



The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue no. 94– May 2017

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

Inside this issue:

No. 584

Hawkesbury
Trackside Part 5



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Superintendent's Report

By Chris Lyon

Well it looks like spring is well on its way. It is always an interesting time for SLD as we prepare for the last gathering on 27th May 2017. It will be held in Kingston Ontario with the Associated Railroaders of Kingston. Tim Kuhlmann has graciously offered to be our host and clinic coordinator. They have booked a space at St James Church, 10 Union Street West from 9am to 1pm. There is lots of parking in Queens University lots and it is free on weekends. There will be two great clinics followed by lunch and layout tours in the afternoon at Kurt Vollenwyder, David Lay, John Licharson and Andrew Chisholm's. Kingston also gives you a great opportunity to railfan as the CN and VIA mainline are near by.

The upcoming convention is only a few days away and I am looking forward to this event every year. The one time where we all get together to share our hobby and have a full plate of model railroading with clinics tours and contests. Looking forward to seeing you at the Grand River Express.

<https://grandriverexpress.ca/>

I would also like to remind our members that we are in need of a new assistant superintendent for the SLD. Nominations should be forwarded to John Stewart. The position is to work with a team of dedicated volunteers that keep the SLD running smoothly. You will share tasks with others in developing and implementing the program for the year. The position is also considered to be an opportunity to promote model railroading in our area and become an important part of the executive. If we do not have someone step up to the plate it will weaken our leadership, which may affect the effectiveness of our Division. I would like to thank Bill Meredith for his much appreciated assistance and we all sincerely hope all goes well for him and hope to see him again soon at SLD.

I had the privilege along with a number of other SLD folks to attend the Ops 'til you drop 2017 gathering in Syracuse NY. I enclosed the schedule so folks could see how these programs are put together.

Continued on page 3

Cover:

Peter Nesbitt presents Master ModelRailroader certificate No. 584 to Grant Knowles at the March SLD meet. Please see the article on page 7 in this issue to learn more about Grant's journey to become the first MMR within the SLD.

Photo: Andreas Mank

A fun over nighter gave each participant a chance to operate three layouts and socialize with members from across a number of NMRA Divisions and Regions. The hosts were great and several were MMRs whose skill and leadership was very evident over the sessions. Lela, Doug and I had fun operating at Mike Shanahan's HO Pennsylvania RR, Dave Martini's CSX and Bill Brown's UP. We had a great time.

Ops 'til You Drop 2017	4/1 Saturday - Session #1 12:30 Orientation 1:00 - 4:30 Ops	4/1 Saturday - Session #2 6pm Orientation 6:30 - 10 Ops	4/2 Sunday - Session #3 10:00 Orientation* 10:30 - 2:00 Ops* (see below)
Layout #1 - Drew James 4762 Lynnville Way Clay, NY (SEE ADDENDUM FOR GPS) 315-430-3440(C) karel@drew@gmail.com	1, 7, 16, 27, 28, 29, 34, 35, 36, 37, 38	2, 3, 4, 5, 15, 16, 17, 25, 31, 32, 43, 45, 47, 48	8, 9, 12, 13, 14, 22, 23, 24, 30, 33, 46
Layout #2 - Bill Brown 6002 Singletree Lane Jamesville, NY 13078 315-469-0135 (H) 315-454-2516 (C) larproducts@yahoo.com	3, 9, 18, 19, 20, 21, 33 (Narrow Gauge)	6, 7, 12, 13, 14, 30 (Narrow Gauge)	2, 3, 10, 11, 25, 27, 28, 29, 34, 35, 36, 37, 38, 39, 40, 41 (Standard Gauge)
Layout #3 Jim Heidt 7266 Oxbow Road Canastota, NY 13032 315-697-6227 jimheidt@hotmail.com	6, 8, 15, 26, 42, 43	10, 11, 22, 23, 24, 33	4, 5, 44, 45, 47, 48
Layout #4 - Dave Martini 6843 Shannon Way Liverpool, NY 13088 315-457-7437 kmartini@tscny.rr.com	2, 12, 13, 14, 25, 30, 44	1, 18, 19, 20, 21, 39, 40, 41, 42	
Layout #5 - Bernie Messenger 9388 Paris Hill Road Saugus, NY 13856 315-737-7437 bernardmessenger@gmail.com	10, 11, 22, 23, 24, 32		17, 26, 31, 32, 42, 43 *Messenger Sunday Ops 10:30 Orientation/11-1:30 Ops
Layout #6 - Mike Shanahan 1845 North Road Tully, NY 13159 (in GPS coordinates) Latham, NY 315-677-3839 mikeys00740@yahoo.com	4, 5, 17, 31, 39, 40, 41, 45, 47, 48	8, 9, 26, 27, 28, 29, 34, 35, 36, 37, 38, 44	1, 6, 7, 15, 16, 18, 19, 20, 21

