



The Mail Car

Newsletter of the St Lawrence Division – NMRA

Issue no. 71 – November 2012

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

Superintendent's Report

By Ron Newby

We started the season with a bang with the first meeting in Cornwall. We had a great turnout where Pierre Lamontagne gave us a great clinic on making evergreen trees and yours truly shared some of the pictures I took at the 32 National Narrow Gauge Convention in Seattle Washington. I spent a great two week in the Seattle area and if you ever get a chance to go to a National Narrow Gauge Convention, I highly recommend it. There were two layouts open in the afternoon where we got to see Pierre Lamontagne's and Nick Scott's layouts.

We also held our first Kitbusters clinic of the season where the theme is improving plastic kits. First
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The first Kitbusters workshop of the season was well attended.
Photo: Andreas Mank

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Copy Deadlines

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

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

Model Railroad Club of Toronto to leave Liberty Village after 66 years

Canada's largest and most famous model railway to be dismantled.

TORONTO, October 30, 2012

The Model Railroad Club of Toronto regretfully announces that effective April 30, 2013, the Club will terminate its long standing tenancy at 171 East Liberty Street, (formerly known as 37 Hanna Avenue) in the Liberty Village area. A recent casualty of Toronto's development drive, the Club will not be able to continue with its decades long tenancy, and unfortunately will be dismantling its model railroad. Plans are underway to relocate to new premises and begin rebuilding the model railway. Founded in 1938, and having moved to its current location in 1946, the Model Railroad Club of Toronto has been continuously building and maintaining the O scale Central Ontario Railway. The model railway, the product of decades of work, is the largest and most famous permanent model railroad layout in Canada. The Model Railroad Club of Toronto will celebrate its 75th Anniversary in 2013. The Model Railroad Club of Toronto is extending an invitation to share in the "Romance of the Rails – The Last Run in Liberty Village".

A series of shows have been scheduled for the 2012 Holiday Season and in February, 2013 as part of the Club's 75th Anniversary Celebration. After the final show on Family Day, February 18, 2013 the dismantling of the railway will start. All proceeds from the shows will be put towards the costs of rebuilding this unique treasure in its new location. Visitors numbering in the hundreds of thousands, from all continents have enjoyed watching the model trains of the Central Ontario Railway and have marveled at the tireless efforts of the Club members. Housed in the basement of what was once an armaments factory, the model railroad, many times described as one of Toronto's "hidden treasures", is almost 500 sq. m. in size. The Club has been featured in countless newspaper, radio and TV spots, news reports, live eye events, commercials, TV shows, and even a feature movie.

The Club is now actively searching for new premises and would welcome any offers and suggestions for a new location for what is definitely a unique piece of Canadian railway history. Further updates will be posted on the Club website: www.modelrailroadclub.com

Press release by the Model Railroad Club of Toronto

Incorporating the SLD Switching Module into my Basement Layout

By Peter Gray

As many of you know, I purchased the SLD switching module from the club. Firstly allow me to thank you for the creation of such a wonderful and well crafted module, it has settled in nicely into the layout.



The SLD switching module prior to any modifications.
Photo: Peter Gray



With any move there are adjustments to make. I am unsure what, if any, era the module was supposed to be but the Snaggletooth River Railway (SRRX) is set in the fall of 1979. The SRR is essentially a “what if” prototype-freelanced concept based upon the Dominion Atlantic Railway (D.A.R.) in Nova Scotia. The concept is that instead of the C.P. buying the DAR outright in March of 1911, it was purchased by local business partners who then operate their own short line, the SRR and lease trackage rights to CP and CN.

What does all of that mean for the module? Well first off, I renamed it to South Lawrencetown to keep with the spirit of SLD and have a realistic setting within the SRR fiction. Incorporating the CN girder bridge I am using it as the CN connection point to the SRRX. CN had a connection in South Lawrencetown to the DAR, so it worked out well.

As for major modification, there were very few. The only building I modified was the grain elevator, which was completely removed from the layout. There was nothing wrong with the building, it needed some tlc, but it just did not fit within the concept / location of the layout. I removed the building and the surrounding ground work to make way for a general store with a small rail serviced loading dock.

I also made the decision that there was enough going on operations wise between the module and the rest of my layout, so I opted not to place the fuel depot as planed in the “blank spot” and replaced it with a non rail revenue building, a rooming house. (These were the two buildings I brought out for the September meet in Cornwall)

The rest of the changes have been purely cosmetic. I added an “end of line” rail buffer on the curved track over the wood trestle to indicate that this line was abandoned, subsequently I re-sceniced the rail to reflect this abandonment with weeds, rusting rails and so on. I also “updated” the scenery on the layout in general with new

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The new general store (top) and the new Rooming House (right). The general store replaced the grain elevator. Both kits were assembled from inexpensive plastic kits and visually upgraded.
Photos: Peter Gray



Here is the refurbished hill with the now abandoned line.
Photos: Peter Gray

flocking, tree replacement, fresh ballast, stones, repainting of some of the rocks and so on. I also removed the switching magnets since I do not use these and re-ballasted the track in those spots, including replacing the grade crossing.

