



The Mail Car

Newsletter of the St Lawrence Division – NMRA

Issue no. 63 – March 2011

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

Superintendent's Report

By Ron Newby

Hard to believe that two months have come and gone already, hope everyone had a great holiday.

There is a lot happening on the NMRA front so let us get started. First off, on the Division level Sudbury has been awarded the 2012 convention which will be held on April 27, 28 and 29, 2012. If you have never been to a Regional Convention I highly recommend it as they are great meetings with a lot of activities. I know I am looking forward to going.

On the National level I received an e-mail from David Johnson requesting help in updating the

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Round 2 of MR101 adds up to Fun!

By Alex Binkley

The slogan model railroading is fun proved out Feb. 5 at the second installment of MR101 put on by the St. Lawrence Division of the NMRA.

The smiles on the faces of all participants attending Beyond the Train Set dominated the room at Kitchissippi United Church. They learned basic tree making, track laying and layout planning and experienced the camaraderie of sharing their modeling endeavours with others. Judging by all the questions throughout the four hour session, carefully organized by Grant Knowles, they left fired up for more.

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All the participants and most of the organizers of the second MR101 session have come together for a group photo behind the collection of small modules assembled during the meeting.

Photo: Grant Knowles

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Copy Deadlines

May Issue - April 15
September Issue - August 15
November Issue - October 15
January Issue - December 15
March Issue - February 15

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

Data sheets. They are looking for people who are willing to review, rewrite and add to the current set where required. Their goal is to make the Data Sheets current and relevant. I now I used them when I first got into the hobby and found them to be a great resource so if you want to help out in the cause let me know and I will get you the contact information.

As a public service if you have not yet voted for the Canadian Director or the Central District Director you should note that there is an error in the return mailing address. You will need to add "Suite 102" in the address so the address should read;

NMRA Ballot Committee
c/o Skingco Services, LLC
33530 1st Way S. **Suite 102**
Federal Way, WA 98003-7332

We have planned a great meeting for March with two clinics in the morning and a couple of layouts in the afternoon. The morning clinics will be: "Planning the NAR: A case study in Layout Design" by Andreas Mank and "Rail fanning a short line with an eye to modeling it" by Michel Boucher. Hope to see everyone at the next meeting it will be held on March 26, 2011.

I would also like to remind everyone that the "entrance fee" is now \$7.00 and I will see you all on March 26.

Till next time may your train stay on the tracks and may you never run out of rail.

Kingston Train Show

By Peter Nesbitt

The Kingston Train Show is on March 19 and 20th. As usual, the SLD will handle the NMRA/NFR "Modeller's Corner" for this show. Several members will be present each day and demonstrate model building, answer questions, promote the hobby and the NMRA / SLD.

The show is being held at

The Ambassador Hotel
1550 Princess Street
Kingston Ontario

and runs from 10 am to 4 pm each day.

A New Short Line is Opened

By Ken Byars

The Chief Dispatcher and President of the KMMD Shortline are pleased to announce that negotiations for the rights of the local abandoned rail spur, serving Foster Bay Industrial Yards, have been completed. After many months of stiff negotiations the crew at KMMD have begun work restoring the yard. New and old industries have begun to return to the economically depleted area with the local city government offering good incentives for companies to return. Wallace's shipping have erected a new warehouse in the southern portion of the yard and will handle the transfer of all goods in and out of the service area. Jimbo's Package Company has reopened on the lower floor of the old textile mill with Marion's fine linens taking up the remaining 2 floors. Wallace's have also moved a revitalised Gantry crane to the northern end of the yard in hopes of attracting business of those looking for an economical way to move their highway trailers and cargo to the interchange with the CN line in Half Baked City and CP at Josie's Crossing.

It was exciting news when the first locomotive ran across the tracks, even if it only moved at a crawl. The maintenance crew for KMMD could be easily seen marking the tracks where repairs were absolutely necessary. "It will be at least a year before we can fully revitalize the track system" said the Chief Dispatcher. "While we will be moving cargo, and trains in and out of the yard, speed will be kept at a lower rate, for safeties sake." Many residents were overheard commenting on the disaster in 1955 that forced the closure of the yard. The local Petroleum Company, whose shoddy safety practices finally caused an explosion that burned for days closing the freight link with the lower valley as the tunnel was no longer deemed safe to use.

"Our plans for the future will include the opening of the lower tunnel, providing a direct link with Josie's Crossing and the CP Interchange, the creation of a passenger service between Foster Bay and Half Baked City, providing a much needed route for both the lumber and coal industry located on Far Away Mountain. Although no plans have been made to purchase new rolling stock or locomotive power, KMMD is confident that our existing stock of both diesel and steam engines will be more than capable of handling the work load. Our priority is safety first and we will work with the local communities and customers to ensure that our operations run smoothly and with as little impact as possible" said the President.