Participant Number	First	Last	36	Ed	O'Rourke	32	Robert	Patt
1	Chris	Mincemoyer	17	Tom	Lynch	33	John	Muchler
2	Andy	Slaugh	18	John	Heltmann	34	Bob	Dennis
3	Jack	Culler	19	Ben	Keltz	35	Ciro	Compagno
4	Ed	O'Connell	20	Ned	Spiller	36	Don	Trace
5	Stev	Stewart	21	Jeff	O'Neil	37	Mark	Harrick
6	James	Lauter	22	Stev				
7	Dick	Mahr	23	Ed				
8	Tony	Conner	24	Mike				
9	Eugene	Nivolas	25	Ray				
10	Jim	Tucker	26	Art				
11	Barbara	Furpita	27	Paul				
12	Jim	Leach	28	Clay				
13	Gordon	Spalty	29	Jeff				
14	Jeanne	Spalty	30	Mike				
15	Tom	Badenoch	31	Jim				

Saturday Dinner - (4:30 to 5:15) will be served at your Saturday
 Sunday Breakfast (8:00 am) - TO BE ANNOUNCED LATER



Figure 1: Industrial district on Dave Martini's CSX layout

Hawkesbury Trackside Part 5

by Bill Meek with photos by Mike Hamer

Modern technology aside, farmers have always known the benefits of having a percentage of their fields lay fallow for an extended period of time. This same strategy can yield similar results on a model railroad layout, that is, an exceptional crop of scenery sprouting up on long fallowed plywood.

Truth is the previous upgrade to the L'Original Railway layout was completed just prior to the ByTown Bobber 2008 NFR Convention. It is fitting that this project was conducted 8 years later prior to the Algonquin Turn 2016 NFR Convention.



Figure 1: Overview of the Hawkesbury area on the L'Original Railway



Figure 2: The Idaho Hotel at the top of the rock cut.

This five part series in SLD Mail Car issues this year describes the replacement of a hot water heater with a wall mounted tank less water heater and the construction of a 24 inch wide shelf of trackside scenery.

The first four episodes described techniques used to create scenes along the L'Original Railway and its Hawkesbury sidings. This final chapter lists the structure kits used in the setting and a few scratch building techniques.

The Bar Mills "Idaho Hotel", a precision laser-cut wood kit, sits atop the rock cut overlooking the entire scene. The former hotel will be home to ground floor boutique shops and upper floor law and real estate offices.

Three polyurethane resin kits – the Funaro and Camerlengo Company President's House and two CNR Standard #4 Dwellings from Sylvan – were erected along the



Figure 3: Hawkesbury residential area with two modified Sylvan CNR Standart #4 houses and an Funaro and Camerlego Presidents house.



Figure 4: Hawkesbury main street is home to several structures first assembled as part of SLD Kitbuster projects. This is Adams Ave Part4, a hydrocal plaster kit.

Hawkesbury residential street. The front and rear walls on one CNR house were interchanged so the front porch could be offset to the right, alongside the porch next door.

The hydrocal Adams Ave Part Four kit from Downtown Deco was my SLD Kitbuster introduction to building and painting plaster structures.

Across main street are two craftsman kits – Ed Fulasz’ hydrocal Corner Store that is now a small town LCBO outlet and Banta Model Works laser-cut wood Silver Plume Bakery that will be home to a Jean Coutu pharmacy. The Silver Plume Bakery was also my Kitbuster introduction to building and customizing a laser-cut wood kit. The end of main street is secured by Bar Mills laser-cut wooden fencing.

The Hawkesbury Lumber shed was an SLD Kitbuster project to take an inexpensive Atlas plastic kit and apply painting and other detailing techniques to build a more realistic and less toy-like structure.

The lumber yard annex to the left is another SLD Kitbuster project using the Rusty Stumps laser-cut and strip wood 3-Stall Garage as the starting point. The chain link fence is scratch built using soldered brass wire, tulle fabric, and button thread.

The small engineering and welding shops next to Hawkesbury Lumber include two Railroad laser-cut wood kits – G Marshall’s Shipping Company and Roxbury Roofing.

The gravel yard and drive are made from actual screened gravel. The area was first painted with white glue. The initial base layers of No 300 to No 100 gravel were then dusted into the white glue and allowed to dry. No 35 and No 80

continued on page 6



Figure 5: And on the right side are the Silverplume Bakery project and an Ed Fulasz corner store.



Continued from page 5

sized gravel were then placed along the edges and between wheel tracks to add texture then sprayed with a trustworthy 50/50 mix of white glue and water with a drop or two of dishwashing soap. Larger gravel particles, say No 20, are about the same size as medium ballast and may be too large for an HO scale gravel yard.

Woodland Scenics figures add realism to the scene. That is all for this episode – my final instalment.

However work continues to more fully detail the scenes across this arm of the layout. Whoever said the layout is finished and complete? This year's SLD Kitbuster series on scenic details has inspired me to keep moving forward!

Figure 6: The lumber yard in the Hawkesbury industrial area consists of a combination of more Kitbusters projects: Weathering a plastic kit to look more prototypical and the Garage project



Figure 7: The welding shop in the Hawkesbury industrial area is a combination of two laser cut wood kits

No. 584

by Grant Knowles, MMR

I wanted to pen an article for the club regarding my newly assigned Master Model Railroader certificate but I was afraid it would be perceived as blowing my own horn - which is really not my style. So instead, I wish to share with you my journey through this hobby and what brought me to this point as I am certain many of us have (are) taking the same journey

I first got involved with model trains around 5 years of age, my parents had given me a HO scale Triang Hornby set which grew into a permanently mounted affair. Meanwhile my Dad has his own setup in a separate room that was comprised of the leading products of the day - Varney locos running on brass fibre tie track. Needless to say, neither empire were scened and both came down when we moved to Ottawa in 1967.

By the time I was in high school, I had inherited my Dad's train collection and had a "real" 4x8 model railroad complete with grades, scenery, structures, etc. I recall that this is when I started scratch building models, a balsa wood trestle comes to mind and my real first attempt of the Ben King Timber City station.

To me, model railroading was a solitary hobby as my school buddies did not share the interest nor was I aware of any fellow modellers in town. The Model Railroader magazine was my only connection to others in the hobby and the key source of hobby information, I waited with great anticipation each month for the next issue! I did occasionally visit the local hobby shop - Noel Hobbies - but never had much spare change to spend so we just gazed in awe at the models and kits on the shelves.

Ultimately I went away to university at which time the layout was taken down, items boxed up and the hobby put on hold. While at Waterloo University, I stumbled across Denome's Train Store in Kitchener which specialized in narrow gauge & short line railroads. The store was wall to wall with neat detail parts, shiny brass engines and countless kits of all kinds. This certainly opened up my eyes to what the hobby could become and solidified where I wanted to go.

Once out of university, I took a job in Brockville, rented a two bedroom apartment where the second room was dedicated to my hobby. I started building an 'around the room' (which is about all you can do in a 8 ft x 10 ft room) HOn3 layout that was based on a track plan from the Model Railroader. The track was code 70 Micro Engineering laid on a sandwich of temptest and 1/2" plywood. Fortunately I had the foresight to make the layout removable.

Through Jeff Trew at Lark Spur Line, I met and joined a group of modellers in Brockville who had rented a room in an old stone school to build a layout. Each member owned a module and you were free to do what you wanted just as long as you interfaced to the adjacent modules. I was finally enjoying the hobby with like minded individuals - could life get any better?

After a couple of years, I got married, took a job in Ottawa and moved - all within a month! The Brockville layout was re-assembled in the basement of our rental town house which I continued to work on advancing my knowledge and skills in the hobby. At that time, Hobby Land was the Mecca for the local model railroading community and through Bill Meredith (who worked behind the counter at the time) I met other narrow minded enthusiasts which started a life long friendship.

We eventually moved to our first home - a small semi that had a perfect room in the basement for a model railroad. I soon had a new layout underway based on the Colorado & Southern and it would feature hand laid track (code 55). Once again the layout was of a modular design so it could be moved at a later date.

During this time I became involved with helping others built and display a narrow gauge railroad at the annual Railfair show. The model railroading life continued to get better!

Continued on page 8

Quite unintentionally I found myself helping others with building their layouts, resolving electrical problems and even developing track plans. All aspects of the hobby interested me and even all types of trains though my heart resided with the narrow gauge ones.

In 1989 we moved to our current home, a 1600 square foot bungalow with a basement just crying out for a model railroad. Of course all the square footage was not up for grabs, after we sectioned off space for the furnace, utilities, laundry room, workshop and the obligatory family rec room, I was left with a 10 ft x 22 ft room for the railroad empire.

I was fortunate enough to be able to recycle the major layout sections from the previous layout for this space thus providing a jump start on the current layout. We had a new track plan, refined ideas and maturing skills to make it all possible.

My circle of model railroad acquaintances has expanded through attending the odd OVAR meeting and through friends of friends, no longer was this a loner's hobby and one where I relished the friendship and the opportunity to "play" with others. I soon joined the NMRA and managed to attend one or two regional conventions when our schedules aligned.

Shortly before the SLD was rekindled, I studied up on the NMRA Achievement Program and came to the conclusion that I was capable enough to attempt some of the certificates and through building my own layout, would develop the skills for others. Thus I made the decision to participate in the program for it provided the challenge I needed and in the end could result in a designation akin to a PEng or CMA but in our community! I had by now amassed a number of craftsman like models, structures and rolling stock, which I felt were good candidates for merit awards thus wanted to get them judged. Since there was no local NMRA club/division, I reached out to the COD division to see if they would judge my models at their next meet. This was back in 1996. Fortunately they agreed but later I learned this request had sent them into a tizzy as I had about 10 models to be judged so they had to scrounge up enough judges to complete the judging in a couple of hours. In the end I took home 3 Merit Awards and a bucket full of constructive feed back to bring the remaining models up to grade. I was hooked - I love a challenge and enjoyed the whole experience.

My initial focus was on building structures, rolling stock and a few engines. Over time I built the necessary quantity and mix to earn both the Rolling Stock and Structure certificates. The Motive Power Certificate was not so easy and it still eludes me! For this certificate, you need to super detail two locomotives and scratch built the third. My first locomotive was a heavily modified MDC HO_{n3} 2-8-0 outside frame locomotive that I had stripped off all the boiler fittings then added brass detail parts, modified the cab & tender to replicate 537 on the C&S Railroad. I was very pleased with the results and the resulting merit award. My second locomotive was the CN GS413 switcher that although was based on an Athearn chassis, required an enormous pile of parts from other locos plus detail and scratch built parts. The first time the model was judged, it failed to make the grade. I was devastated but with the feedback provided, I rebuilt the model, had it re-judged and walked away with a high scoring merit award. My final, third locomotive had to be scratch built so I chose to built a Hall-Scott Rail bus for my HO_{n3} layout. I based the design on a standard gauge version, just down sized the key dimensions to fit a narrow gauge profile. I scratch built most of the car, added commercial parts and fabricated the running gear. The resulting model exceeded my expectations and felt it would meet the merit award requirements. The model was judged and earned a merit award, unfortunately NMRA Head Office identified that not enough of the model was scratch built (I had modified a MDC coach for the car sides) thus it would not constitute a scratch build loco for the Motive Power certificate. To say I was disappointed is an understatement (I still have not gotten over it!) thus I still need to scratch build a loco to complete the requirements for this certificate.

Some certificates can be earned in relative short time, others took time, the Author is a good example. Here a number of publications are required in various forums such as trade magazines, local publications and even electronic. It took me about 10 years to collect enough points - but I was not in a rush - just knocking them off as the opportunity presented itself.

Under the "Service To The Hobby" category, I earned the Volunteer certificate largely through my role in the 2001 SLD convention. Once again I was not aggressively addressing this one, just earning points when opportunities presented themselves.

Though there is some minor paperwork required for each certificate submission, the Dispatcher certificate required the greatest effort and was set aside a number of times before I finally completed it. Thankfully Peter Nesbitt had provided me with an example submission which helped me to organize my thoughts and how to present the material. Through working on the Dispatcher certificate I discovered an aspect of the hobby I never had thought would interest me and now find myself "operating" on other layouts on a regular basis!

When the dust had finally settled, the seven certificates I completed (in order) are: Electrical, Structures, Volunteer, Rolling Stock, Author, Dispatcher & finally; Prototype Scene. The elapsed time, from the COD judging, to completing the Prototype Scene has been 20 years. I had never set a schedule or deadline for myself and even put the whole thrust on hold a few times when I lost interest or any other priorities in life surfaced.

