



The Mail Car

Newsletter of the St Lawrence Division – NMRA

Issue no. 70 – September 2012

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

Superintendent's Report

By Ron Newby

Well, it is hard to believe that as I write this, summer is over already and another SLD season is upon us. I hope everyone has had a great summer.

We finished last season with a great meeting in Pembroke where we met at the Champlain Trail Museum. We had two interesting clinics: Gilbert Lacroix on using LEDs in buildings and cars and Steve Handke gave very interesting slide presentation on the CPR in the Pembroke region from days gone by. We also had a tour of the museum and saw two nice layouts in the afternoon.

We will be starting this season with a meet in Cornwall and plan to end the season with a trip to Kingston. Our main theme for clinics this

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Kitbusters 2012 / 2013

By Ron Newby

This year for the Kitbusters program we are going back to something we all built when we started out in model railroading, a plastic kit. That is right, the ever popular plastic kit.

When I started modelling the Revel kits were popular and there were many articles in the trade magazines that showed you how to modify and kit bash them into something else. I also remember visiting different layouts and seeing the same buildings over and over again. This year we plan to show you how to make yours look different from everyone else's.

One of the options is to build a warehouse using the many modular systems that are out there today. These are available in all scales by makers like DPM and Walthers and even

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The Champlain Trail Museum in Pembroke also had this speeder and tool set on display
Photo: Andreas Mank

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Copy Deadlines

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

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

will be “locomotives” and we will be covering everything from what to do when you take it out of the box, breaking it in, installing a DCC decoder, detailing, painting and weathering. So if there is something you wanted to know about locomotives, this is the season to ask questions and learn. This will start in the November meeting. For the September meeting we will be getting a tree making clinic presented by Pierre Lamontagne and Grant Knowles and I will be showing vacation photos. Do not worry they will be train related with Grant showing trains from out west and I will be showing trains from the narrow gauge convention in Seattle.

Our Kitbusters theme this season will be sprucing up a plastic kit. You will find more about this exciting new season separately in the **Mail Car**.

Our display theme this month will be our summer projects. I will not be bringing mine as the logistic of moving my layout is such that there is no way I will get it in my car. You see, my summer goal was to add team tracks in Mara and Mosquito Flats and eliminate the west end staging and extend the mainline run. Well during the course of a very busy summer I managed to accomplish those goals. Maybe I will bring something I pick up at the narrow gauge convention.

Finally if you know someone who is interested in trains, bring them along and we will show them a great time.

That is all I have for now, see you in September and till then, may your train stay on the rail and you never run out of track.

For Sale:

1:1 scale rail, as in the real thing, 3' long.

I will bring it to the SLD meeting end of September and you take it home. Alternatively, you can swing by my home and pick it up.

The rail is at least 32 years old. My father-in-law had it, and then we got it. It is taking up space and hurts when you stub your toe on it.

Cost: the sweat to move it from my car to yours.

Ken Byars
613-739-1439

Layout Tours

By Andreas Mank

For the May 2012 meeting the SLD ventured to Pembroke. This also gave us a chance to view two layouts that normally are not on our tour circle.

Rick Dickenson is modelling the Newmarket Sub focussing on the operations from Newmarket through Allandale and Orillia. The layout features mostly hand laid track and a lot of scratch build or kit bashed structures.



Top: Orillia on Rick Dickenson's layout.
Left: Bridge Scene on Rick Dickenson's layout
Bottom: Overview of John Mau's ONR layout

John Mau's layout is loosely based on the operations of the Ontario Northland railway. The twice around the room layout covers a significant part of the ONR operations. His layout is firmly set in the diesel era and has superb track work and sophisticated electrical controls.



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plastic kits can be used to make a warehouse. Actually any plastic kit will do as we will show you how to customize it so it is a one of a kind. Another option is to take a stock kit and customise it to fit the available area, you can modify the foot print by making it smaller or adding an addition. Your imagination is the only limit.

We plan to show you how you can make plastic bricks look like real ones, make plastic wood look like real wood, adding details, adding interiors, lighting and anything else we can think of. The format will be the same as previous Kitbuster sessions with mini-clinics to start the day and hands on work the rest of the day.

You supply the plastic kit that you want or need to build and we will show you how to make it unique.