The Chief Financial Officer explained that the budget was tight, and if everyone was patient we would complete all our projects on schedule, and within budget. This is a family owned Shortline and yes there would be squabbles but nothing that would hopefully interfere with the smooth operations of the rail line.

Work has started this week as the roads were being resurfaced, the track being repaired, switches made operational and ballast being reapplied. Work has also begun on the bridge which spans the Over the Hill Gorge, a sore spot with many groups. Plans had actually been made to fill it in but the local chapter of the Sierra Club pointed out that several rare species of birds live in the gorge. They had even hinted they could tie up the grand opening of the Shortline in court for decades if they decided to challenge them in court.

KMMD looks forward to serving the local community to the best of their ability, and establishing a long and good working relationship with all its customers.

In the end 18 dioramas were made, all but one the 12 inch by 12 inch variety. With material supplied by SLD, the participants, with experienced modellers standing by to offer advice and demonstrate techniques, glued down HO roadbed, then track, applied ballast and then created basic scenery with sand and ground foam. Celluclay was employed to shape hills and rough terrain. The participants also applied a few trees. They were reminded that in making an actual layout, the modeller would take time between the steps to let the glue dry fully.

Ken Byers made a three foot module on which he will display his OO scale version of his paternal grandfather's engine, a LM Jubilee class steam engine named the Armada, and two coaches It ran between Glasgow and a resort town on one of the firth's of Scotland.



Two generations working together on the scenery of a one square foot module.
Photo: Grant Knowles

The day began with coffee, tea, plenty of cookies and other treats and lots of talk. The first formal session was a clinic by Mike Hamer on making trees with garden plants, diluted white glue and ground foam. The trees appeared later on the dioramas.

The dioramas came next and helped demystify the process of basic layout building for the participants. Of course, questions came fast about curving flex track and wiring and just about everything else.

The participants also learned that ballasting is one activity that takes time and patience, but absorbs attention in a way that makes more worldly concerns disappear for a while.

At the end, the dioramas were laid in a row and looked quite impressive to the new modellers as well as their more experienced helpers. The participants put them in plastic bags and took them home, giving them a display stand for a popular model.

To conclude the day, the participants rotated through 15 minute clinics on tools with Fred Adams, keeping rolling stock on the track with Peter Nesbitt, designing a track plan with Andreas Mank and the use of the NMRA gauge and track gauges in model railroading with Ron Newby. The questions flowed. Ringmaster Chris Lyons kept the event light hearted while imparting helpful information.

To complete the day, three of the city's top layouts were opened for the afternoon so the participants could see what a lot of work and patience can produce. The layouts belong to Chris Lyon, Mike Hamer and Grant Knowles.

The success of MR 101 leaves the SLD with one challenge: How to follow up this obviously popular event?

Grant would like to extend a heart felt appreciation to the MR101 Organizing Committee who helped brain storm and execute the "plan". Special thanks goes to Chris Lyon for his leadership on the eventful day and to our supporting clinicians; Mike Hamer, Peter Nesbitt, Andreas Mank, Ron Newby and Fred Adams. Of course we should not overlook the rest of our volunteers on the day who helped the participants with their diorama builds, provided moral support and assisted with the logistics.

The 2011 Railfair CHEO Raffle layout

By Andreas Mank

As discussed in the last issue of the **Mail Car**, 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. The track plan has been established and John and Deb Steward have offered the use of their basement as the venue for the build activities. We will 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!

Based on the request for donations in the last **Mail Car**, I am happy to report that key track work elements and a number of buildings have been donated by companies and individuals for the raffle layout. This will go a long way to extend the funding provided by the Railfair committee.

With respect to track work (Atlas Code 100), the only items outstanding are Atlas snap track turnouts, app. 6 each left and right. Furthermore, we could still use some motive power - short switcher, e.g. SW1200, GPxx, RSxx, scenic material, e.g. ground foam, bushes, trees, vehicles, people, etc, and a 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 April 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.

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



The move of the Bonnechere and Braeside Railway Continued

By Peter Nesbitt

The second instalment of this saga was in the January Mail Car and it wrapped up with what I hoped to have happen including seeing a train run before Christmas. I am pleased to say that things are working out in the most part as planned. I did have a train running in December on the layout albeit pretty much from nowhere to nowhere.

Grant and Bill (Sn3) were over a couple of times and have been very instrumental in getting the reconstruction to progress well. Too much socializing and a trip to Florida have caused a bit of delay but I am now back at it.

Eganville was one of the towns on the upper level on the previous layout and will also be on the upper level on this version. As well it was decided that this would be the first town to go back up. In the other house I used a metal bracket system so that the layout would not be attached to or damage the walls. At first I thought some of it could be used here but found out that it was not going to work as planned. Thus I am back to conventional pine construction and the brackets and vertical supports will go onto the used market. Stay tuned.