Though I have earned the MMR Certificate no. 584 (apparently the first for the SLD division), I do not plan to change my modelling habits nor productivity, the MMR was just one of the key stations on my journey, the journey which I plan to continue until I run out of steam! In fact, there are a couple more certificates that I would still like to attempt.

I have always enjoyed the comradely of the SLD membership and the diversity and talent of this group which has helped me to grow as a modeller as well as to enjoy and appreciate their talents and encouragement to each other to push our skills and drive for higher standards. I for one, will now always remember to put door knobs on my doors (thanks Peter for bringing this to my attention!).

In the end I am glad I never gave up and continued to pursue this objective as it helped my grow as an individual, gain new skills, experience aspects of the hobby which I would not have otherwise but most importantly, to share my love of the hobby with my peers.

At the risk of sounding like a sales pitch, I enthusiastically encourage everyone to consider participating in the AP program not so much to collect "certificates" but to build confidence and learn new skills.

TimeTable

Date	Meetings / Shows		SLD Workshops
May 27, 2017	St. James Anglican Church 10 Union Street West (at Barrie) Kingston, ON		
September 30, 2017	Tbd		
October 28, 2017			Emmanuel United Church 691 Smyth Road Ottawa, ON
November 25, 2017	Emmanuel United Church		
January 20, 2018	Emmanuel United Church		Emmanuel United Church
February 24, 2018			Emmanuel United Church
March 31, 2018	Emmanuel United Church		
April 28, 2018			Emmanuel United Church
May26, 2018	Tbd		

Display Table Report

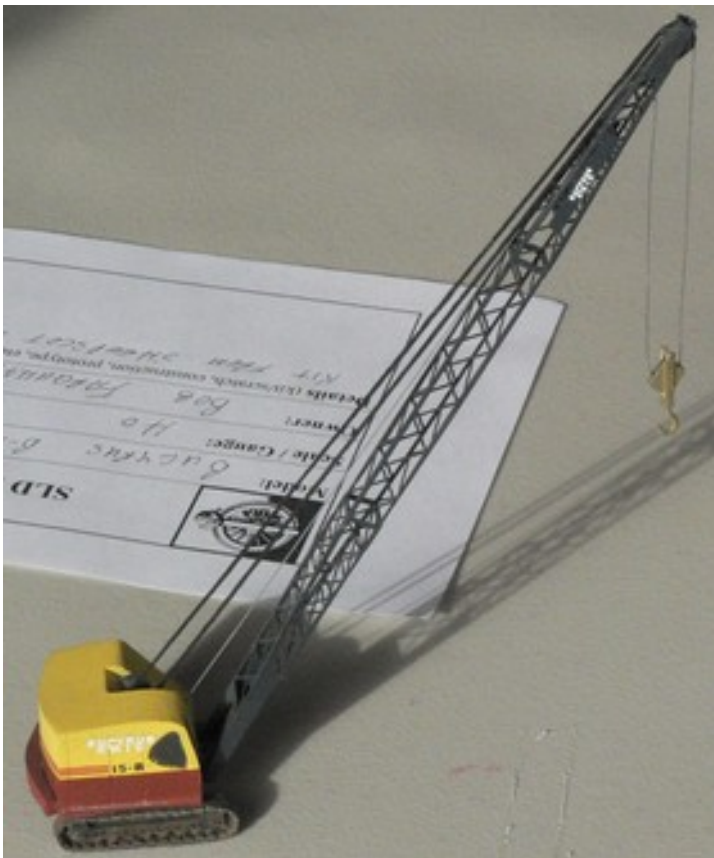
by Grant Knowles, MMR

Many Model Railroading clubs host Model Displays where club members are invited to show their models where a theme is often provided to provide focus. We do the same here at the SLD though I like to mess with you and pick topics which are not the "run of the mill" thus forcing you to think out of the box and be creative. The theme this month was "something that could hold fluids". Which when you sit down and think of it includes just about everything to do with trains for many things hold fluids one way or another, for example, a steam engine, parlour car, gas truck, water tank, etc. The sky is the limit!



Figure 1: (Top) The magnet under this Pickle Car sweeps the tracks from metallic debris.

Figure 2: (Bottom) Bucyrus B-12 crane from a Sheepscoot model kit



Normand Levert certainly embraced the theme and brought out a neat Pickle Car which actually does double duty as a maintenance car. Here Normand attached a permanent magnet to the underside of the car which he then periodically runs around the layout to pick up wayward metallic items. He chose the pickle car to host the magnet due to its flat underside.

