



The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue no.88– March 2016

St. Lawrence Division web site: www.sld-nmra.ca

Superintendent's Report

By Chris Lyon

I have been very pleased with the turnout and participation of SLD members at our monthly gatherings. It shows that our fellowship is strong and that we indeed enjoy each others company and we like to share our interests in Trains. The executive has been working very hard to bring you interesting projects and presentations to further your growth in the hobby. It is through your participation that we all can have a successful experience. I would like to thank everyone who has come forward to help and encourage others to get involved. We have had an ambitious year since we are hosting the Algonquin Turn. Behind the scenes folks have been building the website, handling the accounts, producing the advertising, building the schedule, acquiring donations for the raffle, arranging clinics, layout tour and operating sessions. This is amazing and I do appreciate everyone's efforts.

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“See? It is right here, some kid put a penny on the rail!”

Dave Steer and Bill Meredith are inspecting the trackwork on Doug Pelkola's HO scale CN-themed layout. Please read Grant Knowles' article on page 6 of *The Mail Car* for further information on this layout.

Photo: Grant Knowles

St. Lawrence Division

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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

Continued from page 1, Superintendents Report

We also should be thinking about the future. Our elections will be held right after the convention. Peter Grey is heading up the elections and I am pleased that some volunteers have put their names forward for Paymaster and Clerk. The Assistant Superintendent position has had no nominees as of yet. I encourage folks to put their name forward. We all come from great backgrounds with tons of experience. You do not have to be a long time member or great modeller to be right for the job. Just have to be a good team member and be willing and able to contribute a little time and effort into the planning and delivery of the program. Lets make it work for all of us.

Finally. Please register for the convention now. Do not wait till the last minute as it does impact on the planning for the dinner and it helps us deal with the up front costs without digging into our coffers. Though the convention committee is putting this on for the NFR we as the SLD are the hosts and must be there to ensure that the visitors from far away have the best experience possible.

We are having our next SLD meeting in Kingston. Our Division covers a wide area and we know how much we appreciate the effort folks make from far away to come to the meetings in Ottawa. Let us be respectful of this and do our part in turn.

Please note that the date for the meeting has been moved one week back so that we do not create a conflict with Easter weekend and that the venue has changed from the original announcement as the original venue had raised their fees significantly.



January 23rd was the date of the last SLD meeting. A morning of clinics was followed by an afternoon of KitBuster, a tradition for the January meeting. Most of the members worked on the wooden kit as per this years Kitbuster theme!

Photo: Andreas Mank



The Algonquin Turn

The 2016 NFR Spring Convention

Friday May 6 to Sunday May 8, 2016

Date: Friday May 6 to Sunday May 8, 2016

Website: Algonquinturn.ca for the most up to date information.

Location: The convention will be held on the Woodroffe Campus of Algonquin College, Ottawa Ontario. Maps, driving instructions and more at www.algonquincollege.com/maps/.

Clinics: There will be three cycles of four clinics on Friday evening and four cycles of four clinics on Saturday morning.

Model Contest: The convention will feature the NMRA Achievement program judging, NFR model contest, popular vote and as a special feature a 'Peanut Butter Lid' Challenge. Models and Modelling are at the heart of what we are and this is your opportunity to bring your models to share, to invite constructive criticism if desired, and enjoy in the company of your colleagues.

Layout Tours: There are 24 layouts on the tour list with a wide variety of themes, scales, prototype and era represented.

Operations Sessions: Three area layouts have opened their doors for an operating session for convention participants, sign-ups will be on a first come, first served basis with priority going to out of town attendees

Banquet: The banquet will be held Saturday evening with live music before the meal and our guest speaker this year will be Trevor Marshall, a well-known model railroader who has been seen recently hosting clinic segments on Train Masters TV. The banquet will be catered at the College which has a well-deserved local reputation for producing excellent meals as part of the training program for culinary and food services.

