narrow Gauge Show coming up in a few days, I had a leftover piece of layout that I thought I'd use as a display for some of my On3 rolling stock, and one thing led to another.

I added a couple of small structures, a fancy gate that I found at the British show, and last a photo backdrop (my first attempt at this sort of thing). Good to get back into scenery-making mode!



DENNY WILLIAMS (Burlington, ON)

One thing most CARM members will never hear from their visitors: "Can we have a ride on your train?" But that's the fun -- and the bread and butter -- of our railway club, the Golden Horseshoe Live Steamers. Working in collaboration with the Hamilton Museum of Steam and Technology for more than 35 years, GHLS provides free rides for the visiting Public on numerous dates across the Summer, whilst enjoying the fresh air, camaraderie, and knowledge exchanges of a dedicated volunteer group of large scale railway buffs. And maybe the most satisfaction: the smiles of the kids and their parents.

GHLS, now in its 51st year, began as a club of steam locomotive enthusiasts, many of whom custom-built their ride-behind locomotives from scratch. Then came the desire to run them, so they built a track. And finally came the people: "Can we have a ride?" So the rest, as they say, is history.

These days we operate ride-behind trains on 7 1/4" track, as well as 4 3/4 and 3 1/2 gauges. These are typically battery-, gas engine-, or live steam-powered. Some of us also run G scale ("Gauge 1") battery- and live steam-powered trains, and we're interested in steam traction engines as well as stationary steam engines which can range in size from 2" to 5 feet.



Finally, please mark your calendar for Sundays across the Summer. Come visit us and witness the "interactive" fun. Dates are on the Website: ghls.org GHLS is located at 900 Woodward Avenue, on the grounds of the Hamilton Steam Museum.

GEORGE DUTKA (London, ON)

I finished painting and weathering up my O scale metal shed in March of this year which will be used on my On30" shelf layout. The structure does not take a lot of space up as it is narrow shelf that it will be installed onto. These two views gives one a look at how I weathered the siding and detailed around the loading doors. The addition of weathered signs really adds to the look.



GEORGE DUTKA (London, ON)

Too close to the Tracks? While visiting Gary Crowther's layout here in London, Ontario during our local model rail-road clubs Christmas get-together in December I noted on one wall Gary had modeled a bit of a building flat which is right against the tracks. It actually looked good using leftover building sections in a narrow location but is it something that would have been done on the prototype. I saw something similar this fall while at a CVRHS convention in Stafford Springs, Ct. The back sliding doors of apartments which have store fronts on Main St. were almost against the track. When you step out back you are right on the tracks which is the main line.



Photo Left: This is the Central Vermont Ry now the New England Central Railway main line through Stafford Springs, Ct. on Sept, 13, 2025. Notice that one would have to step on the tracks while exiting the back door of these apartments in town.

I doubt this is to code for today. But being really old buildings it is OK. Not sure I would what the train that close to my living room when passing through town.

Photo Right: No roadway or much of a walkway between the tracks and structures, but the scene is effective for a narrow wall section of the layout next to a duck under. If you think this type of scene is not prototypical check the prototype photo above.



PETER HALL (Kenora, ON)

I've begun completing decoder installations as well as programming locomotives for the NCE system I'd installed a few years back. I had to do some rewiring to access the Programming track, which is easier for me to find, than Programming on the Main. When I reduced the Covid expansion, a couple of wires weren't properly installed (I missed putting in power wires from the Circuit Breakers to the DPDT switch)

Proto 1000 C-Liner (photo right top)

So, this is the first decoder installation I ever tried a number of years ago, and I thought at one time it was the easiest one. After popping the shell, I removed the old light board (in front of model) then double-sided the TCS decoder with foam tape. Using the rubber caps from the light board, I reattached the wires to the same locations on the new decoder and closed it up. It ran, note the price back then, \$10.00 discount too!



Rapido 44 Tonner (Non-DCC) installation. (photo right middle)

I really desired this model but missed out on the DCC models, so bought a non-DCC and ordered a decoder. The one I thought was correct, ESU LokSound #58429 was the wrong one, which was my bad! This time, I asked the Lakehead Models owner, Steve Melnick to find me the right one, which is ESU LokSound #58828!

This was the easiest installation I've done! Literally just took out the keeper, plugged in the new decoder and after putting the shell back on - total of 4 little screws - it worked! It took a while to remember how to program the loco but with the NCE manual and the Powercab, it came back to me! And this one ran too!



Proto 2000 FA2 (Non-DCC) Installation (photo right bottom)

This is my next project, installing a TCS LL8-KAC into the Proto 2000 FA2 model. I have other Proto 2000 units waiting for an upgrade, so I want to get this one figured out first. It looks like a bit of a soldering job so I will be using heatsink clips and moving really quickly. Now, all I'll have left to do is some research and see which unit can take the ESU LokSound #58429!



CLARK NORRIS (Ottawa, ON)



CP train west bound headed by CP 9803 and CP 8520, both GE AC44CW's. Taken by the Bow Valley Parkway near Lake Louise, AB, May 4, 2015.

***The Canadian* is published four times per year.**

Submissions should be sent to John Johnston at editor@caorm.org by:

Spring Issue: February 1

Summer Issue: May 1

Fall Issue: August 1

Winter Issue: November 1

MALCOLM VANT (Ottawa, ON)

I have kitbashed a CPR MOW Steam Generator Car. I've enclosed four photos: one of the prototype, one of the model under construction to show what went into the kitbash and two of the completed model, one from each side.

The model is of an interesting Canadian Pacific Maintenance of Way Steam Generator Car. It was created from a CPR outside-braced, single-sheathed grain car that originally had hoppers down below. They chose this car for its extra strength. The interior contained the tender from a 0-6-0 switcher. The oil bunker was used to fuel a Vapor Clarkson steam generator enclosed in the opposite end of the car, and the water tank in the tender was used to provide water to make steam. This type of steam generator was similar to that in early passenger diesels. The roof had an exhaust stack and two vents added. The mushroom vent was for the oil tank. Inserting and servicing the steam generator required the addition of a roof hatch and platform. The car was used to provide steam for maintenance crews for melting ice in culverts as well as a steam source for pile drivers, etc. Note the addition of crew safety rails along the side of the car.

The model was made as part of a challenge for our local NMRA group to build an MOW car from a Tichy CPR Clone boxcar. To create the illusion of the tender inside, I added 0.001 thick brass sheeting to fit between the braces. Rivets on the tender are Archer decals. The main freight doors were filled in with styrene sheet scribed to match the original sheathing. The doors and windows are Tichy with the smaller windows being modified to size. New vertical braces crafted from strip styrene were added where the freight door was. The roof hatch is a piece of styrene sheeting with embossed fasteners added along the edges. The vents are from bits of styrene and brass tubing. The car is decalced to represent the pre-CP Rail era.



Photo Above: shows the actual car. Courtesy of the C Robert Craig Memorial Library, Robert Craig photo C02-3296, taken at Winnipeg in 1983. B-end is at right.

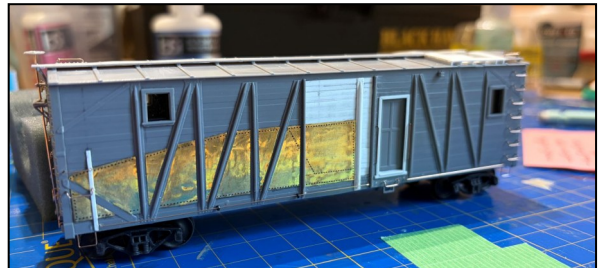


Photo Above: is the model under construction and shows the modifications made to the car side.



Photos Above Left and Right: are of the two sides of the car. Photo Left has B-end at left and Photo Right has B-end at right. Note there was only a door on one side in the prototype as well.

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CP 50' PROTO 1000 PAPER SERVICE BOXCAR

BY GEORGE DUTKA

My CP Proto 1000 paper car is a model my friend Peter Mumby gave me a number of years ago. One needs to add the ladders, brake wheel and door hardware all included in the kit. The model had plastic wheels which I changed out with Rapido steel wheels. I also changed out the coupler. The car comes with a plastic style Kadee coupler. I like using Kadee's. I added Hi-Tech Details flexible air hoses which is very simple to do and adds a lot to the looks of the car ends.

The underframe is given a coat of AK railroad wash followed by the rust tone powder included in the three-pack while still damp. Some AK light rust is also applied to finish it off. On the trucks I brush painted Vallejo rust texture on the side frames and wheels. The wheels are only painted on one side to start. Rust texture has a bit of grit to it, so do not try to airbrush it on. On the other side of the wheels I painted the faces cinnamon brown. This gives the car two looks as the wheels are different looking now. Testors smaller brush in the three pack works well painting the wheel faces.

Next I decided to add some chalk marks to both sides of the car body. I used leftovers from my decal collection. Once dry I sealed the locations with a light coat of gloss coat. I also used small pieces of paper as placard tags on all four sides.

The body and roof received a coat of flat finish. I like using Tamiya TS-80 flat clear. It is a very good option for a dead flat finish. I then applied on the silver roof a coat of India ink and alcohol. It gives an oxidized look to the roof once dry. I highlighted some of the panels with the AK railroad wash used on the underside. Not a lot of the railroad wash is applied as I wanted the car to look newer but used. To blend it together PanPastel neutral grey shade and raw umber shade is lightly applied.

On the cars sides before weathering powders are added I use a Micron 03 black and 05 rust to add a few rust spots. Just dab the pen on making a couple of spot then use a soft brush and drag the spots down while wet. You get some nice rust streaking. Just watch you don't overdo it. I maybe add a total of 5 or 6 spots on each side. One location I usually put three together in a grouping leaving a couple or three more for the rest of the side. Micron pens can be purchased at Michael's. One does not need to streak the "dot" spots, they look good as rust spots as-is.

The car is lightly weathered using PanPastel Paines grey extra dark along the top and bottom portions of the car and some Bragdon dark rust is applied as highlights on parts that move or get beat up. Some kick up spray is applied using a light grey at the points the wheels are located.

Photo Top: The underbody and trucks are seen with the AK products used on the underframe. The trucks are done with Vallajo rust texture.



Photo Middle: The wheel face on one side was painted Vallajo rust texture.

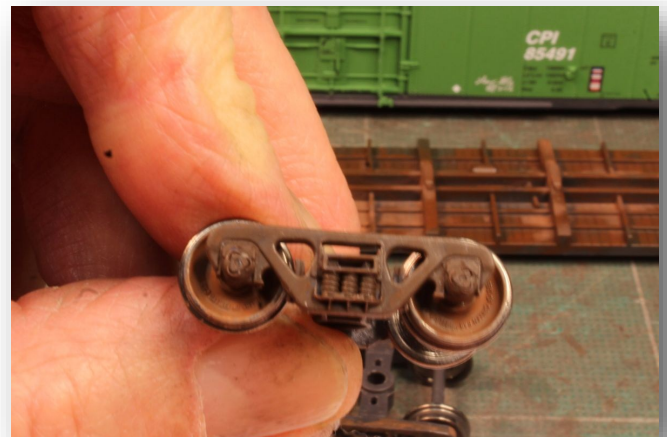


Photo Bottom: This side the wheel faces are painted acrylic cinnamon brown from Dollarama.



Photo Top Left: India ink and alcohol has been applied to the roof.



Photo Top Right: The roof has dried and it appears to have a natural oxidized look.



Photo Bottom Left: On the sides chalk marks are added and paper placards and notes are placed on the tack boards.



Photo Bottom Right: Kick up spray is applied to the ends using a lighter tone of PanPastel grey. Note hose bags are also added to the ends.



REAR COVER: Finished photo of model operating on the White River Division.

