



The Mail Car

Newsletter of the St Lawrence Division – NMRA

Issue no. 72 – January 2013

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Superintendent's Report

By Ron Newby

As I am writing this Christmas has already passed and New Year's will soon be upon us. I hope that everyone got the train related items they wanted, I know I did. One of the items I got was the 75-year collection on Model Railroad Magazine. Now I can get rid of my collection and free up at least three shelves on my magazine shelves to store other stuff, like my growing collection of kits that I hope to build someday.

We have planned another interesting meeting for you in January with two never seen before clinics. I know, most of the clinics we have done in the past have never been done before, but it sounds good. John Steward will be giving us a clinic on working with metal and Grant Knowles will be showing us some of his vacation slides he took last summer.

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Overview of the HO Track modular layout for the OVAR modular Rally at St. Anthony's on January 5 & 6, 2013. Due to a leak in the roof, one module needed extra protection from the elements.
Photo: Andreas Mank

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Copy Deadlines

March Issue - February 15

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

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Because there was no Kitbusters meeting in December, Kitbusters will take place in the afternoon after our regular meeting. I can promise that there will be a clinic to start the afternoon session. It will be put on by Peter Gray and I can guarantee you it will be interesting.

I hope you are planning on attending the NFR convention on April 26, 27 and 28, 2013. I know I have signed up, paid and reserved my hotel room. It is not too late to sign up and if you are thinking about going I would highly recommend it as they are great fun and you get to meet up with old and new friends. If you would like to find out more about the convention you can check out the convention website, <http://streetsvillejunction.com>. As a side note it will be our turn to hold the convention in 2016 so we have plenty of time to plan.

There are a couple of upcoming shows that we will be attending, the first one will be the Rail-O-Rama held in Kingston on March 16 and 17, 2013. We will be doing our usual "Modeller's Corner" and there will be a sign-up sheet at the January Meeting. If you are able to help out on either day please sign up. If you do sign up and for some reason are unable to attend please let a member of the executive know so we can make alternate arrangements if required. The second show is the Model Train Expo being held on May 5 and 6, 2013, more on this show will follow.

At the last meeting there were problems getting into the church as the doors must be locked at all times. If you find that you are locked out just ring the doorbell and someone will come and let you in.

Now to continue my Saga on the building of the Clearwater Valley Railway Co., last editorial I talked about the modifications I did to the layout to improve its operating potential. My latest project was to add "Bullfrog" (made and sold by Fast Tracks) manual turnout controls for the new switches. I plan to install "Bullfrog" manual turnout controls on all my turnouts as they will lessen the possible damage caused by arms reaching in over the scenery and structures causing incidental damage. I also have purchased and will install frog juicers for all my frogs. To date I have them installed on all the turnouts in Mosquito Flats and Clearwater, next on the list is Mara.

That is all for now so in closing I want to wish everyone a very Happy New Year and I will see you at the end of January. Till then, may your trains stay on the track and may you never run out of rail.

The Move of the Bonnechere and Braeside Railway, Part 6

By Peter Nesbitt

Winter is here and it is back to the model railway construction and good progress is being made. In the last instalment I mentioned in the discussion of the rebuilding of Renfrew that I planned on laying all the track while having the roadbed slid forward on the joists and that I would report on how that plan worked out.

Guess what, it did not work out quite as planned! However all was not lost. One can view Renfrew as having front and back tracks. I ended up building the back tracks first. For these I cut all the plywood, did the cut outs for any electromagnetic un-couplers and then laid it out on the floor and assembled the various pieces. Then I laid the cork followed by the track and installed the un-couplers. With the help of the rest of the SLD Executive we lifted it all into place on the joists.

The risers were then put together and installed under the trackage bringing it up to the correct height. Being more accessible, the front trackage was built in place. Switch machines were installed and the wiring was completed.

My 2-6-0 #31 that usually handles one of the passenger trains was moved into position and the track work and wiring tested. Good so far. I then brought out the biggest locomotive on the roster and a few freight cars for further testing. The points on one of the turnouts needed a bit of work. As usual Murphy was in attendance as it was the least accessible turnout that needed the work. All seems okay now.