Accommodations: Accommodations in the Algonquin College residences which are in easy walking distance to the meeting rooms and will be at considerably lower cost than a typical hotel room. The convention has a block of 50 suites at a cost of \$80 per night per suite. These are two room suites which will help keep the cost down significantly for those travelling from out of town. Please see the accommodations page under the Attending? menu on the website for a full description of the facilities and booking information. There is also contact information on the registration form.

Convention Costs

- Normal Full Registration cost at \$80
- One day Saturday only registration at \$50
- Under 18 and Students rate of \$30.
- Banquet (not included in above) \$35

As this is not a public event, non NMRA participants will have to purchase a six-month Railpass membership at \$10.

All prices are in Canadian dollars, which means our US friends get a discount due to the current exchange rate.

Registration

A printable version of the Algonquin Turn registration form is available on the website, and most importantly, on-line registration and payment through PayPal is available on the website.

The move of the Bonchere and Braeside Railway - XIII

by Peter Nesbitt

It was time to prepare the paperwork required for operating the layout. Car routing is handled by the Rail Op software and I had entered all of the setup information along with most of the required information about locations, routes and trains as well as the car data. There were a number of logic items that I was not clear on how to handle. For example, how to ensure that all loaded through reefers and empties destined for Canada Packers, go to the Ice platform in Deacon. Doug Matheson came over for a long morning and helped me set up some of these processes.

Martin Cobb, who models Swiss railways and is a member of HO Track, has purchased a home in our community from a friend of ours. Martin has joined the crew.

A timetable has not yet been created but we have had a few operating sessions with trains running in sequence. Operators have been recording the times in and out of the towns, creating information that will be helpful in

setting up the timetables. I plan to have one that is effective Monday, Wednesday and Friday and the other effective Tuesday, Thursday, and Saturday.

As expected some glitches were identified, and then remedied.

Some time ago I purchased a K28 2-8-2. While it was a nice looking and running locomotive, with all drivers flanged, it would not operate on my 36" curves and #5 switches. I had thought about selling it, but approached Bill Meredith and asked if he thought he could remove the flanges from the two center drivers. He successfully did this and I have tested the locomotive in the #5 yard switches. I have yet to have the opportunity to run it over the entire railway. When I do, some rock removal may be required. It is a big locomotive!

Ballasting and basic landscaping are almost finished. Half the telegraph and hydro poles are in and some more trees have been planted. I expect this will be all done before the NFR convention.

The previous two versions of the Bonnechere and Braeside Railway had a skirt to hide the needed "stuff" stored under the railway. The plan was to make one for the version as well. This is well underway and is more than half done. It certainly makes a big visual difference. Heather is a driving force behind this and is doing much of the work.

I have included some up to date photos of various parts of the layout. There is light at the end of the tunnel, and we are almost there.



Picture 1 (Top): Marsh in Deacon

Picture 2 (Bottom): Looking towards Castleford. The skirt gives the layout a much more finished look.





Picture 3 (Top): Machine Shop in Braeside

Picture 5 (Center): Station and Watertower in Eganville

Picture 7 (bottom): Part of Deacon

Picture 4 (Top): Sanding Facilities in Braeside

Picture 6 (Center): Part of Deacon

Picture 8 (Bottom): Castleford

A Tale of two Cabins

by Grant Knowles

For the past four years, a bunch of us meet every Thursday night (except during the summer) to help Doug Pelkola build his dream layout. Though it's only 14 ft x 18 ft, it has kept us pretty busy. We are finally at the point where Doug is in his glory - adding the scenery!

Aside from the large yard, expansive curves, enormous rivers and endless forests, Doug also wanted to include a beaver pond to replicate the typical topography found in northern Ontario. The Layout Crew quickly tossed the plastic pond that Doug had purchased in a hobby shop during a weak moment and proceeded to build a free flowing version out of Styrofoam & plaster. Doug soon added the dead tree stumps, beaver dam and ever present, lodge. The scene looked absolutely wonderful and accurately reflected the numerous ponds I have canoed through over the years, but it was missing another iconic wild Ontario land mark - a hunters cabin.



Top: The first Log Cabin in its final resting place.

Bottom: The smaller Hunter's Cabin beside the beaver pond.



