



The Mail Car

Newsletter of the St Lawrence Division – NMRA

Issue no. 62 – January 2011

St. Lawrence Division web site: www3.sympatico.ca/gd.knowles/sld/sld_index.htm

Superintendent's Report

By Ron Newby

First off, I would like to wish everyone a Happy New Year and may you get a lot of modeling done this year.

I hope that everyone had a great time during the holidays and that Santa was very good about giving you items for the railroad this year. While there was no model railway related items under the tree for me this year, there were a couple of notes that a couple of kits were pre-ordered so I am looking forward to the end of January. As usual, the display table this month is what the man in red brought you. Please note that the January meeting has been moved ahead a week to January 22, 2011 to

Continued on Page 2

MR101 The Next Phase – Volunteers Required!

By Grant Knowles

A Happy New Year to everyone. I would like to take this opportunity to update you where we are at with the next phase of the MR101 program and where you can help out.

We are very pleased with the November Info Session as it went very well and certainly exceeded our expectations, the participation level was high and the feedback was very positive. The underlying theme for the participants is that they were looking for expert advice and to learn basic model railroading skills. Based on this feedback, we have chosen to undertake a small group activity for the February Info Session.

Continued on Page 3



Peter Coleman showed his scratch build model of a mirror imaged CPR Standard No 14 station.
Photo: Andreas Mank

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May Issue - April 15

September Issue - August 15

November Issue - October 15

January Issue - December 15

Special thanks to Beate Herzig for proof-reading and general nit-picking

Continued from page 1 "The Superintendent's Report"

give a little space between the bi-monthly meeting and the second MR101 event that is being held on February 5, 2011.

Your current executive will be working hard again this year to bring you exciting programs in the upcoming months but we do have one area of concern at this time.

The Kit Buster clinics lately have been drawing poorly as we only got six people to the one that was held in November and fewer than twenty showed up for the one held in October. Seeing as we have to pay for the hall we need as many people as we can get. The cost of the hall is \$150.00 for the day so by charging \$5.00 per person we need 30 people showing up just to break even. If more people are not willing to participate in the Kit Buster clinics we will have to decide whether we need to charge more for the event or deem that the interest is not sufficient to run them. If you have never been to a Kit Busters clinic I highly recommend that you do go. It is a great time where you get to work on your latest project or take part in the latest challenge. Just for the record you do not have to work on the latest challenge, which is scratchbuilding a structure this year, to attend and join in on the festivities. This is also where you can get help and/or ideas for any problems you might have.

On a more positive note MR 101 will be having its second get together on February 5, 2011 and plans are well underway (as I write this) to bring the attendees another very exciting program. You can read more about this very exciting initiative elsewhere in this issue of the **Mail Car**.

Looking forward to seeing everyone on January 22 so until then, may your train stay on the tracks and you never run out of rail.

The 2011 Railfair CHEO Raffle layout

By Grant Knowles

After a successful season building the 2010 Railfair Raffle Layout, the SLD has once again volunteered to build the 2011 version! Building these layouts is always lots of fun and provides an excellent opportunity to try out new techniques and expand upon our skills.

This year we are planning to build a HO scale 4ft x 7ft layout that will feature an industrial section and a rural scene. Andreas is currently refining the track plan and we will start with the bench construction at the February Kit Busters workshop. After that I would like to shift into a semi regular bi-weekly work session format that will increase the likelihood of taking the summer off and avoid the last minute rush!

As usual, despite receiving funding from the Railfair committee to help defer the costs, we will require donations in every aspect, both with materials and assistance to make this happen. This is where you can help out!

Continued on Page 3

Here the participants will be building a small diorama that they can take home. The idea is to engage the participants in the core construction techniques by actually building their own tile by following guidance by instructors. The scope will include preparing a Styrofoam base, installing cork roadbed and track, wiring, ground cover, rocks and making trees. The second half of the Info Session will center on Tips & Tricks and we will include a Discussion Panel format to address any left over topics. We will have a display table and plan to have another modular layout in operation.

