



# The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue No. 95– September 2017

St. Lawrence Division web site: [www.sld-nmra.ca](http://www.sld-nmra.ca)



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The CPR Wells River Line**

**Railfanning the CP in  
Northern Ontario**

## St. Lawrence Division

### Executive Officers

**Superintendent:**

Chris Lyon  
Phone (613) 837-8522  
Email: cnlyon@sympatico.ca

**Assistant Superintendent:**

Malcom Vant  
Email: mrvant@rogers.com

**Paymaster:** Bill Meek

Phone (613) 521-5234  
Email: william\_meek@bell.net

**Clerk:** Tom Badenoch

Email: tbadenoch@gmail.com

**Dispatcher:** Gregory Gee

Phone (613) 843-8911  
Email: gee.gregory@gmail.com

### Appointed Positions

**Inspector:** Grant Knowles

Phone (613) 825-5438  
Email: gd.knowles@sympatico.ca

**The Mail Car**

Editor: Andreas Mank  
Phone: (613) 591-9088  
Email: amank@magma.ca

**The Mail Car** is published five times a year by the St. Lawrence Division – NMRA.

Opinions expressed are those of the editor or the individual authors and are not necessarily those of the St. Lawrence Division–NMRA

**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

## Superintendent's Report

By Chris Lyon

I am very much looking forward to our upcoming season with the St. Lawrence Division. We have a full slate of activities centring on the "Track" theme. Our membership is encouraged to take part in learning how to build hand laid turnouts. We are going to cover Fast Tracks methods and there will be presentations as well as hands on experiences. The key is that even if you have no plans to lay track in the near future you will learn how to build turnouts using jigs and gauges thus expanding your abilities as a model railroader. This will be great for helping others with layout projects. Also we will be doing complete turnout building from scratch including stub switches as well as conventional switches. These methods can be applied to every scale and I was pleasantly surprised to learn we had so many members with the skills who are willing to teach you how to do it. Grant Knowles has taken the lead. Fred Adams, Ron Newby, Bill Scobie and Steve Watson will assist him.

For all those who are in the Ontario and Quebec area you are welcome to join us. Our Saturday gathering always includes a display table, two clinics and layout tours. SLD is very much involved in our local model railroad community. CARM is hosting a big layout tour in Ottawa this fall. <http://www.capitaltrains.ca/>. Thank you for those who volunteered by opening their layouts and assisting with the organization. Visit the SLD website to learn more about our schedule and activities. <http://sld-nmra.ca/>

### Help Wanted - Ottawa Public Layout Tour

The Ottawa Model Railroading community is hosting a public Open House Tour of local layouts this fall, our fellow SLD member, Normand Levert, will be participating in this event but requires two additional enthusiastic soles to help out. Please contact Normand at [normandlevert@rogers.com](mailto:normandlevert@rogers.com) if you are interested in helping out.

Further information regarding this annual event can be found at - <http://www.capitaltrains.ca/>

**Cover:**

CP 8875 (GE ES44AC) & 8535 (GE AC4400CW) pull a long container train over the Little Pic River bridge!

