WHAT I MODELLED DURING THE 2020 PANDEMIC

WOD-NMRA

January 2021

Help Us Expand the WOD Website

The Western Ontario Division-NMRA is planning to develop its web site.

We are adding more information resources to help fellow modelers and newcomers to the hobby.

We are looking for blog entries,
PowerPoint presentations, videos,
links to useful sites, more...

Please Help Us!

Please send what you have by Jan. 31.

Email your ideas or contributions to:

Webmaster@WOD-NMRA.CA

Money a bit tight after Christmas?

How does a “free” live modeling seminar in the comfort of your own home sound?

Join skilled London Modeller and author

George Dutka

for a two-hour virtual WOD-NMRA Clinic on the topic of

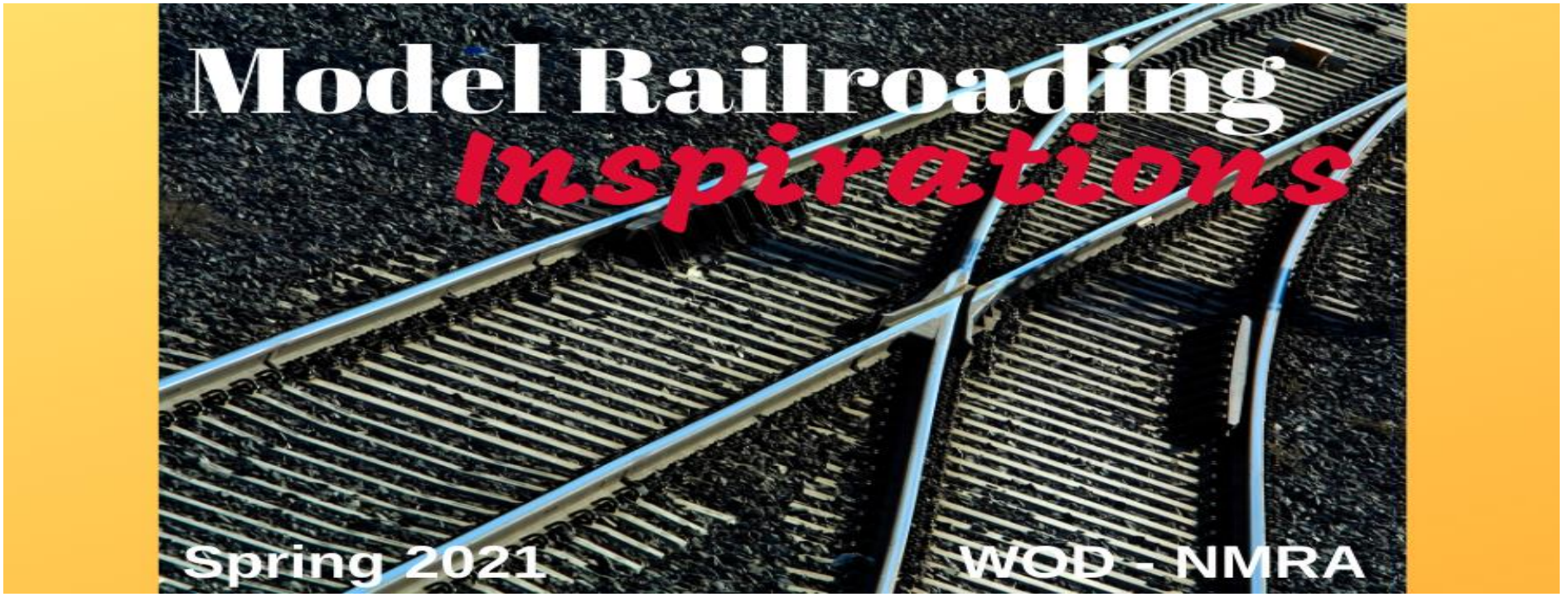
Weathering

with Acrylics, PanPastels and Weathering Pencils

Write this down:

Saturday, February 20, 2021

09:00 to 11:00



Share your knowledge, experience, skills, problem solutions & successes.

Help us all get through the pandemic in 2021, stronger and healthier.

Expand your circle of fellow modellers.

Send your article ideas by **Feb. 15, 2021** *to:*

secretary@wod-nmra.ca

Our Contributors

- George Dutka
- Roger Chrysler
- Chris Bramble
- John Kanakos
- Charlie Ellis
- Paul Macallum
- Paul Hurly
- John Wagner
- Pete Mumby
- Ken Hutnick
- Steve Juranics
- Luc Sabourin
- Pat Rivard
- Jim Sloan
- Don Pearce
- Geoff Southwood
- Mike Walker
- Murray Symington
- Ron Tuff
- Pete Mulvany
- Graham Macdonald
- Don Janes

George Dutka

- London
- White River Division
- HO

Remodeled Junction

During the winter months of 2020 George began a rebuild of some scenes on the White River Division.

In particular three scenes have changed from what members saw during the WOD London layout tour and clinics Nov. 2019.

This scene once was a junction location. He took out the switch and trackage making the track in the rear of the mill a very long spur beginning at the diamond crossing on the other wall.

Both the structures are newly built kits during the winter which reflect New England locations. Both buildings have lighting and the train order signal has a working light also.

Not seen in the photo is a new loading dock which will be covered sometime in 2021 in *Railroad Model Craftsman* and a brass etching barb wire fence.

Crosby Coal

Crosby Coal used to be along the main line were the section house now resides.

This scene has been totally changed with the coal dealer being moved back to the spur in the rear of the scene.

This is the same spur as in photo 1. A loading dock is also located here.

Crosby Coal

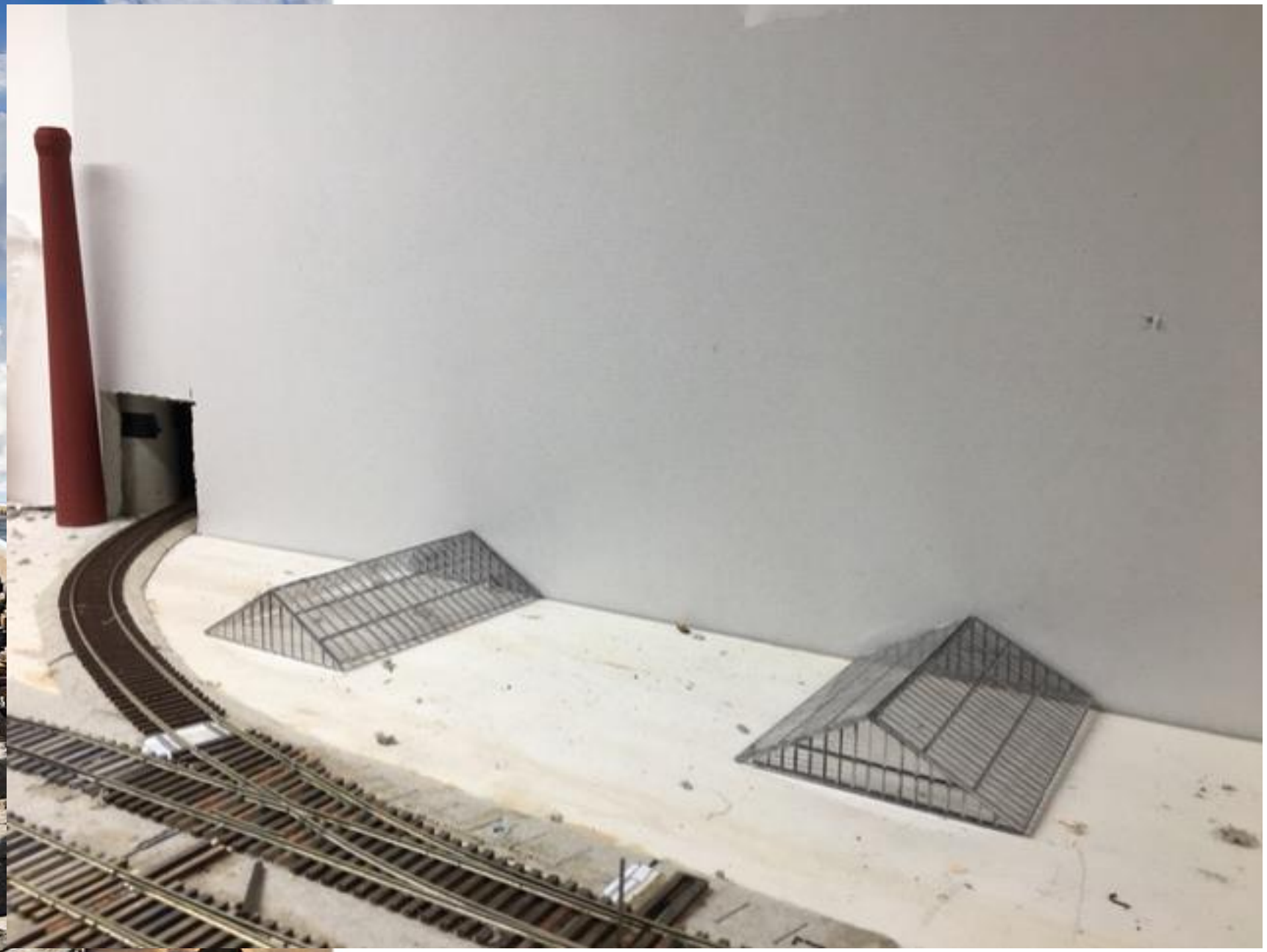
At the diamond crossing, a general store was added to the foreground scene. The ground were the store sits was sloping down to the facia board.

The spur line switch here is also new.

George had to build this area up. To do this, he decided to add rock casting to build a stone wall. This holds up that area and is similar to what you see in New England.

Roger Chrysler

- Caledonia
- Lake Erie & Northern
- HO



Starting the greenhouse roofs, March 15, 2020.

Ivey Greenhouses

Since lockdown on March 15, 2020, Roger has been working on my new layout that he started at the end of November 2019.

One of the scenes in it is a greatly compressed impression of the Ivey Greenhouses at Port Dover, Ontario. Since there are no models of these large greenhouse complexes, Roger decided to scratch build them from Plexiglass sheet.

At one of the last train shows last winter, he bought some 1/16” thick plexiglass sheets. He cut them out with a jig saw, drew the metal ribs on with a chrome paint pen, and cemented the structural pieces together with CA cement to tack it and Canopy Glue to reinforce the joints.

Canopy Glue is a PVA type of white glue that dries clear and remains slightly flexible. Roger usually uses it for gluing window panes into structures.

Ivey Greenhouses (cont.)

Greenhouse structures with a styrene foundation. The piping is from the boiler plant still to be constructed, but hopefully will disguise the access hole to staging on the CNR route.

The chimney is a Walthers product, yet to be finished with fishing line bands and dry transfer lettering.

Since moving to Caledonia in 2018, he's been rebuilding the layout from the ground up, only saving relevant structures and rolling stock.

Power and control is DCC, delivered via overhead wires.

The scene from the chimney to office building (see the next photo) is 45". The greenhouses are about 25" by 6 1/2".

Roger still needs to add the boiler house near the stack and the coal pile. The coal was delivered to dockside in Port Dover harbour by Ivey's own barge, then trucked to the plant in dump trucks..

Overhead Wiring

Overhead wire work is proceeding on the Lake Erie & Northern. The greenhouses and headquarters office building for Ivey's Greenhouses are seen behind LE&N 953.

Ballasting has taken place, using a mixture of Light Grey, Medium Grey and Buff Woodland Scenics ballast.

Track is hand laid Code 70 using Fast tracks jigs for the turnouts. Details West joint bars are added.

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Chris Bramble

- Waterloo
- Central Ontario Subdivision
- HO

Paper Mill

Chris has been working on this paper mill “for a while”.

It is kitbashed from the Walthers Superior Paper Mill kit.

Chris’ backdrop model is five feet long.

In the spring and summer of 2020, he added some interior details and started the surrounding scenery.

Paper Mill

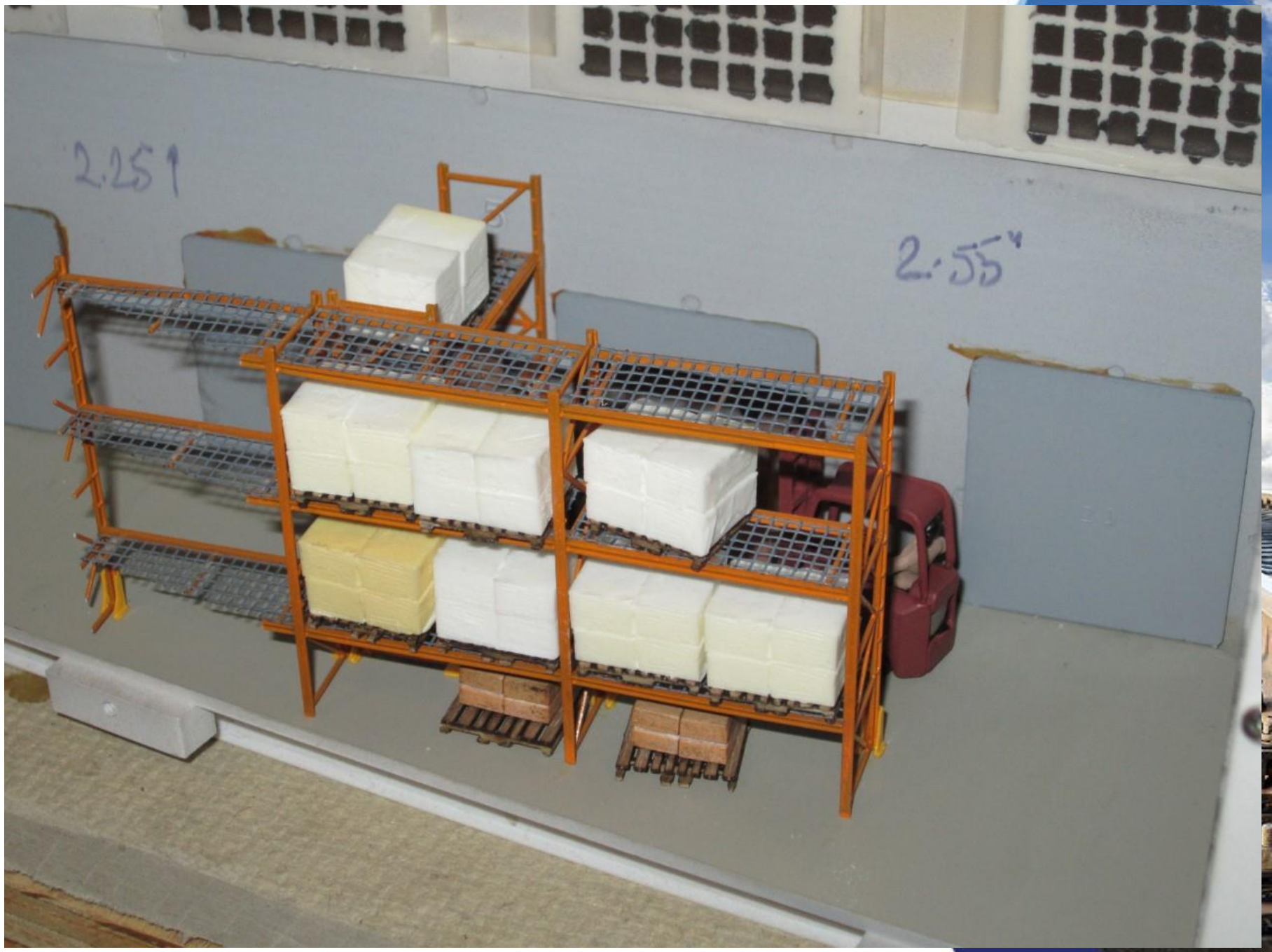
The receiving platform and interior platforms are made from styrene, painted a concrete colour and weathered with pan pastels.

The windows are acetate sheets glued to the building and coated with dullcote on the inside so you can't see the backdrop.

Paper Mill

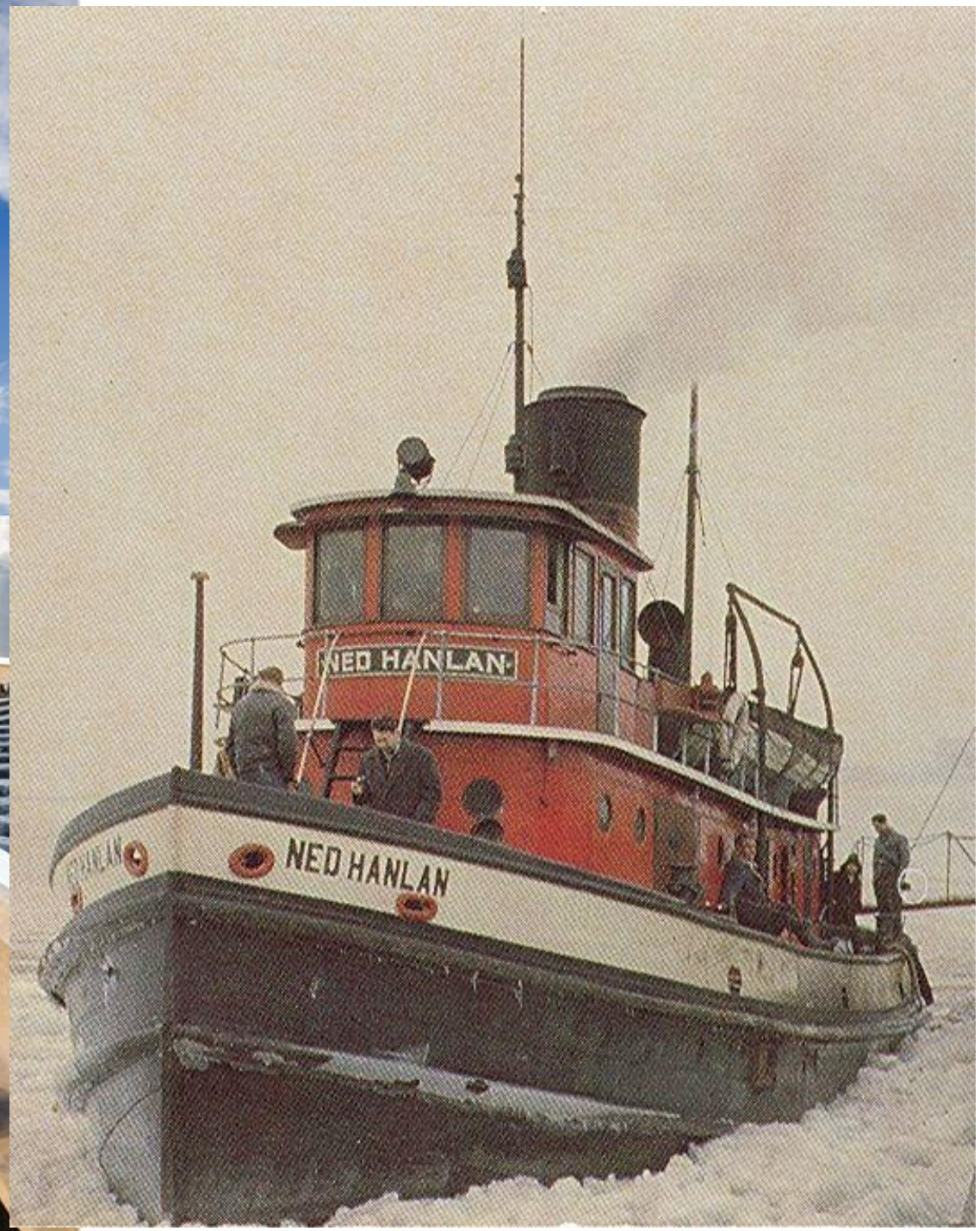
The interior racks are from a Preiser kit with the grates made from insect screen.