As with any event, it is the volunteers that make it all possible and we are once again looking for assistance with this half day event. To date we have 8 participants signed up and expect more as we move closer to the February 5th date. We are looking for people to help out with:

Greeters at the door,

Assistance setting up the modular layout (and tear down),

Hall set up (and clean up),

Providing home baked refreshments (this was a big hit in November!),

Provide models for the Display Table,

Etc.

If you are interested, please email me at gd.knowles@sympatico.ca identifying where you would like to help out. We will need at least a dozen helpers to share the workload and make this a special event for the participants.

The MR101 Web Site also contains information related to the event – www.sld-mrr101.info. We also have flyers posted at each of the local hobby shops.

Continued from page 2 "The 2011 Railfair CHEO Raffle Layout"

From the material perspective, we are on the look out for:

- Code 100 N/S track, e.g. Atlas, 18" radius, straight, Atlas snap track turnouts right & left, appr. 6 of each, few lengths of flex track, cork road bed
- Structures - industrial, line side industries, automobile bridge, RR bridge
- Rolling stock - short tank car, caboose
- Motive Power - short switcher, e.g. SW1200, GPxx, RSxx
- Scenic material, e.g. ground foam, bushes, trees, vehicles, people, etc
- Electrical - conventional power pack

In addition we are looking for people to help out with the construction in any shape or form. The plan is to schedule evening work sessions on a bi-weekly basis starting in March that will see us through the construction stages of: bench work, track installation, wiring, scenery, structures, etc. It is really exciting to see a layout come together so quickly right before your eyes! So you are invited to participate throughout the whole adventure or just on the items that interest you. Also, if you would like to learn new techniques or develop new skills, now is the time to jump in as we will have "experts" on hand to help us along. A couple of our new MR101 members have already expressed an interest to get involved.

On a closing note comes the perhaps the most important "request". We are currently in search of a location in which to build the layout. Greg Montague was gracious enough to host the 2010 Raffle Layout Build in his basement and I am sure he would volunteer for a repeat this year as it was so much fun, except that he plans to start construction on his own layout in the same space! As a host, all you need to provide is some floor space to build the layout – app 12ft x 12ft, we will provide everything else from materials, tools, munchies and most importantly – entertainment! So if you are willing to take this on, or know someone or somewhere where we can do the build, please contact me directly ASAP.

If you have never built a layout or want to contribute in any fashion, here is your opportunity!

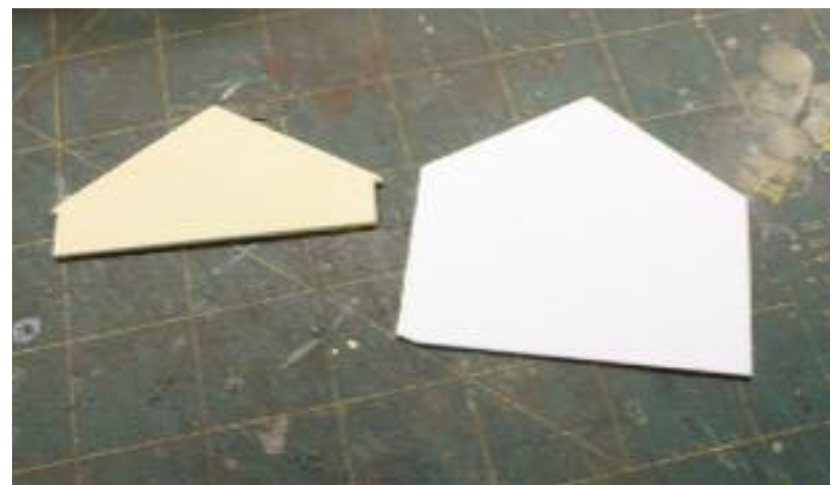
Construction Techniques - Roof Installation

By Grant Knowles

Taking advantage of the Christmas break from the office, I chose to undertake the assembly of my HO scale Como Station kit (made by Cimarron Model Works). This resin kit will replace the cardboard mock up that's been on my layout for 20years!