Photo: Grant Knowles

# SLD Financial Report 2016 / 2017

prepared by William Meek, paymaster of the SLD

## Opening

Bank Balance at 29 July 2016 \$ 7,459.05

## Add:

Meeting 24 September 2016 \$ 175.00

Kit Buster 29 October 2016 \$ 42.00

Meeting 29 November 2016 \$ 231.00

Meeting 21 January 2017 \$ 203.00

Kit Buster 25 February 2017 \$ 77.00

Meeting 25 March 2017 \$ 189.00

Donations @ Scrounger's Table 25 March 2017 \$ 72.75

Kit Buster 29 April 2017 \$ 42.00

Meeting 27 May 2017 \$ 231.00

## Less:

Cheque No 0034 Emmanuel United Church: CE Hall booking -\$ 840.00

Cheque No 0035 Anita Maria Perez: SLD pupusas lunch -\$ 120.00

Cheque No 0036 William Meek: SLD pizza lunch & meeting expenses -\$ 105.53

Cheque No 0037 Gordon Teel: white metal parts -\$ 40.00

Cheque No 0038 GLX Scale Models: resin castings -\$ 100.00

Cheque No 0039 Debra Stewart: SLD meeting expenses -\$ 100.56

Cheque No 0040 Bill Meredith: SLD pizza lunch -\$ 135.00

Cheque No 0041 St James Anglican Church Kingston: hall booking -\$ 75.00

Cheque No 0042 William Meek: SLD meeting expenses -\$ 64.88

## Closing

Bank Balance at 30 June 2017 \$ 7,140.83

Cash Box Float \$ 85.00

**TOTAL BALANCE AT 30 JUNE 2017 \$ 7,225.83**

## Pending Liabilities

Emmanuel United Church: CE Hall booking 2017/18 -\$ 840.00

# *CPR Wells River Line To Be Closed*

by Dave Primeau

Not many layouts survive 32 years. However, mine did. In 1985, it was conceived as a layout that would replicate CPR operations in Vermont in the fall of 1956 and it remained true to that aim until now. Three of its current operating crew were part of the original crew in 1985. Almost without interruption, the layout has been operated monthly since then.



Picture 1: *Train 904 South at East Barnet, Vt. Pooled CPR/B&M trains were a common feature on this line even in steam days.*

As well, the infamous Friday Night Group often took up the challenge to operate the CPR 1956 schedule. The layout has been open for two NFR convention layout tours, one CARM convention and a few SLD open houses.

However, it is time to move on. Apparently, a layout is not a selling feature in a home. Very strange. If my backdrop painting had been better, the walls in the layout room might have been valuable. Sadly, they are not. Thus, September will see final operating sessions taking place. SLD membership greatly contributed to the longevity of the layout. In 2005, the layout was stagnant as was my modeling.

Picture 2: *The north- and south-bound Boston-Montreal Alouettes meet at St. Johnsbury.*



After opening my layout for the NFR Bytown Bobber Convention, one of our members observed that he visited 19 layouts and mine was the sole DC cab control layout among them. That did it!

Thanks to this, DCC and sound were installed forthwith. It took about a year to adjust to a new operating scheme but when the dust settled, it was a huge improvement in operating fun! As well, structures were upgraded after the inspiration provided by the laser kit Silver Plume Bakery project. (Did any of us actually build a bakery?)



Historical accuracy also was improved when I undertook to do clinics on CPR ops in Vermont. And above all, fellow members raised the modelling bar. Thanks, guys, for giving the layout a new lease in life.

SLD members have a final chance to rail fan the layout before the wrecker's ball swings.

On Sunday October 1st between 1:30 pm. and 4:30 pm. I am having an open house where management will be entertaining expressions of interest in company surplus assets. My address is 229 Hoylake Crescent in Orleans. As well, I can be reached at [david.primeau@sympatico.ca](mailto:david.primeau@sympatico.ca) if anyone wants to ask questions about my available railway stuff.

What is next? A smaller less complex layout I think with a focus on the SJ&LC line and St. Johnsbury. I am already looking forward to the abridged version of this ongoing tale.



Picture 3: *SJ&LC train YM-2 West en route to Morrisville, Vt from St. Johnsbury.*

Picture 4: *B&M and CPR Alcos at Wells River. Engine 8402 was one of five purchased to dieselize the Wells River Line in 1949. It was a genuine Alco having been built in Schenectady, NY.*

