



The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue no. 76 – November 2013

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

Superintendent's Report

By Ron Newby

Well the September meeting was a blast with great weather to boot. We had a great clinic on using video to add to our modeling experience and it was great seeing Andrew's layout again. I am surprised Peter Gray was able to pry his son from operating on Andrew's layout. From what I saw, he was operating the way freight like a seasoned veteran. It was great seeing all the pictures from member's layouts in the last newsletter, we are blessed with a lot of great modellers in our area.

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Kitbusters 2013 – Building a Rusty Stump garage

By Ron Newby

As I mentioned in my opening remarks the kits have arrived so we are ready to go. They are well designed kits with a 24 page detailed instruction booklet (O scale version). The kit also includes a recommended tool list, type of glue to use, and methods on staining the wood as well as step-by-step assembly instructions.

This is a great beginner kit for those who want to see what craftsmen kits are all about and it is

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Ron Newby assembled the O scale Frary's Furniture laser kit from Full Steam Ahead. The structure sports a fully detailed interior (there is a dance studio upstairs). Ron claims no paint was used in colouring this structure and promises to provide a clinic later this season on how this was done.

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

The kits have arrived for this seasons Kitbusters Clinic and I will be handing them out at the November 2nd Kitbusters. They look great and come with an instruction book, more on this later on in the newsletter.

As I mentioned at the last meeting, November is “Operate on a Railway” month and I am looking for people who are willing to host operation sessions. So far I have one volunteer and am looking for more, so if you are interested in hosting a session for a couple of hours on a Saturday please let me know. The format that will be used is described further along in this newsletter.

I was planning on hosting for this but I found out just recently that my next work assignment will take me on a nine month tour of North Bay starting at the end of October. Unfortunately, due to the distance involved, I will not be home every weekend, especially in the winter months, but will try to plan my weekends at home on SLD meet dates, at least for the regular meetings.

As for the Clearwater Valley Railway Co, as mentioned in the last issue, work got accomplished on the layout. After doing the rockwork around the Okanagan Lumber Camp #4 I turned my attention to Varenby Junction. This is where the Okanagan Lumber Company interchanges with the Clearwater Valley Railway Co. There was no siding for interchange, just the siding to the log dump. Seeing as any goods that go to the logging camp are set upon the siding, any cars in the siding interfere with the spotting of the log cars at the log dump and will tie up the mainline for longer than I would like. The solution is to add a siding at Varenby Junction, thereby freeing up the main line and helping with the exchange of log cars at the log dump.

I also decided to relocate the spur to the log dump further east so switching it does not require the engine being completely in Clearwater, which is a major switching area on its own.

I should have stopped there but I could not leave well enough alone. I wanted to see how the area would look like with the stream and lake in place so I started to hack away at the foam and before I knew it I had a huge hole in the layout, with the creek and lake the hole was about 2-1/2 square feet. I should have stopped there but I could not so it was off to the garage to get my battery operated circular saw to modify the bench work with a warning to my wife that I was going to be making some noise. When I was finally done a “gatorfoam” base was added and the beginnings of the creek and lake was started.

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

also great for modifying and adding a full interior. You could build it as a garage or convert it to something else, like a bicycle shop, a small welding shop, or a repair shop. Seeing as I have no residential buildings on my layout and as a consequence the citizens live at the local saloons, brothels or sleep in available rail cars I plan on converting my garage into a line side structure.

Like the Banta's Silver Plume Bakery build we plan to offer mini clinics throughout the season like painting with artist markers, adding SMD LED lighting, painting detail parts and anything else we can think of. If you would like to know how to do something let us know and maybe we can work it into a clinic.

Speaking of Detail parts, Gilbert Lacroix is very generously donating detail parts for those who would like them. He will be donating a stack of tires with hub caps in both HO scale and S scale, sorry they are not available in O scale at this time.

I do not use paint much when I am building wood structures seeing as I model in O scale and my layout is only 24" deep making every building a foreground building. That being the case most, of my buildings have full interiors so bracing for paint is not a viable option. I have been using inks and artist markers for the past couple of years now and really like how they work and look.