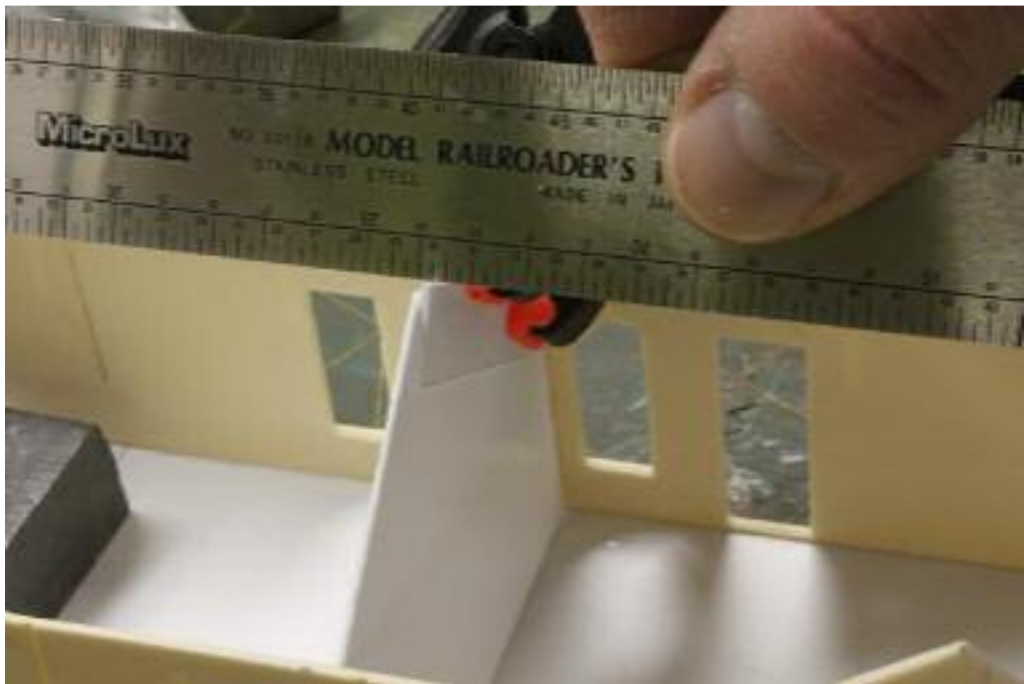
After flattening the resin panels in hot water, I commenced assembly of the "L" shaped structure as per the instructions. The main portion of the building is a long rectangular box with a peaked metal roof. The kit comes complete with a triangle piece that sits on the two outside walls to help support the long roof panels. I found the wall panels, despite the hot water bath, still had some wiggles in them so I decided to make interior partition walls that will not only help align the outside walls but to also support the roof panels.



In the past, I have found careful attention must be paid when installing supporting roof structures to ensure they line up with the end walls otherwise the roof can end up with visible peaks and valleys.



So when I made the new interior wall panels out of 0.040 styrene, I chose to make them about 1/8" shorter than required (to be on the safe side). These partition walls were then installed in the structure with ACC glue and clamps.



Next I cut two styrene pieces about 1/2" wide and as long as the roof slope. These were then temporarily clamped to the side of the partition wall. By bridging a ruler between the exterior wall panels, I then raised/lowered the styrene shims to reach the bottom edge of the ruler. Once the shim was in perfect alignment, it was glued in place. The same process was repeated for the other half of the partition wall and then again for the second wall partition.

When all is said and done, the top edge of both of the interior wall partitions were in exact alignment with the end walls thus providing a level surface to glue the roof panels to! This is a simple technique that will help ensure the roof is straight and true when finished. Now I just need to finish the detailed interior before installing the roof for the final time.



NMRA Dates

| SLD Meetings | | | MR 101 |
|------------------|---|--|----------------------|
| January 22, 2011 | Kitchissippi United Church 630 Island Park Drive | | February 5, 2011 |
| | | | SLD Workshops |
| March 26, 2011 | Kitchissippi United Church | | February 26, 2011 |
| | | | |
| May 28, 2011 | TBD | | April 30, 2011 |

The move of the Bonnechere and Braeside Railway Continued

By Peter Nesbitt

It's about ten months since I wrote the first instalment describing the teardown and move of the Bonnechere and Braeside Railway. For those not familiar with it, it is an O scale rendition of the fictitious 3 foot gauge railway that ran from Braeside to Barry's Bay following, in part, the Bonnechere river valley. It also had trackage to Arnprior where it interchanged with the Eastern Ontario Railway.