Interior lighting uses warm white LEDs, temporarily powered from the track bus through a bridge rectifier.



John Kanakos

- London
- Canadian National Junction West Sub II
- HO



Toronto Tug Ned Hanlan

This is a project that should inspire for its perseverance.

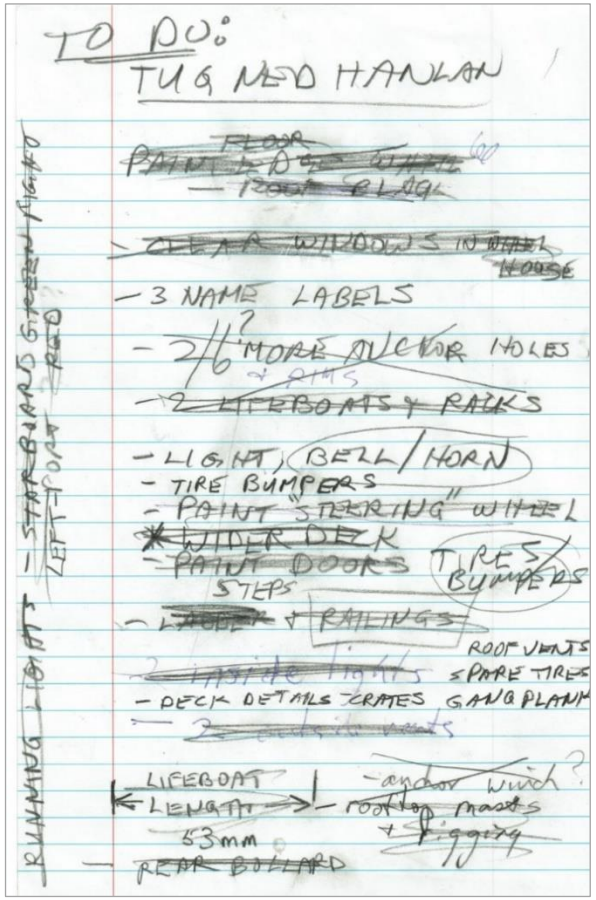
John got the original Lindberg model tug kit in 1990 for this project. So, it's been 31 years in the making.

The postcard (left) was his original inspiration.

Toronto Tug Ned Hanlan

John totally rebuilt the Lindberg model tug to match the prototype. This included many hours of in-person and internet research and over 100 changes made!

The below is a small part of his To Do list of modifications. Compare the version left, to the final replica on the next slide.



Toronto Tug Ned Hanlan

Suydam Metal Roundhouse Kit

Here's another 2020 pandemic project that shows that a plan can help acquire the right kit and the right price. Persistence ensures modelers eventually use them, as intended.

John acquired the original kit at a flea market in 1986! By his words, he's been "picking away at it ever since".

He spent many hours of in-person and internet research/browsing and freelancing to get the details and dimensions just right!

All metal parts had to be sandblasted then soldered together, then primed and painted!

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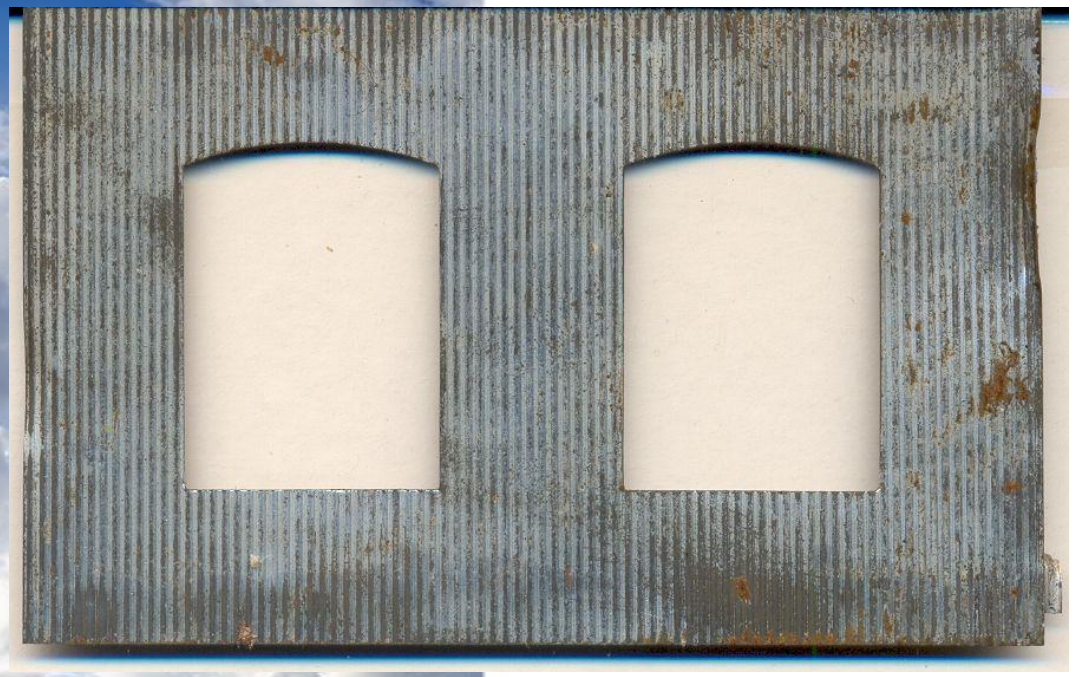

Suydam Metal Roundhouse Kit

Interior lighting has been included and many detail parts (still more to come) including inside smoke vents and outside chimney stacks, have been added.

Very latest items finished were 3D printed windows. John did the initial drawings. He then passed them off to a friend for printing. These windows are open or closed as per the prototype. The original kit windows were printed on acetate! John considers the 3D windows a “huge improvement!”

For more photographs, click on the Gallery tab at:

http://www.junctionwestsub.ca/index.htm

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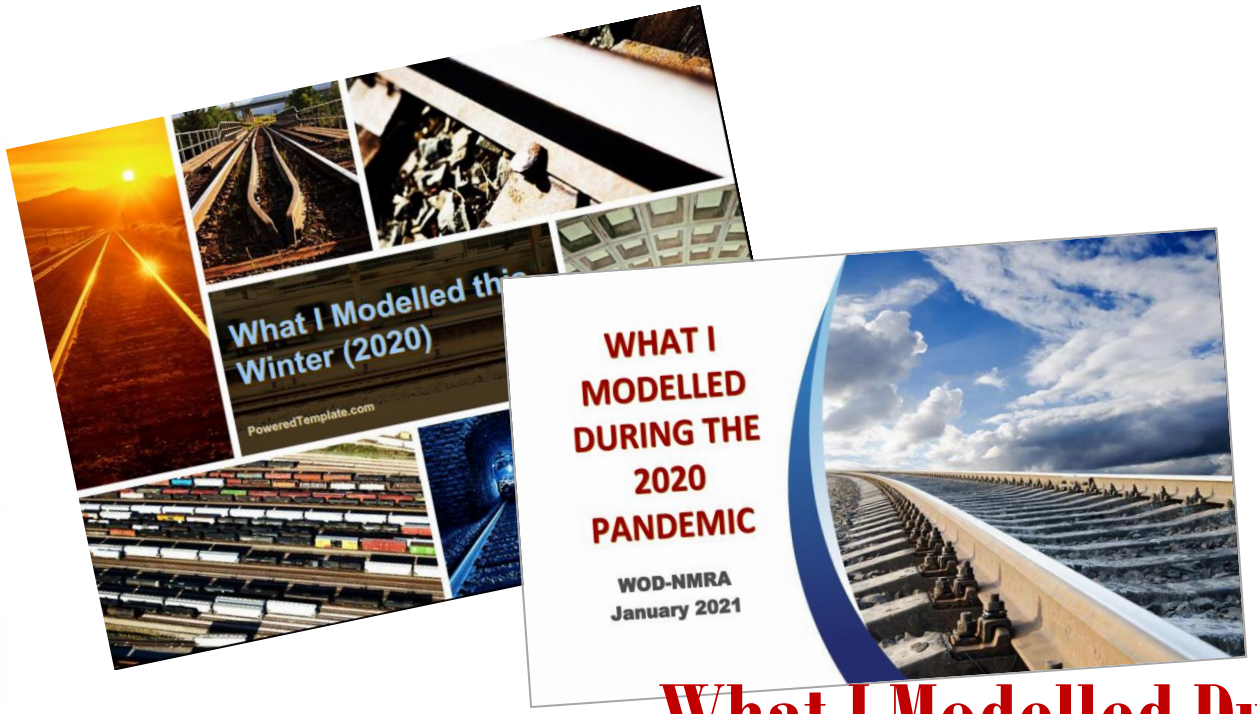

What I Modelled During the Pandemic (Winter 2021)

- ✓ Submissions of three photos with captions by:

April **17, 2021**

Details will follow in a WOD announcement

Charlie Ellis

- Waterloo
- CN Grand Falls Subdivision
- HO

Canadian Pacific FA-2

Charlie plans is to run this O scale model at the St. Jacobs & Aberfoyle Model Railway, where he is an active volunteer. He currently has several O scale rolling stock and locomotives running on that layout.

This locomotive project started out as a Weaver body shell and a set of brass Alco trucks.

The cast on hand rails were removed from the shell and replaced with brass rod. The winterization hatch was scratch built.

The frame was hand crafted from brass bar stock, and the drive is from P&D Hobby with Finescale 360 gear towers.

Canadian Pacific FA-2

Charlie used Trueline paints, and the lettering is CDS dry transfers applied to decal paper and then applied to the model.

Paul Macallum

- Baden
- Poppleford to Preston
- OO

Card Structure Kits

Paul Macallum has used 2020 to add a considerable number of Metcalfe Model Railway card stock kit structures to his layout.

#1 This is a factory on a siding.

#2 This is a Manor home and farm helper cottage.

Paul's 2021 modelling To Do list includes working on scenery throughout the layout.

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#1 This is a factory on a siding.

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Paul's 2021 modelling To Do list includes working on scenery throughout the layout.

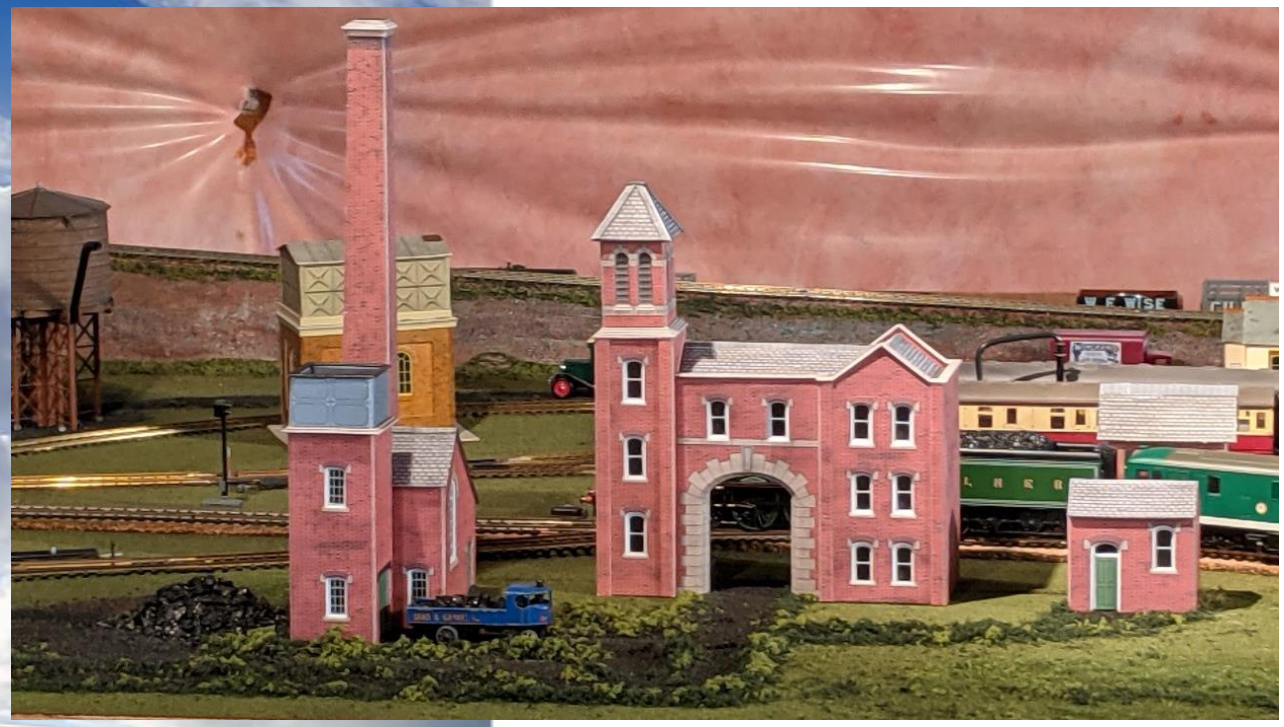
Card Structure Kits

#3 Barn, chicken coop, manor home, cottage home, and horse stable.

#4 The horse stable.

Card Structure Kits

#5 and 6 Two views of the Generating Station with offload site for coal shipments.



Paul Hurly

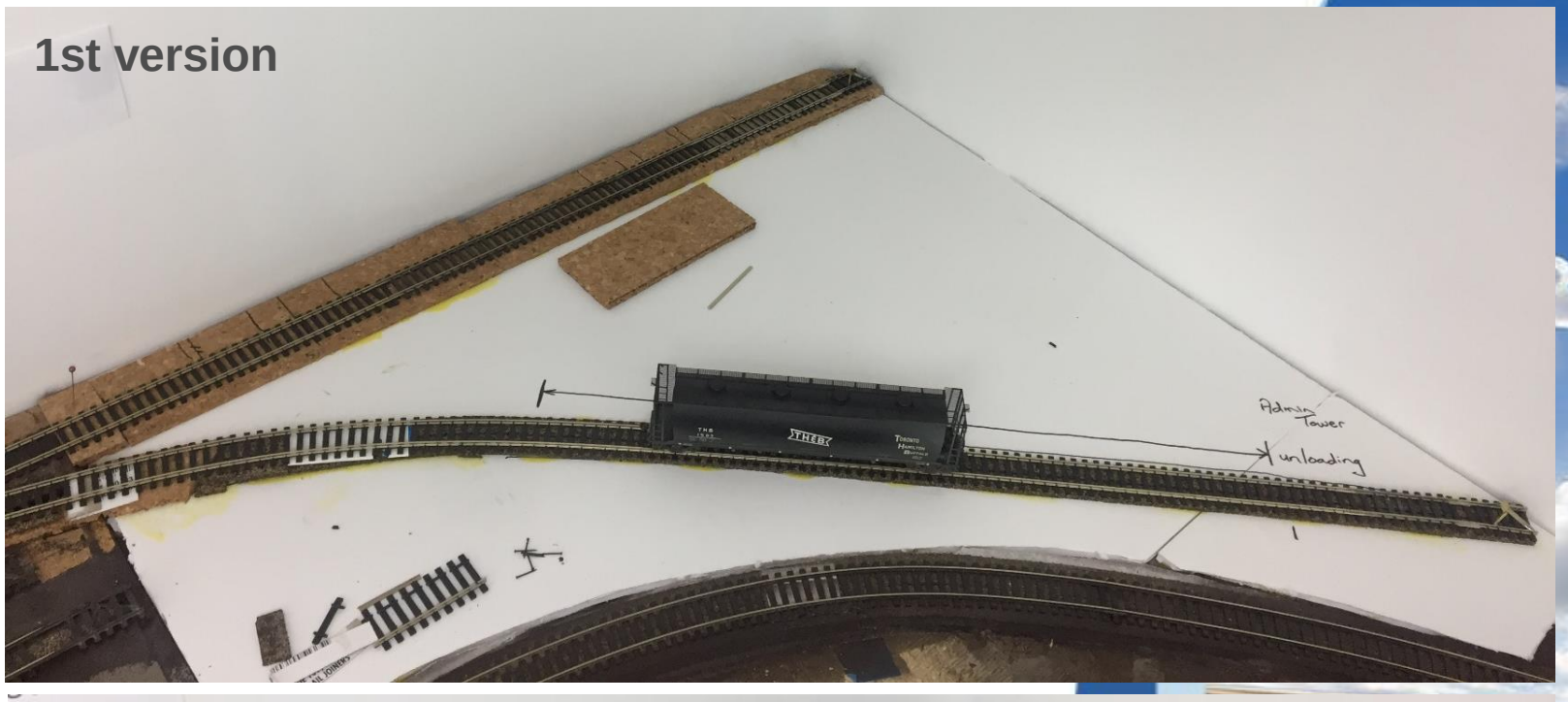
- Baden
- Toronto, Hamilton & Buffalo Railway,
  Welland Subdivision
- HO

Robin Hood Four

Paul started to paint Lower Deck track last summer and realized he had all these uncompleted corners. This is one of them.