With no reasonable facsimile available on the market, I was forced to scratch build a log cabin. Drawing upon the technology used on a Wild West kit I recently built, I decided to build the walls from balsa wood. This material is easy to work with and best of all, scores easy to represent a square log structure. Holes for the Tichy windows & doors were cut out and the wall ends were cut such that the four walls dovetailed together just like the prototype. The plastic parts were painted to match the worn out coloured walls and a roof made with Campbell's shingles was added. Oh, I also installed a stone chimney at one end. This was a perfect example of a Canadian log home - or so I thought!

So at the next Thursday Work Session I proudly presented my creation and located by the beaver pond, everyone shared my enthusiasm, except for Doug. Doug loved the model so much he was not willing to have it buried in the middle of the forest where no one could get a good look at it. Also he had envisioned a smaller, more simple structure. I told him I would think about it.

Not one to tolerate crying adults, I dug through my junk box and Tichy parts and found sufficient parts to build a smaller and simpler structure. This one went together rather quickly, the walls being scribed siding and the roof, tar paper. This time the chimney infrastructure was down sized to a bent stove pipe. Once again this model met with approval from the peers, this time, Doug included.

As of this writing the first cabin, the log cabin, has been located in a better vantage point near the large river and Doug is preparing to "scenic in" the smaller unit beside the beaver pond. All we need now is a couple of beavers for the pond and deer in the forest.

Doug believes the layout construction will be far enough along come May to host an Open House for the SLD members. So come on out after the May SLD meet to view this "never see before" layout. Please mark May 28th down in your calendar!

Details of May 2016 Election of Officers for the St. Lawrence Division

**By Peter Gray, Election Steward
(Stolen Text from Peter Joyce)**

In May, at the annual general meeting an election of officers is required for the Division. The following extract from the current St. Lawrence Division (SLD) Code of Operating Rules covers the description of the executive officers, the terms of office and their areas of responsibility. In particular, please note that in order to prevent the abuse of volunteer goodwill, and the potential abuse of office there are strict limits on terms of office. The maximum number of terms is two within the same office and three overall.

For the May election, the following vacancies need to be filled: Superintendent, Assistant Superintendent, Clerk and Paymaster.

(Here is my bit. We have had some people step up to run a few positions, but what we really want is more. As you see we are doing almost a complete changing of the guard, and that is not a bad thing. No experience? Don't know what to do? Don't worry. I can tell you from personal experience that the people supporting you are awesome and open to sharing their knowledge and advice. Really this is about model trains and helping us all become better modellers. The best way for that to happen is if we all share our thoughts and ideas. Thinking that no one is asking you? Well here I am asking you. In this case it is better to have too many people running over not enough. Reach out with any questions. Cheers,)

Officers and their Duties

14. The officers of the SLD shall be superintendent, assistant superintendent, clerk, paymaster and dispatcher. The officers shall form the executive of the SLD. At its discretion, the executive may increase the number of officers or change their duties. Two offices may be held by the same person except that a person may not be both clerk and paymaster at the same time. An officer must be a member of the SLD.
15. Officers shall hold office for two years from the date of their election, or if appointed, until the next election, or until their successors are elected or appointed in their stead. Officers shall be subject to removal by simple majority vote at a general meeting of members. The maximum number of consecutive full terms that a person may be an officer is three and he may only hold the same office for two of them.
16. Officers shall be elected at the annual general meeting of members held in an even numbered year. The election portion of the meeting will be chaired by the election steward. If for any reason, an officer is unable to complete his term of office, the executive may appoint a replacement.
17. The superintendent shall be the chief executive officer of the SLD and chair all meets and meetings. He is also the division's representative to the NFR and the NMRA.

The assistant superintendent shall promote the NMRA and the SLD to others, arrange the program for meets, perform such other duties assigned to him by the superintendent, and in the absence or disability of the superintendent, perform the duties of the superintendent.

The clerk shall serve as the division's secretary performing the normal duties of such position including: maintaining the list of members and supporters, issuing membership cards, keeping proper minutes of special and annual general meetings of members, ensuring such meetings are properly announced to members, keeping count of votes, and preparing proxies.