What I like about the artist markers is that they are alcohol based so they dry quickly with little or no warping. The inks also dry quickly with very little warping making them a great option where you want to avoid using bracing in the inside of the building. That doesn't mean I don't use bracing but it gives me a choice where to use it.

I will be giving a clinic on using these at the November Kitbusters session and if you would like to try this method I will be bringing my artist markers and inks with me so you can try them out.

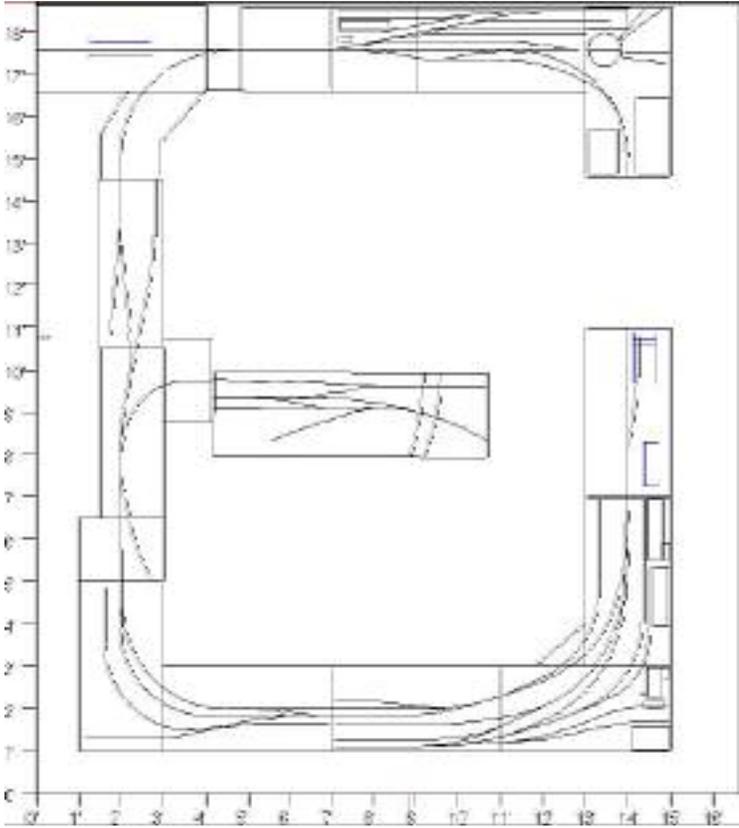
TimeTable

Date	Meetings / Shows	SLD Workshops
November 2, 2013	Note the change in date!	Emmanuel United Church
November 30, 2013	Emmanuel United Church 691 Smyth Road Ottawa	
January 18, 2014	Emmanuel United Church	Note the change in date!
February 22, 2014		Emmanuel United Church
March 29, 2014	Emmanuel United Church	
April 26 & 27, 2014	Ottawa Train Show Ernst & Young Center	
May 2 – 4, 2014	NFR Regional Convention Niagara on the Lake	
May 31, 2014	tbd	

The final Eight Feet

by Peter Gray

There are many reasons to attend a SLD meet and if you are reading this you have a list of your own. For me, the first meeting in September signifies not only the start of "Train Season" but gives me the motivation to get projects done.



Top: Track diagram for the Snaggletooth Railway. Eventually, there will be a bridge to create a continuous run across the entrance.

Below: The turn into the new yard was cobbled together from bits and pieces and some existing modules.



One project that had been lingering for several years was the final eight feet of "bench work" for the (HO) layout. I assume that like me most of you have several, if not multiples to the power of ten of projects on the go at any given time. As the bench work lingered on in oblivion, my plans for the area changed with my motivation.

One aspect in my luke warm attempt to obtain a MMR is that my layout need a yard, a way to turn a locomotive and locomotive storage. Needless to say I have gone down the track on the antiquated aspects of the MMR, but hey, having a shop to park and work on your locomotive (or diesel engine) is at the end of the day not a bad thing to have. As I looked on at the blank space I went from a massive yard all the way to a simple forest scene. In the end I settled on a nice little yard, small engine terminal for both diesel and steam, cabooses storage, RIP track and track for the work train. Pretty basic stuff.