The move of the Bonnechere and Braeside Railway Continued

By Peter Nesbitt

In the last instalment I discussed installing Arnprior (east end staging) which is the interchange with the Eastern Ontario Railway, as well as installing all the bus wiring.

Now I am back to putting down sub roadbed, (3/4" plywood), cork roadbed and laying track. The lower track (from Braeside to Renfrew) across the entry swing gate is in and continues all the way down the wall and partway around the corner.

In the prior version of the B&B, there was a small pole loading operation at the eastern end of Braeside. That real estate no longer exists. As well the actual distance of main line track between Braeside and Renfrew was very and I mean very short! Now I have a much longer run of about 35 feet.

In the real world Castleford is between Braeside and Renfrew. A highway from Arnprior passes through Braeside and after passing Castleford turns away from the Ottawa River and goes to Renfrew. I have built one siding in the corner, a trailing point for eastbound trains and plan to put the pole loading operation there. I would not be the least bit surprised if a small station, flag stop only, happened to appear beside the mainline in Castleford at some future time.

When I moved I brought the towns with me but not the connecting track. I was never really happy with Renfrew in the prior version. The track layout seemed okay and the switching challenges were what I expected. But, heading west out of town into the helix the grade was too steep and there was a vertical curve that caused a lot of problems. As well at the east end there was a spot on the mainline and passing siding where a section of the curve had a tighter radius. Lastly Renfrew was against a flat wall but in this version it had to fit around a drain pipe.

For all these reasons a decision was made not to reuse Renfrew but to build anew. Because it seemed to work before, the same general track plan will be used. As in the prior version Renfrew is on the lower level. The way it turned out is that while the mainline run is long enough for the elevation change thereby avoiding a helix, the vertical distance between Renfrew and Eganville on the upper level is not quite as great as before. This has precluded using the Feed Mill which had been one of the four industries in Renfrew as it is too tall of a building.

With a little more in the way of track the stockyard will be larger than before and there may still be room for a not too tall plant or warehouse. The small foundry and general store / team track will also be there. In Deacon, the west most town on the layout there will be a Canada Packers slaughterhouse. The operating scheme will include a provision that all loaded stock cars going to this plant from staging are assumed not to be able to reach the plant in time and so must first go the stockyard for unloading so that the livestock can be fed and watered. The same rule will hold for through stock cars. The stock pens will also require empties for loads to Canada Packers or for loads east or west staging. This should be a busy spot!

As mentioned above the vertical distance at Renfrew is going to be less than ideal. This got me thinking about finding an easier way to lay the track than the usual approach. Knowing the track plan I cut pieces of plywood for each of the three sets of crossovers (one is actually for the east end of Eganville) and one turnout.

Centerlines were drawn and cork roadbed glued down. The cork was sealed with thinned Weldbond and the exposed plywood painted a brown colour. The number 6 turnouts had a bit of electrical work done to them to make them better for DCC operation and then a cutout was made for the actuating wire coming from the soon to be installed Tortoise.

Now I was able to glue down the switches with Weldbond making sure everything lined up properly for the crossings. I am using electromagnetic uncouplers and appropriate cutouts had to be made in

the roadbed and sub roadbed and then these were installed. I am also installing the Tortoise switch machines while the units are on the workbench.



No. 6 cross over fully pre-assembled and ready to be installed on the layout.
Photo: Peter Nesbitt

The next step will be putting them in place on the joists (no risers yet) and cut all the pieces of plywood for the sub roadbed and do some and perhaps all of the joining of them to the turnout sections. Then the cork can go down followed by the track. This way I have more vertical room and it can be slid forward on the joists making life even a bit easier. All the electrical drops can also be installed.

Then I can slide the whole thing back into place on the joists and prepare all the risers and install them. Hook up the wiring for the track and Tortoises and I should be able to run trains. The next instalment will include how well this plan worked out!

There is a door at the end of the railway room into the workshop. The plan is that after the railway is completed the door will be permanently closed and only used as a way to get between the two rooms in case of fire or other emergency.

During the construction phase it will be very beneficial to have this door open. Thus bench work, both upper and lower, in front of this door is removable. These have been made and the attachment mechanism installed. These will temporarily be installed for track laying across them and then removed for continued work on the railway.