The track plan has been modified twice. It now accommodates part of the prototype's holding yard plus two of the original loading/unloading spurs.

The Robin Hood Flour mill is being scratch built. Scale plans were drawn using photographs and Google Globe View 3D images. The mill has been selectively compressed to a large 8 lb. model, measuring 25 ½ " long by 18" high.



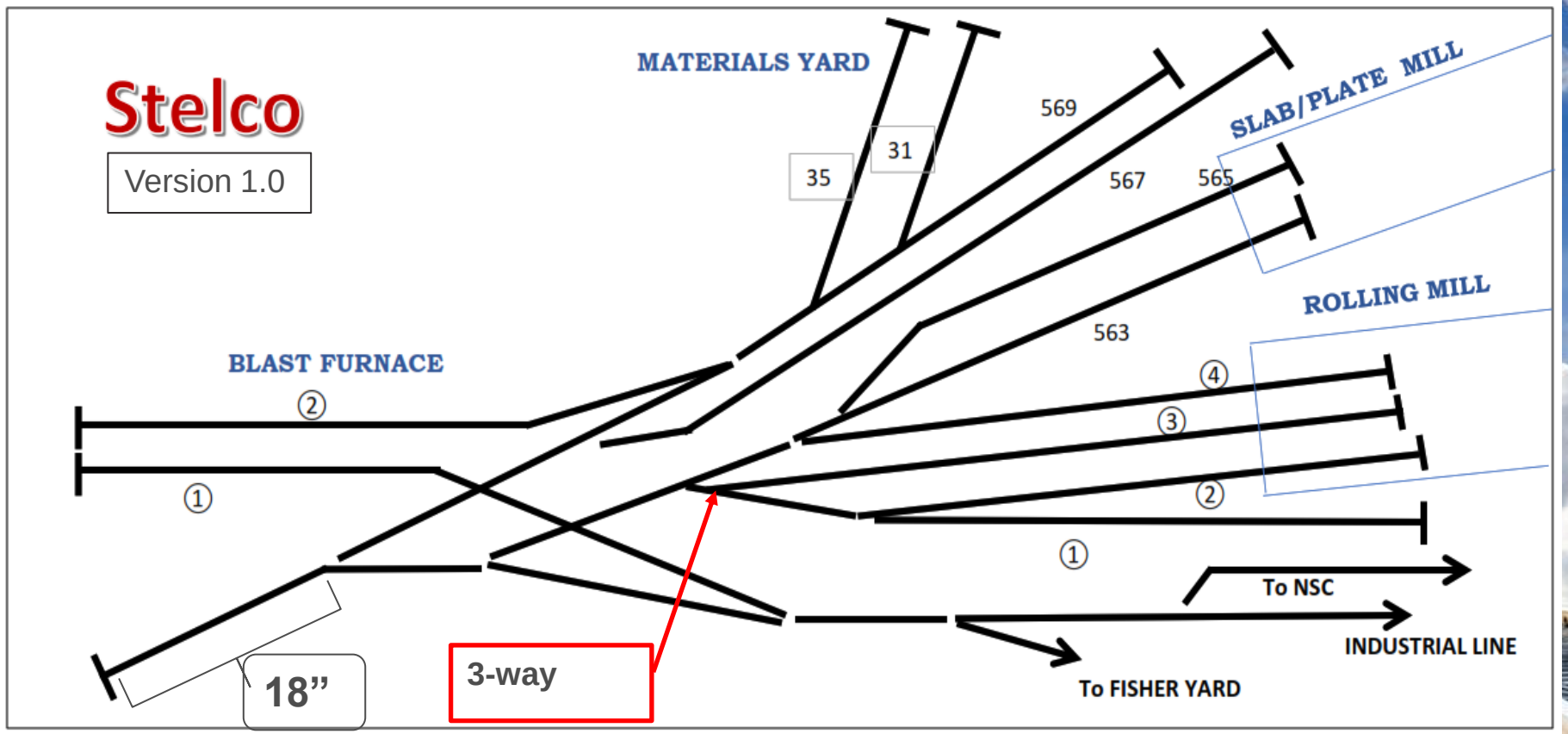
Stelco

Version 1.0 of Paul's track plan for Stelco had been used in several operating session in 2018 and 2019. In 2020, Paul tried to improve upon it before painting the track.

Ron Tuff, MMR, Stoney Creek, has been an invaluable source of Stelco operations information and coaching in the use of JMRI. Ron looked at Paul's Version 2.0 track plan, and suggested changes based on the prototype.

In late Sept., Paul lifted old track and turnouts, repositioned feeders, and added all the changes shown in red in Version 4.2.

He made a proper footprint for the Walthers blast furnace. As a result, tracks 186 &187 were shortened and moved. Other major changes included expanding the Materials Yard, adding the Open Hearth Furnace and the Tin Plate Mill, plus the TH&B delivery/ shipment yard, and adding the run around. Ron explained that *all* internal moves at Stelco were weighed, so the Scale became essential.



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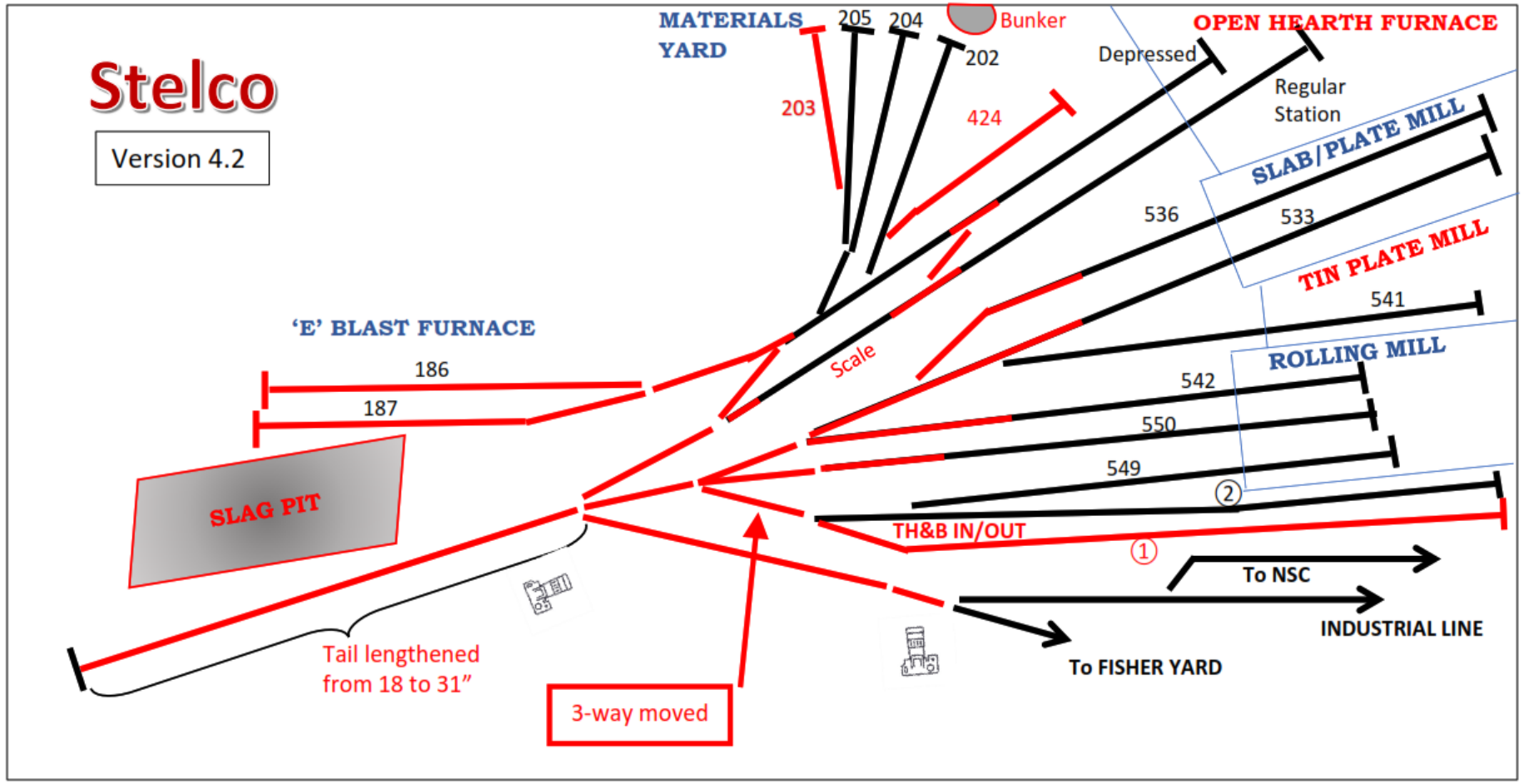

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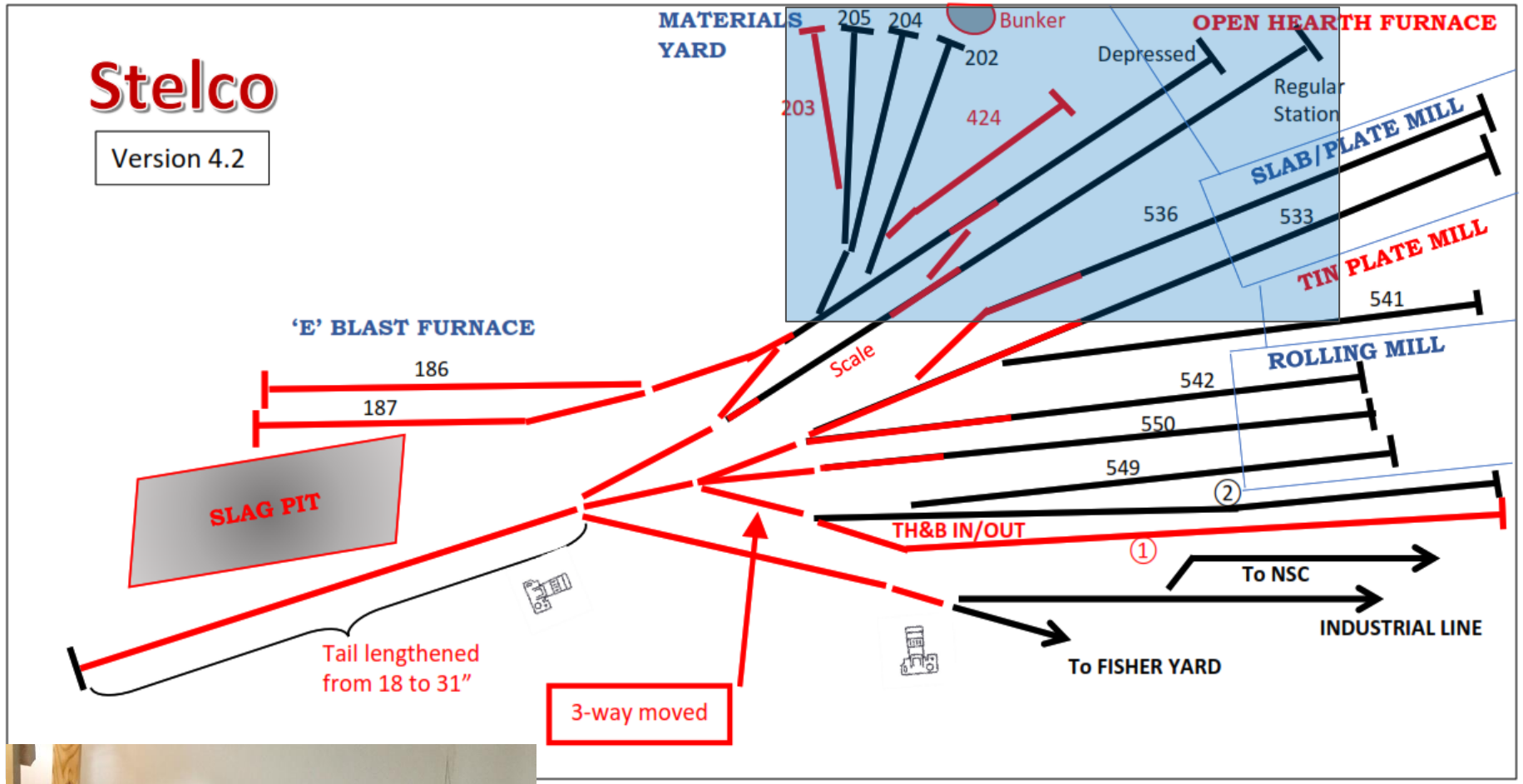

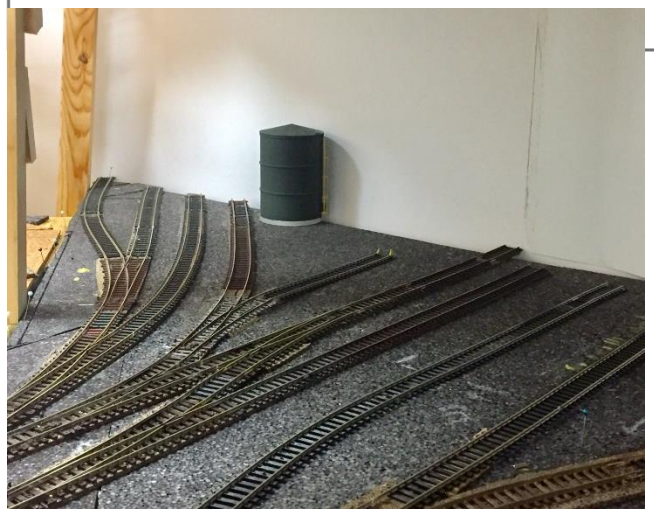

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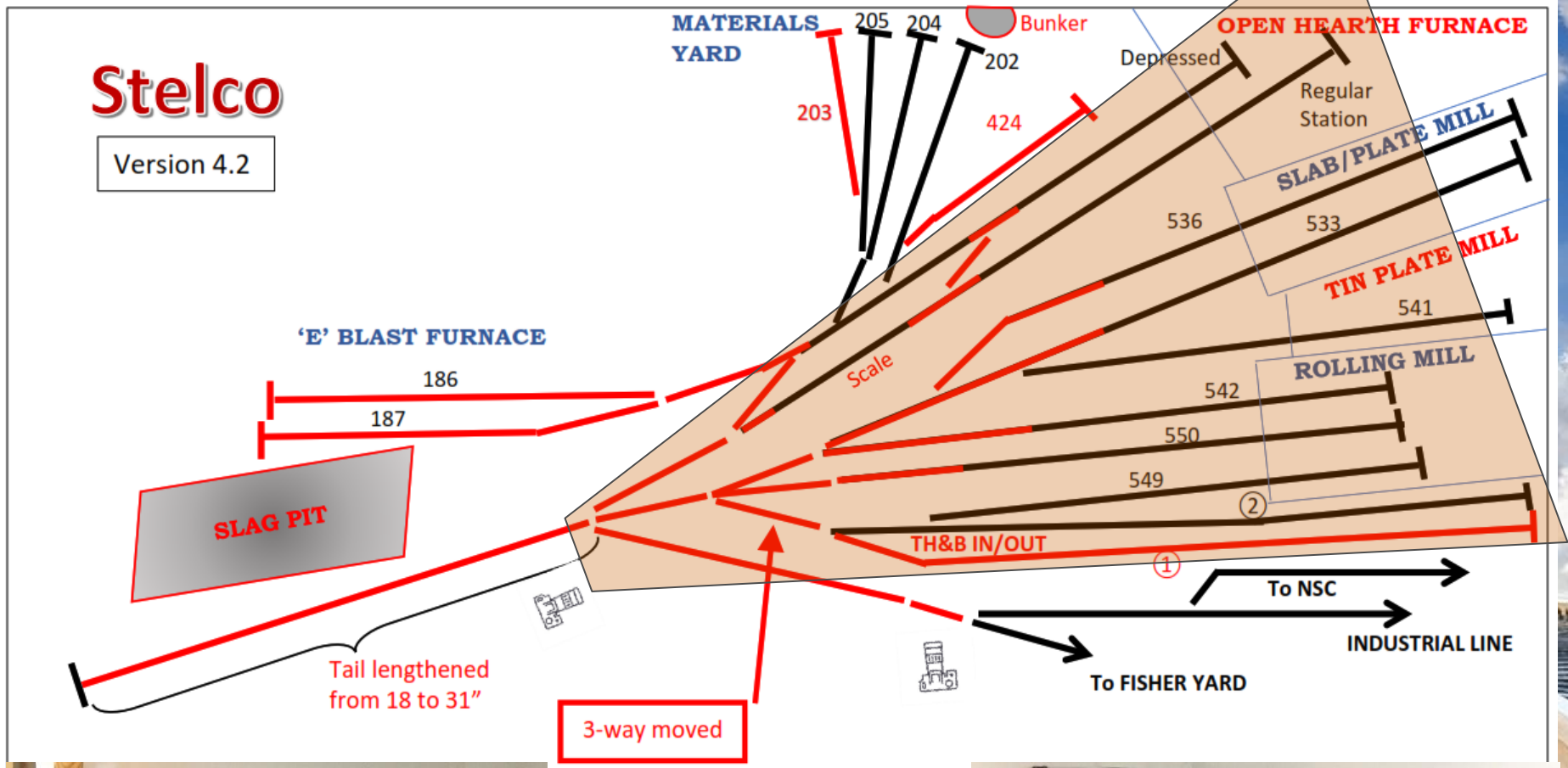