About that turning the engine thing. So here is where things get funny for me. As you all know I like my equipment dirty, rusty and worn. My layout is set in fall of 1979 on a "what if" of the D.A.R. and as such is what is generally referred to as a "Free lanced Prototype". My cars are all from the proper era, and on the lay out I try to keep the graffiti in check, and the locomotives are also era appropriate, while perhaps heavily weathered. The exception here is my small fleet of steam engines for the layout. I have two 2-6-0's, a 4-6-2 and a little 0-6-0. So, indeed a way to turn my steam engines is appropriate, if not required once I start operations. Here is the funny thing, the D.A.R. was one of the few prototypes that had a small turntable with a covered pit. Cue Atlas. As I am somewhat electrically challenged this was a perfect fit. Forget that I

had to call Atlas and buy direct from them and that bizarre experience (the day I called to see if they had even shipped my turntable it arrived at my house).



After the last meet, my son graciously operated on Andrew's layout having a blast doing some local switching. Of course as we were leaving I was met with commentary from the V.P. (My son) on how my train room was a mess and he could not operate my trains. So, several hours of cleaning and work later he blissfully ran trains for several hours on Sunday and I was finally able to make progress on the last eight feet.

I have included some photos of the work in progress, often we don't see the ugly before the pretty but every layout has an ugly stage and I am so happy that I am past the oblivious stage and into the ugly.



The yard area consists of 2 pieces 4x2ft forming an L and an additional 2x2ft piece. These elements are new construction.

The turntable and shed have been pushed into the corner. Most of the yard tracks will be located along the back where the paint cans are weighing down the cork sheet roadbed.

The road bed curving to the front and running in front of the station is the future continuous run connection.

Operations 101 or How to Operate a Model Railway

By Ron Newby

So you always wanted to operate on a model railroad and are afraid to, or maybe you do operate on a model railway and want to see how others do it. Well here is your chance. On November 30th you will get to operate on a model railway, no experience necessary.

Here is how it is going to work. Each person who is hosting an operating session will give us a short presentation on how their layout is operated. After everyone has given their presentation, sign up sheets will be put out showing the layout's host name and the minimum and maximum people they can accommodate. It will be a first come, first served basis, if the layout you want to operate on is full you will need to pick another layout to operate on.

Once we know who wants to operate on whose layout you meet at your layout of choice after lunch and participate in a couple hours of fun. It is that easy.

The Move of the Bonnechere and Braeside Railway – Part 7

By Peter Nesbitt

At the conclusion of the last instalment I said that the next challenges were getting the track installed west out of Renfrew to Eganville, west from Eganville to Deacon and the logging branch from Eganville to Silver Creek camp #3.



Top: Silver Lake Camp 3 with two-stall engines house, service facilities and storage buildings.

Bottom: The continuation around the curve to the right is the run around at the log camp and continues into the log loading area.



First up was the mainline west from Renfrew to Eganville, a distance of just over 63 feet at a continuous grade of 2.2 per cent. Again this was flex track on cork roadbed glued to $\frac{3}{4}$ " plywood. There are a number of curves on this trackage as it winds around the outside of the room and over the gate at the entrance of the room.

While it seemed to me at first that this would be straightforward – it was not. Getting the grade correct was far more difficult than imagined. Lee Valley had a level on sale that showed the actual slope, selectable between per cent and degrees. I thought that this would be better than my old way of attaching a small riser to my 24" level so that when the bubble was centered the slope was the desired one. While in theory the new level was better, in practice there was an unexpected problem. The button used to change from per cent to degrees was about at the spot where a finger would be when picking up the level.

You guessed it! On two occasions I had the grade completely wrong as I had inadvertently changed the display from per cent to degrees. Of course this meant that many risers were now all wrong and had to be redone. Model Railroading is Fun.