Eganville with part of Braeside in front
Photo: Peter Nesbitt

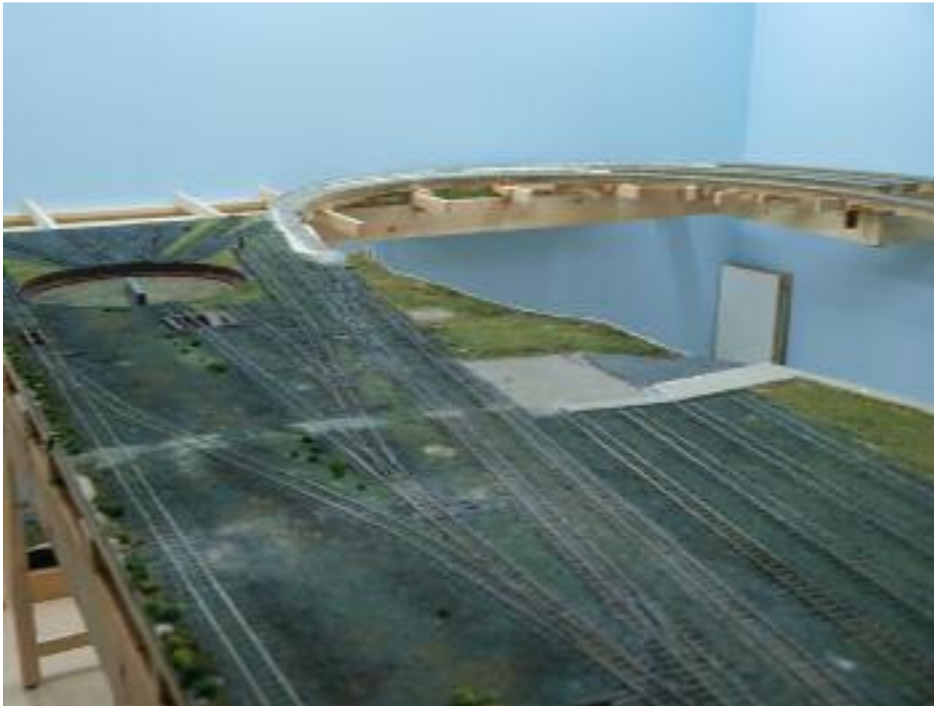
After getting the pine, the three of us built and put the benchwork up on one wall and then the layout pieces for Eganville were added to it. There was one large and one small piece. The rail height for Eganville is 56 1/2 inches. When the layout was cut into sections I also removed a short bit of rail on each side of the cut so that when it went back together there would be a solid piece of rail 1 to 2 inches long spanning the gap. The next step was to do a bit of sanding of the ties to ensure a smooth joint between the two sections and install the short pieces of rail. These were soldered in place to ensure good electrical connections.

Next was to find a suitable location on the floor for the electrical distribution panel. I decided to put it next to the plumbing waste pipe which will eventually be boxed in. Thus the wires to the upper level will be out of sight. The track and switch machine bus wires under Eganville were connected to the distribution panel and the track given a good cleaning.

I am using the NCE system and radio throttles. I took a bit of time and installed the radio system in the ceiling and ran a control bus from there down beside the waste pipe to the command station on the distribution panel. A locomotive was found in one of the boxes, put on the rails and the system turned on.

Lo and behold I had a train running again!

The main terminal of the B&B is in Braeside. In the other house this was on the wall and at the lower level. In this basement the best configuration for it seemed to be in a peninsula. This did mean that the westbound mainline out of town would physically be at the same end as the eastbound staging to Arnprior. However it did not seem to be all that strange to have a track coming out of town that then split with one track going west and the other east.



Braeside with the main heading off to the right with staging behind
Photo: Peter Nesbitt

Braeside came out of the other house in three sections, two large and one small. The three of us attached legs to the two large sections, got them upright, level and then joined them together. At 46 inches, the rail height is 10 inches higher than before and will be more comfortable to work at. The small section (on the left) would have to be cut a bit shorter than it was but since it contained the yard switch lead I wanted it as big as would fit.

Thus the focus moved to the right side where the benchwork and roadbed for the mainline westbound and the three Arnprior staging tracks could be laid out and built. This also was the part that attached the peninsula to the wall. While I really hoped

not to have a helix this time I did cut the old one into pieces and brought it with me. These were all nice 36 inch radius pieces of roadbed between a quarter and a third of a circle in length. I removed the rails and ties. After putting up some L girder benchwork I started fitting these into place.

All the new track work between towns will be code100 flex track instead of the code 83 hand laid of the old thus the need to remove the rails and ties from what were the old helix sections.