The paymaster is the division's treasurer and will perform the normal duties of such position, including the presentation of a financial statement at each annual general meeting of members.

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The dispatcher will be responsible for preparing and distributing the Mail Car, as well as announcing meets and other events.

It should be noted that as a practical matter the Editor of the Mail Car is now appointed by the superintendent and does not have to be the same person as the Dispatcher whose principle responsibilities are distribution of the Mail Car, and other announcements to the membership. The Mail Car Editor and Inspector are appointed by the standing Superintendent and do not have the same term of office restrictions.

The Division only works if there are active participants in the functioning of the Division and this means that we need an influx of new volunteers to help organize and guide the Division for the next two years. Anyone willing and interested in volunteering for any of the positions should contact me before the May meet (particularly if you cannot attend in person), or make your intentions known during the election portion of the meeting.

Closer to the May meet, up to date information will be available on the division web site. In particular, in the event of multiple members vying for a position, information on proxy voting will be provided for members who cannot attend the meet.

Please contact me at peterg13@gmail.com with any questions, concerns, suggestions for candidates, or to through your own hat into the ring.

TimeTable

Date	Meetings / Shows		SLD Workshops
April 2, 2016	Bayridge Alliance Church 825 Gardiners Road Kingston, ON		
May 6 to 8, 2016	Algonquin Turn NFR Convention Algonquin College Ottawa		
May 28, 2016	Emmanuel United Church 691 Smyth Road Ottawa, ON		
September 24, 2016	tbd		

Display Table report

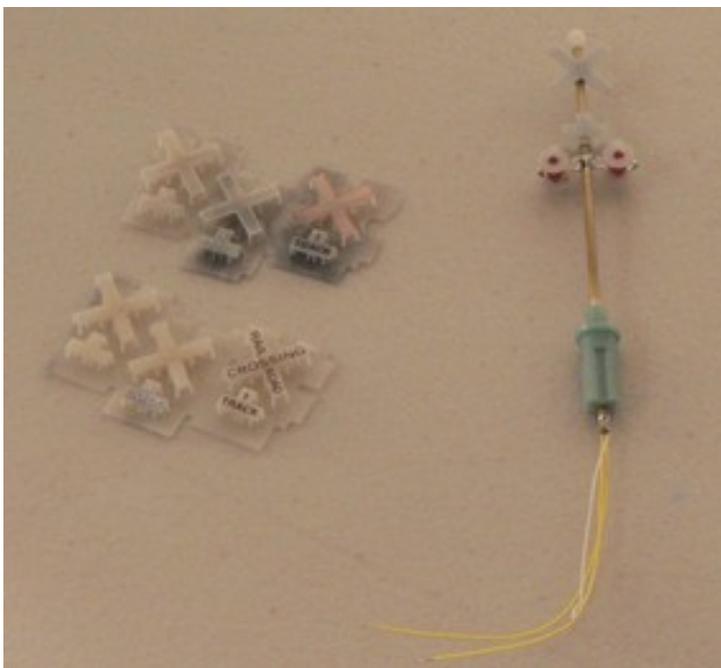
By Grant Knowles

It is now Super Bowl Sunday evening as I write the January Display Table Review. I have had a busy weekend working on one of my other hobbies - my 1937 Chevy Sedan Street Rod. It returned home last weekend after an extended stay at a fellow street rodder's garage where a new motor, transmission and power steering were installed. A lot of custom metal had to be done to accommodate this change which I continued to admire this weekend as I re-installed the front fenders and bumper. It is amazing how similar the hobby of custom cars is to our world of model railroading. In both cases you meet the most talented and friendly people who would not hesitate lend advice and even a helping hand, the only difference is the size of the tools and amount of fingernail grease! With this in mind, whenever I look at a model (be it a full size automobile or a model train) I not only take in the model itself but also consider the modeller's talents that made it what it is.

The theme of the January Display Table was "Revenue Related". I try to choose themes that are not the norm but remain railroad related while supporting some flexibility. For example this month's theme could be demonstrated with a box car, a delivery truck or even the head office to a shipping company - you are only limited by your ability to extend the theme to other items we have in our miniature world.