There is light at the end of the tunnel and it is locomotive headlight.

Good!

The plan was to reuse the four towns much as they were and redo the connecting tracks taking into account the different shaped room. The new room, at about 350 square feet, was also a bit over 50 per cent larger. In the spring of 2010 I, with the help of Grant Knowles finished the bulk of the workshop. This needed to be done before work could commence on the room to house the railway. At the same time, using templates of the four towns from the railway and a drawing of the room I started to test out different general arrangements.



The previous layout was a double deck design and included a helix. While this worked in terms of gaining the required elevation in the smallish room it meant that a large portion of the time taken for a train to travel the layout was spent in what would be mostly hidden track. I was hoping to be able to make do without a helix although that would necessitate a duck under / swing out section.

After much experimenting I found a general layout of the towns that would make good use of the space and not have a helix. Part of the layout it will be double deck but not all as was the case with the prior version. The run will be long enough to provide for this (albeit marginally) with an acceptable grade of 2 per cent. This is less than the grade in the old helix.

Before the ceiling is installed showing the door to the workshop

Thanks to Ron Newby's loan of a Windows based computer I was able to use my copy of RailCad and the drawing of the prior layout to do the detailed drawing of the new layout. While this was going on I started to finish the railway room. The studs were in place but some work on the insulation and vapour barrier was needed. A door from the workshop to the railway room was also built. Once the layout is finished this door won't be used except in case of an emergency.

Installing 23 sheets of drywall and finishing the joints etc. on these as well as on a few that were already in place looked a job better suited to a pro than to me. The primer was tinted sky blue. After the walls were done it was on to the floor. I decided to use dricore for the workshop and railway room. While they take a bit of time



to install, the 2 x 2 foot pieces are a DIY project. A couple of coats of paint and the same of clear finish will suffice – no need for anything else on top of it. This kind of flooring keeps everything off the concrete.

The basement height in the house is quite generous. Thus I went for a suspended ceiling which allows easy access to the plumbing etc. in case of any future issues. The finished height is 89” which Greg will like – no more being stooped over like he was in the old layout room. Good quality fluorescents with the highest available colour rendering index have been used. Since I will again be using some halogen puck lights to light the lower level I bought 3,500k temperature tubes which is the closest to the colour of the halogens. This is also what I used for the prior layout and this way the colour of the reused scenery will be right.

In the new version the main town of Braeside will be free standing in the middle of the room and will rest on conventional legs. The Lee Valley wall brackets salvaged from the prior version will likely be utilized for Eganville, Deacon, and perhaps the logging branch. There is no constraint about attaching things to the wall in the new basement (drywall is so forgiving) so supporting the layout will be a bit easier than before.

To speed up railway construction I may use some flex track in the new areas but

The completed room from two different viewpoints



the switches will continue to be hand laid. As I write this in mid December, the plan is to get a couple of the towns up before Christmas. It will be interesting to see how the pieces go back together – rail as well as electrical connections.

Display Table

By Grant Knowles

The subject for the November Display table was “Projects that did not quite work out as planned!” And I think that theme held true for the Executive as I do not believe any models on display fit that category, so I guess the display theme was something that did not quite go as planned!

Peter Coleman had his scratch built CPR Standard No 14 Station on display as shown on the front cover. Since Peter wanted to build a mirror image of the plan to fit his layout, he first built a cardboard mock up which allowed him to verify the configuration and space on the layout. Once that was completed, he then proceeded to build the model sheet & strip styrene. The walls and roof are covered with Campbell’s shingles that were first glued to cardboard then secured in place over the styrene sub frame with double sided tape. The doors and windows are modified Grandt line castings and the station sports a detailed interior and LED lighting.