In due course this all got sorted out, track was laid, wired and tested. About half of this mainline will be hidden in tunnels. To prevent any derailments from hitting the floor I cut lengths of cardboard which were attached to the plywood roadbed to provide a fence. One side is easily removable to get at any derailed or stalled trains.

The logging branch line and Silver Lake Camp 3 are behind the mainline from Eganville to Deacon. It made sense to do the logging parts first. Working from the plans in CadRail and the actual space, the plywood was cut. This was done in four sections. Then all the risers were made and installed.

#1 -The line coming out of Eganville including the curve into the alcove. This plywood was attached to the risers with the cork and track being laid on top. In other words it was all done in place.

#2 – The trackwork that comprises the log camp buildings themselves along with the two stall engine house and other maintenance facilities. It also includes the crossover creating the passing siding.

#3 – Two curved pieces (24” radius) for the main and passing siding that goes around the corner in the alcove and connects #2 and #4.

#4 – The trackwork for the two track, log loading area.



Above: The log loading area is a continuation of the trackage shown in the previous pictures.

For numbers 2 and 4 above the final track layout and installing the cork, track, tortoisés, magnetic uncouplers, and track feeders was all done on the workbench.

Then the two large plywood pieces with all the track, wires, etc. were moved into place and attached to the risers. The curved pieces from #3 were installed and track laid followed by a short piece of straight to join #2 to the existing #1.

All the wiring was then attached to the appropriate buses and tested. There was a pesky short caused by a strand from some fine stranded wire lying across the track. Once this was discovered and removed, trains were running.

While it cannot be done everywhere, when possible, laying track on the work bench or other convenient location can be a plus.

At time of writing, the plywood is cut and

some of it and the track have been installed for the mainline west from Eganville towards Deacon. Work is just starting on the plywood for Deacon and onto the west staging at Barry’s Bay.

The railway is also now at the point that the work crew that helped with all the scenery and other aspects of the layout at the previous house can return and apply their skills to this version. I am pleased to say that all three (Alex Binkley, Pete Joyce, and Greg Montague) are available and willing. We had our first work session on Monday the 7th. I also have a new participant, Kevin Kelly. Kelly is an OVAR member and is likely to start attending SLD functions. The plan is that we will get together on the first and third Monday of the month.

After four years in the new house, the list of things to be done is less and as a result I expect to get quite a bit done this season. The added work crew will help this along. Will we be operating in the spring? That would be nice but the fall of 2014 is probably more realistic.

I’ll keep you posted.

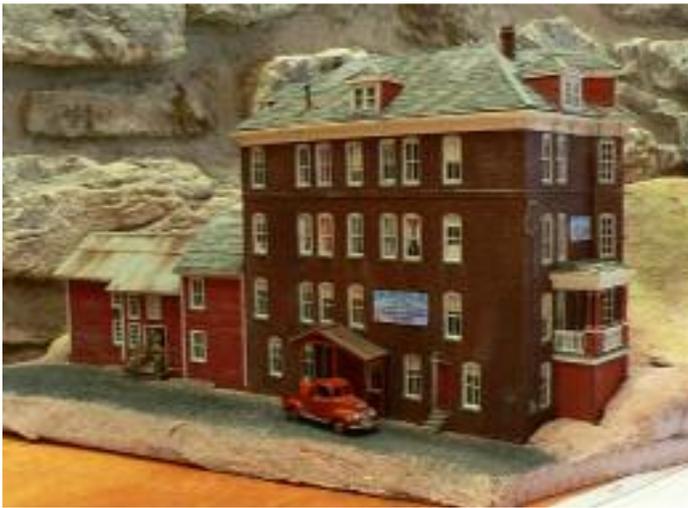
Display Table

By Grant Knowles

The 2013/14 SLD season started off in full form with a very bountiful Display Table. This month's theme, surprise, surprise, was "your summer project".

Ron Newby has completed the O scale Frary's Furniture laser kit from Full Steam Ahead. (See cover page) The structure sports a fully detailed interior (there is a dance studio upstairs). Ron claims no paint was used in colouring this structure and promises to provide a clinic later this season on how this was done.