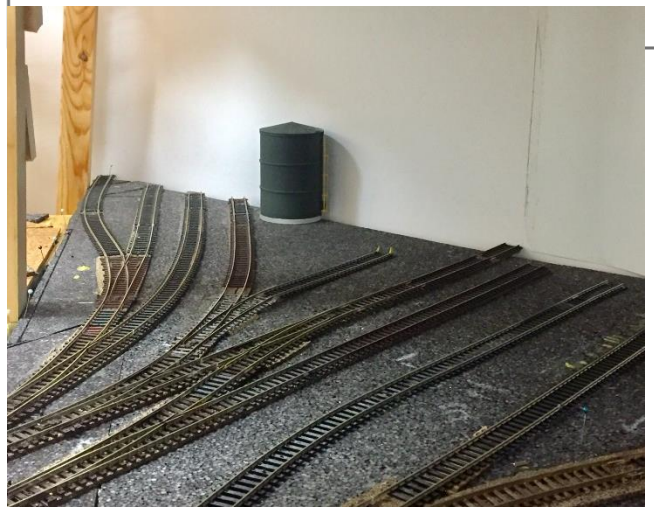

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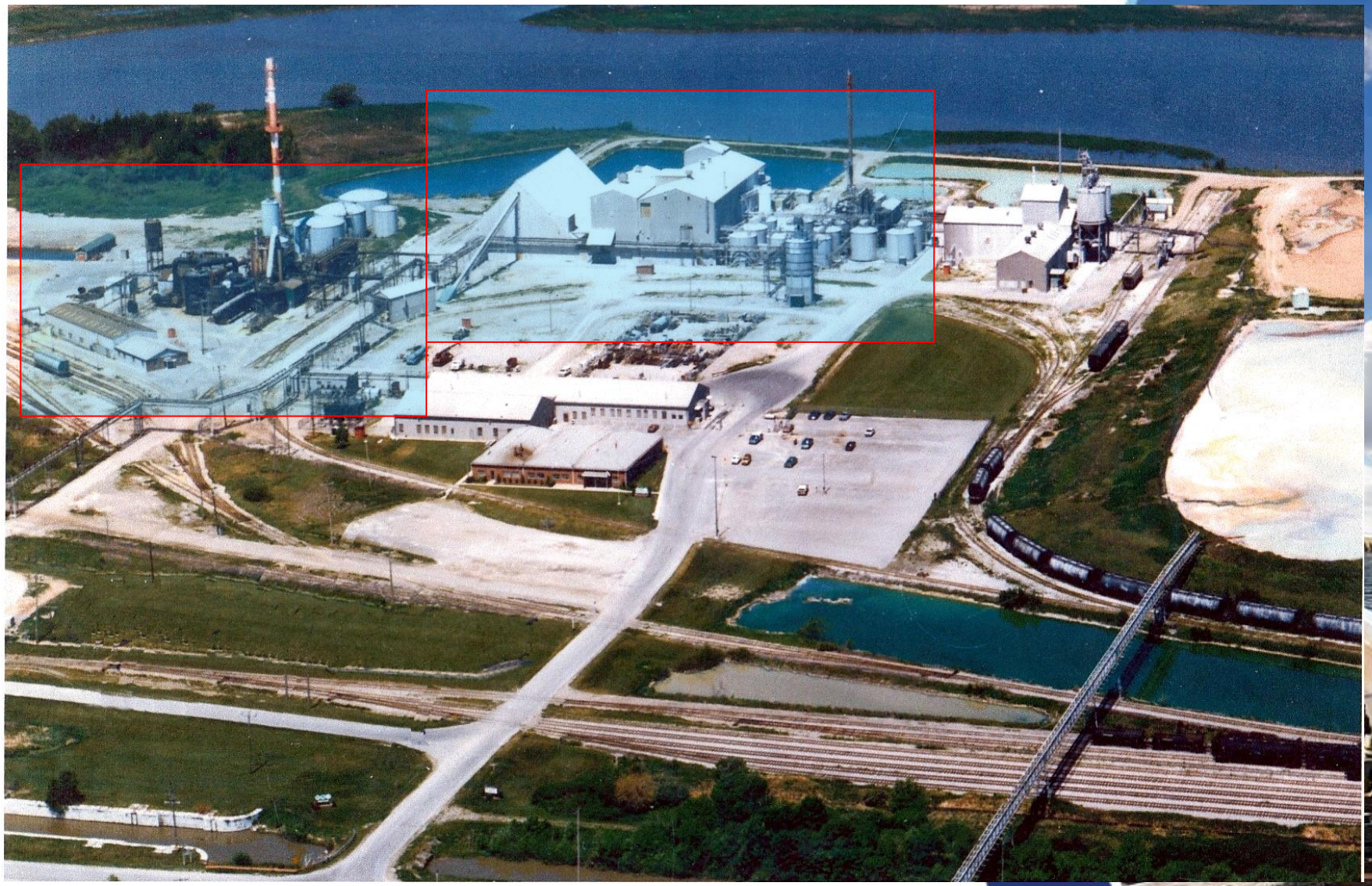
ERCO

ERCO was a fertilizer plant in Port Maitland on Lake Erie served via the Dunnville Sub of the TH&B. The Dunnville Sub ran from a wye in Smithville to Dunnville and Port Maitland on the shore of Lake Erie. Paul's original track plan incorporated this interesting manufacturer in one upper deck corner.

Bill Warnock of the Dunnville Historical Society kindly provided the only photo of the plant he has ever seen. Paul will scratch build selected parts of this plant (highlighted).



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Bill Warnock of the Dunnville Historical Society kindly provided the only photo of the plant I have ever seen. Paul will scratch build selected parts of this plant (highlighted).

There were two main shipments into the plant.

One was a phosphorous rock unit train from Florida that came in either through Montrose Yard in Niagara Falls or John St Yard in Toronto.

The other shipment came via an ‘acid train’ that CP originated from Copper Cliff in Sudbury.

Paul has managed to assemble enough tank cars for two sulfuric acid unit trains and is building the slab-side hoppers.

John Wagner

- Baden
- North Easthope Central
- HO

Service Station

This is a small car repair garage built to fit in a narrow space between the facia and some railroad tracks.

It is in the inner part of a city at the end of a dead-end street. The walls came as a backdrop flat in a box of building parts bought at a train show. John cut them to the measurements needed and glued them together keeping them square.

To have enough length for the two large service bay doors John had to angle the building and street slightly. John added corner bracing, supports on the walls and I beams. A roof was then cut from styrene and covered with emery paper.

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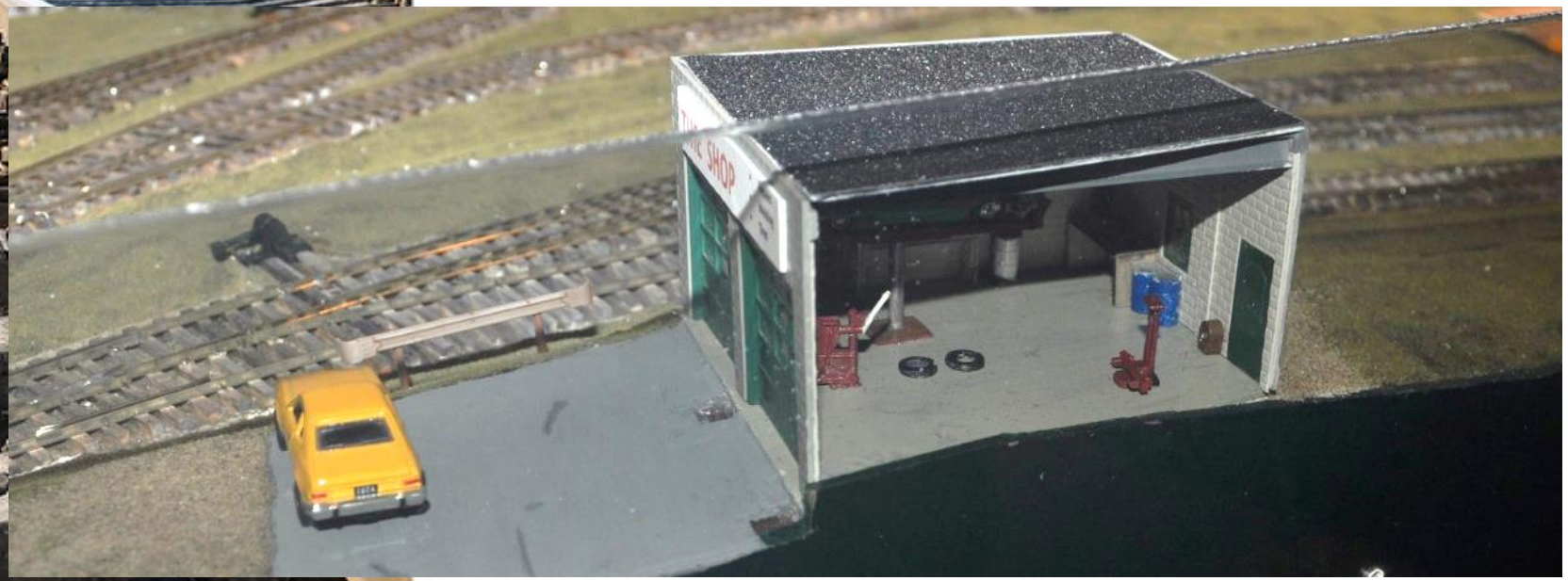

Service Station

John used the creative idea of having the structure open onto one of the aisles.

He scratch built two workbenches using scrap plywood from an ITLA kit.

The corner parts rack was made from styrene angles and flat pieces. The equipment is mostly from a set of service station details made by JL Innovative Design. About half of them were used in this shop.

All except the car hoist are white metal castings which must be cleaned up and painted. There is a tire change machine, bumper jack, tires, power greaser and tool box. The hoist is a wooden dowel with milled wooden channels on top.

The welder and oxy-acetylene tanks are from Woodland Scenics. There is much more that can be added including lighting.

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Creating a Transition

Everything from about six inches to the right of the pickup truck to beyond the curve, was open space until several months ago. John says, “I fretted for quite some time on where this new road would end, but finally decided to taper it against the backdrop and hide the end behind a group of trees."

The road is made of Masonite, with the crossing made of drywall mud. The scenery on both sides is the usual cardstock strips covered with either paper strips or used Fleecy sheets soaked with Hydrocal. Then a layer of wet Hydrocal is brushed on to form a solid base. Everything is covered with a basic coat of ground foam.

To add some interest to the transition between the lower level and the upper one on the opposite side of the peninsula John made a rock outcrop with some pieces of Hydrocal rock castings. Above it I built a small outlook with toothpick posts and homemade signs. The very steep slope is covered with puffball trees made from poly fiber covered with ground foam.

Peter Mumby

- London
- Great Wall Shelf and Desktop
- HO

Modelling the Prototype

PTEX 51844

The genesis of this project was actually a group of photos Peter took in Kamloops, B.C. in August, 1997 of a passing unit potash train.

Most of the cars were the typical Canadian cylindrical hopper cars, but he noticed that a small number were the American Car and Foundry type as modelled by Atlas in HO scale.

Many years later, Peter painted a pair of these cars, specifically PTEX 51844 and 52389. [*PTEX is a reporting mark used by General Electric Rail Service Corporation. – Ed*]

Peter used Testors rattle can primer grey and lettered them with Microscale decals.

Modelling the Prototype

PTEX 52389

However, Peter didn't start the final finishing and weathering until right at the outset of the pandemic lockdown. He remembered working on the cars at the Craftsman's Corner table at the Kitchener Train Show at the beginning of March, 2020.

Since then the trucks have been sprayed cast iron grey, the wheel faces have been painted with cinnamon brown acrylic, and the bodies have been weathered with an assortment of powders and PanPastels. AK weathering pencils added a few subtle highlights.

George Dutka took the photos for me on and around his White River Division layout.

Modelling the Prototype

Ken Hutnick

- Amherstburg
- Queens Quay
- HO

Brass Boxcab Re-motor

This project has been on Ken's list for years.

He ordered the replacement Tenshodo drive from Japan earlier this year with some other HOn30 equipment. Wheel size and spacing were a perfect match.

A little bit of drilling and tapping but the drive went in pretty easy.

Truck side-frames were unsoldered from the old truck, added to the new.

Next will be glass, DCC and lights. Runs well now, with great low speed performance.

Queens Quay Micro Layout

This is an overall view of Ken’s Queens Quay micro layout. It measures a compact 1' x 4’.

It has its own enclosure with LED lighting.

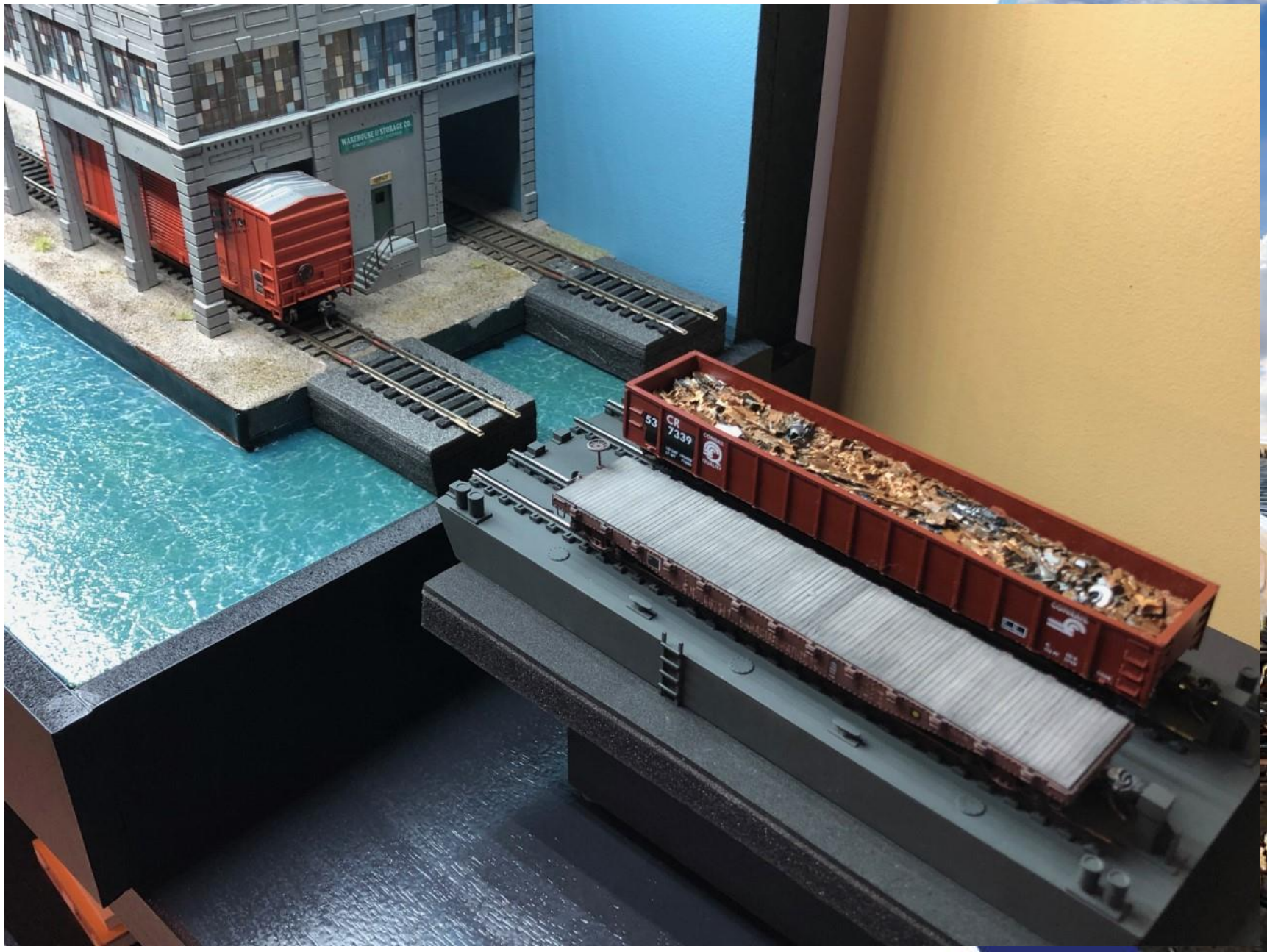
Layout, buildings, and car float were all created this year.

Buildings are kitbashed and weathered, with more detailing to come. Water was done with craft acrylics and Mod Podge. Track is Atlas code 100.

Queens Quay Micro Layout

The car float acts as a sector plate to take cars on and off the layout. It also acts as a transfer table to move cars and the engine between tracks for run around moves. It simply docks and undocks using rail joiners.

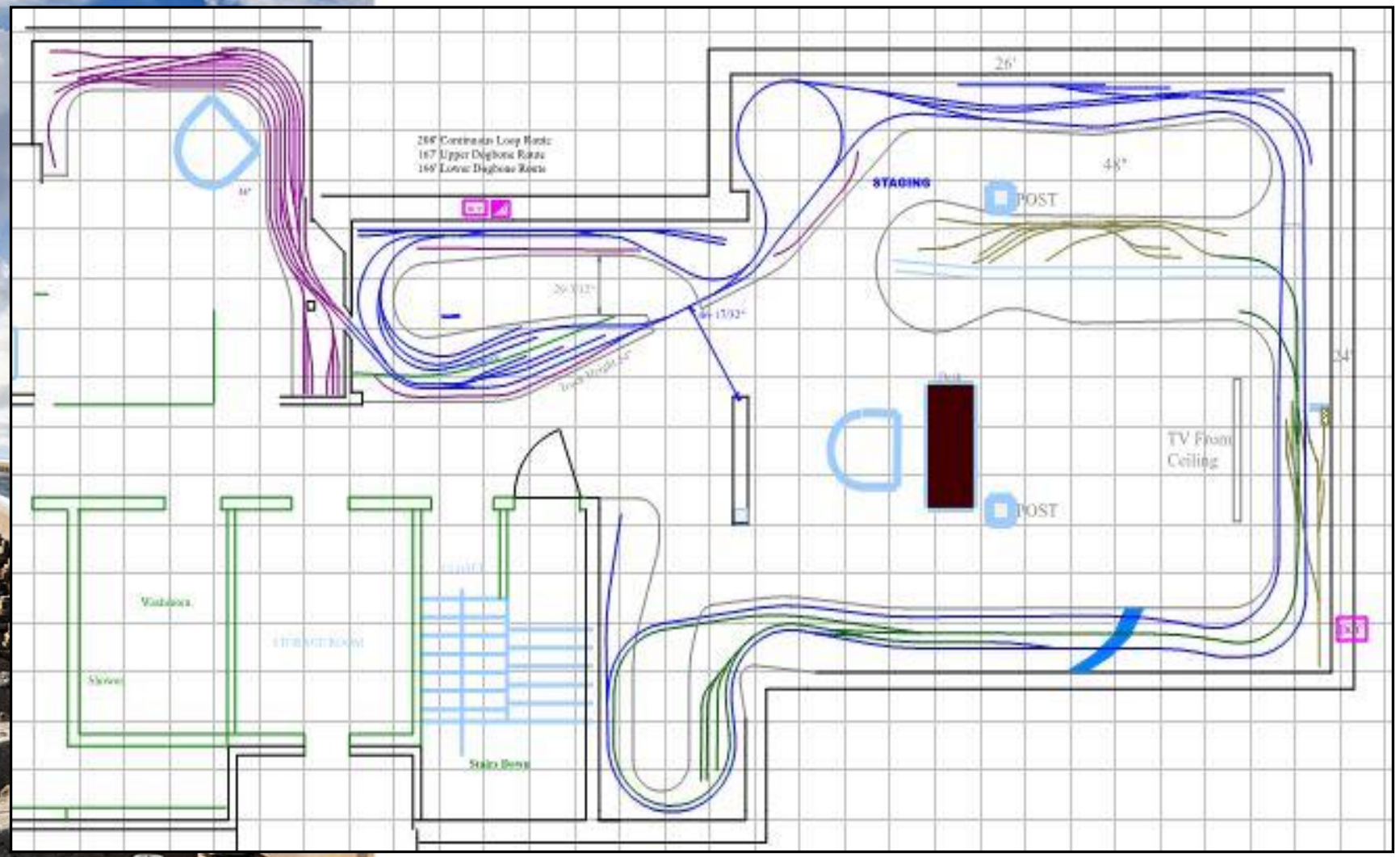
Ken operate the layout now using a Google Sheet for random car moves and assignments. Lots more detailing to do.