Now the work gang (of one) started on the grading west of Eganville towards Deacon, the logging branch out of Eganville towards Silver Creek camp #3, and the mainline running west from Renfrew towards Eganville.

When I redesigned the railway after the move I had planned on reusing Deacon but with part of it cut in half and reversed. The more I looked at it and visualized how it was going to all go together the less I liked the idea. Back to CADRail to see if I could come up with something better.

To shorten this part of the story, I did come up with what seems like a better design. This of course resulted in a trip to Home Depot for some more pine and screws as well as a need for some more turnouts.

Deacon's new L girders have been made and the legs and joists attached. Included in the track work at the back of Deacon is a turntable. This will be hidden inside of the Canada Packers plant and used between operating sessions to turn locomotives in the west staging (Barry's Bay). This part of the Deacon track work I plan on reusing. It also includes a short section of what was the mainline in the old configuration. This bit of track will be used as a siding for the unloading of the stockcars.

Unfortunately the turntable appeared to have suffered some damage during the move or when handling it here. Something apparently was jammed and when turned on caused damage to itself. Thus, an unexpected job of opening this up to see what the problem is. The box containing the gearing for the drive and indexing of this custom modified Atlas turntable was opened. The opening itself resulted in the removal of two of the gears. This means I do not know exactly what was wrong. But I lubricated everything, put it back together, and voila it works.

I cleaned the track in this area and hooked up the track and tortoise wiring. My gas electric was brought over and used to test all tracks including the turntable bridge. I am happy to report that it all works as it should.

Now that this is done and I can get back to the main part of Deacon and the new L girders along with the track work out of Renfrew and Eganville. In other words track laying over the holiday season.

Scenes from the OVAR Modular Rally

By Andreas Mank

It has been a tradition for many years now to have a modular rally on the first weekend in the New Year at St. Anthony's Soccer Hall. Over the years, HO Trak and N Trak have always been there, augmented by displays from a British Railway modelling group or Tinplate modellers or an alternate N-scale module group. This year only HO Trak and N Trak were present and the displays were somewhat smaller than on previous occasions. Nevertheless, it appeared that a lot of fun was had by all and I noticed quite a number of visitors while I was there on Saturday early afternoon. Here are some scenes from the HO Trak layout:



The next generation of model railroaders is learning on the job.



Junction Scene spread over several modules.

For sale:

Two 4 foot by 3 foot assembled module frames plus legs and Lee Valley attachment hardware. Additional wood is also available. Payment in dark rum.

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Top: Stan's Diner, a nice corner module scene



Right: Stock Yard scene

TimeTable

Date	Meetings / Shows		SLD Workshops
January 19, 2013	Emmanuel United Church 691 Smyth Road Ottawa		Emmanuel United Church
February 2 & 3 February 9 & 10 February 16, 17, 18 11:00am to 5:00pm Adults: \$10 Children: \$5 Seniors: \$8	The Model Railroad Club of Toronto 75th Anniversary and Final Liberty Village Show Events 171 East Liberty Street, Suite B1, Toronto ON, M6K 3P6		
February 23, 2013			Emmanuel United Church
March 16, 2013 9:00am to 2:30pm	Prototype Railway Modellers Meet Humber College, Toronto		
March 16 & 17	Rail-O-Rama Kingston, ON		
March 30, 2013	Emmanuel United Church		Emmanuel United Church
April 26 to 29, 2013	NFR Regional Convention Four Points by Sheraton 2510 Argentia Drive Mississauga, ON		
May 25, 2013	Kingston, ON		
September 28, 2013	tbd		

Display Table

By Grant Knowles

The November meet was held at our usual haunt on Smyth Road which provided ample display table space and great lighting. The Display Table theme was Motive Power.