Picture 5: *Sunset at Newport, Vt as CP 903 North arrives from White River Jct.*

# *Train Radar of the Deutsche Bahn*

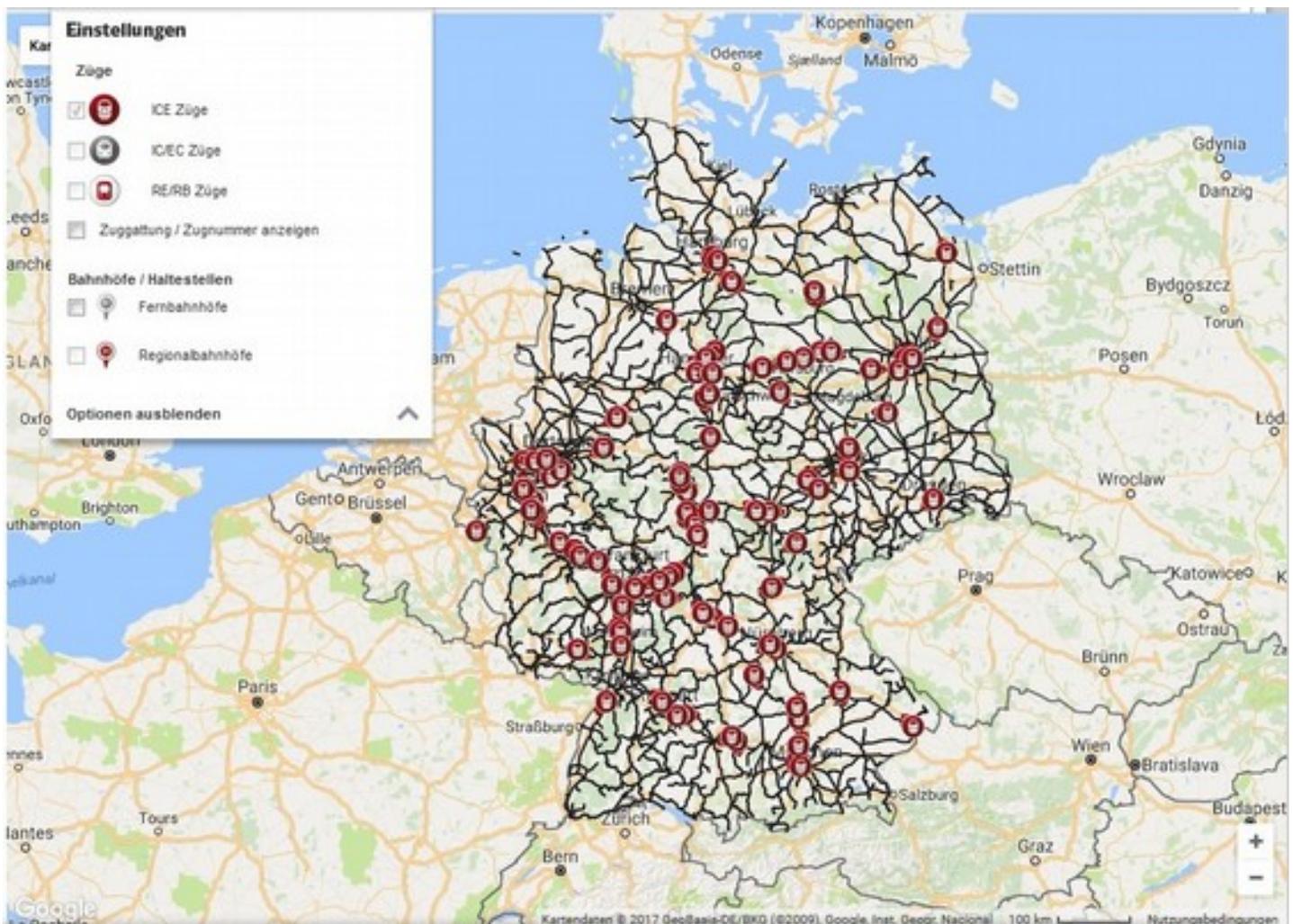
by Andreas Mank

A few weeks ago I was exploring some travel options for my next trip to Germany. As some of you may know, I go back to Germany pretty regularly and when I travel there, I usually use the trains of the Deutsche Bahn (DB) or of one of the private train operators. Almost all the schedules for trains in Germany and to adjacent European countries can be found on the webpage of the DB at [www.bahn.de](http://www.bahn.de). The webpage is available in several languages, so it is not necessary to know the German language to find your way around.