Ron also brought out a pair of On30 boxcars based on kits from Bolder Valley Models. Ron identified the instructions were of limited value as Ron made extensive modifications to the brake details, added a wooden roof and included a detailed interior. The cars are painted and lettered for his home railroad.



David Primeau brought out his completed "O.V. Hooker & Son" structure kit (Top left) made by South River Modelworks

(<http://www.southernrivermodelworks.com/>).

David had to make some modifications to the monster kit so it would fit in the location on his layout. The kit is based on a major supplier located in St. Johnsbury in Caledonia County, Vt.

Gary Baillargeon came into possession of a brass HO scale CN flanger recently. This has since been custom painted and lettered and will be weathered shortly. Gary also had an impressive HO scale Burlington Pioneer Zephyr train set and book. Gary has an additional car on order and will be adding prototypical sound to the train.



John Stewart takes the award for the heaviest model – a boiler for a 3.5 in (1:16 scale) steam locomotive. (Bottom left) John has scratch built this boiler over a number of years and is now ready for its pressure test at 200 pounds / sq in. John had hand formed the copper boiler and silver soldered the pieces together. The boiler even sports a steam super heater. Update: John has since identified that the boiler did pass the pressure test with flying colours!

Bruce Leckie, our guest speaker, brought out two models for the same layout, each in a

different scale. Bruce has a display layout built with HO standard gauge track which translates to 4 ft 8.5 ins in HO scale and 30 ins in O scale. Thus Bruce's first structure an HO scale Woodlands Scenic station while the second was a scratch built styrene structure representing a wooden station in O scale – both are interchangeable on the layout depending what scale you wish to operate that day.

Who said box cars are not interesting? David Steer brought out another Watermelon Car built from a Westerfield resin kit. Back in the 1930's these vented box cars were used to transport water melons. Dave has included scale watermelons in the car which are lined up lengthwise just how the prototype packing instructions dictated.



Bob Farquhar is in the process of assembling the Laser 3 Models kit of the Wishendon machine shop. (Top) This two story laser kit sports a fully detailed lower floor comprised of many white metal castings of milling machinery and steam powered belt drive system. Bob plans on detailing the second, office floor, with drafting tables, etc before tackling the walls and roof.



The O scale folks were out in full form this month with Peter Nesbitt bringing out his completed sanding facility. (left) This was built at last year's KitBusters work shops.

Lorne Munro has completed another scratch built structure, this time in HO scale. Kawartha Supply is based on a plan by Pat Harriman in the Oct 2009 issue of the NMRA Scale rails magazine. The scribed wood structure is built with Grandt Line windows, strip wood and a hand carver plaster foundation. The corrugated roof is made with K&S corrugated sheet copper that has been coloured with Black'n-It and Bragdon chalks.

My summer project was assembling a NYC Freight House kit made by Alexander Scale Models. Despite being a 30 year old kit (purchased at the OVAR flea market) it assembled into a very nice structure comprised of scribed wood siding, strip wood and white metal castings. The instructions were very useful and included excellent diagrams. The kit is still available and is very affordable.

Peter Gray did demonstrate to us that even trains without graffiti interest him, in this case, in the form of an On30 steam locomotive. He started with an OO scale unit and proceeded to rework everything, built a new smoke stack, added lights, scratch built cab and tender. Next up is to have Ron install the DCC receiver then back into the shop to add the final (delicate) details.

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_13/sept_13.htm



Next Division Meet

St. Lawrence Division – NMRA

When:

Saturday, November 30, 2013

Where:

Emmanuel United Church

691 Smyth Road,
Ottawa

East of CHEO at Dauphin Road

What's on: Doors open at 9:00 am -- Admission \$7.00

Morning:

Division Business

Clinics:

Several Presenters

Operations 101 – How to operate a model railroad

Ron Newby

Making rocks out of foam

Display:

Maintenance of Way

Afternoon:

Operations 101 – How to operate a model railroad practice session