Steve Juranics

- Cambridge
- Muskoka Central Railway II
- HO

Muskoka Central Railway II



Work on the new layout has begun. The main room is 50’x30'. Track height is 56" nominal, leaving plenty of room below for staging at 40" and possibly some complete scenes as well.

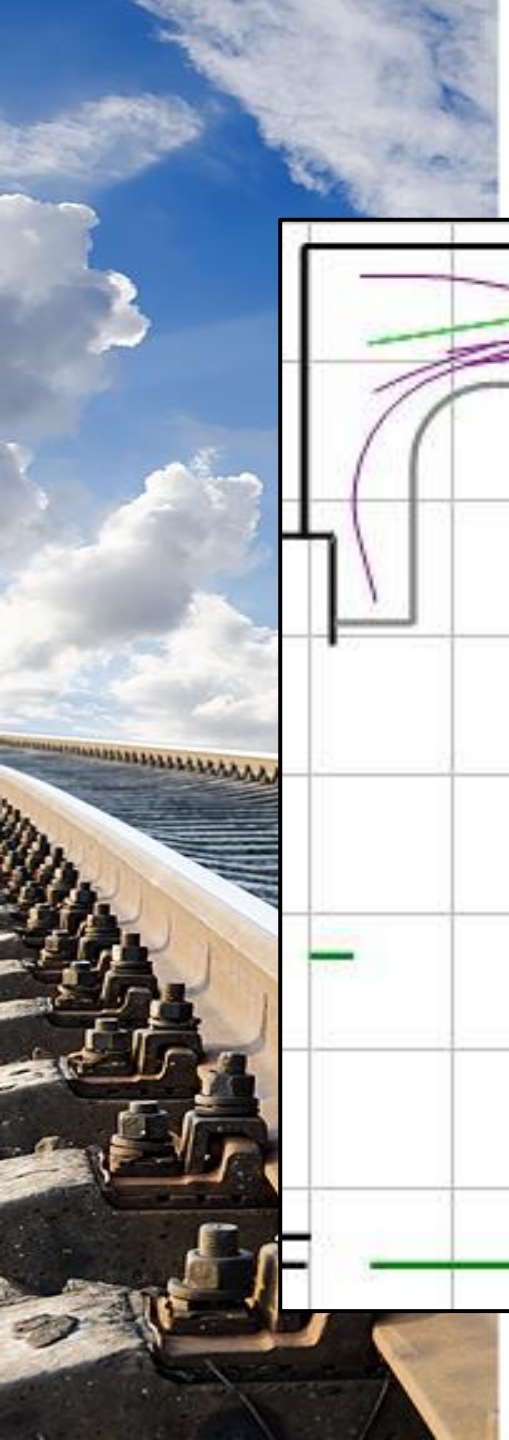
This is the grand plan, likely taking many years to complete the trackwork. He does have some 10' modules from my last layout which are designed to incorporate into the new layout.

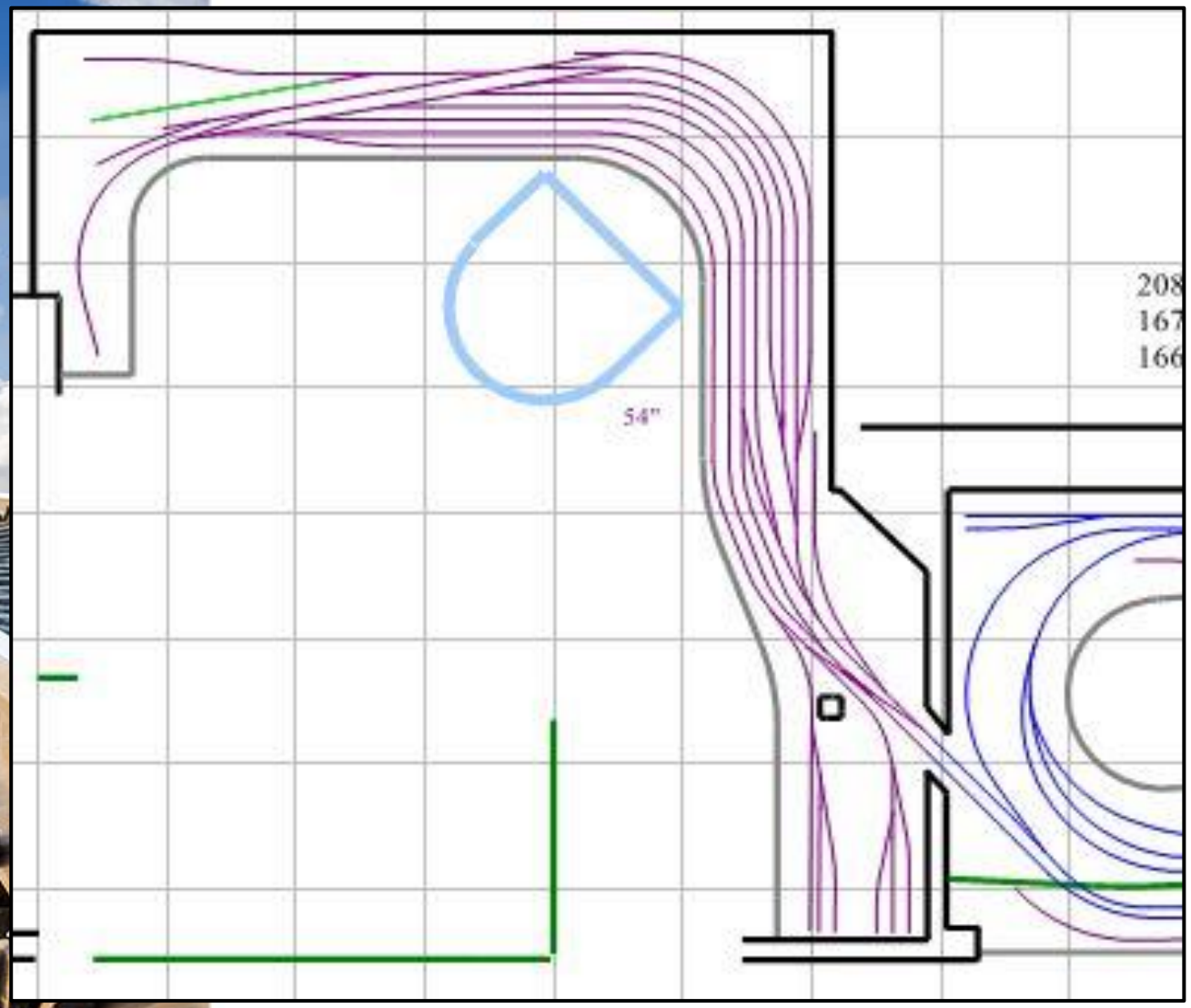
Steve has started on Phase 1 of a four-phase plan. It is in the top left corner of this overall plan. This is an area 12' x 13' and will contain a yard, engine facility and a few industries. Stage 1. It has a hole in the wall as access to the main room.

This room doubles as my home office and will be the workshop with my modeling desk and Airbrush booth.

More information is available on Steve’s blog:

https://model-railroad-hobbyist.com/blog/36089





Muskoka Central Railway II

Work on the new layout has begun. The main room is 50’x30'. Track height is 56" nominal, leaving plenty of room below for staging at 40" and possibly some complete scenes as well.

This is the grand plan, likely taking many years to complete the trackwork. He does have some 10' modules from my last layout which are designed to incorporate into the new layout.

Steve has started on Phase 1 of a four-phase plan. It is in the top left corner of this overall plan. This is an area 12' x 13' and will contain a yard, engine facility and a few industries. Stage 1. It has a hole in the wall as access to the main room.

This room doubles as my home office and will be the workshop with my modeling desk and Airbrush booth.

More information is available on Steve’s blog:

https://model-railroad-hobbyist.com/blog/36089

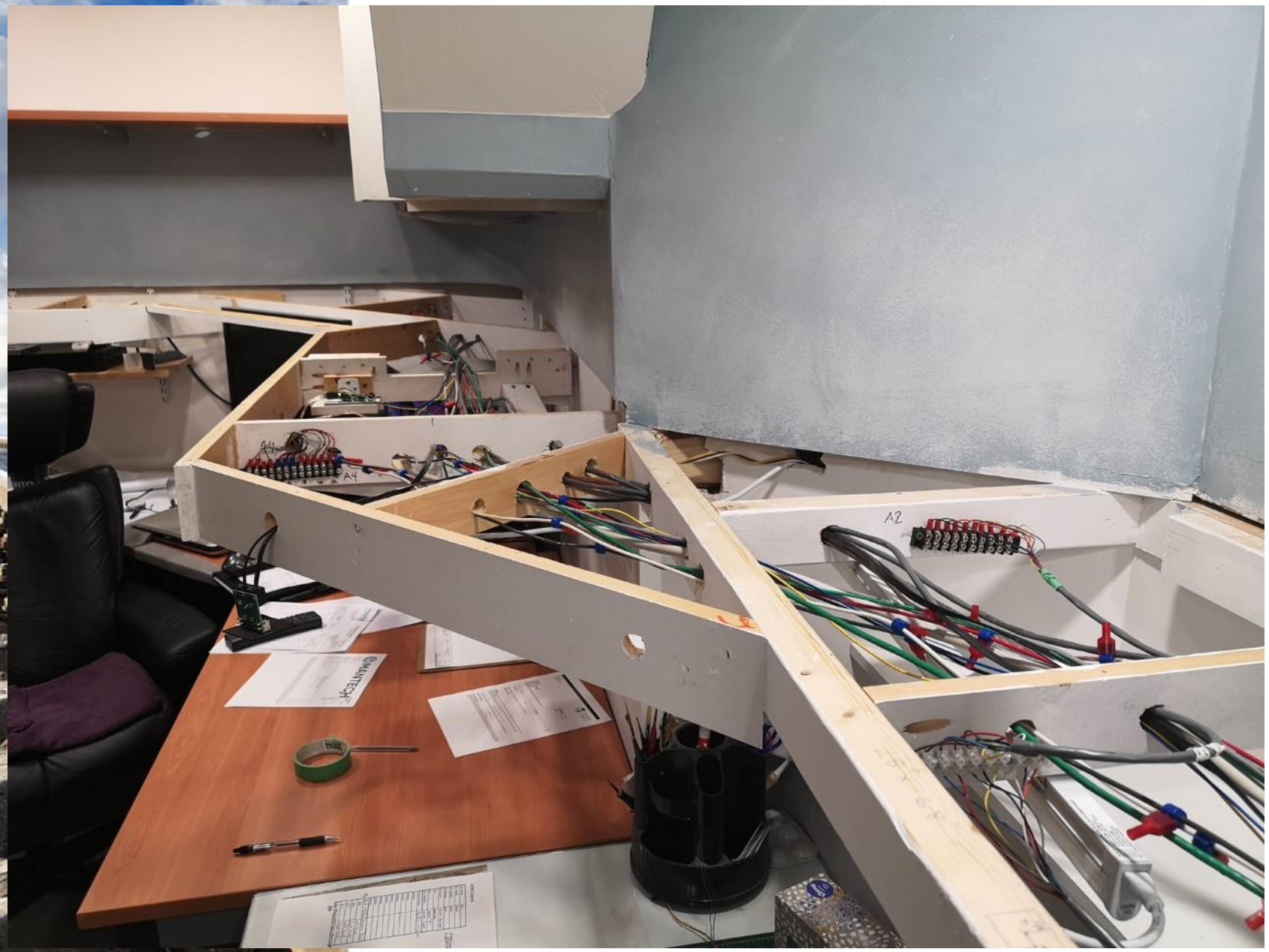
Muskoka Central Railway II

Steve resisted the urge to put up benchwork and start laying track.

The first step was to finish the room and lighting and work from the back forward. The framing was rather complex as there was a lot of ductwork and my ERV unit hanging in the corner.

After installing this sub frame, all the holes were predrilled for the wiring. I felt this was the time to run all the wiring, prior to covering it up. I learned from my last layout that it's much easier to run all the wires while you have easy access. And I also learned how many wires I actually needed. I stick to a specific colour for each wire and stay consistent throughout the layout.

Muskoka Central Railway II



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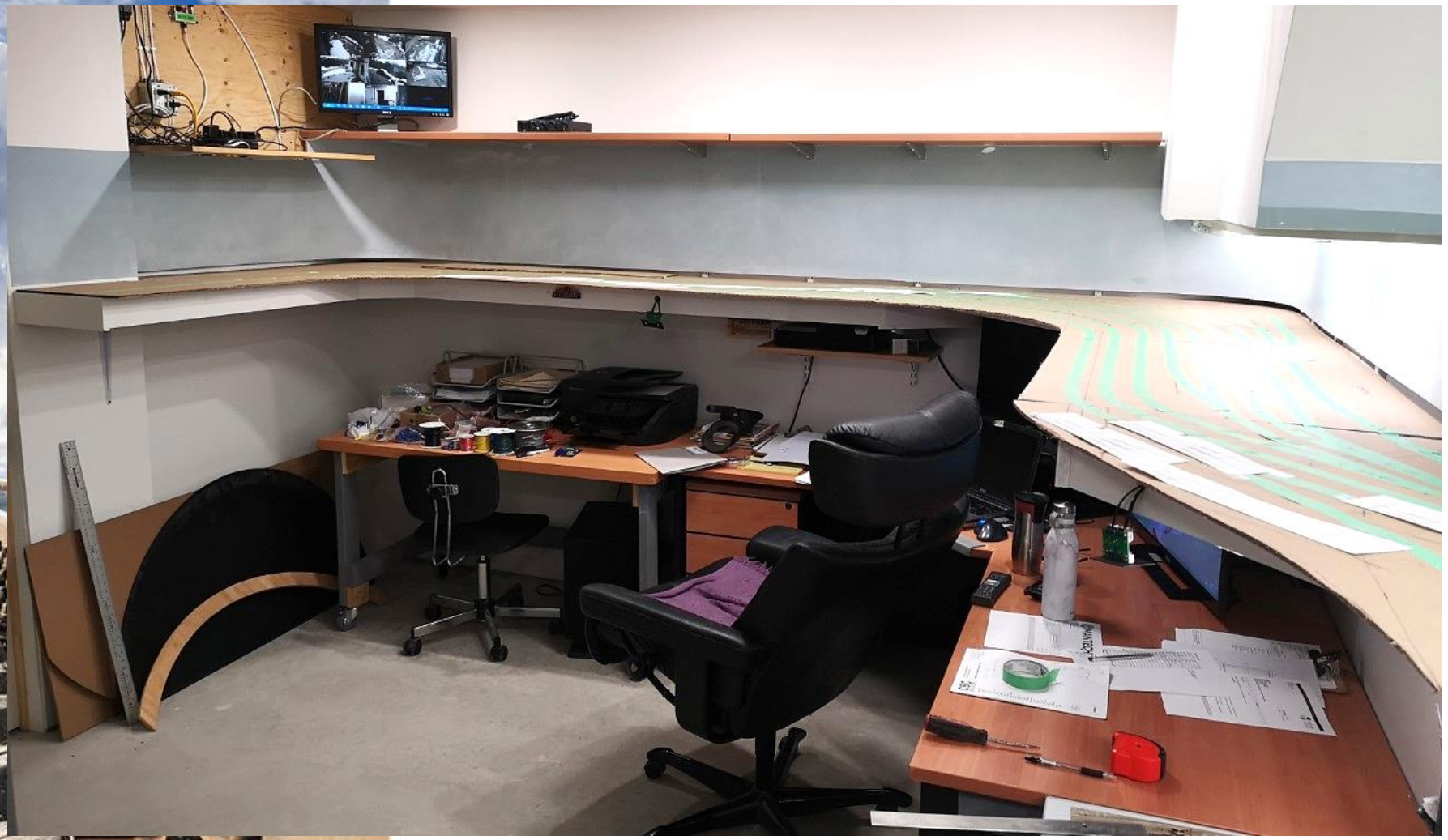
Muskoka Central Railway II



Why so many wires. Steve's plan assigned a system as follows:

- Red and Green (Main DCC Track Feeders) GIRO is the acronym that I go by: Green Inside, Red Outside
- White and Black (DCC Feeders for Block Detected sidings)
- Blue and Yellow (a secondary DCC bus for accessories)
- 4 Clear Copper Speaker Wires (Ground, 12V+, 5V+, 12V+ Switched (for lighting))
- Black NCE Throttle Bus

Steve also has five 10-strand cables going to various points in the benchwork to communicate with local panels and give feedback regarding switch positions.

He plan to use an NCE Minipanel for one touch route/siding selection and most of the Tortoises will be DCC controlled through NCE Switch8s.

Steve then installed card board templates for the subroadbed. He transferred his track plan (green tape) onto the cardboard to get a feel of the track density and flow.