While I was checking out my travel options I noticed a lot of warnings on delays. The schedule section of the webpage actually not only shows the nominal schedules but also alerts to known problems in almost real time. Since there were a lot of delays shown I got curious and decided to dig a bit deeper. Unfortunately, the following is only available in the German language section. In the Menu “Reise & Services”, in the sub-menu “Aktuelle Meldungen & Verspätungen” the DB now offers the “Zugradar”. (Train Radar) Here is a direct link to that function:

[http://www.apps-bahn.de/bin/livemap/query-livemap.exe/dn?L=vs\\_livefahrplan&livemap=yes](http://www.apps-bahn.de/bin/livemap/query-livemap.exe/dn?L=vs_livefahrplan&livemap=yes)

The train radar gives you an almost real time view of all the trains (High Speed, Express, Locals) on the entire network! Here is a slightly cropped view of the start screen, it only shows the High Speed Trains on the network on Sunday, September 2 at about 3:30pm.



The first thought I had was “That is a lot of trains”!

I always knew that Germany had a reasonably good public transportation system, but what I had not realised, is the number of trains required to run schedules where major cities are connected hourly by high speed trains, secondary cities bi-hourly with express trains in between, and even locals often run on hourly (or more often) schedules!

To put this into a Canadian perspective. Germany fits into the area from Windsor to Quebec City and the Lakes to Sudbury. The population density is quite a bit higher, with more than 80 million people living in Germany as compared to the 20 – 25 million in the equivalent area in Ontario and Quebec. Now imagine connecting the major and secondary cities and towns in Ontario and Quebec by a public transportation system with similar coverage as the DB has. With train densities like that, you have to build either separate lines for the passenger trains or relegate the freight trains to the night hours (as the DB does in a lot of cases) Since the railways in Canada are mostly privately owned, the latter option is not going to happen. So now you are looking at building a system from scratch and buying hundreds of train sets to achieve a schedule density where people might actually forgo using their private vehicles. Who is going to pay for that?



If you want to take a look at the “Zugradar”, it is unfortunately only available with German menus. Here is a view of the basic functionality:

- In the main view, the pop up menu allows you to select which class of trains to view. Some will only appear if you zoom into the map (I guess otherwise too many symbols would clutter the screen)
- A left click on a train symbol brings up the relevant portion of the trains schedule. Selecting “Alle Halte anzeigen” brings up the schedule for the entire run of the train.

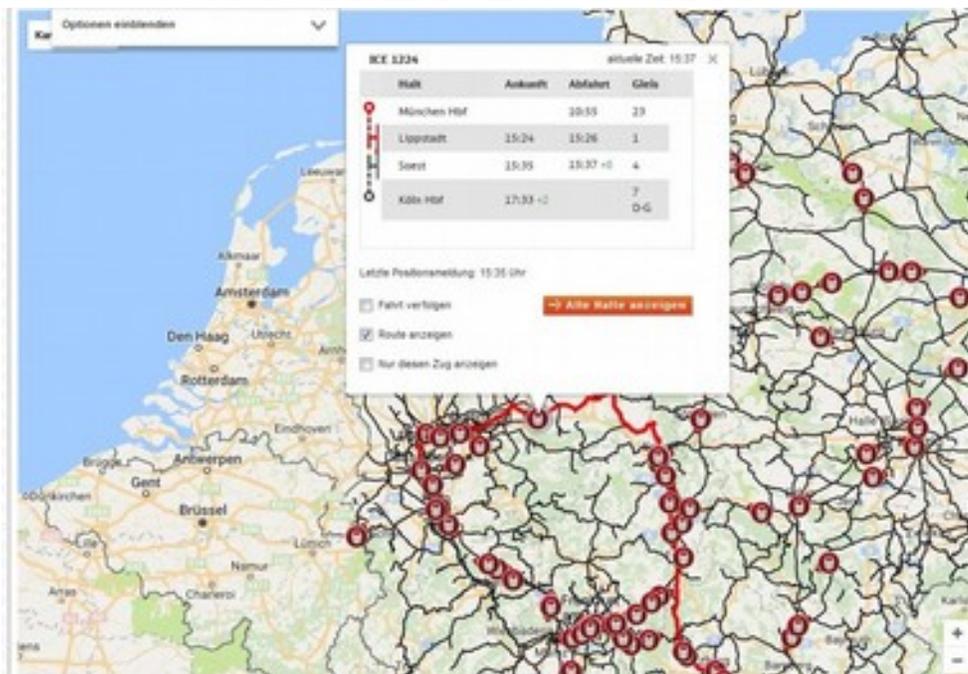


Figure 2: A left click on a train symbol will bring up a short timetable of the train, condensed to the stations around the current position. A full schedule can be seen by selecting “Alle Halte anzeigen” (show all stops)

Figure 3: Selecting the option “Route anzeigen” highlights the route that the train is traversing from start (in this case in Munich, not visible on the screen) to Cologne.

Continued on page 8

- Selecting the option “Route anzeigen” highlights the tracks that the train is traversing over.
- Selecting “Nur diesen Zug anzeigen” removes all the other train symbols
- Selecting “Fahrt verfolgen” zooms in to the actual position of the train and follows it along in almost real time. In this view you can also see the symbols used for express trains and regional trains.

Take a look and have fun with virtual railfanning!

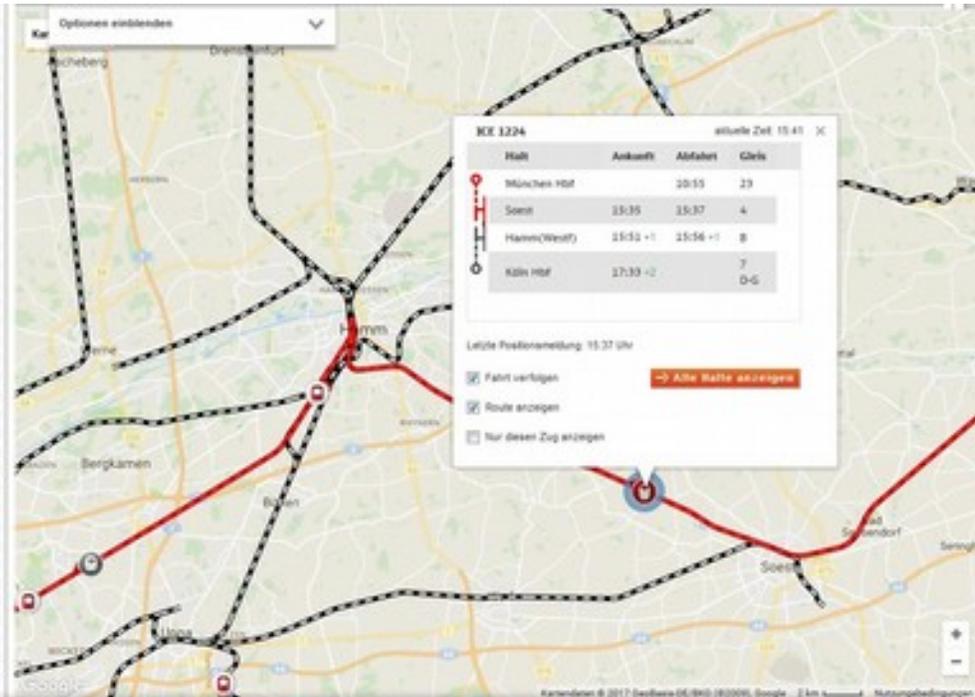


Figure 4: Selecting “Fahrt verfolgen” (track journey) zooms into the actual position of the train and follows along in almost real time. This view is zoomed in enough that it is possible to see the symbols for the express (grey) and the regional trains as well (red) – as long as you have selected them in the options menu.

### TimeTable

Date	Meetings / Shows		SLD Workshops
September 30, 2017	Emmanuel United Church 691 Smyth Road Ottawa, ON		
October 28, 2017			Emmanuel United Church
<b>December 2, 2017</b>	Emmanuel United Church		
<b>January 20, 2018</b>	Emmanuel United Church		
February 24, 2018			Emmanuel United Church
<b>March 24, 2018</b>	Emmanuel United Church		
April 28, 2018			Emmanuel United Church
May 26 ,2018	TBA		

Please note: The dates highlighted in **bold** are different from our usual last Saturday in the month schedule.

# Display Table Report

by Grant Knowles, MMR

This past May we had the pleasure of presenting our models to our friends in Kingston.

First up, we had two wooden truss bridges that Lorne Munro built from Juneco Kits - 150' Howe Truss Bridge & a 75' Timber Deck Bridge. Lorne states the kit instructions were excellent (the quality of kit instructions can have a huge impact on the enjoyment factor) which made the projects all that more enjoyable to build. Lorne stained the wood with a Saman stain wash before assembly. The truss rods on the 150' bridge were chemically etched while the 75' bridge wires were coloured with Testers weathering colour markers. And the plaster bridge abutments were cast and carved by Lorne.



Picture 1: While strictly speaking not part of the display table, Bob Farquhar used this kit of tenement buildings during his clinic on static grass.

Picture 2: Stan Conley assembled the garage kit from GC Laser, which consists of laser cut cardboard.



Small colour details were done with conventional paints.

That sums up the May Display Table. Thank you to everyone who brought out their pride and joy for us to examine. Additional photos are available on the SLD May meet web page:

[http://sld-nmra.ca/meets/may\\_17/may\\_17.htm](http://sld-nmra.ca/meets/may_17/may_17.htm).

A number of years ago I had built the Jefferson Station kit from Builders In Scale. Their kits (which are still available) are craftsmen style with great metal castings, laser cut parts and fantastic instructions. I chose to use my own home made cedar shingles on the roof. The station was recently removed from the layout as I am in the process of rebuilding this section of the layout which will result in this neat model taking up residence at the front edge where it can be carefully examined. My second model on display is an RGS Hand Car Shed. This resin kit was made by Design Tech (no longer available) and contains nicely detailed parts and went together with minimal effort. This was painted with Floquil paints and weathered with chalks. I added a number of outside details to bring the scene to life. This model was also released from the scenery due to the renovations.

Doug Cushman brought out a full train, circa 1957 - the CNR Evening Train that ran between Windsor - London - Stratford & Toronto. This HO scale train was lead by a 4-8-2 No. 6028 which is a Van Hobbies import. This ex Royal train engine is DCC/sound equipped. The rest of the train is comprised of: through baggage/express reefer (Athearn) and a series of passenger cars from Rapido.

Stan Conley, who is always game to try something new, has build a garage from a GC Laser kit. What is different here is the model is comprised of laser cut heavy paper/cardboard pieces! The front wall has been "scored" by the laser to represent regular red bricks while the other three walls are comprised of cinder blocks. Stan chose to play it safe and coloured the parts with Pan Pastels to avoid warping parts.

# So Close

by Grant Knowles, MMR

This year the family (e.g. my wife) decided that we would go camping in Northern Ontario for our summer vacation. This sounded good to me, little did I realise that amongst the nature hikes and canoeing that there would be an opportunity to do some train spotting mixed in here.

Our target destination was the Neys Provincial Park which is just past Marathon on Highway 17 on the north shore of Lake Superior. We have never been there before and the write up looked promising - sandy beaches, glacier contoured rocks, canoeing, hiking and as a bonus it was right next door to the CPR mainline! Shortly after setting up camp we could hear the trains rolling by - really close, you could hear the horns five minutes out (this is a key factor which comes into play later). Once we had set up camp, we drove around the camp ground and discovered you can see the railroad as it crossed the Little Pic River from the boat launch. The rail head was about 80 feet above the water which it crossed on an impressive bridge sequence - the approaches were steel girder deck spans that lead to two under deck truss bridges which were held up with cut stone piers. No doubt built soon after the railroad converted from timber to steel bridges. Certainly a prime photo opportunity. The bridge sequence was actually on a gentle curve. The track then circumvented the next rock hill on a shelf carved into the hill side and was equipped with rock fall fencing, etc. This all had the makings of a great photo opportunity.



Picture 1: Little Pic River Bridge at Neys Provincial Park

Over the balance of the evening and through the next day we noted the times when we heard the trains rolling by: 2:30pm, 6:30pm, 9:30pm then 10:00pm, 6:30am, 9:30am . . . . and if there were any trains through the night, I obviously was sound asleep at the time! With this pattern noted, we planned to be at the dock the following evening to watch the trains roll by.