Inside I took out the DC power supply and controllers and simply hooked it up to my DCC system. I must say that transition was simple and painless. I have repainted the outside to match the rest of the



Overview of the refurbished module.
Photo: Peter Gray



room and removed the handles.

So, if there ever was an argument to have a painted room or backdrop, this is it. The train room was at one time supposed to be an exercise room, thus painted bright yellow. As we can see in this photo on the left, a yellow backdrop not only does not look realistic, but looks downright awful. Please compare to the “hazy sky blue” colour the room now is on the right. Taking this photo prompted me to finish painting the room.

The effect of the background colour.
Photo: Peter Gray

off I want to apologize for the lack of a clinic, one was planned, but some miscommunication between myself and someone else where he thought I was doing it and I thought he was doing it, well you see where this is going. I promise you this has been sorted out and there will be a clinic at the next Kitbusters in January. We had a great showing with 23 members attending and it was nice seeing new faces there.

Be sure to make April 26, 27 & 28 2013 on your calendar. The Central Ontario Division (COD) will be hosting the annual convention at the Meadowvale Four Points Sheridan in Mississauga. They already have an extensive and very informative website at <http://streetsvillejunction.com> check it out, it is well worth it.

If you are planning on attending the convention (I know I am) try to register before December 31, 2012. If you do you will be eligible to get your convention fee back. Everyone who registered before December 31st will have their name put in the "hat" and the winner will be drawn at the awards presentation on Sunday morning.

Our next meeting will be held on November 24th at Emmanuel United Church and we have an action packed day planned for everyone. November's meeting will start our clinic theme for the year, "Everything you wanted to know about caring and modifying your diesel locomotive". I know it a long title but there is a lot planned as we will take you through the process of breaking in your locomotive, maintenance, installing a sound equipped decoder, adding detail parts to customize your locomotive to painting and weathering it. So if you wanted to know how to care for your locomotive and/or have questions, this is the season to ask them. To start it off this month we will be showing you how to care for the locomotive out of the box, inspecting it, proper lubrication and breaking it in. We will also be doing a live demonstration installing a sound decoder in a locomotive.

The afternoon sessions will take a different format this year and the morning theme will carry into the afternoon. So if you have a locomotive you are having trouble with, want to learn how to install a sound decoder, bring them in and our team of "experts" will show you how it is done. If you do not have a problem locomotive bring something to build as we will also be doing Kitbusters in the afternoon, no theme, just bring what you want to build.

Seeing as this is my space and I get to write what I want, I thought I would start a new feature in my editorial on the happenings on the Clearwater Valley Railway CO., nothing elaborate, just a few thoughts and a progress update. So to start off, this is what my goals to accomplish over the summer were, carry out some track modifications and build and scenic the removable section that is required in front of the electrical panel.

Operating sessions last fall had shown me that I needed some team tracks in my major towns to add to the switching opportunities. To come up with an operating scheme in a "closed" system, as most narrow gauge railways are, is a challenge. I already added a team track in Clearwater, so one was added in Mara and Mosquito Flats.

Another major change was the removal of the staging yard just past Mosquito Flats. The track was reconfigured to make the mainline run longer. Part of this is due to a future expansion plan, part because the staging yard tracks were too short and severely affected train lengths.

I also build what I call "The Cliffs of Dover", the removable section of scenery in front of the electrical panel. Part one is done, the removable section itself, what is still to be done is the scenery in front of the cliffs. Who knows maybe there will be an article about it when I get it finished.

That is all for now, looking forward to seeing everyone on November 24th, till then, may your train stay on the track and may you never run out of rail.

Display Table

By Grant Knowles

The September meet found us back in the seaway town of Cornwall. The Display Table theme was, are you ready for this? Your Summer Project. After reviewing the models on display, I suspect a few took more than just the summer months to complete and I am sure the fine weather also cut into the modeling time.

Here is your review of the models on display – in no particular order.

I have to admit, though I love all trains, I especially have a preference towards narrow gauge ones. Ron Newby was at this year's Narrow Gauge Convention and returned with Bachman's On30 2-4-4-2 mallet. Ron has yet to "customize" it but what a beauty right out of the box, DCC equipped and with a sound module. I just wish Bachman would make an HO₃ version.

