



The Mail Car

Issue no. 46 – November 2007

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

From the Superintendent's Desk

By Peter Joyce

Well, the fall is truly upon us, and the leaves in my yard have been cleared away, so I have no excuse for not returning to the work bench. Eight of us (Alex, Bill, Ron, Bob, Paul, Michael, Stan and I) got a great start last Saturday at our first "KitBusters workshop". We had a tremendous day, just doing what we all like to do, work on models without interruption except when giving advice or extolling the workmanship of others. If only more members would come out (we had one "first timer") the day would be really enjoyable and the camaraderie just great. As the SLD's finances are not too rich, we decided to charge ourselves \$5.00 a day to make the event revenue neutral.

Of course, I've had my bad days, and managed to miss the Sep meet. So, it will be reported on elsewhere in this issue, as will progress on the Bytown Bobber convention and Railfair 30. Our Nov meeting will include a discussion on the future of the SLD module – there's been some talk of making a new, lighter one, and we have a few ideas of what to do with the present module.

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The Bytown Bobber

By Grant Knowles
2008 NFR Convention Chairman

I am pleased to announce the Bytown Bobber Convention preparations are moving along very well due to the dedicated effort of the committee members. No event of this magnitude can be successful without a strong team on board.

We now have over 20 layouts locked in for the Layout Tours and most of the 32 Clinic time slots are now filled providing a vary diverse topic list so there bound to be something for everyone. Not only do we have an exceptional local talent pool to draw upon for the clinics but we also have some big names in the hobby presenting as well. All clinics will be offered twice thus allowing you to take in all your favourite clinics. We have chosen the clinics to be both educational as well as entertaining.

After much discussion and navel gazing we have arrived at the fee schedule for the convention. In addition to the regular Full Convention and Convention Only passes, we will be offering a Day Pass and a Student Pass.

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Abo Canyon inspired scene on an N scale display layout at the first US Model Railroading convention in Dudenhofen, Germany. A report on this meet and more pictures can be found inside.

Photo: Andreas Mank

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

Continued from page 1 "From the Superintendent's Desk"

A few of our members are travelling down to Syracuse to the big train show: perhaps we'll see some new purchases on our display table on Nov 24th.

At the risk of repeating myself, we really need to support the upcoming Bytown Bobber NFR Convention. NMRA Canada has announced a six month trial membership for \$10.00, so get your friends to sign up and come to the convention – it should cost about \$40.00 for the convention, and \$40.00 for the Saturday night dinner. We hope to have a special appearance category for "Bobbbers", so start now to build your caboose!

I continue my quest for an SLD crest or logo: we do now have a banner that has our name on it and an NMRA crest on one end, but there is room for an SLD crest at the other end! So, lets see some creative thinking out there.

I've done it again – committed myself to an NFR Board Meeting in Toronto on Nov 24th, so Paul will have to run the meeting once again. I normally would not forsake an SLD meet for such an event, but since it will be my first time, I thought I'd better go, if only to protect our interests in next year's convention. That said, if anyone has any subject they would like me to raise, you must let me know ASAP as there is an early November deadline for agenda items.

That's it for this issue, have a great meeting on the 24th!



On October 13th and 14th Railfair 30 provided a good opportunity for the club to interact with the public. We had a steady stream of people, mostly parents with their children, who took great delight in operating the switching module. It was gratifying to see a number of people return for a second chance to operate the module. A thank you goes to the following members who gave part of their weekend to supervise the module: Jim Baxter, Pierre Burgoyne, Stanley Conley, Brian Earl, Grant Knowles, Greg Montague, Peter Nesbitt and Michael Rozeboom. A special thanks to Grant Knowles for delivery, set-up and pickup of the module. Special recognition should go to Jim, Pierre, Greg, and Michael who returned to supervise for more than one session.

Photo: Paul Bullock

We are expecting the latter two will make the convention more attractive to new members who want to "test the waters" before making a full commitment. The convention fee has risen slightly from previous years to keep pace with inflation, but if you register before Jan 31st, you can take advantage of the Early Bird rates which are lower than the 2001 convention rates! The Registration form is available on the Bytown Bobber web site.