Our On30 guru, Ron Newby had the infamous Suzie Q establishment on display. The structure was made from a Bar Mills Wicked Wanda kit and includes a detailed interior that provides a graphical illustration of the services provided by Suzie’s staff! Ron also had his scratch built Six Mile Point Station on a mini module. The scene, complete with river, forest and bridge was built in the space of weeks for the CSS/10 Mini Mo contest! On a closing note, Ron had a picture he snapped of the Acela train going through the Mansfield station at 150 mph.

We had a request from one of our members to see some locomotives that have been retrofitted with DCC receivers. The member response was over whelming as we had over 2 dozen examples of every shape and form. To start off with, John Stewart had two locomotives outfitted with Lenz receivers; a Roco Austrian engine and an Atlas (Roco) FP7.

Ron Newby displayed two models from his On30 layout. Suzie Q (top) is a modified Bar Mills Kit, whereas the Six Mile Point Station is scratch build.
Photos: Andreas Mank



Steve Hockenhuill had a full fleet of British steam locomotives outfitted with receivers. Not only are steam engines harder to convert, but the British versions have their own challenges with chassis isolation issues, etc. It is always good to see non North American motive power.

Dave Primeau also had a large collection of locomotives on display, this time North American diesels. The cross section included early diesel conversions with discrete receivers and more recent ones with manufacture receiver PCB's specific to that model.

Bob Farquhar was going to regale us with the story behind the abandoned station he had on display, but unfortunately, we ran out of time. Bob also had a string of logging cars built from a Sierra West Backwoods Logging train kit. These have been painted and weathered with chalks.



Gilbert Lacroix scratch build the Ottawa Service Station based on photos he took on location.

Photo: Andreas Mank

Gilbert Lacroix had his scratch built Ottawa Service Station on display which is based on the same that was located at the corner of Island Park Drive & Richmond Road. For those who have seen this model come together over the past year, you know a lot of work has gone into replicating the various building surfaces and the complex roof.

Mike Hamer continues to build structures for his future "expansion". Specimens on the table this month included a Freight Shed from Full Steam Ahead. Mike identified construction started while manning the RailFair clinic booth but was finished afterwards. I am assuming

he is making reference to the 2010 Railfair! Troels Kirk Cannery was the 2nd structure on display. The walls on Troels Cannery were dry brushed blue over an alcohol/Indian ink stain. The future roof will be corrugated metal.

Stan Conley brought out the largest scale model we have ever seen on the SLD Display table – a 3/8" scale railbus. The 3/8" scale is based on a 2 foot gauge running on the No.1 gauge (large scale) track. Stan, along with a group of other folks are scratch building a small Maine RR style railbus. One individual is providing the machined aluminum wheels, another cast the resin truck side frames, etc, etc. Stan has built the body shell out of styrene, the engine hood is formed brass and the roof is milled plywood. It will be a delight to see the finished model!

Bruce Leckie has two pieces of motive power on display. The MDC shay has seen many years of service on his layout and has been rebuilt a number of times. It now sports a NWSL motor and gears along with additional details. The second loco is a scratch built "critter" built on a Cox 4 wheel diesel chassis. A Critter is a small industrial locomotive that often was modified by the current owner to meet their needs. Both locomotives were subject to AP judging later in the meeting and the Critter earned a Merit Award. Congratulations Bruce.

Peter Nesbitt had a neat commercial locomotive test track on display. This jig allows you to set up a locomotive with a set of rollers under each wheel allowing you to power up the unit to test the running performance while it remains stationary on the table.

Thank you to everyone who brought out their pride and joy for us to examine. Additional photos are available on the November meet web page:

http://members.fortunecity.com/gknowles/meets/nov_10/nov_10.htm



Next Division Meet

St Lawrence Division – NMRA

When:

Saturday, January 22, 2011

Where:

Kitchissippi United Church
630 Island Park Drive
Ottawa, Ontario

Doors open at 9:00 am -- Admission \$5.00

What's on:

Morning:

Division Business

Clinic

- tbd

Display

- What Santa brought

Door Prizes

- You never know what to expect!

Afternoon:

- Layout tour:
Tony Withers
Carl Swail