Doug Cushman is certainly making up for his years away from the club and is slowly bringing out his massive motive power collection, a few pieces at a time. Now you all know I have a preference for narrow gauge trains but can appreciate all types of rolling stock though I may not be as conversant on the lingo / labels for such engines. None-the-less, I will attempt to decode Doug's Display Table cards for you.

First up, Doug has a pair of CNR diesels: CPA-16-5 No 6704 and CPB-16-5 No 6804. These HO scale models are straight out of the box (whose, I do not know).



Next is another lash up with a pair of diesels: Proto 1000 CFA-16-4 CFB-16-4, HO scale, also straight out of the box.

My favourite from Doug is a pair of road switchers: GR-12K 1271 and GR-12R 1314. Both of these HO scale Athearn units have been super detailed with parts from Miniatures by Eric and Juneco parts.

A pair of CN road switchers modified from HO scale Athearn units by Doug Cushman.
Photo: Andreas Mank

Last up, Doug had a True Line Trains (TLT) 4-8-4 out of the box on display – a beautiful model and just for comparison, a brass (unpainted) Toby 4-8-4.



The Fall Creek Mercantile is Rusty Stumps laser kit Mike outfitted to be an antique store. This model is based on a Colorado store front similar to the Silver Plume Bakery the SLD built a few years back. The diorama has been augmented with parts from Osborn and Bar Mills.

Full Steam Ahead had a neat kit on sale at the May Train Expo show – Black Harbour Cove. Mike built the series of small buildings and had these on display as well. Mike used the SamaN line of wood stains from Rona to colour the models. The stains produce a very nice blend of colours that work well for model railroading.

Hamer's Haven, kitbashed from an RS Laser Kit which will soon be re-released in this form.
Photo: Andreas Mank

Mike kitbashed an RS Laser kit to arrive at Hamer's Haven, a lofty hotel that is open 24 hours and day and enjoys steady business. I wonder if it is due to the live entertainment in the bar. I hear the Rusty Spikes stay there when in town.



Large Scale model of the Tillsonburg station, the latest project by Lorne Munro. The windows are scratchbuild from styrene.

Photo: Andreas Mank

The last structure from Mike is a coaling tower built for John Mitchell's layout. Though the prototype was painted black, Mike chose a dark brown colour which comes off a lot better yet produces a very dark structure. This too is a laser kit and will be a welcomed addition to John's empire.

Lorne Munro brought out his latest project, a 1/24th scale model of the Tillsonburg station. Apparently Lorne's neighbour has an outdoor large scale layout that requires a few buildings and Lorne graciously offered to build a station. After some candidates were tabled they settled on this (thankfully simpler) one. The inner core of the model is made with Western Red Cedar. Lorne is scratch building the windows from styrene and the workmanship is up to Lorne's usual high standards. I cannot wait to see the finished product.

Alex Binkley brought out an S scale CN SD40 diesel for display. Sorry I do not have any further details on this neat looking engine.

That does it for this month. 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://sld-nmra.ca/meets/nov_12/nov_12.htm

Press Release

The annual Toronto Railway Prototype Modellers Meet will be held on Saturday, March 16th, 2013 from 9:00am to 2:30pm. The day consists of clinics by prototype modellers about auto frame cars, detailing prototype track work and prototype freight car weathering. There will also be the unique "show and tell" component, an open forum for modellers to discuss and display models. Each attendee is urged to bring a model, whether completed or not, for this, although this is not mandatory. The Meet's location is the same as last year: Humber College, North Campus, Building B, rooms B201& B202. The admission is \$10 and parking is free. For further information contact Brian Gauer at: bdgauer@rogers.com



Next Division Meet

St Lawrence Division – NMRA

When:

Saturday, January 19, 2013

Where:

Emmanuel United Church

691 Smyth Road,
Ottawa

East of CHEO at Dauphin Road

Doors open at 9:00 am -- Admission \$7.00

What's on:

Morning:

Division Business

Clinics:

John Stewart

Working with Metal

Grant Knowles

Holiday Slides

Display:

Goodies from Santa

Afternoon:

Kitbuster

