

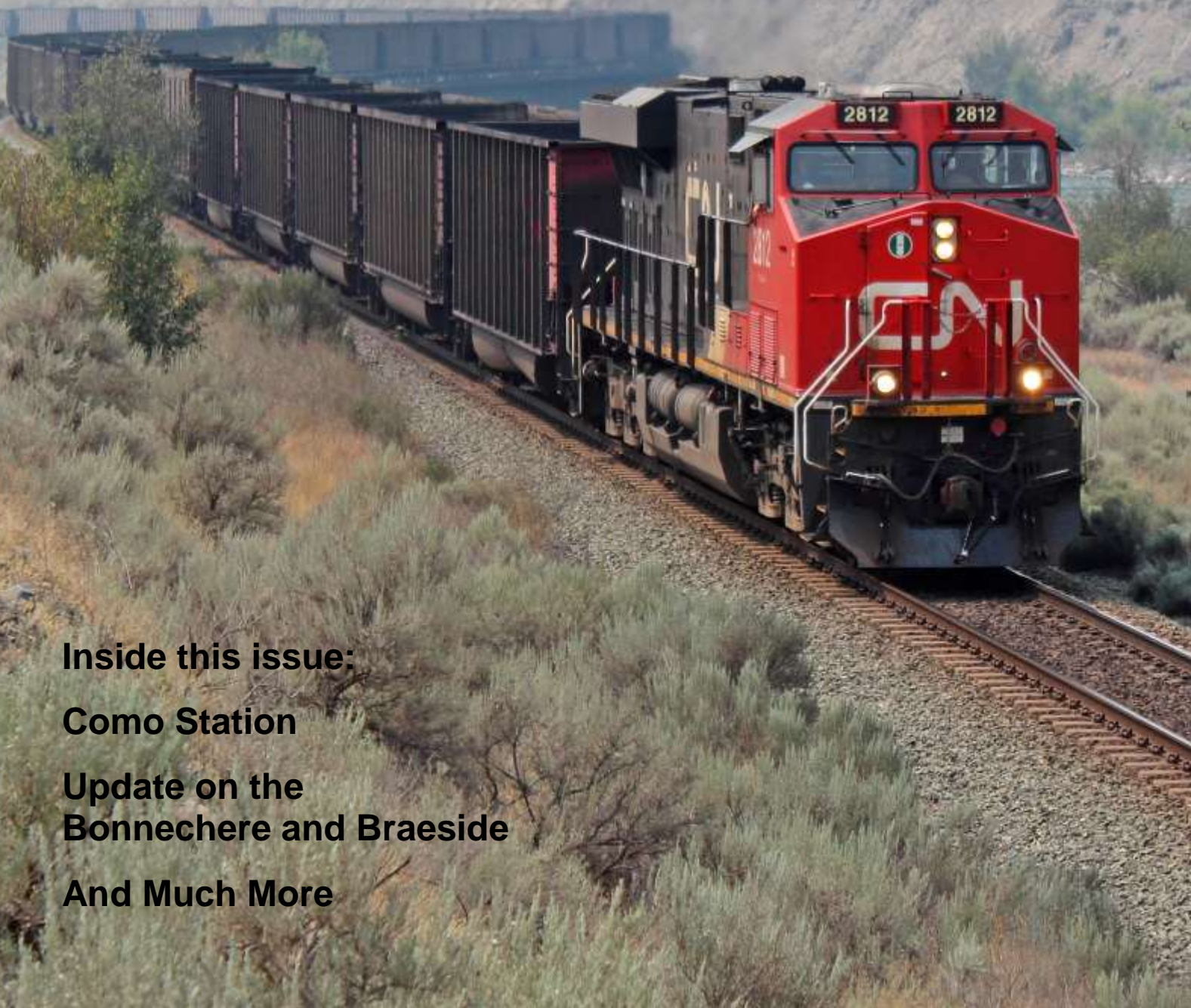


The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue no.81– November 2014

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Como Station

**Update on the
Bonnehore and Braeside**

And Much More

St. Lawrence Division

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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

Superintendent's Report

By Peter Gray

Apologies as I missed the September meet so I cannot speak directly to it. What I can say is that I was approached by various members who expressed their satisfaction and enjoyment of the meet. Many took the time to say to me that they were impressed with the clinics and layout tour. So without any first hand experience of September I can say well done to the Cornwall crew. Thank you.

What I did attend, was the October KitBusters. As I sat amongst almost 20 of our members I reflected on what a unique and amazing thing the KitBuster sessions are. Last session we had the usual spread of items and scales being worked on. There was N through O to 1' scale and there was everything from designs to figures, to rolling stock to buildings. There was scratch building, kit bashing, craftsman kits and unmodified out of the box kits. My point here is that no matter your skill level or what you are working on there is a space for you at the table. Aside from the social aspect of the meet, there is always someone on hand to assist, give advice and guidance or just to give encouragement. If you have never attended a KitBuster session or have not for a while I encourage you to come out to the January session.

In my last article in the NFR Flimsy I wrote about comparing the NMRA, or at least the SLD, is very much like a live magazine. Breaking down any of the various magazines they all follow a similar format. There is a blend of how to / here is something neat with layout tours, often broken up by news on the industry and vendors tempting us to buy their stuff. Much like that we provide the blend of how to / here is something neat to with layout tours or something similar, but live. You get the comraderie and socializing. You can ask the presenters questions, take photos of the layouts with your camera and so on.

As I blather on, my point here is that we have a lot to offer, but we can only offer things that interest you if you let us know what you want to see. That is the point I am getting to, I want to know more about what interests you. You can email me, tell me in person, call me or whatever. You can also tell any member of the executive for that matter.

Hope to see you all next month.

Cover:

Chris Lyon captured this shot of CN 2812 leading an empty coal train along the Fraser River near Kamloops BC.

The move of the Bonnechere and Braeside Railroad – Part X

by Peter Nesbitt

Being a golfer and for lots of other reasons, I do not do much model railroading in the summer months. However there were some poor days and we have started into fall, even though we did have a record high the day before I started writing this, and some progress has been made. The editor also asked for an update, so here we go.

Chris Lyon has finished painting the backdrop and it is gorgeous. He has a great talent for this and can visualize colour and its application in ways that are beyond me. Progress has also been made on the waterfall. The “building” of it with CelluClay has been done.

A few days ago we had a great mixing of hobbies. Chris and I met at Irish Hills for 18 holes of golf and a bite to eat then, back to my place where he painted the waterfall while I laid down some plaster cloth. A quick clean up then off to OVAR. Life does not get much better! Well maybe a couple of birdies would have helped.

There is still work to be done on it but the photo gives an idea of how it is progressing.

I am pleased to say that most of the work crew from last year has returned. Pete Joyce is having some problems with his hand and has begged off. Lloyd Stressman came out to the last session, appeared to enjoy himself, and plans to be a regular. Lloyd had the hot glue gun in hand and installed a lot of cardboard strips on Monday evening.



Photo 1: Sculptamold Waterfall with Chris Lyon's background art,

Kevin Kelly has taken over the building of a Mt. Albert model of a small lumber yard that Pete Joyce spent an evening on getting it started. There is quite a lot to it and it may well keep him busy for a good part of the season. Alex Binkley is continuing on with the large stockyard he started last year.

In and around Deacon there are some steep cliffs. After using window screen for the base for the cliffs along the line from Braeside to Castleford, I thought I needed something stiffer for this portion. I had some “chicken wire” on hand and used it there with good success. After I had some of it in place I realized I was ahead of myself. Life would be easier if I finished the wiring before the front scenery, allowing me to work from the front instead of underneath.

I removed half dozen staples and then peeled back some of the chicken wire and got out the wiring tools. At that point another light went on! Four of the turnouts in the west end of Deacon are at the top of a T, with Braeside being a peninsula that forms the leg of the T. I had wired the Tortoises for operation from the left side of the peninsula, which being the eastern portion of Deacon, seemed natural.

But it then occurred to me that there might be occasion when an operator would want to work from the other side of the peninsula. If I was going to change, now was the time to do it and not after all the scenery was in place. Thus the Tortoises were disconnected from their power bus and the LEDs and double throw toggle switches removed. I had some NCE accessory decoders on hand and I used two of them (they each control two Tortoises) and connected them to the accessory decoder bus in Braeside, thankfully it was close and accessible. I also had eight momentary toggle switches on hand and used four of them on each side of the peninsula. For those not familiar with the NCE accessory decoders, they can be "thrown" via a command from the throttle or by any number of momentary switches, either push button or toggle. This makes for a very easy way to control a Tortoise from more than one location.

I had more than enough LEDs on hand and wired them so that there were eight on each side of the peninsula to show which way the turnouts were set. These are controlled by a set of the contacts on the Tortoises.



Photo 2: (Top) Plaster cloth over chicken wire forms the basis for the terrain

Photo 3: (Bottom) Roughing in the overhanging cliff.



At the same time, I finished the wiring of all the electro-magnetic uncouplers in Deacon and in the logging camp area. As with the ones in the original part of the layout, I have wired an LED and resistor in parallel to provide a visual indication that the magnet has been energized.

After testing the work, the chicken wire was replaced and the balance was installed. This was followed up with the usual application of plaster cloth.

The line from Renfrew to Eganville passes under the logging area and Deacon via a long tunnel. There was a spot where it was actually in-front (but at a lower level) of Deacon rather than underneath and I wanted this bit of track exposed so the engineer will get to view the train for a short time. I had allocated about three feet for this in the planning stage. But in reality the space ended up being about 18 inches with the other half partly underneath Deacon and thus a cliff would not work.

Tom Badenoch made a presentation at OVAR in, I believe, February with photos of his rail travels in South America. One of his photos showed the rail line not just running beside a cliff but under an overhang of rock. Eureka – a prototype solution to the problem! Tom was kind enough to email me a copy of the photo.

Forming the cliff from "chicken wire" was not difficult, but getting the plaster cloth to



Photo 4: (Top) Cliff east of Eganville separating the upper and lower lines.

Photo 5: (Bottom) Permanent magnetic uncoupler on the right and the new electromagnetic one to the left.



defy gravity was more challenging. Doing one piece of cloth at a time, some masking tape, and a piece of foam wedged in to support it got the job done. I have not tried to put the CelluClay on yet.

In the last instalment I mentioned becoming a convert to CelluClay after watching Chris build the two cliffs that support the bridge east of Eganville. Chris is also a good teacher and with some hands on training I have been working on the rest of the rockwork along the upper line east of Eganville and the lower line east of Castleford (these tracks are parallel and differ in height by about 14 inches, the height of the waterfall). The first foot or so that I did, was not all that great but the next part was okay. I was able to go back and put another layer on and it has all blended well together. Lots more to do though.

At one end of the passing siding in Eganville from the prior layout, there was a large permanent uncoupling magnet. My experience from that prior layout was that these magnets caused a lot of accidental uncoupling with the On3 couplers. Before putting the fascia up I decided to replace this with an electro-magnetic one. Unfortunately there was a cross member under the magnet (Murphy's Law?). I would have to put the new one a bit to the left of where the old one was. A bit of touch-up, rail painting, and ballasting yet to be done.

I went ahead and cut out the rail and ties to get the old magnet out, then drilled and cut out the needed portion of the roadbed and sub-roadbed for the new one. Hot glue was used to hold it in place. I did remember to attach the wires before installing it! With a bit of sanding and shimming as needed I installed new ties and rail. As the picture shows, the ballasting is yet to be done.

I have a bit of wiring to do before the rest of the fascia goes up and scenery work will continue. I still hope to have trains running by the end of the year – time will tell.

Layout Progress

By Peter Gray

Has it really been a year? I was not joking when I said I was going to be busy. Great news though, I am now down to the final few feet of pink foam which is a major accomplishment. With Chris planning on coming over for one of his video documentaries of the layout I needed to hustle to get some work done.



I really wanted to complete the corner where the chemical factory is. As you will discover in May, not only did I plan the layout all wrong, I did the scenery all wrong as well. Right now I have a thin strip approximately 4' by 2" wide. Not a big deal but I have a complex series of tanks and piping to go in that space and I want to redo the backdrop. The tanks will make a good Kit Busters project so maybe I can get something done for January if not before. But hey, that is the far side of the bench work where it is hard to reach so let's just finish the front, eh?

Anderson Lumber yard it is. I was able to finally finish the Walters Kit and get the scenery around the yard done. It is so rewarding and really revitalizes interest to complete these scenes. That and my son took an interest in helping me complete the scenery. Completing that area lead to the push to finishing the J. Thout Electric Motor Repair building and surrounding scenery.