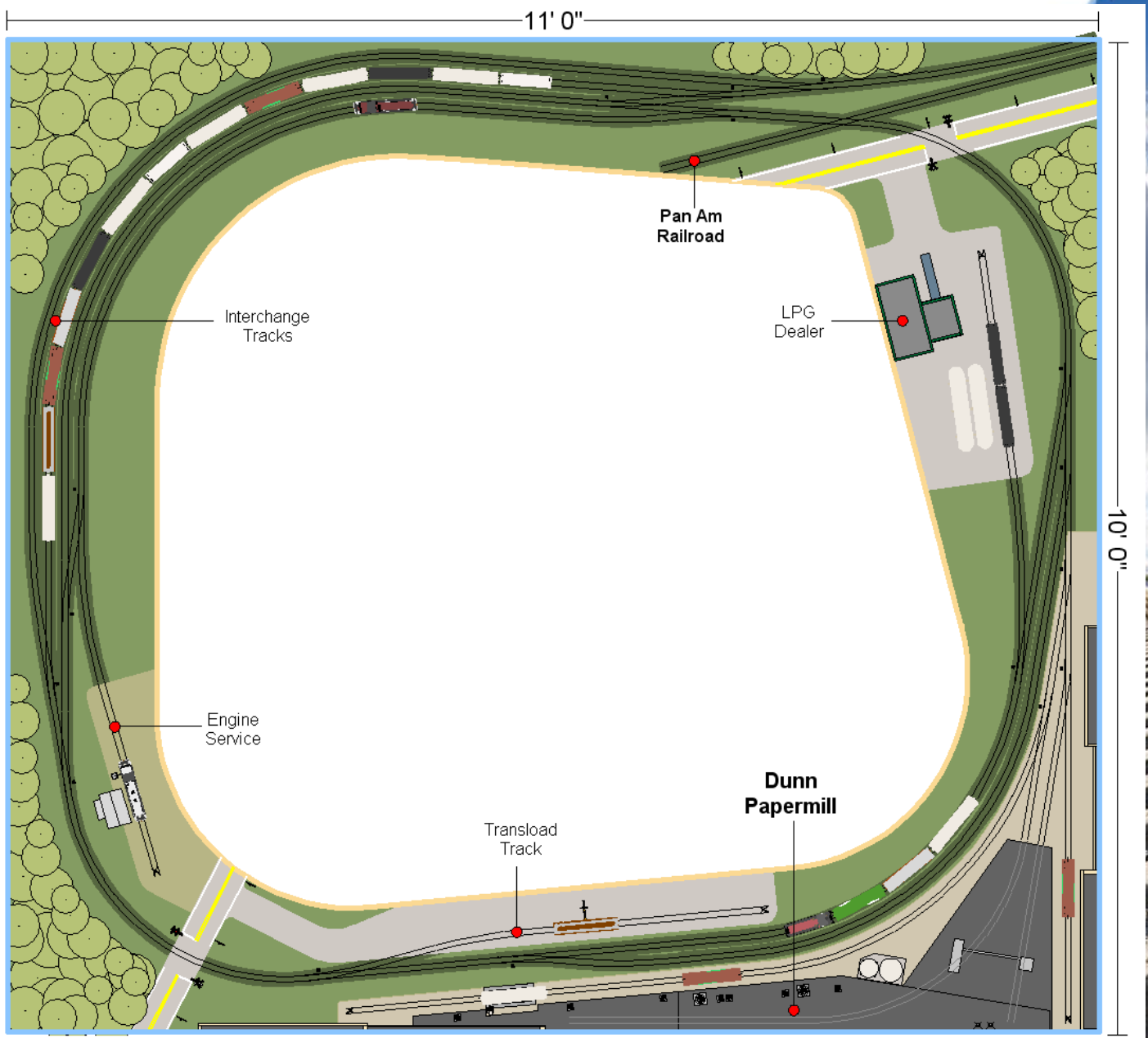
Luc Sabourin

- Sarnia
- Brownville & Ashland Railway, Northern Maine Division
- HO

CP CSXT Chatham

Originally, Luc's intent was to model a diamond on his layout, with an interchange with the Pan Am/Guilford as seen in my plan.

Luc decided not to actually physically place one due to a number of reasons.



HO SCALE: Brownville & Ashland Railway

Era: Modern | Track: Micro Engineering (Code 70) | Min. Radius: 26" | Turnouts: #6s | Grade: 0.0%
Designed by Robert A. Chant, 05 May 2020 | CAD: 3rd PlanIt by El Dorado Software

CP CSXT Chatham

In it's place will be something similar to what has happened to the CP-CSXT diamond in Chatham as seen in the photo.

The photo taken in October 2020 where CP has taken the old diamond out. Luc plan is to do something very similar but to have the Pan Am line be abandon (with tall weeds covering the old tracks taking over the right of way) past the interchange tracks and have the approach signals to the diamond on the BRAR still standing but inoperable and the target heads be turned 90 degrees away.

Luc thought it would be an interesting look to have the old Guilford line, facing the interchange track, still operating as a constant red as you would be able to see that signal standing on the other side of the layout.

Pat Rivard

- Chatham
- Valley City Railroad
- O

Rivard Saw Mill

Pat has continued to work on the mill building being added to his layout. We first saw it as part of our May 2020 slide show.

The kit was manufactured in P.Q. and sold via Shapeways. Pat purchased it from Don Eastman. He then heavily kit bashed it to look as it does now. The windows are from Grandt Line (now available from Scale City).

The overhead and header saw blades, the saw blade on the far wall, and the rollers at the back were 3D printed. The mill head and the log carriage (foreground) and the wheels are part of a 3D kit manufactured in Quebec by Canuck Valley.

The shelf structure on the far wall is a casting Pat painted and weathered, as are the crates.

Saw Mill (cont.)

This shot from the opposite end of the mill shows the scratch built planer. The gang saw and rollers are part of the same 3D kit manufactured by Canuck Valley.

The green beam is a plastic part from a bridge kit.

Fine saw dust and debris was fixed to the individual plank floor with matte medium at the various machine work areas.

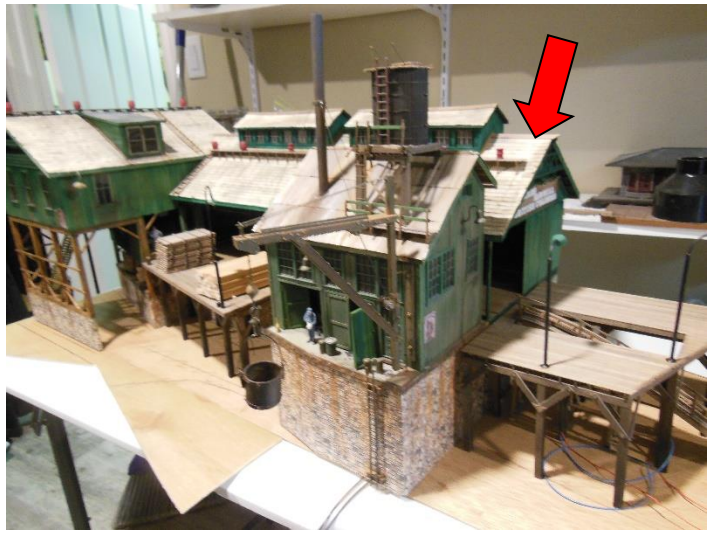
.

Saw Mill (cont.)

This final overhead shot (right) shows more of the detail and scratch built machinery. The weathering and detail is apparent.

The photo below from our May 2020 members' modelling slide event shows the exterior of the mill complex. The red arrow shows the mill itself displayed in the previous three photos.

The complex has now been installed on his layout, and the track work has been completed. The conclusion, Pat said, is "a great feeling".



Jim Sloan

- Sarnia
- JSSX Railway
- HO

Weathering Rust Buckets

The before view.

This is a Fox Valley boxcar which appears super sharp looking straight out of the box.

Jim picked up two virtually identical cars, except for the road numbers, at a train show in Ancaster, Ontario 3 years ago.

One is his (18554), and the other was weathered for a client. He just finally got around to weathering both it late in November, 2020.

Note the car says "A Soo Line Colormark Car" to the right of the door.

Jim weathers pretty well everything before it makes it onto the JSSX.

Weathering Rust Buckets

The after view.

Have you ever seen one of those white Soo Line boxcars? The kind with the large black herald lettering and the bright red door. The ones that always seem to be rusted and blistered beyond belief.

This car (pictured on his layout) and the following car are Jim’s versions of what one might find along the right of way.

Jim didn't model a specific car, but did look at quite a number of internet photos of Soo Line cars for reference.

He weathered the boxcar by first fading the large black lettering by brushing thinned grimy black overtop of the letters, and then airbrushing very thin white overtop of the red doors. He had noticed the door fading in some of the photos he had looked at.

Weathering Rust Buckets

The after view, car 18554.

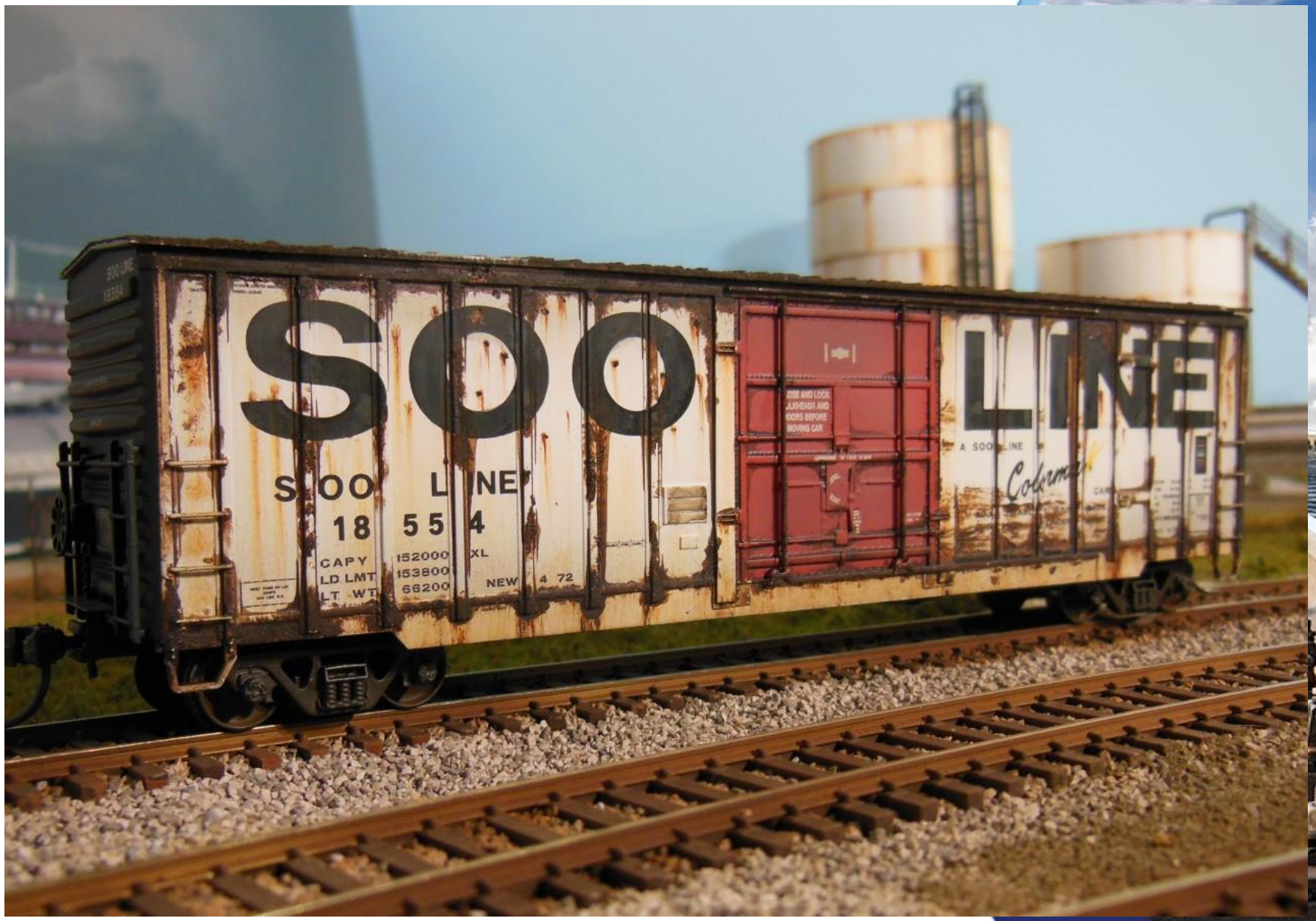
As for the rust, it is quite heavy isn't it?

That's done on purpose as these cars seem to feature extensive rusting (for some reason) that makes them really stand out. Jim’s rust work on these cars was done with Winsor & Newton water mixable oils applied with artist brushes. These paints are odor free and easily cleaned up with water.

The colours he used are burnt umber and burnt sienna. AK Interactive Rusty Wash is also used to highlight along the seams between the side ribs and the panels.

The roof, although difficult to see here, is rusted by brushing on 3 coats of Vallejo's Rust Texture paint to fully cover the originally silver roof.

Jim thinks he probably spent about 10 hours or so on each car, spread over several days to allow for drying time between sessions.



Don Pearce

- Woodstock
- Ontario Western Railroad
- HO

OWR Operations

This is the local arriving in the town of Brompton to began its switching of the industries before it heads back to the main yard in the town of Alsop.

OWR Operations

The Ontario Western through freight is leaving the town of Crediton on its way to the main yard in Alsop.

OWR Operations

The Ontario Western peddler is seen here switching Oxford Steel and Tubing in the town of Durham.

Geoff Southwood

- Calgary, AB
- Boston & Maine and Maine Central (Freelanced)
- HO

Modifying a Carolina Craftsman Kit

This is the Newport Inn kit offered by Carolina Craftsman Kit, as seen on their website.

Modifying a Carolina Craftsman Kit

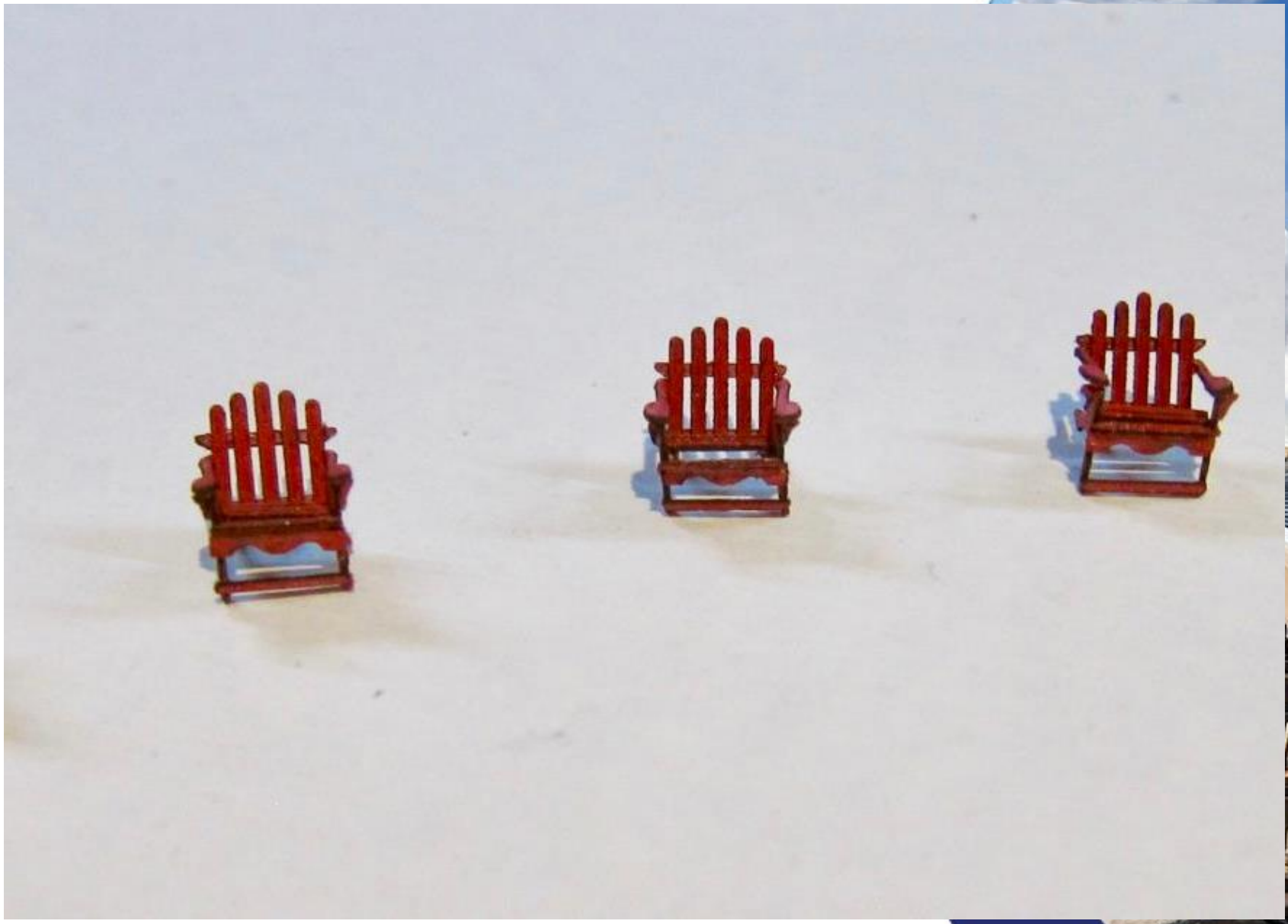
Geoff made quite a number of alterations to this kit. The add-ons were as follows:

- ✓ The cat, cresting on the tower, and date plaque are Vector Cut.
- ✓ The curtains in the dormer windows and the shingles on the left hand false turret are Builder-In-Scale.
- ✓ The dormer windows and restaurant windows are Northeastern and the dormer shutters are Grandt Line.
- ✓ The air conditioners are BLMA Models.
- ✓ The railing on the deck is from Walthers.
- ✓ The US flag is from Osborn.
- ✓ The Adirondack chairs on the deck are from GC Laser.
- ✓ The benches on the deck are Metcalfe.
- ✓ The flowers are from Woodland Scenics.
- ✓ The fire call box is by Mount Blue.