Alex Binkley brought out an S Scale American RTR tank Car which was lettered for the Canadian General Transit Company Limited and was very nicely weathered.

Our man in Kingston, Bob Farquhar, brought along two models to share with us. The first is a Bucyrus B-12 crane built from a Sheepscoot model kit (<http://www.sheepscootscale.com>).

The second model was a little larger - the Graves Elevator complex built from a Bar Mills limited run kit. This complex consisted of two large structures that exhibited various wall textures, walls angles, surface details etc which Bar Mills kits are known for. The exterior elevator on the taller building was certainly an unusual feature. I suspect the roof mounted water tank was where Bob aligned with the display theme.

Last year the Algonquin Turn convention handed out a number of door prizes one of which was the Frenchman River Models Bank Kit (<http://www.frenchmanriver.com/>) which was won by Peter Coleman. Peter had brought out the finished resin kit which is currently "sign less" as it awaits a new tenant. The kit certainly turned out nice.

Next up we have a series of HO scale railway cars that "carried fluids" on Fred Adams Madeleinesburg Sub-Division:

- Canadian Liquid Air tank car - Produced by Atlas "Master Line Rolling Stock"
- P&LE Gondola with Texaco Tank Cat that "was used" to carry oil - Make unknown - purchased on EBay

- Hooker Chemicals - Produced by Atlas "Steam Era Classics"
- Borden's Milk Tank Car - Produced by Intermountain Railway Co.
- Dow Chemicals of Canada - Produced by Atlas "Steam Era Classics"

All cars were nicely weathered to show years of service.



Figure 3: (Top) Fred Adams showed this collection of cars in the spirit of the display table theme

Figure 4: (Bottom) Under construction view of the Cranberry Church



the roofing material supplied with the kit. I have since replaced it with more realistic looking tar paper.

And last but not least, David Steer brought out one of his masterpieces - a 7 mm scale South African Railways NGG1b Beyer Garratt. This model started out as a kit comprised of machined parts, numerous flat etched sheets of brass and lots of goody bags of tiny strange parts. It was a delight to see this model come together over the months to which David added further parts to super detail the model including a custom etched builders plate! This model was not here so much as to contribute to the display table but to support his presentation of narrow gauge railroading in Wales.

That sums up the March Display Table. Thank you to everyone who brought out their pride and joy for us to examine. Additional photos are available on the SLD March meet web page:

http://sld-nmra.ca/meets/mar_17/mar_17.htm.

David Garner also brought out a tank car, in this case a vintage wooden tank car lettered for Capital Water Tank Car 1207. David figures this is likely an Ambroid Kit which he had purchased from Lark Spur Line many years ago.

In keeping with the display theme, I also brought out a tank car. I built this HOn3 tank car about 30 years ago from a Taurus kit (which I believe they are still available). The model consists of a cast resin tank and a wooden flat car built from strip wood and includes truss rods and full brake system.

Next up is the Cranberry Church kit I am building which is made by Raggs-To-Riches.

(<http://www.raggstoriches.biz/>) This is a very well engineered laser kit that comes with a very complete instruction booklet. What you see was built over a long weekend of intense modelling, of course we are only about half way done. I am currently searching the web for church "stain glass" images that will then be printed on acetate for the windows. I plan to include interior lighting and felt the stain glass windows will add an element of interest.

When I build models at an all day event like the SLD Kit Busters, I like to work on multiple kits at once. Why you ask? Well it is quite simple, while I am waiting for glue/paint to dry on the main model, I will set it aside and work on a second. The second model is often simpler in complexity so it can be picked up with limited rethinking on my part! In this case, I was building the Banta Miner's Cabin kit while the church was underway. Here is the finished product which went together very well though I am not happy with



Next Division Meet

St. Lawrence Division – NMRA

When:

Saturday, May 27, 2017

Where:

St. James Anglican Church
10 Union Street West (At Barrie),
Kingston, ON

Door Open at 9:30 am -- Admission \$7.00

What's on:

Morning:

Election:
Assistant Superintendent

Clinics by:

Bob Farquhar:
"Static grass"

Andrew Jeanes:
"Kingston and Pembroke
Railway"

Afternoon:

Layout Tours

John Licharson

Kurt Vollenwyder

David Lay

Andrew Chisholm