Moving on I was also able to complete the yard, all tracks are down with the exception of the engine facility and diesel storage. I have a small section left

Photo 1 and 2: Anderson Lumber Yard with surrounding scenery

Photo 3: J. Thout Electric Motor Repair Company





Photo 4: Weathered Boxcars moving through the yard.

Photo 5: Along the right of way

to ballast at the far side of the yard but at least this time I attempted to move from back to front.

As you saw last year in the November's **Mail Car**, I had a very ad-hock and pink foam corner and filler section. Thankfully this area is now representing a forested area rather than sketchy pink foam. I find the forest scenery goes very fast and it is the buildings that slow me down. As it stands I still have several buildings in boxes that need to make it to the layout.

Here is hoping that it is not another year before the next update. Regardless, if I can do this, so can you!

TimeTable

Date	Meetings / Shows		SLD Workshops
November 29, 2014	Emmanuel United Church 691 Smyth Road Ottawa		
January 31, 2015	Emmanuel United Church		Emmanuel United Church
February 28, 2015			Emmanuel United Church
March 28, 2015	Emmanuel United Church		
April 26, 2015			Emmanuel United Church
Tbd	NFR Convention Rochester, NY		
May 30, 2015	TBD		

The Como Train Station

By Grant Knowles

I had brought out a few photographs of the Como Train station to the September SLD meet that I thought would be of interest to the membership. These pictures were just taken the day before by David Steer who was currently in Colorado chasing trains thus the photos were provided in next to real time thanks to today's technology. Since I model the Colorado & Southern Railroad, I have a keen interest in this structure. Please allow me to provide some further information surrounding this very interesting 125 year old structure.

The Denver, South Park & Pacific Railroad.

The Denver, South Park, and Pacific Railroad was a 3 foot narrow gauge railroad that originated in Denver and headed westerly into the Colorado Rockies in the late 19th century. The railroad opened up the first rail routes to a large section of the central Colorado mining districts in the decades of the mineral boom. The company operated as an independent railroad from its founding in 1872 until it was sold in foreclosure proceedings to the Denver, Leadville and Gunnison in 1889. Its lines later became part of the Colorado & Southern Railway (which I model).

The last train to run from Como, Colorado was on April 11, 1937.

The Como Station



Photo 1 Station Today (Here is the Como Station today (right) and the Pacific Hotel (left))

History of the Depot

The Como Railroad Depot is one of three surviving structures listed on the National Register of Historic Places in 1983 as part of the Como Roundhouse, Railroad Depot and (Pacific) Hotel Complex. It is believed the Depot was built shortly after the DSP&P arrived in 1879. The railroad line extended over Boreas Pass and eventually into Leadville, and by then Como housed the most important facilities for the DSP&P Railroad outside of Denver. Como remained vital for decades due to constant railroad



Photo 2: (Top) - In Its Prime (Como Station at the turn of the century)

Photo 3: (Center) - Stabilization June 2008 (Now under new ownership and designated as a historical building, the Colorado Preservation Inc. stabilizes the leaning walls)



traffic; train service operated 24 hours a day and the town grew exponentially due to its role as a key switch and maintenance site.

Reduced mining activity and the completion of Colorado Highway 8 (now U.S. Highway 285) from Denver to Buena Vista, began the decline of Como beginning in the late 1920s. Trucks and buses diverted freight and passengers from the railroad. In 1937, the DSP&P was abandoned ending the railroad era in Como. As with many Colorado mining towns, Como declined but was never fully abandoned. The Depot has been out of use, except for storage, since 1937 when the last train passed through town. Under previous ownership, it suffered from neglect, natural weathering, and deterioration until 2008 when the current owners, David Tomkins and Moya Cleaver, acquired the Depot and adjacent Hotel property. They have since set in motion the restoration of both buildings that sit on a single lot and were originally connected by a fence and wooden platform. The platform disappeared about 1910 and the fence remained until the end of railroad operations in the late 1930s.

Photo 2 shows the Como Station on the left with passengers awaiting the passenger train. Note the wooden fence that protected the passengers from the brisk South Park winds as the accessed the adjacent hotel.