CONTRIBUTORS AND REPORTERS WANTED

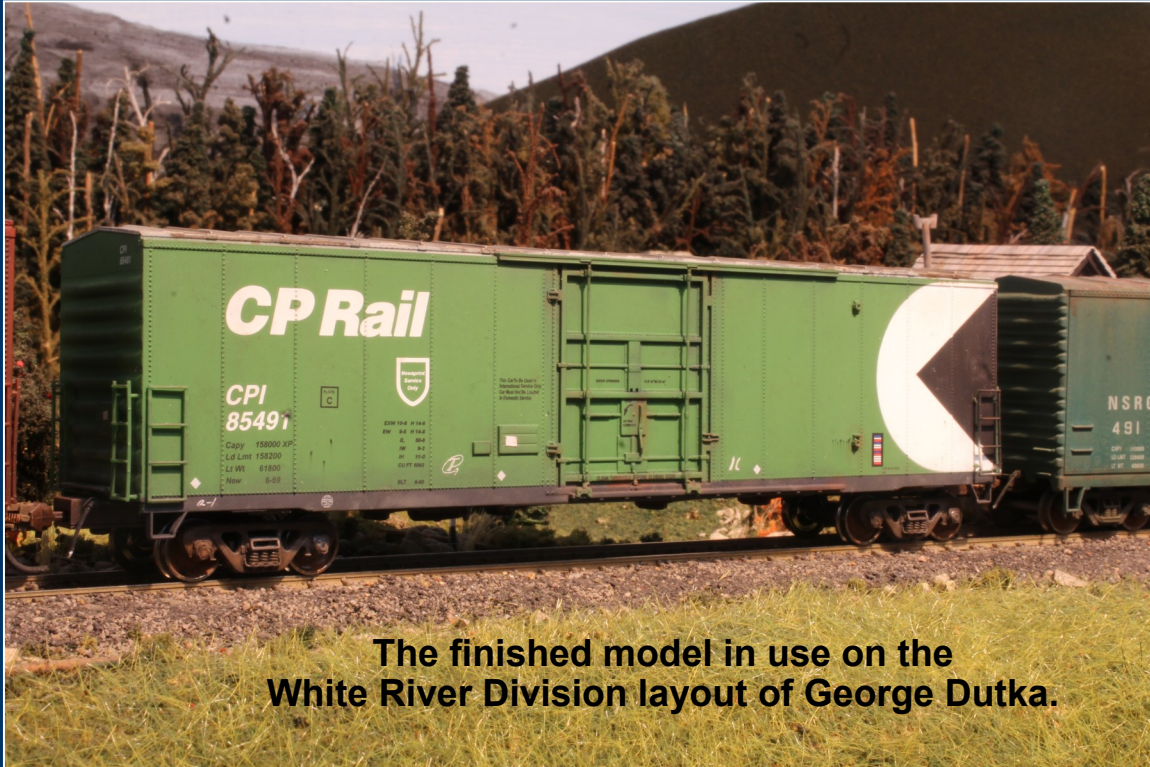
Do you have skills, experience, or enthusiasm you'd love to share with fellow model railroaders? *The Canadian* is looking for members who want to get involved as regular contributors. Whether your expertise is DCC, scenery, layout construction, model building, or another area of the hobby, we'd love to hear from you.

You don't need to commit to a heavy schedule — even one or two articles per year, or a short tips-and-tricks column, would make a meaningful contribution. We're also looking for members willing to photograph layouts in their area and provide captions or a brief write-up to create layout photo tours.

If this sounds like something you would enjoy, please contact me at editor@caorm.org. Let's talk about how you can get involved.

John Johnston

CP PROTO 1000 PAPER SERVICE BOXCAR



The finished model in use on the White River Division layout of George Dutka.

LONG GONE—SECTION HOUSES

Keith MacCauley and George Dutka

Sometimes when looking at old photos or slides I notice details that seemed commonplace at the time, but are now long gone from the current railway scene. Note the small section house in the upper left hand corner of the photo, one of thousands that at one time lined the right of way. No doubt it would have housed track maintenance materials; spikes, joint bars, bolts/nuts and tools, etc. Note that there are no Speeder tracks leading up to the track. What became of it?

No doubt the structure would have decayed over time. Pretty sure that it no longer stands. Guessing that at some point CN sent out a crew to emp-



Hamilton W 4/25/1984 K MacCauley photo

ty out the contents and dismantle the building. Today much track maintenance is performed by Hi Rail crews who carry most of their wares on board; in some cases, performed by companies contracted by the railway. No doubt, as well, rail joint maintenance has been reduced by widespread continuous welded rail (CWR) instal-

lation. What of the motive power shown? CN 4119 was built 9/1957. Renumbered CN 4375 (to clear number space for GP9RM's), the venerable unit was remanufactured as GP9 Slug CN 212, and reportedly still active. CN 4534 was built 1/1957 and subsequently remanufactured as GP9RM CN 7047 in 1992; also still active.