The window treatments and graphics on the second and third floors as well as the public service organization meeting notices by the restaurant entrance, are from the internet.

Modifying a Carolina Craftsman Kit

Here is a closeup of the Adirondack chairs from GC Laser that are on the second floor deck. Geoff found they are a real challenge to assemble. But he was successful!



Mike Walker

- London
- Goderich Harbour Railway
- HO

Locomotive Detailing

Mike is continuing work on his Goderich Harbor Railway, when not driving full time to deliver essential goods to Canadians.

He is focused these days primarily on locomotive detailing.

His layout is set up for switching. Therefore, he has a need for short locomotive power and 40-foot rolling stock. That way he can squeeze more action into his shelf-designed layout .

Locomotive Detailing

Detailing under way is largely on Athearn GP units and one SD unit.

Mike has also been carrying out some road trips to railfan Goderich to obtain more photograph and complete more research.

Locomotive Detailing

Decals where acquired from Precision in Manitoba.

All paint is airbrushed and when time allows it is much enjoyed.

Murray Symington

- Waterloo
- Northern Ontario (freelance 1970s)
- HO

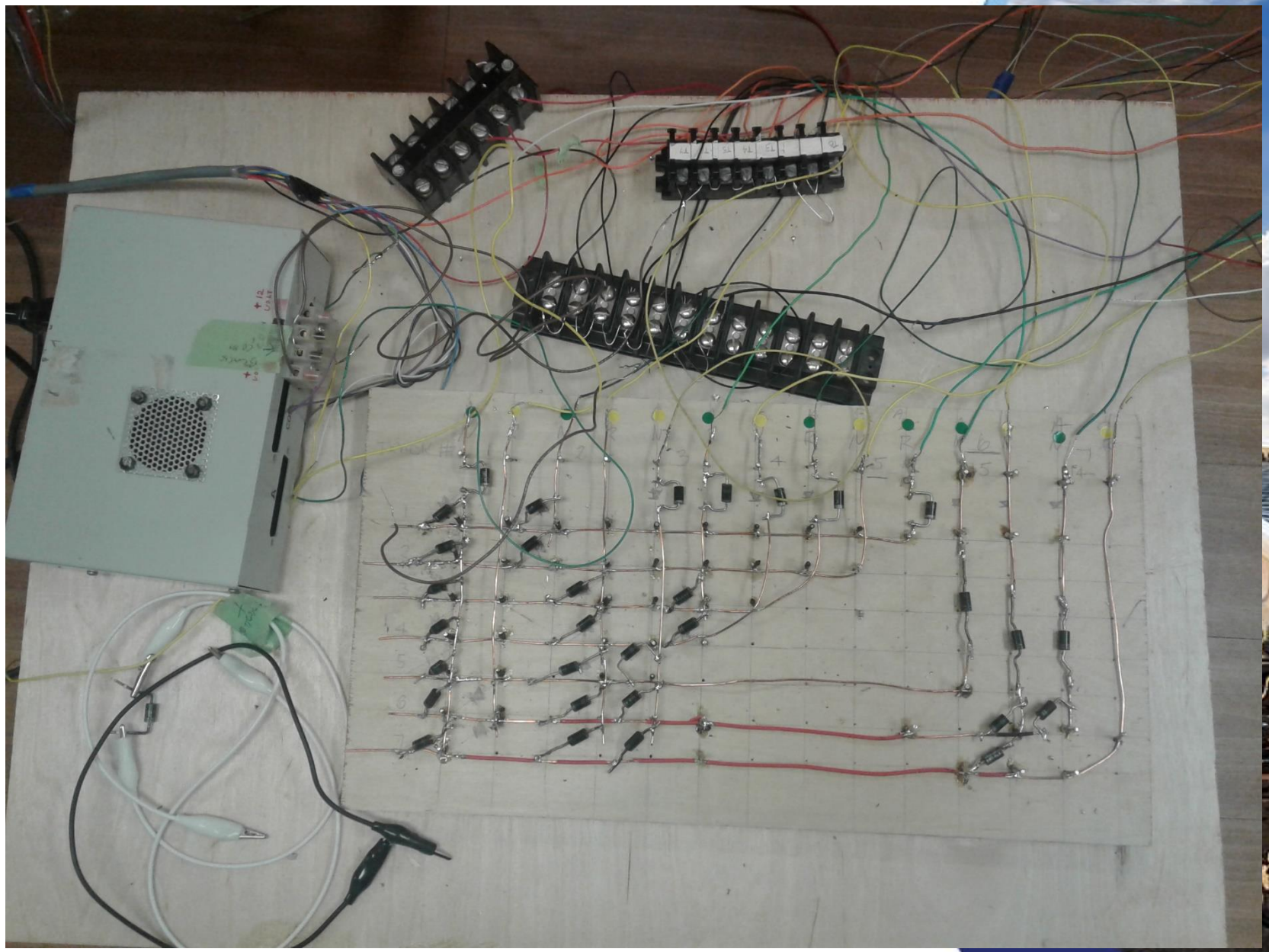
Matrix For Multiple Turnout Control

Many of you will have seen photos of Murray's first layout in the Fall 2020 issue of the WOD's *Model Railroading Inspirations*.

This is a photo of the matrix which Murray has been working on since last fall. The matrix will be used to power the turnouts that will direct trains to various staging tracks. The matrix will permit the multiple turnouts to move simultaneously (switch routing) instead of requiring the operator to turn individually each turnout.

A train entering staging will travel through a minimum of three turnouts to reach the appropriate track. The operator will only be required to turn a rotary switch to the designated track as indicated on the panel to guide the train into staging. Since the staging yard will be out of site, simplifying turnout controls should improve operations and provide more enjoyable operating sessions.

I would like to acknowledge Paul Shantz, who was extremely helpful devoting much time and effort to assisting me working out many of the assorted electrical issues that we encountered in the design of the matrix.



Benchwork Under Construction

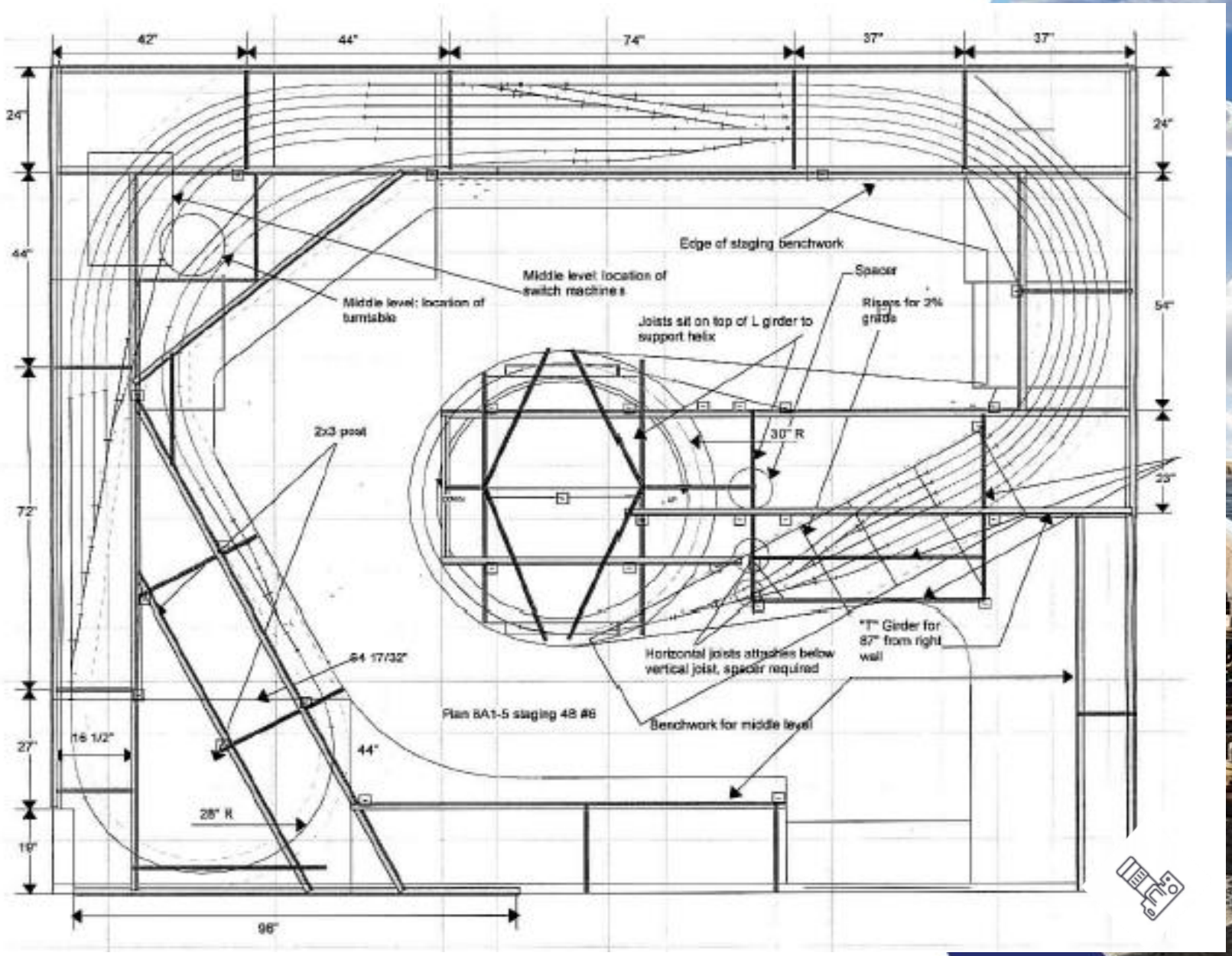
The layout is going to reflect railroading in Northern Ontario during the 1970s. (freelance)

The start of the staging yard level can be seen at the lower right-hand corner of this photograph. It extends over to the back corner as seen from this angle.

Benchwork Under Construction

This is Murray's track and benchwork plan which he made using 3rd PlanIt software, Model Railroad CAD.

Shows the camera location for the previous photo.



Ron Tuff, MRR (2006)

- Stoney Creek
- British Columbia Railway
- HO

Norfolk & Western Scalehouse

My son Steven models the Norfolk Southern Railroad - Sandusky Division north of Columbus Ohio.

One of the towns Steven models is Marion, formerly a major junction between the Norfolk & Western, New York Central, Chesapeake & Ohio and the Erie Railroad. His turn of the century layout is now serviced by the Norfolk Southern and CSX.

Ron thought a scalehouse would add some additional operating enjoyment as crews could weigh cars to be interchanged to the CSX at Marion. Finding colour photographs of a N&W scalehouse proved to be a challenge.

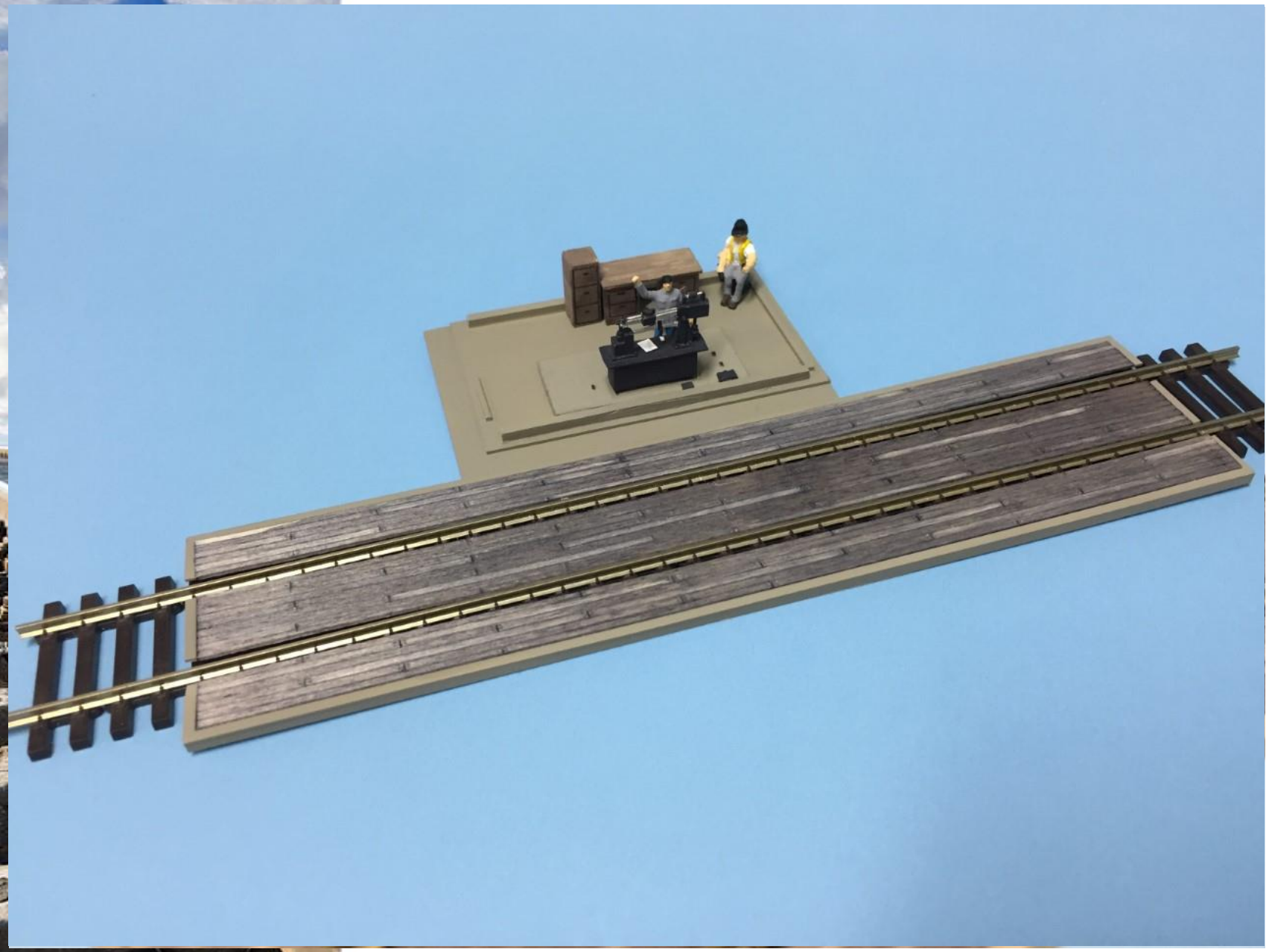
Ron did find a black & white photo taken at Columbus on which the scratchbuilt model was based. The scale beam had both dead and live rails as would be appropriate for a mid-20th century scale. He decided to modernize the facility by removing the dead rail and increasing the length of the beam.

Norfolk & Western Scalehouse

The 12’ x 20’ board and batten structure was built from Evergreen 4544 sheet. The 36” x 52” double hung windows #5032 were provided by Tichy. The door was modified from an old Roundhouse Models kit. Woodland Scenics produces a cast metal Fairbanks Morse style scale. In addition, I scratchbuilt a desk and filing cabinet then added a chair, scale clerk and yard clerk sitting in the corner.

The roof had a typical 40o pitch hip roof, with an unusual eave. The shingles were made by cutting 220 grit sandpaper into 12” wide strips with 12” wide tabs, glued to a 6” wide ruled paper backing. When finished each roof panel of shingles was painted a sandy colour before it was glued to the subroof with latex contact cement.

Norfolk & Western Scalehouse



It was suggested that the black & white photo might be a tuscan and cream colour scheme. After air brushing it, Ron decided that a two tone grey scheme might be more pleasing, so it was repainted with Floquil Primer and Weathered Black trim. Some light weathering was added with Pan Pastels.

The scale deck frame was made from styrene strips painted Floquil Concrete. Wood 2” x 8” wide V groove strips were cut to length, nail holes added, stained with Hunterline driftwood and select boards lightly sanded for variation. The attached photos show the only black & white photo used for inspiration. The model will be properly photographed once it is installed on the Sandusky Division, sometime in the future, when the rubber sweeps are added to prevent debris from falling next to the rail into the scale mechanism.

Waldo Ohio Coop Storage Building

The Central Ohio Farmers Coop in Waldo Ohio on Ron's son's layouts consists of several structures including a trackside storage building serviced by covered hoppers and transport trucks.

Trackside, the structure has no windows and only barn doors on each end. Due to its location on the HO scale Sandusky Division, it is not full width.

Waldo Ohio Coop Storage Building

Ron used .040” white styrene and scored 6” vertical boards for siding using a square and the back of a #11 Exacto blade. A swede brush was used to roughen the siding texture. The interior was heavily braced with ¼” wooden strips. The barn doors were cut from Evergreen 2060 V Groove siding and slid up into an inverted C channel door track. The unloading auger in the side wall and the mobile steel funnel used to control the flow of grain from dump trucks were scratchbuilt from styrene.

The roof dormer was made from ¼” square styrene tubing faced with .020” styrene and a gable roof. The shingles were made by cutting 220 grit sandpaper into 12” wide strips with 12” wide tabs, glued to a 6” wide ruled paper backing. When finished each roof panel of shingles was painted an acrylic grimy black colour before it was glued to the subroof with latex contact cement. A rain gutter and three downspouts were added to the main building.

Rather than paint the building white, it was merely air brushed with dirty Dullcoat. Additional weathering was added with Pan Pastels.