After the abandonment of the railway, the station passed through a number of hands and at one point someone cut garage doors in the baggage room section. I first saw the station in 1988 when my wife and I toured the narrow gauge railroad sites in Colorado. At that time the station was in pretty bad shape, walls had developed a predominant lean, the yard master extension had long disappeared and the corrugated roofing was blowing in the wind. We walked around the structure taking photographs and basic measurements before the owner came out of the hotel and chased us away!

The hotel and station were eventually put up for sale and (fortunately for us) a historically minded couple purchased the properties and set about returning the hotel to commercial service. Through working with

Photo 4 Trench dug along front wall to find the buried footings.

the Colorado Historical Society, the structures were classified as historically significant structures thus protecting them from demolition and opening new restoration funding opportunities. With funding in place, the firm Colorado Preservation Inc was engaged to commence with the multiyear restoration project with the objective to return the station to its original glory and to host a local history museum.

The first season was spent stabilizing the walls as the station was about to collapse. A temporary galvanized roof was added to minimize water damage. The station was built on short stone pillars with no basement or other continuous supporting structure. Despite this simplicity, the structure has remained reasonably stable though leveling adjustments were required and rotten joists replaced along with the structural damage when the garage doors were cut in. Also, over the years the ground in front of the station had been building up to the point where the front walls were "buried" in 18" of dirt! The contractor had to re-grade the property and repair the associated damage. The chimneys were rebuilt along with a proper cedar shingle roof and a new yard master extension installed.

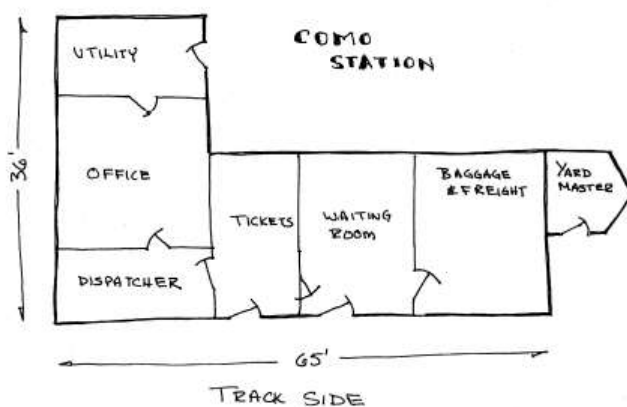


Photo 5 (Left) Sept 2014 - Restoration nearly complete, yard master office in place.

Fig 1: (Top) Station Floor Plan illustrating the L shaped outline and rooms

Over the following years, further restoration work external and internal have been undertaken as funds permitted to the point now where the work is just about completed. The structure is now back to its "as built" condition which is how David found it in mid September.

My Model of The Como Station

Como is the focal point of my railroad and has long hosted a cardboard mock up of the station that was awaiting me to scratch build the final structure. I was blown away when Cimarron Model Works (CMW) came out with a HO scale resin kit based on masters Bill Meredith had assembled. I had the pleasure of assembling the first kit as a display model for CMW and chose to model the final years paint scheme and with the vestibule over the front door. After that model disappeared to the trade shows, I assembled a second version, this time for my layout. This one sported the earlier light colour paint scheme without the vestibule.

Knowing the history of this building and playing a part in producing the kit has made this structure a prized structure in my collection. I want to thank Bill Meredith for the long hours he put in to making an exquisite model of a plain yet historically significant building.

Further information regarding the Como Station may be found on the following web sites:

<http://coloradopreservation.org/projects/current-projects/como-railroad-depot/>

<http://www.narrowgauge.org/ngc/html/excursion4/gkazel/excursion4-como.html>

<http://www.parkcountyheritage.com/heritage-attractions/como-depot-railroad-station/>

<http://comodepot.wordpress.com/>

Photo 6: (Right) - Como Station in the C&S paint scheme with front vestibule in place.



Photo 7: (Left) - Earlier version of the station paint scheme - installed on my layout.



Next Division Meet

St. Lawrence Division – NMRA

When:

Saturday, November 29, 2014

Where:

Emmanuel United Church
691 Smyth Road,
Ottawa, ON

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

What's on:

Morning:

Division Business

Clinics:

Doug Matheson

Writing articles for the hobby press

Dave Primeau

Creating presentations

Display:

Around the Yard

Afternoon:

TBD