Braeside was now in its final position and the third piece could be cut to length. The resulting switch lead at 35 1/2 inches is a bit longer than expected and should be quite workable. A leg was attached to one of its L girders and it was then attached to the rest of Braeside.

When Grant and Bill were here we also put up some of the benchwork for Deacon, the mainline between Eganville and Deacon and for the logging branch.

The next three items are:

- Install the short pieces of connecting rail in Braeside and reconnect the wiring,
- Build the turnouts and lay the track for the main coming out Braeside and for the Arnprior staging,
- Design and build the swing out / duck under bench work in front of the doorway and the mainline trackage that will run on it.

Display Table

By Grant Knowles

The subject for the January Display table was, as you would expect, - “What Santa Brought”. We had an interesting cross section of models out this time, so let us take a careful look at these.

First up we have a HO scale British steam locomotive / train brought out by Ken Byars. The locomotive was a member of the Jubilee Class of 191 Express Passenger locomotives. All were named and were built by the LMS in the mid 1930's and were withdrawn from service in the early 1960's. In the LMS days Ken's carried the number 5679, later renumbered to 45679 when 40000 was added to the running numbers of the LMS locomotives in 1948 when the big four were nationalized into the British Railways. It also carried the name Armada.



The 1948 Ian Allan Train Spotters book indicates this particular locomotive as being allocated to Millhouses which was the LMX (ex Midland Railway) passenger locomotive depot located a few miles south of Sheffield Midland station. This class of locomotive tended to stay where they were originally allocated until the dieselization took place in the early 1960's so it is probable that it spent its days on the Midland mainline working two routes:

London (St. Pancras) – Sheffield – Leeds; and
York – Sheffield – Birmingham – Bristol.

These are the two routes where the Jubilee Class was at the head end of most of the expresses.

The locomotive was designed by William A. Stanier (later Sir William A. Stanier FRS).

Weight: 79 tons

Boiler Pressure: 225 psi

Tractive Effort: 26,610 lbs

Cylinders: 3

Valve Gear: Walshaerts (piston valves)

Driving Wheel Diameter: 6 ft, 9 in

Stan Conley returned with his 7/8th scale Sandy River & Rangeley Lakes Railbus #4. The chassis now sports a motor and is functional. Perhaps we will see the finished product at the next meet! Right Stan!?

Paul Anderson is currently assembling a Walthers building kit for Jeff Trew. Two kits were kit bashed into a partial building and two different flats to be positioned against the back drop. Unfortunately, the building developed such a “bulge” that the double sided tape could not hold it against the backdrop. Paul has now installed reinforcements on the backside to flatten out the panel.

Grant Knowles received a Micro Trains Colorado and Southern HO3 Reefer for Christmas and he had his whole fleet of reefers on display (6 cars). It outnumbers his boxcar fleet so no doubt future purchases of boxcars are in order! By the way, the Micro Trains cars are excellent runners with exquisite details.

John Stewart has chosen to venture where many of us would dread – building his own DCC controllers! John has built two Lenz Expressnet hand held controllers that control speed, direction and headlights. John was over at my place the other night with his computer “sniffing” the radio waves from my Roco Throttles to determine if he could interface these to his Lenz system! I wonder what we will see next from his workbench.



Lorne Munro has now completed his scratch built HO scale Machine Shop and what a beauty it is! The main building is of a post & beam construction with the exterior hand carved (both sides) hydrocal plaster walls. It sports modified commercial window castings, board by board floor, Cloverhouse glass windows, and K&S corrugated metal roof. The machine shop has a fully detailed interior with shop equipment from Scale Structures, people from Scenic Accents and Micro Mart and lights/shades from Miniaturics. The crowning glory is that the lights are turned on/off by depressing the pipe extending out of the top of the chimney. I wonder what Lorne has in store for his next engineering challenge?

Last but not least, Michael Rozeboom had a beautiful Van Hobbies/Samhonga CPR P2j Mikado on display. It sports a factory paint job along with Tsunami DCC sound. Michael does have an issue with the driver’s gauge and would appreciate anyone’s assistance in correcting this.

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

http://members.fortunecity.com/gknowles/meets/jan_11/jan_11.htm

NMRA Dates

SLD Meetings		SLD Workshops	
March 26, 2011	Kitchissippi United Church 630 Island Park Drive		April 30, 2011
May 28, 2011	TBD		
September 24, 2011	TBD		



Next Division Meet

St Lawrence Division – NMRA

When:

Saturday, March 26, 2010

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

- Railfanning a short line with an eye to modeling it
Michel Boucher
- Planning the NAR – a case study in layout design
Andreas Mank

Display

- Open Loads

Door Prizes

- You never know what to expect!

Afternoon:

- Layout tours