Pete Mulvany

- Waterloo
- GHR
- O

Virtual Operations

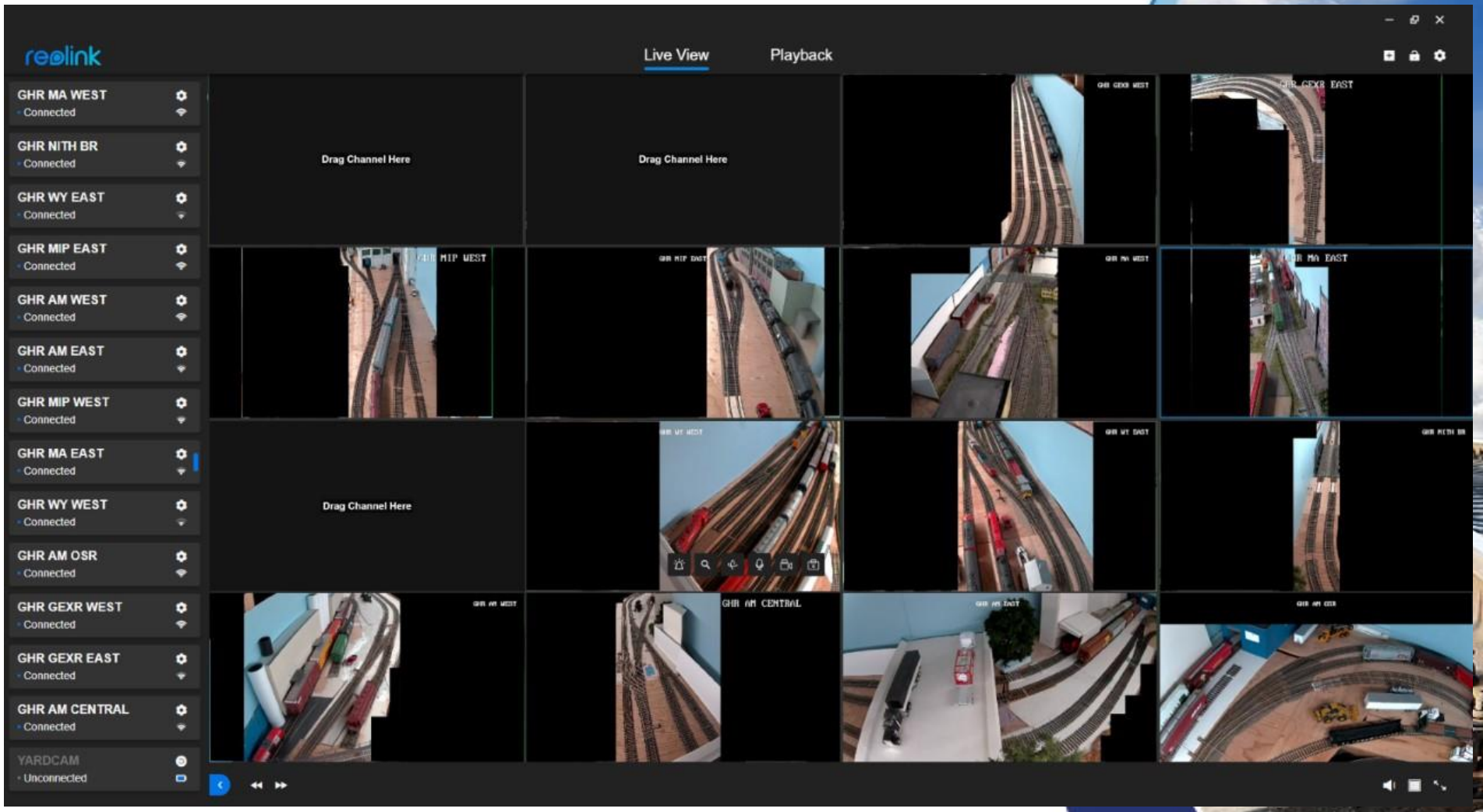
Pete describes his layout as a modern-era freelanced industrial short line.

A number of WOD members have been operating on Pete's railroad monthly up until the lockdown in March 2020.

Like many others, Pete saw an opportunity presented by the pandemic and pivoted to remote operating.

These three slides provide a quick overview of some aspects of his setup. (If you have attended the NMRAx or OpSIG free virtual sessions you will have seen others.)

Remote Conductors and Engineers can view his layout through overhead Wi-Fi cameras with the camera app on their computer or tablet. There's a 16-up grid view of the 13 cameras available.



Virtual Operations

This is a photo of the Remote Engineer’s 4-up and single full-screen views for local switching.

Engineers can both see the "last car to the joint" view as well from my phone camera on a small tripod by Zoom call.

The Zoom call also handles the loco sounds and crew radio calls. Pete tries to place the phone to give a realistic close up “on the ground” view as each move is made.

Remote Engineers can run trains using ProtoThrottle (shown in the photo) or a DCC throttle with Wi-Fi, an iPhone or iPad with the WiThrottle app, or an Android phone or tablet with the EngineDriver app.

Remote Conductors receive switch lists, wheel reports and ZTS diagrams prior to the session. We have a short crew meeting before we start each session.

Virtual Operations

This is a photo of the Remote Conductor view.

Remote Conductors receive switch lists, wheel reports and ZTS diagrams prior to the session. We have a short crew meeting before we start each session.

People can operate with just a remote Engineer in which case Pete takes the Conductor role. Or they can just use a remote Conductor in which case Pete takes the Engineer role plus brakeman to throw switches and make cuts as directed by the remote Conductor. Or they can operate with both roles remote, in which case Pete just plays the “brakeman in a truck” role to throw switches and make cuts as directed. Pete also gets to railfan his layout watching and listening to the remote crew as they work the industries.

Pete has some clips of the remote ops sessions on his YouTube channel:

https://www.youtube.com/user/GP9um/videos

Graham Macdonald, MMR (2020)

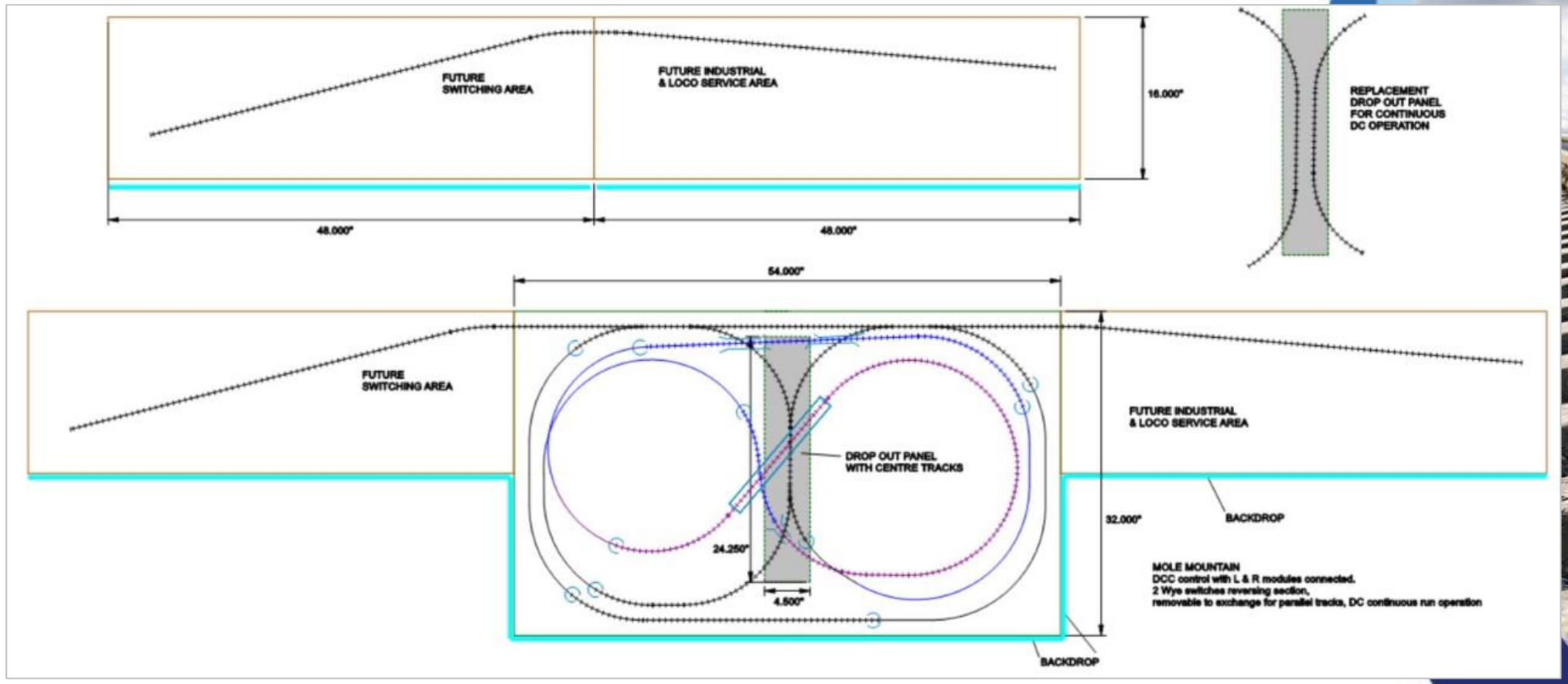
- Baden
- Mole Mountain Railway
- N

Trip to Mole Mountain

With an empty train room and a move to a rented apartment planned for 2021, Graham has been exploring N-scale trains. The gift of a 30+ year old 4 ft x 8 ft layout, in storage for 15 years, has led him into a salvage and recycling project.

The design he has developed consists of three modules (not N-Trak or FreMo) that can be used in several combinations, or singly.

Cross hatched lines are exposed track; single lines are hidden track; track colour indicates: grade level 1 Black, mid-level 2 Blue, top level 3 Purple.



Trip to Mole Mountain

The two 48”x16” sections can be joined to form a point-to-point switching layout; or attached to each end of the larger 54” x 32” centre section.

The centre section can be used as a stand-alone demo layout by exchanging the centre drop out panel. This makes the multi-level plan into a multi-folded oval without any reversing section or block sections needed. This will run on simple DC.

The plan as drawn, with a common centre track and two wyes contained within a reversing section, gives multi-routing possibilities, train turn around, and long runs between switching at both wing sections. This configuration will run on DCC, perhaps with automated routing implemented. Grades are about 2.5%.

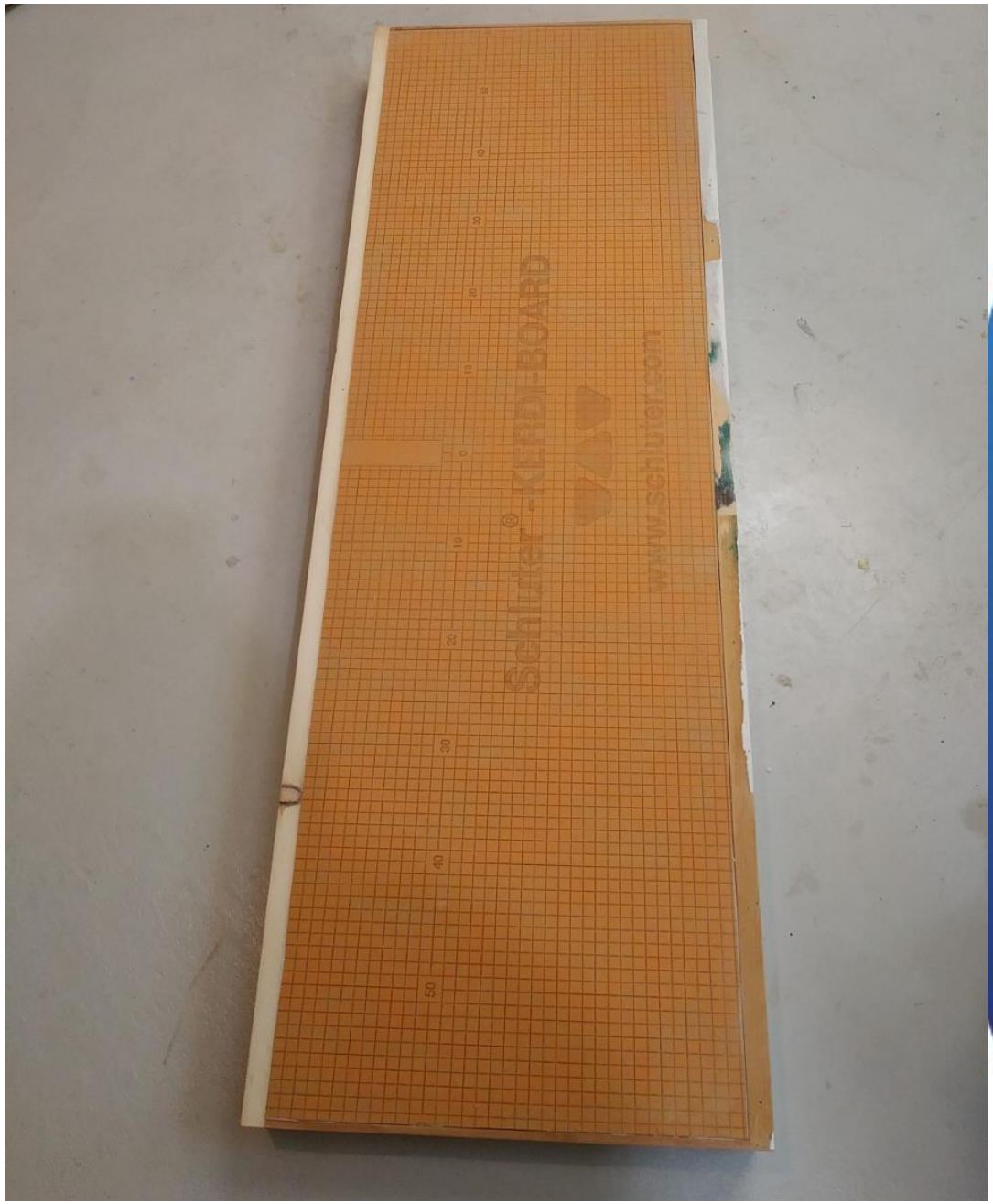
Trip to Mole Mountain

Graham re-used the frame lumber from the old layout.

To reduce weight, the deck is ½” thick Schluter Kerdi Board. This foam core product, used in bathrooms as a tile backer, is skinned both sides and is remarkably stable and stiff.

The two small modules have a bare weight of only 5.5 lb. each. The centre module has a bare weight of about 10 pounds with the central drop out panel fitted. All three modules will fit in the back of Graham’s Honda HR-V sub-compact SUV.

Following his love of steam locos, Graham has a Bachman 4-6-0 (DC) waiting for trials.



Don Janes

- Sarnia
- Green Mountain Division
- HO

Rolling Stock Detailing

Don recently scratch built this flatcar load of “I” beams.

The flatcar is a Walthers 50ft bulkhead flatcar with extra details added. The engine is an Atlas S-4 he detailed and painted for Central Vermont.

He used Evergreen I beams, scale lumber for the supports, electrical tape cut into strips for the band iron and Easy Line for the steel cables.

Essex Junction

This is a view of Don's recently completed Essex Jct. scene.

The Interlocking tower is from Monster Model Works.

The Central Vermont GP-9 is a Proto 2000 model he detailed and painted for CV.

The RPO is a BGR kit and the coach is from Branchline.

The wooden bridge was scratch built and the farm in the background was featured in the WOD's May 2020 presentation of modeler's COVID-19 activities.

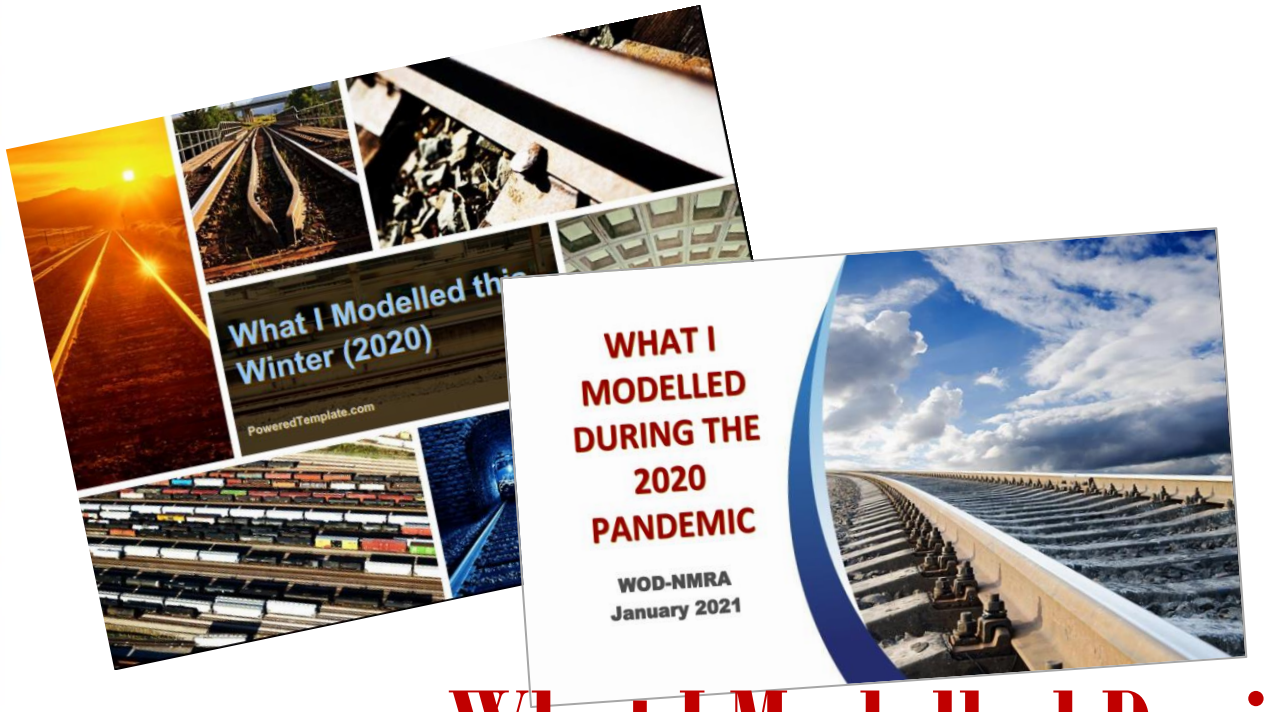
To get a sharp image front to back in this photo, Don used 14 photos in the Helicon Focus photo stacking program.

Rapido RS-18 Conversion

This is a CPR RS-10 that Don made from an undecorated Rapido RS-18.

It was detailed to match a CP RS-10 and painted with Accupaint colours. Don then used Accucal decals to complete the model.

It has a Loksound V5 sound decoder with an Alco 251B engine sound loaded into it.



What I Modelled During the Pandemic (Winter 2021)

- ✓ Submission of three project photos with captions by:

APRIL 17, 2021

Details will follow in a WOD announcement

Money a bit tight after Christmas?

How does a “free” live modeling seminar in the comfort of your own home sound?

Join skilled London Modeler and author

George Dutka

for a two-hour virtual WOD-NMRA Clinic on the topic of

Weathering

with Acrylics, PanPastels and Weathering Pencils

Saturday, February 20, 2021

09:00 to 11:00