But come 5:30pm the next day we heard the distant sound of a train whistle- too early! Urgh, so we threw the camera into the van and headed off to the boat launch, this is where that 5 minute warning came into play. We hustled to the boat launch, ditched the van and ran to the

shore's edge with camera in hand. The train then materialized from the west, slower and smaller than expected for it turned out to be a welded rail supply train! A single engine CP5030 (SD30ECO -recently rebuilt SD40-20) was pulling this consist. While I took my pictures, the wife waved to which the engineer responded with a few blasts on the horn. I got my pictures but it was not the impressive through freight I was hoping for. My bigger concern was that even with a slow train, we only just got there in time, will I be able to respond to a faster freight in time?

The 9:30pm train showed up 30 minutes early, then a second (possibly the second section) showed up 30 minutes later. Upon hearing the horn from the first train, I flew out of the campsite but unfortunately arrived

just as the last car disappeared behind the trees. I returned back to the campsite empty handed. I did not even bother responding to the second train as it was getting too dark for photos.

Next morning we went on a long hike. I refer to them as a "forced march" but deep down inside I do enjoy these serene journeys through the wilderness. Upon returning (completely exhausted) we set our chairs up on the beach where we had a clear view of the rock ledge the railroad traversed. We waited until 3:30pm for the 2:30pm afternoon train which never did appear - darn! So much for a daily schedule for the trains.

So we packed up our chairs and headed off to the Look Out trail, not only did the write up sound interesting - Boreal forest, sand dunes, view of the bay, etc but it also paralleled the railway track! Well would you know it, a train did appear, around 4:30pm just as we were walking the parallel section. Of course if you have ever been in a northern Ontario forest you know you cannot see far through the forest. In this case we were probably 100 - 150 feet from the rail bed but could not see the train due to the rocky terrain & trees. It was certainly a long train west bound with a mid train helper. We now arrived at the conclusion the trains did not run on a set schedule, or at least not when I was around. It did appear that trains running in opposing directions were at least 4 hours apart.

Our next plan was to eat supper then head out to the boat launch at 8:00pm to catch the 9:00pm train. Well to be consistent with the theme for the day, we heard the horn at 7:10pm, we quickly locked up the camper, jumped into the van and speed off (mind you the park speed limit was 40 km/h) and got there about 2 minutes before the east bound container freight appeared. There was one engine on the point and a mid train helper facing backwards (CP9832 GE AC4400CW). Since the sun was in the west facing us, I could not get a good shot of the train on the ledge but managed to get ones as the train crossed the Pic River bridge (better lighting conditions).

Finally after two days of listening to freight drags, we finally got to see one in the flesh. We waited another 45 minutes hoping for a second section, which is when I penned most of this article. In the end we went home empty handed.



Picture 2: Mid Train Helper on a long container train. The lead engines can be seen on the cover of this issue as the train crosses the Little Pic River bridge.

The next morning, after a hot breakfast we arrived at the dock at 9:00am with the hopes of catching a morning train. We were just about ready to pack it in when we heard a distant horn at 9:40am. After another 5 minutes, the train pulled into sight pulled by two engines: 8875 (GE ES44AC) & 8535 (GE AC4400CW) and a mid train helper 8958 (GE AC4400CW) - it was a very long container train! After 2 and a half days, I finally got some decent train photos!

I have come to the conclusion that though I enjoy watching trains roll by, I do not have the patience to sit for hours on end with the hope a train will come by.



# Next Division Meet

St. Lawrence Division – NMRA

*When:*

**Saturday, September 30, 2017**

*Where:*

**Emmanuel United Church**

691 Smyth Road

Ottawa, ON

Door Open at 9:00 am -- Admission \$7.00

*What's on:*

**Morning:**

*Clinics by:*

*Grant Knowles:*

"Introduction to  
Kitbuster 2017 / 2018"

**Display Table:**

Handling Of Agricultural  
Goods (e.g. reefers, freight  
houses, stock cars, etc)

**Afternoon:**

*Layout Tour*

*Fred Mills Garden Railroad*