Not intentionally, but my first model on display supports this month's theme, my nearly finished KitBuster project, a HOn3 Labelle Boxcar. What attracted me to this kit was the decals, they were for the UC&N. The Union Central & Northern was the railroad Harry Brunk built and wrote about in the NG&SLG over the past 30 years that replicated the Clear Creek branch of the Colorado & Southern RR. The articles contained a wealth of prototype information, scale drawings and modelling ideas that not only inspired me but validated my decision to model this railroad. After the meet, our illustrious former Superintendent mentioned there were no door handles on the side door (the kit did not have any). I recognize Peter was only pulling my leg, but it did remind me of last year's NFR Contest fiasco where I overlooked door handles on my model. Not wanting to disappoint Peter, I went back to my archives, found prototype photos that illustrated the type of door handles used. So back to the hobby bench were I added the wayward door handles along with coupler lift bars and brake hoses. With the addition of some weathering, I can now say with confidence, it is now finished!

The second model I had on display was a small cabin scratch built from stuff in the junk box. This was a couple of nights project and will be located near the beaver pond on Doug Pelkola's layout.



Next up Gilbert showed us his recent 3D printing creation - railroad crossing signal. Aside from the crisp detail on these HO scale parts was the raised lettering. Applying lettering to such small parts is challenging even at the best of times to which Gilbert resolved by "printing" the raised lettering onto the parts thus after painting the back ground colour, the lettering can be coloured by gently rubbing a black marker across the surface. Slick.

Last month Peter Joyce put out a plea for help building a pair of O scale trucks which Stan

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Gilbert created this railroad crossing signal with raised lettering by 3D printing.

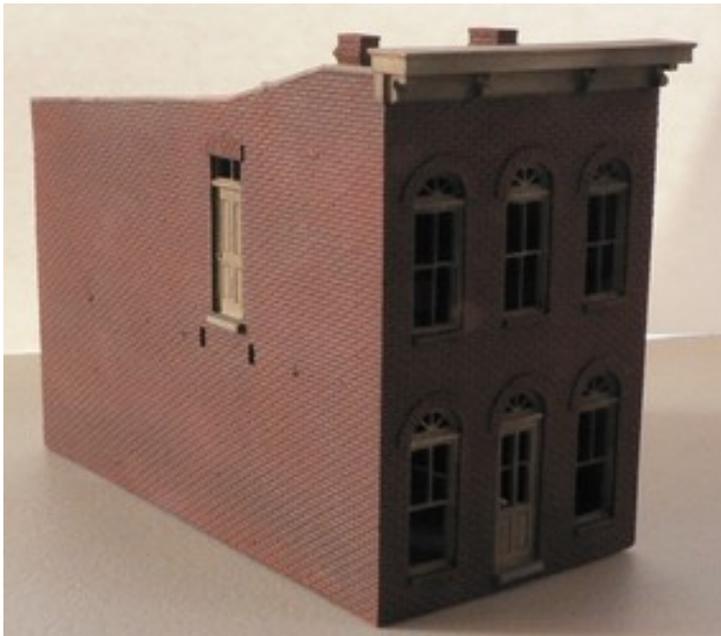
Photo: Andreas Mank

Conley accepted. The finished product was on display that Stan explained will be the last set he will do due to the challenges of fitting all the springs in!

David Gardner had a neat vintage wooden water car that he picked up many, many years ago at Lark Spur Line. General consensus is that it is an Ambroid kit representing a turn of the century water car.

Bill Meredith brought out some more of his recent endeavours to share with us, all in Sn3. First up is D&RGW #344 which started out as a PFM import of RGS #40. The domes were changed, the original 11" single air pump was replaced with dual 9.5" castings, cab detail was added, headlight changed, a plow installed, and running boards changed. The tender trucks were replaced. The owner wanted it to look like the picture so the challenge came with the lettering of the tender where the older, large logo showed through the paint. The model was cleaned/sandblasted/cleaned and then given multiple thin coats of Scalecoat before being baked. The smoke box was painted with Alclad lacquer. Weathering was a mix of airbrushed washes, dry brushing, and Vallejo washes. There is still quite a bit of work to be done before she is shipped out.