There is a new manufacturer on the scene called Monster Modelworks (<http://www.monstermodelworks.com>). They make laser cut structures and detailed parts. Their differentiator is that they carve bricks into wood panels. Bob Farquhar assembled their Transfer Shed which is comprised totally of wood parts – brick walls included. Bob did a wonderful job assembling the kit and using chalks to colour it.



Bob Farquhar assembled this Transfer Shed from a Monster Modelworks kit. The brick walls are carved into wood panels.

Photo: Grant Knowles

Peter Gray brought out two plastic "craftsman" kits. I use the term "craftsman" loosely for through these two models, Peter is demonstrating how you can take an economy model and turn it into a masterpiece through kit bashing and carefully orchestrated painting. Peter had a Lifelike General Store and a Rooming House. Both were purchased with spare coffee money and adorn the SLD Module which resides at his home. Photos can be found in the article on former module starting on page 3.

Once again, my favourite gauge – narrow. Peter Nesbit had his latest addition for the Bonnechere and Braeside RR roster on show – a San Juan Car Co On3 boxcar lettered for his railroad.

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David Steer assembled these three HO standard gauge cars from Westerfield Resin kits.

Photo: Grant Knowles



Lorne Munro showed the finished scratch built Kinmount Station

Photo: Grant Knowles

David Steer has certainly mastered the art of assembling Westerfield Resin kits. In fact he can regale you with in depth discussions on the pros and cons of the various types of resin Westerfield has used over the years. David had three beautifully assembled HO standard gauge cars on display. These included a Michigan Central USRA steel boxcar, a Pennsylvania GL hopper and an Atlantic Coast Line USRA wood boxcar.

Alex Binkley brought out 3 very impressive S scale coaches. The modern coach had been custom painted by John Licharson while the other "older" style cars are lettered for Alex's railroad.

We have enjoyed the last few Display Tables for Lorne Munro has brought out his latest project, the Kinmount Station, for us to watch his progress as the scratch built model comes together. The model is now complete and functional. Yes "functional" in that pressing the chimney down will turn the interior lights on/off. The HO model is built from a combination of materials: strip wood, hydrocal foundation, plastic windows and doors, textured paper shingles, strip wood platforms, etc. Lorne we are expecting you to enter this into the model contest at the next NFR convention!

And to bring up the rear, I spent my free time this summer building the Alexander Scale Models PRR Flag stop. This is a 60's vintage kit that I picked up at the OVAR Flea Market for a whopping \$10. This wood kit used the old technology of ruler die stamping to punch, the windows and doors are white metal castings and included were various pieces of strip wood for trim, loading platform and eave brackets (13 that had to be "scratch built"). The instructions contained beautifully detailed line drawings and the model went together as per instructions. The tolerance of the pieces was not what you are now accustomed to see on laser kits so a little extra care in the assembly was required. I did replace the sandpaper for the roofing with some paper stock to simulate the tar paper roofing. This was a fun kit to build and I look forward to building a couple more Alexander Kits I have on the shelf. The kits are starting to appear back on the market under the Tomar Industries banner.

That does it for this month. Thank you to everyone who brought out their pride and joy for us to examine. Additional photos are available on the September meet web page:

http://sld-nmra.ca/meets/sept_12/sept_12.

TimeTable

Date	Meetings / Shows	SLD Workshops
November 24, 2012	Emmanuel United Church 691 Smyth Road Ottawa	
December 29 & 30 11:00am to 5:00pm Adults: \$10 Children: \$5 Seniors: \$8	The Model Railroad Club of Toronto Christmas Show 171 East Liberty Street, Suite B1, Toronto ON, M6K3P6	
January 19, 2013	Emmanuel United Church	Emmanuel United Church
February 2 & 3 February 9 & 10 February 16, 17, 18 11:00am to 5:00pm Adults: \$10 Children: \$5 Seniors: \$8	The Model Railroad Club of Toronto 75 th Anniversary and Final Liberty Village Show Events 171 East Liberty Street, Suite B1, Toronto ON, M6K3P6	
February 23, 2013		Emmanuel United Church
March 30, 2013	Emmanuel United Church	Emmanuel United Church
April 26 to 29, 2013	NFR Regional Convention Four Points by Sheraton 2510 Argentia Drive Mississauga, ON	
May 25, 2013	Kingston, ON	
September 28, 2013	tbd	



Next Division Meet

St Lawrence Division – NMRA

When:

Saturday, November 24, 2012

Where:

Emmanuel United Church

691 Smyth Road,
Ottawa

East of CHEO at Dauphin Road

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

What's on:

Morning:

Division Business

Clinics:

Ron Newby & Peter Nesbitt

Everything you wanted to know about caring and modifying your diesel locomotive

Display:

Motive Power

Afternoon:

Hands-on advise on locomotive care and DCC conversions – bring your engine and decoder