The convention schedule will be slightly different from past years. We will have four rounds of clinics on Friday night followed by two cycles on Saturday morning. After the break for the NFR Annual General Meeting we will launch into the afternoon activities of Layout and Prototype Tours. The NFR Awards & Banquet will be held Saturday evening at the Chimo Hotel. Sunday morning will see two more clinic cycles before we break for Layout tours for the balance of the day.

Intermixed with this we will have the Model contest - both Judged and Appearance, along with the Raffle Table. We are still working on the schedule and further details which we will post on the web site as things solidify.

We have a few more "treats" in store that we will share with you in the upcoming months.

The Model Contest remains a cornerstone activity of the convention and I extend our invitation to all to participate in this event. We have the Judged Contest for those who wish to have their models evaluated against the NMRA Achievement Standards or the Appearance Contest for those who only wish to display their models. The later is much like the SLD Display Table except in this case the models are not displayed with the owner's name thus it is totally anonymous! We have a large number of very talented modellers in the club and this will be an excellent opportunity to share your handy work with your colleagues. In keeping with the convention theme of "Bobbers", we will have a new category for Bobbers so don't be shy, bring out your favour four wheel caboose.

Before I forget, the infamous SLD KitBusters Workshop will be running all day Friday so be sure to take advantage of this opportunity to work on your latest project while socialising with our fellow railroaders.

Remember to check out our Convention Web page on a regular basis as Stan will be posting new material weekly - www.bytownbobber.org

We'll also be posting convention material in the NFR Flimsy which can be downloaded from the NFR web site at: <http://www.nfr-nmra.org/newsletter/index.htm>

Please do not hesitate to contact me or any of the convention executives should you have and questions, comments or concerns.

NMRA Dates

SLD Meetings		NFR Spring Convention	
November 24, 2007	Emmanuel United Church 691 Smyth Road, Ottawa		Bytown Bobber April 25 - 27, 2008 Chimo Hotel, Ottawa
			SLD Workshops
January 26, 2008	Emmanuel United Church 691 Smyth Road, Ottawa		January 12, 2008
March 29, 2008	Emmanuel United Church 691 Smyth Road, Ottawa		February 23, 2008
May 31, 2008	TBA		April 25, 2008 In conjunction with the NFR Convention at the Chimo Hotel

Display Table

By Grant Knowles

Based on the volume and quality of models present on the September Display Table, it would be safe to say that the great summer weather did not interfere with modelling time. The theme for September was your Summer Project(s).



It appears CN has lost running rights on Don Leger's Shadetree and Nepean railroad. As such, the S&N RR has repainted a CN Hawker Siddeley Caboose in the corporate colour – black with white lettering to use on their freights. The caboose was painted by Charles Gendron prior to his posting to Afghanistan.

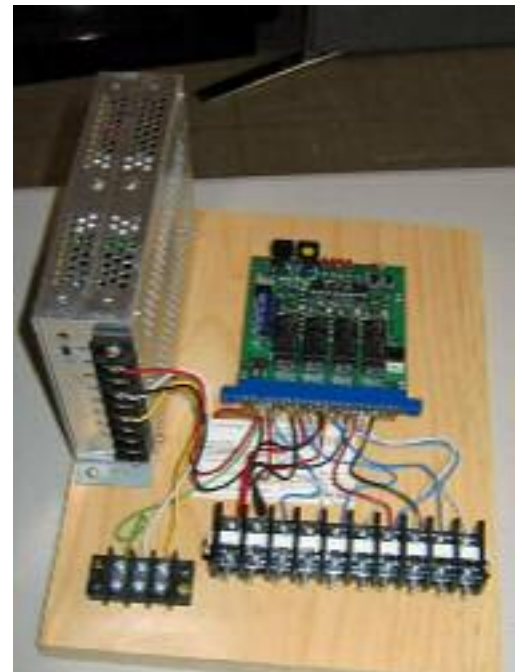
Next up was a N Scale industry from a Walthers plastic Cornerstone kit. Bill Meek had built this kit for installation on the 2007 Railfair Raffle layout but due to limited space, ended up on the reject pile. Bill indicated that he prefers modelling in the larger HO scale.



I don't know how David Steer does it, but he always manages to squeeze in some railroading on his business trips. This time, Dave spent last weekend in Switzerland chasing the meter gauge steam rack railroad in the Furka Pass. The mountain scenery provided spectacular background for the trains in his pictures.



Michael Rozeboom was busy scavenging the power supply out of an old computer to power his Digitrax PM 4. Both were mounted and wired on a plywood board and is ready to be installed on his layout providing short circuit protection for three circuits. Michael displayed his HO Korber industry building that he just completed.





Speaking of Brian Earl, he brought out three more NMRA speciality box cars;

- Heritage Collector #16 – Moonlight & Violins
- Heritage Collector #17 – St. Clair Northern
- Living Legends #7 – Lower Level Line



Grant Knowles' parents found an old train lantern from the London North Eastern Railway in their closet. It was complete and functional except for a few missing pieces of coloured glass. Brian Earl (our UK RR expert) identified it as a Fogman's Lantern that is used by the Crossing Guard to warn motorists of an approaching train.



Dave Primeau has scratch built an HO model of the CNR Grimsby station in styrene. Dave had made his own plans from photographs and other written material. Unfortunately material discovered late in the project required him to rebuild the baggage door and a rear window on the depot. Dave took a unique approach to the project and essentially built the model the roof down vs. working from the bottom up.



Ron Newby has ventured into O Scale under a "dare" to scratch build a 10 ft x 20 ft building. Ron brought out his "in progress" project that features individual board by board construction, 45 degree floor boards and hand made shingle siding. The Clearwater Saloon is not based on a specific prototype but follows sound engineering practices.



Logging factors heavily into the operations on Jim McSherry's HO scale railroad. As such he is scratch building a Log Dump and Jill Poke to facilitate unloading of the log cars at the saw mill pond. This is a very interesting, yet simple process where the log cars are pulled across the trestle by the locomotive and the Jill Poke arm is set against the log on the car. As the car passes the pivot point the arm pushes the logs off the other side of the car. To help facilitate this motion, the outer rail is raised higher than the pond side rail. The Jill Poke actually rotates on Jim's model.

Peter Nesbitt brought out his test track with an On3 Shay set up with the latest in DCC Sound Decoders (sorry I don't recall the manufacturer). The sound quality was excellent. The problem I am confronted with is that the sound receivers are now small enough that they can fit inside my HOn3 tenders – no more excuses about delaying the DCC transition for me!

Thanks to everyone who brought out something for the Display Table.
The theme for the November Display Table is Cabooses!



For the article on the first US model railroad convention in Germany, see page 7.



Two of the many dioramas displayed. The coal loader scene is modelled in N-scale. (Top)

Another look at the Canyon Scene shown on the cover. (Left)

First US-Model Railroad Convention in Germany

By Andreas Mank

As I was looking for interesting things to do during my recent trip to Germany, I found an announcement for the first US model railroad convention in Germany. Luckily, it was an easy day trip from my parent's home, where I was staying, to Dudenhofen, where the convention was held.

I was pleasantly surprised when I arrived at the convention. The size of the facilities, while slightly irregular and distributed over several rooms, was at least as large as Railfair and they were crammed full with interesting stuff. I had not realised that modelling North American prototypes had become so popular in Germany. Furthermore, the quality of the modelling was excellent, as can be seen from the pictures included with this article.

There also were a number of well stocked dealer tables offering from the usual standard products to some short run specialities and one exhibitor dealing in brass models. I even found an older, retired Walthers kit that I had been hunting for for my own layout.



Operating N-scale model of a midwest town. The track connects to a staging yard behind the scene. (top)

H0 scale ore transloading operation module, mostly scratchbuild. (top left)



Operating O-scale logging diorama. A small fiddle yard is connected to the far end of the diorama. (top)

FREMO modular set up in H0 scale. (right)



September 2007 Meeting

By Paul Bullock

The final Saturday of September turned out to be a warm bright summer day. The 21 people who met at the United Church basement spent time catching up on summer activities before the meeting. The meeting began with Brian Earl introducing his guest, Ron Colpitts, from Orillia. Approval was given to purchase a new banner for the club at a cost of about \$110.00 We were then presented with two interesting clinics involving the Narrow Gauge Convention in Maine and the building of the coffee table N gauge layout used for the CHEO raffle at Railfair 30.

David Steer gave a slide presentation on the Narrow Gauge Convention in Portland, Maine. It took place inside the Eastland Hotel and the Holiday Inn. A number of layouts were displayed inside the hotel, one even from Toronto. David discovered a brass car, that he had sold previously, on one of the layouts. He also showed us a section of the Grand Trunk tracks that are still in use along the waterfront. A historic car shop, part of the Portland Locomotive Works, has been turned into a museum. They offer rides using two live steam engines.

Dave took a side trip to the Bar Mills model factory which is situated inside a full-size train station. The factory houses an SN2 layout displaying many of the Bar Mills structures.

The second presentation involved the design and construction of the CHEO raffle layout. The members of the Friday Night Group, Mike Hamer, Bill Meek, Stanley Conley, Chris Lyon, Barry Thomas, Ron Newby, Rob Kazakoff and Joel Racine built an outstanding layout based on an IKEA glass-topped coffee table. They spent more than 900 hours over the summer building the layout. It started as a simple treed concept and evolved into a city / rural plan of Northern Ontario from about 1950. As it developed it became more and more detailed as group members built structures at their homes and would return to Mike's place to insert their work. As a testament to the results of their effort, all 3000 raffle tickets were sold by the time Railfair opened Sunday morning. This has never happened in the history of the CHEO raffle! Mike's PowerPoint presentation brought the project to life.

Fern Leroux kindly opened his layout for the afternoon tour. It was well attended by most of the morning group. Mike Hamer supplied the following pictures of Fern's layout, depicting ONR operations in Northern Ontario:



Continued from page 7 "First US-Model Railroad Convention in Germany"

The exhibition had layouts for all tastes: Several scales, from Z-scale to O-scale, and different themes, including logging, transition area layouts, and modern layouts. Apart from 2 FREMO set-ups, one in HO scale and one in N scale, several large and small layouts and dioramas were displayed.

While Horst Meier's layout, recently covered in MR ("Sherman Hill spectacular", MR 08/07), was billed as one of the highlights, most of the other layouts were of excellent quality. I was particularly impressed by the quality of the efforts in N-scale, which is very popular in Germany, since most people live in apartments and do not have a lot of space to devote to their hobby.

Model Railroading in Zm

By Andreas Mank

One morning during my recent trip to Germany my father handed me the newspaper and pointed to an article about an exhibition of RR models at a local bank branch. The article contained information on the display of a non-operating module, as well as a picture and a short description of a home layout under construction by a local modeller. The layout depicts Swiss narrow gauge trains (Meter gauge) modelled in Z scale (1:220). 1 meter between the rails in Z-scale works out to 4.55 mm track gauge.

No commercial models were available when Karl-Friedrich Ahnert started on this endeavour. He started working with a group of modellers from Stuttgart interested in Zm and together, they developed standards and some models. He contracted with a now defunct company for the production of track material from CNC milled wood sleepers and Code 40 profiles. The track line moved to Aspenmodels after the original contractor went out of business. The rolling stock is assembled from brass etchings developed with another company specialising in this technology. The first motive power



was completely scratchbuild by the Stuttgart group. Meanwhile, Karl-Friedrich is working with his contractor on small (5-10) runs of locomotive models from prototypes of the Rhätische Bahn.

The display consisted of a fully scened module and a collection of rolling stock. The quality of the modelling is excellent. Unfortunately, I cannot vouch for the operating characteristics. More information on modelling in Zm is available at Karl-Friedrich's English language webpage: <http://www.zm-schmalspur.de>.



Next Division Meet

St Lawrence Division – NMRA

When:

Saturday, November 24, 2007

Where:

Emmanuel United Church

691 Smyth Road,

Ottawa

East of CHEO at Dauphin Road

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

What's on:

Morning:

Division Business

Clinic

- Steve Watson:
Quincy and Torch Lake RR
- TBA

Display

- Cabooses

Door Prizes

- You never know what to expect!

Afternoon:

- Geoff Chase
The Wakefield Valley
- TBA