Bill is also experimenting with building stone walls, as in performing R&D on something he has never done before. He settled on creating wall blanks from hydrocal that was poured into a styrene form. Then using one of my random stone molds, a detailed veneer was applied. At least that is the theory. At this point, a fair amount of hand carving to correct the blemishes is in order. At least it is still faster than carving the whole wall by hand! Ultimately these will form the masters for a kit for the C&S Como Roundhouse in S scale. Bill went on to say "given that I had several false starts, I took the opportunity to play with staining the walls. I created several washes from Tamiya acrylics and then played with dry brushing and wash overlays. Once you figure out the sequence, it really only takes a few minutes to do a large area. Takes more time to write about it actually..."



Resin Hardware Store kit assembled and painted by Bill Meredith.
Photo: Andreas Mank

The last item Bill had on display was a resin hardware store kit. Bill has been experimenting in colouring brick. This particular model was spray painted with Krylon red primer from Canadian Tire. It is a great colour for so many applications. The windows were hand painted and dry brushed for effect. Bill then dry brushed zinc chromate primer over the bricks. Given that we view our models from a scale 100-200' under the best conditions, and given that a mortar line scales out to a real 0.005" thick, Bill's assumption to give the mortar lines a lighter colour may not fly.

Unfortunately Ron Newby had to leave before he had a chance to discuss his new 3D Printer that he referred to as a "kick starter" project.

David Steer is an avid railroad fan that loves anything that rides on rails though he has a special spot in his heart for Swiss meter gauge trains. His Christmas holiday project was to assemble a Joe Works/ferro Suisse brass kit of the RhB "Pendelzug", which is a three car electric

(overhead) passenger train set. As I understand it the core kit pieces were manufactured in Japan, then shipped to Europe where they were married up to the balance of the parts and packaged up for sale. This particular kit was sent to a buyer in Australia before Dave picked it up on eBay. Thus this 1989 era kit has been around the world once already! Dave has done a fantastic job in assembling the plethora of parts, many of which were



Top: David Steer has been an NMRA member for 50 years.

Bottom: Early CN intermodal equipment modelled by Doug Cushman with modified Athearn trailers.

Photos: Andreas Mank



Last up is another project from Mike Hamer. In this case the "Forum" had put the challenge out for participants to build a regular kit without any modifications. That is a really hard thing to do as model railroaders our first impulse is to deviate from the instructions (should we have a weak moment and even read them). Mike built a Walthers three stall brick roundhouse for Doug Cushman. In order to erase the plastic appearance of the model, Mike painted everything then followed up with weathering parts as they were assembled and after final assembly.

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://sld-nmra.ca/meets/jan_16/jan_16.htm.

very small. It will be a shame to hide the wonderful workmanship under a coat of paint.

Dave also had on display a surprise he received in the mail - a certificate from the NMRA recognizing his 50 years as a member - something few of us will ever achieve in our life time!

Lorne Munro is already on to his next project, O scale this time. This will be the Canada Packers building for Peter Nesbitt's Bonnechere and Braeside layout. What is unique about this building will be hiding a turntable inside which will be used to turn engines at the end of the line.

Doug Cushman shared a series of HO scale CNR TOFC 50 ft flat cars with us. These cars held 8 modified Athearn Tandem CN Express Trailers which Doug removed one axle and lettered them with various express scheme decals.



Next Division Meet

St. Lawrence Division – NMRA

When:

Saturday, April 02, 2016

Where:

Bayridge Alliance Church

825 Gardiners Road,
Kingston, ON K7M 7E6

Doors open at 9:30 am -- Admission \$7.00

What's on:

Morning:

Division Business

Clinics:

Bob Farquhar

*The Friendly Giant Model
Railroad*

Grant Knowles

*Painting of Wooden Freight
Cars*

Display:

Your Favourite Model

Afternoon:

Layout Tour