One of the issues of a multi level railway is lighting the lower level. In the prior version this was done by means of 12 volt halogen puck lights. Because the upper level was fairly high and I did not want operators and visitors to see all the underneath of the upper level I used white painted 1/8" hardboard as a bottom to the upper level. The puck lights were attached to this.

Since parts of the upper level are being reused pretty much as they were, these "bottoms" could also be reused easily. Deacon is expected not to need these in the new version and thus provided sufficient pieces for use elsewhere. Of course they had to be cut to fit and the puck lights were not in the right places. This has all been done and they are ready to be installed.

By the time this is published the golf season will be coming to a close and I expect to make good progress this winter.

Display Table

By Grant Knowles

With the May Meet being hosted by our friends up in Pembroke (The Champlain Trail Museum and Pioneer Village), we were met with some interesting challenges inside the historical church. Not only was there limited floor space at the front of the hall, but the pews were also firmly fastened in place thus limiting the option of rearranging the furniture. After trying a number of options, we settled on laying the display tables across the top of the pews which worked out just fine.

The subject for the May Display table was “Bring What You Want” which is largely what people do anyway.

First up is a Sn3 Denver & Rio Grande Class 6 steam locomotive. #268 is reflective of the year 1908 thus sports a colourful paint scheme complete with a Russian Iron coloured boiler. This Samhonga model had been seriously damaged when it fell off a wall display cabinet. David Steer meticulously repaired the damage as well as adding further era correct details. The model is complete with a DCC sound system.

Dave also brought out a pair of HO scale Westerfield resin kits that he has been working on. Both the URTC 10124 “Butter” car and the Penn 72855 “Produce” cars were built as per the instructions.

While at the May train show (TrainExpo), I kept my eyes open for any neat structure kits – I am always a sucker for another project.

Railroad Kits

(<http://www.railroadkits.com/store/>) were there with a large selection of quality structure kits in various price points so needless to say I picked up a few. I built the J. Keen Supplies store (\$30) but changed the business to caskets and called it “Dyers Caskets). The laser cut kit went together as per the instructions and will make a worthy addition to my mining town where the lack of safety controls in the local mines ensures a steady revenue stream.

Paul Anderson continues to build structures for Jeff Trew’s empire. Today Paul had a set of bins made from a Heljan kit mounted in a scratch built base and roof. Do not worry the bright yellow plastic will receive a prototypical coat of paint!

Stan Conley had his finished HO Scale Labelle Coach on display. Unfortunately Stan did not provide any additional details regarding the model except that if won the Prototype Best In Show award at the Sudbury convention – Congrats Stan!



Grant Knowles assembled “Dyers Caskets” from a J. Keen Supplies laser cut kit by Railroad Kits.

And batting clean up on the display table is Doug Cushman who had 6 beautiful six-coupled Canadian Steam Locomotives on display. Personally I think Doug is making up for all the years he has been away! Doug brought out (hopefully I have this correct):

2-6-0 E-10a Van Hobbies,
 4-6-0 H-6a Van Hobbies,
 4-6-2 J-4e Van Hobbies,
 4-6-2 J-7b Division Point,
 4-6-2 K-3b Overland and,
 4-6-4 K-5a Broadway Ltd.



Doug Cushman's collection of 6-coupled steam locomotives on display.

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 May meet web page:

http://sld-nmra.ca/meets/may_12/may_12.htm

TimeTable

Date	Meetings		SLD Workshops
September 29, 2012	Charles Emile Claude Center 146 Chevrier Ave Cornwall, ON		
October 27, 2012			Emmanuel United Church 691 Smyth Road Ottawa
November 24, 2012	Emmanuel United Church		
January 19, 2013	Emmanuel United Church		Emmanuel United Church
February 23, 2013			Emmanuel United Church
March 30, 2013	Emmanuel United Church		
April 27, 2013			Tbd
May 25, 2013	Kingston, ON		



Next Division Meet

St Lawrence Division – NMRA

When:

Saturday, September 29, 2012

Where:

Charles Emile Claude Center
146 Chevrier Ave,
Cornwall

Doors open at 9:30 am -- Admission \$7.00

What's on:

Morning:

Division Business:

Clinics:

Pierre Lamontagne
Making Trees

Grant Knowles & Ron Newby
Railroad Vacation Slides

Display:

Summer Projects

Afternoon:

Layout Tours:

