



THE MAIL CAR

NEWSLETTER OF THE ST. LAWRENCE DIVISION - NMRA

ISSUE # 100 | SEPTEMBER 2018

sld-nmra.ca

Elections

Results of the elections
held at the May meet

Looking Back

Twenty Years,
One Hundred Issues

The St. Lawrence
Division has been
meeting for 20 years.

How the SLD came to be

New Look

The Mail Car has a new
look and new editors.



Division News

Newsletter of the St. Lawrence Division - NMRA

Issue no. 1 - November 1998

From the Superintendent's Desk

St. Lawrence Division reborn

By Peter Nesbitt

In this premiere edition of our newsletter, I would like to share some of my views on the future of the St. Lawrence Division (SLD) of the NMRA.

The NMRA, being an international organization, is divided first into regions then further split into divisions. The St. Lawrence Division covers Jefferson and Oswego counties in New York and the counties of Lennox-Addington, Frontenac, Leeds-Grenville, Lanark, Renfrew, Prescott-Russell, Stormont-Dundas and Glengarry, and the region of Ottawa-Carleton. Our goal is to meet the needs of all our members throughout this geographic area, not just the Ottawa area. To help accomplish this we will have meets in various locations within the division. Not only will this spread the travel load, it gives us all the opportunity to see many other layouts and learn from them.

Clinics and layout tours are good ways to learn. They have certainly helped me over the years. It's one thing to see and another to do it. A major focus of the NMRA Achievement Program is to improve modelling skills. We will have members qualified for Achievement Program judging under the direction of our Inspector, Grant Knowles. Not only will they

judge models brought to meets, they will bring the Achievement Program to you and your layout. The various contests at our meets also encourage learning and improving modelling skills.

Fellowship and communication are also key elements. We plan to have five meets during the modelling year, September to June, where people can get together and share ideas and experiences. In the intervening months we will send members our division newsletter. It will report on the prior meet and provide information concerning upcoming events. As well, it will include items of interest from our editor, Michael Pasch, and most importantly, items that you wish to share with others.

Finally, the annual Niagara Frontier regional convention is a wonderful opportunity to meet new people, renew friendships, and exchange ideas. Next year's convention will be held in Barrie and we hope to come up with an arrangement that will facilitate getting our members there. We are hosting the 2001 NFR convention in Ottawa. It will be an ideal opportunity for everyone to get involved and have a great time. In the next issue I will be able to update you on the planning for the St. Lawrence Division as well as give you some initial feedback from the questionnaire.

Why join the St. Lawrence Division - NMRA?

- An opportunity to develop your modelling and technical skills
- Participate in regularly scheduled meets throughout the year
- Discounts on division-sponsored events
- Free subscription to the newsletter
- Low membership fee - just \$10 per year

more...



St. Lawrence Division Executive Officers

Superintendent:

Chris Lyon

Phone (613) 837-8522

Assistant Superintendent:

Malcom Vant

Paymaster:

Bill Meek

Phone (613) 521-5234

Clerk:

Tom Badenoch

Dispatcher:

Geoff Chase

Phone (613) 843-8911

Appointed Positions

Inspector:

Grant Knowles

Phone (613) 825-5438

The Mail Car

Editors:

Michael Rozeboom

Phone: (613) 496-1191

Ed Brandon

Article Submission Email

Click on an underlined name to contact them by email.

Welcome to the 100th issue of the St. Lawrence Division's newsletter, The Mail Car.

This September 2018 edition, marks the 20th anniversary of the re-birth of the St. Lawrence Division of the National Model Railroad Association.

The first NMRA meeting of this new era was held in September 1998. The standards for Digital Command Control were only published a few years earlier.

A group of like minded model railroaders gathered to socialize, display, and improve their modelling, laying the foundations for the Division. Today, that tradition continues. The first newsletter, on the cover, appeared in November 1998. Twenty years later this newsletter has reached 100 issues, along with the SLD reaching 20 years.

In those twenty years The Mail Car, and its predecessor the Division News, has documented regional conventions, raffle layouts, and the events that make the St. Lawrence Division of the NMRA what it is today.

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

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

Copy Deadlines:

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



Twenty Years and 100 Mail Cars: Superintendent's Report by Chris Lyon

In November 1998, the St. Lawrence Division (SLD) launched the *Division News*. Peter Nesbitt was Superintendent at the time. He highlighted the value of clinics and layout tours as a source of inspiration and knowledge about our hobby. He also provided insight into the need to meet the needs of our membership through the achievement programme. Grant Knowles was, and still is, our Inspector and has provided dedicated assistance to all. Judging models, running developmental workshops, and visiting layouts to offer advice. All was part of the commitment to make the SLD an informative and developmental Division of the National Model Railroad Association. Another critical component of SLD was to foster friendships and offer an opportunity to meet new people and introduce them to the hobby. To make this work, regularly scheduled meets and annual conventions were central in order to maximize opportunities to share and learn from each other. Every effort was made to include folks from all the towns and cities in our Division and meetings were held in many different locations. Regional Conventions were high on our priority list to attend and many participated as clinicians or volunteered for judging. This formula has proven the test of time and is key to our ongoing success today.

In the early days, the executive conducted a survey to determine what the SLD membership priorities were. Most of the results were consistent with what we do today, however, I did see popular vote contests for specific model categories and photos. Gift certificates were awarded as prizes at each meeting. That is something we could reintroduce if the interest is there. As the Division developed, the *Mail Car* and new website provided the SLD with news and articles covering the full range of the hobby. The standard presentations were expanded

to include hands on clinics: 2001 was to be the first time SLD would host the Niagara Frontier Regional Convention and this tradition has continued. The enthusiasm to make this all happen, was due to the commitment of the executive and the members' consistent active participation.

To promote the hobby SLD created a switching module. Something to take to shows and introduce the public to our hobby. This promotional project has been a cornerstone to our success, and even though it has gone by the wayside, we still attend shows and have a modellers corner where we work on projects and share ideas with the public. In the long run it attracted many to our group.

Stan Conley was next at the helm. Stan's attention to all the workings of the SLD paid off in organizational growth. With a successful program with lots of variety, it would prove to really encourage model railroaders to believe in their talents and skills. More members became involved in delivering clinics and bringing new ideas to SLD's attention. KitBusters became a real blend of socializing and model building. Stan had a way to encourage volunteers. And the *Mail Car* was full of interesting articles. Grant Knowles provided an excellent series on the AP Certificates.

With this awesome foundation, the SLD continued with this formula, over the years, with Peter Joyce, Ron Newby, Peter Grey and myself as Superintendent. Two more conventions and a special model railroading 101 were highlights along the way. We have been so fortunate to have such a strong body of modellers who are willing to give their time and talent for the rest of us to benefit from. I encourage everyone to read back through our *Mail Cars* and see all that has been accomplished. Thank you all.

St. LAWRENCE DIVISION FINANCIAL REPORT 2017/18

Opening

Bank Balance at 30 June 2017	\$	7,140.83
------------------------------	----	-----------------

Revenue

Meeting 30 September 2017	\$	301.00
Kitbuster 28 October 2017	\$	196.00
Meeting 25 November 2017	\$	252.00
Meeting 20 January 2018	\$	259.00
Kitbuster 24 February 2018	\$	95.00
Meeting 24 March 2018	\$	217.00
Kitbuster 28 April 2018	\$	91.00
Meeting 26 May 2018	\$	168.00

Expenses





Cheque No 0043 Emmanuel United Church: CE Hall booking 2017/18	\$	(840.00)
Cheque No 0044 Tom Badenoch: Mailing of SLD Directory	\$	(99.15)
Cheque No 0045 CARM: Capital Region Model Railway Tour	\$	(500.00)
Cheque No 0046 Emmanuel United Church: CE Hall booking May 2018	\$	(120.00)
Cheque No 0047 i-Tag Promotions Inc: 63 name tags	\$	(637.15)
Cheque No 0048 Emmanuel United Church: CE Hall booking 2018/19	\$	(960.00)
Cheque No 0049 William Meek: SLD meeting expenses	\$	(133.05)

TOTAL	\$	8,719.83	\$	(3,289.35)
-------	----	----------	----	------------

Closing

Bank Balance	\$	5,430.48
Cash Box Float	\$	85.00
TOTAL BALANCE	\$	5,515.48

Useful Web Links

Site/URL	QR Code
<u>St. Lawrence Division website</u>	
<u>SLD Mail Car</u>	
<u>Niagara Frontier Region</u>	
<u>NMRA Canada</u>	



THIS SPACE IS AVAILABLE!

The Mail Car needs content, and the membership provides it. Write an article describing a project on your layout, visit to a museum, or submit your prototype or model photos.

[Click here to Email your submissions to the Editor](#)

Top: Chris Lyon leads the Backdrop Painting Clinic at the Bytown Bobber NFR Regional Convention.

Middle: Another successful KitBuster workshop.

Bottom Left: The 2011 Raffle Layout.

Bottom Right: Speeder and track tools at the Champlain Trail Museum, Pembroke, SLD Meet

Photos supplied by Andreas Mank.



St. Lawrence Division Election Results

The results of the elections held at the May 2018 Division Meet

- Superintendent: Chris Lyon, with the stated intention to step down in one year
- Assistant Superintendent: Malcolm Vant, elected by acclamation.
- Paymaster: Bill Meek, re-elected.
- Clerk: Tom Badenoch, re-elected.
- Dispatcher: Geoff Chase, elected by acclamation.
- AP Chairman: Grant Knowles, appointed position.
- Mail Car: Michael Rozeboom with Ed Brandon (not present at the meet).



The first of several raffle layouts built by SLD members. Photo supplied by Andreas Mank.

In The Beginning

By Grant Knowles

Earlier this year, Andreas announced he would be retiring from the *Mail Car* Editor role as of the 100th edition of the club's newsletter (Sept '18). It then dawned on us that the club has been active for 20 years! Quite an impressive milestone for any club.

Looking around the room at a recent meet, I noted that there were a number of faces that have been with us from the beginning while there is an appreciable number of members who have boarded this train along the way. So I thought it would be interesting to recap how the club started up, who were the initiators, what drove them, what challenges they faced and, which is always an interesting aspect — did their vision come true?

The following three articles were submitted by these movers and shakers regarding the early days and the forces at play. We are eternally thankful to: John Licharson, Michel Boucher, Angus Palmer and Peter Nesbitt for their vision and drive to not only rekindle the St. Lawrence Division but to orchestrate the first of three very successful Niagara Frontier Region Conventions.

As noted below, the Eastern Ontario region continues to be a hot bed for model railroaders participating in a number of formal clubs (such as Ottawa Valley Associated Railroaders and the Bytown Railway Society) and many informal groups (e.g., operating groups). Interesting enough when it was first suggested that the National Model Railroad Association rekindle the SLD there was an appreciable uproar against the idea for fear the NMRA would be in competition with the then current clubs by stealing their members and creating a rift in the local model railroading community. Time has shown that fear was totally unfounded as the SLD compliments the other clubs through addressing the Hands On Modelling aspect of the hobby. It's interesting to note that many of our SLD members also belong to these other clubs.

I've thoroughly enjoyed the past twenty years with the SLD and it's members, I know my modelling skills have definitely grown as a result of the programs/projects offered and look forward to the next twenty (or more) years of modelling and enjoying the comradely of the members.



SLD Members demonstrating modelling skills at the Ottawa Train Expo.

Photo supplied by Andreas Mank.

New Life for the St. Lawrence Division – A Memoire

By John Licharson

(With help and encouragement — as always — from Michel Boucher and Peter Nesbitt)

I have been a National Model Railroad Association member since 1975 and attended my first Ottawa Valley Associated Railroaders (OVAR) meeting in 1981. For most of the 80s and 90s, I observed an often mumbled, sometimes loudly voiced antipathy on the part of many OVAR members toward the NMRA and vice-versa. I'm not sure how that estrangement came about, but it was certainly a hard reality.

I think, in part, it was that the NMRA's previous St. Lawrence Division (before it died in the 1970s) was mainly Kingston-centric, while the Niagara Frontier Region seemed too focussed on Central and Western Ontario. Also, there was a perception that the NMRA had too many organizational politicians. OVAR prided itself on its non-political aspect. Among NMRA members in the rest of Ontario, there was a general view that the Ottawa modellers were lightweights. They regarded OVAR as a bunch of arm-chair modellers at best, who were mostly interested in social entertainment. That estrangement never made a lot of sense to me. People in OVAR liked trains and they appreciated good modelling, viz. the evening display. People in the NMRA for the most part were the same, although some tended to be overly officious and self-important. But, those types were found in OVAR's membership too.

Anyhow, I found that attending NMRA conventions and participating in its achievement programs had contributed to a significant and steady improvement in my own modelling skills. I believed it could, and should, offer the same scope to others in the Ottawa area in much more active fashion.

In 1998, Michel Boucher and I ran to become a joint chairmanship of OVAR on a four year program aimed at transforming OVAR from a slowly self-strangling group to a live, active, interesting and attractive organisation. Part of our 'platform' was to forge positive ties with other like-minded bodies, specifically the NMRA's Niagara Frontier Region (NFR). Once Michel and I were elected, we arranged OVAR's move to the St. Anthony's Hall and instilled new life in the organization. We arranged for several members of the NFR's executive to come to Ottawa for a weekend and make a presentation to interested OVAR members on the Region and the NMRA generally, do a mock contest judging, and visit many of the operating layouts and active modellers in the area. The NFR President, Vice-President and the NRMA National Director for the Region at that time came. That weekend was, I think, an eye-opener for both sides. First, the visiting NMRA representatives realised there was some seriously good model railroading going on in the Ottawa area. They understood the NMRA was not cultivating a part of the province/region that was alive and growing strongly without them. Secondly, many of the local OVAR members realised that the NMRA was not just organizational politics and dues collection, but provided a means of channelling and improving your modelling abilities, as well as offering recognition and appreciation of superior modelling skills. Shortly thereafter, we were able to assemble a core group willing to begin a new SLD.

Michel and I co-opted Peter Nesbitt to become the Division Superintendent designate. He proved an excellent choice: Calm, even tempered, level headed and a fount of common sense, he managed the 'politics' without playing politics or letting them interfere with the principal focus: setting up and running an organization relevant to people's needs and interests.

Michel brought unlimited enthusiasm, optimism and energy to the mix. I was elected to the Region Executive, mainly (I think) because I seemed to have an understanding of the prevailing mentalities on both sides, and kept the lines of communication open. Michel and I were always there to back Peter up, offer support from within OVAR, and persuade others that the NMRA was something worth getting involved with.

More of us began attending NFR conventions together, dominating model contests, contributing to the clinics, contest judging and serving on the Regional Executive. Peter Nesbitt, Michel Boucher, Angus Palmer and I were in that early core group and every year more and more Ottawa area people came. We knew the Region had not held a convention in Ottawa in living memory. We knew that Ottawa had a lot of railway history and interest. We bubbled over with ideas for the kind of convention we could put on. So, at the 1999 regional convention, I led a presentation we put together which overwhelmed those attending with its professionalism, planning and expertise. All of which secured for Ottawa the 2001 NFR Regional Convention.

The organizational skills and professionalism, not to mention the efforts of many people made that convention one of the best the NFR had ever held. Start to finish, it outdid anything that preceded it: overwhelmingly superlative layouts; a vast number of interesting clinics given by knowledgeable and highly entertaining experts; a model contest bigger than ever; and a banquet in the Hall of Locomotives at the Museum of Science & Technology. In the minds of old folks like me, it still stands out. It certainly blew the minds of most out-of-area participants and put Ottawa on the map for modellers in the rest of the province.

I'm nowhere near as active now as in the past, but I still value my SLD (and OVAR) ties and still feel very much a member of both.

The SLD we have now is a truly fortunate group. It benefits from excellent and committed leadership that focuses on the core interests and needs of members. Open, welcoming and attractive to outsiders. It has successfully avoided the bureaucracy, factionalism, internal politics and blowhardism that plagues many other groups. May it continue to do so.



A KitBuster Workshop in progress.

Photo supplied by Andreas Mank

Peter's Recollection

By Peter Nesbitt

From my perspective, in either late 1997 or early 1998, Michael and John had the idea that the Ottawa area should host a Niagara Frontier Region Convention. At that time a group wanting to organize a future convention had to put on a Dog and Pony show at a convention. There was competition and you had to offer an attractive proposal to be the winning bid, very different process than today. In various discussions, usually at noon, amongst other things, they proposed that I chair it, which I agreed to. The proposal was made at the 1998 Spring Convention for Ottawa to host the 2001 Convention and it was approved.

At the convention the idea of restarting the St. Lawrence Division was discussed, and it was suggested that I head it up. It was in this time period that MetLife's Canadian business was sold and my employment status was unclear. After July 1, that was clarified and I accepted the challenge of Superintendent. The original St. Lawrence Division Executive also included Richard Dickinson, Clerk, John Mitchell, Paymaster, Grant Knowles, Inspector, and Michael Pasch, Newsletter Editor.

The first Newsletter was November 1998 and it was distributed at the first SLD meeting held November 14 at the St. Anthony Soccer Club Hall.

Peter Nesbitt

Michel's Perspective

By Michel Boucher

Peter's account of events is pretty much on the button. I would like to add some more background to the story. The whole National Model Railroad Association question came from a series of reforms John and I brought to the Ottawa Valley Associated Railroaders following our election to the board of OVAR in 1997, with John as Chair and myself as

VP. We were elected on a platform (a first for OVAR) which included a promise to promote the development of modelling skills and excellence for our membership.

I proposed elimination of the Clinic Night in its format of corner Clinics, which were hard to follow and tended to be repetitive year after year. John proposed we invite the NMRA which promotes the type of skills improvement that we had in mind.

Two issues faced us:

- The NMRA is burdened with difficult rules and regulations, a bureaucratic management structure and a model evaluation system that can create or impair motivation.
- OVAR was established as a reaction to the NMRA approach in which OVAR has a very loose executive structure, no judging of model quality but a display of member's projects for all to share.

The magic came when we brought in Peter as the negotiator between OVAR and the Niagara Division of the NMRA. The NFR Executive was invited to Ottawa to initiate discussions on how to bring the NMRA into Ottawa, without converting OVAR into an NMRA Club. The result was that the NMRA would enjoy the same status as all other Clubs and Railroad related organisations in the Ottawa area such as Bytown, the Craig Library, etc. We also agreed, that should they bring the Convention to Ottawa, OVAR would support the new NMRA division as if it was an OVAR initiative. From then on, at OVAR dinners, all Clubs and Organisations were invited to announce their coming events as a part of the business segment of the dinner. Once the Niagara Region formally agreed to the operating principles between OVAR and the NMRA, John and I resumed being superlative managers as mentioned in John's article. Peter was the key in overcoming the political and bureaucratic hurdles.

Modellers Influence

Geoff Chase

I have been interested in trains for a long, long time, as I can remember playing with a small metal steam engine on the living room rug, dragging it as it made its own set of tracks. If I wanted the train to go somewhere else, I just had to smooth out the rug, and a new adventure awaited. Eventually, I got more involved with the modeling aspect of the hobby with a friend in grade school, and after the usual break during university years, I got back to it around age 30, setting up a 4-by-8 layout to share with my son.

Things picked up when I met some of the local modellers, and they dragged me to some operating sessions, and even to a convention. This was getting serious. My layout seemed to take on a life of its own, growing from a small section in one area of the recreation room, along another wall, then around the next corner.

Finally, my wife said: "Take it all, it's too cold down here anyway," and she ran off upstairs to watch football. (I still see her, occasionally.)

So, the layout (The Wakefield Valley) grew, but how did it happen? Well, a lot of the inspiration for the changes came from the people I met at St. Lawrence Division meets. At my earliest convention, Chris Lyon taught me how to paint backdrops. Over the years, the KitBuster sessions got me over the hump with various kit styles: plaster; laser-cut wood; scratch building (loading ramps); paper structures; wood freight car kits; and most recently, building turnouts. Grant Knowles has always found good people who are willing to share their modeling expertise with others, so I thank them all for their efforts and their advice.

As a result, I have a layout that I have been able to share with a regular operating group, with other modellers, and also the public. It will continue to be pleasurable pastime, whether I am alone working on a project, or spending time with my fellow modellers. My wife still encourages me, and we do watch football games together.



Garden Railroading in Carleton Place, SLD Meet May 2009

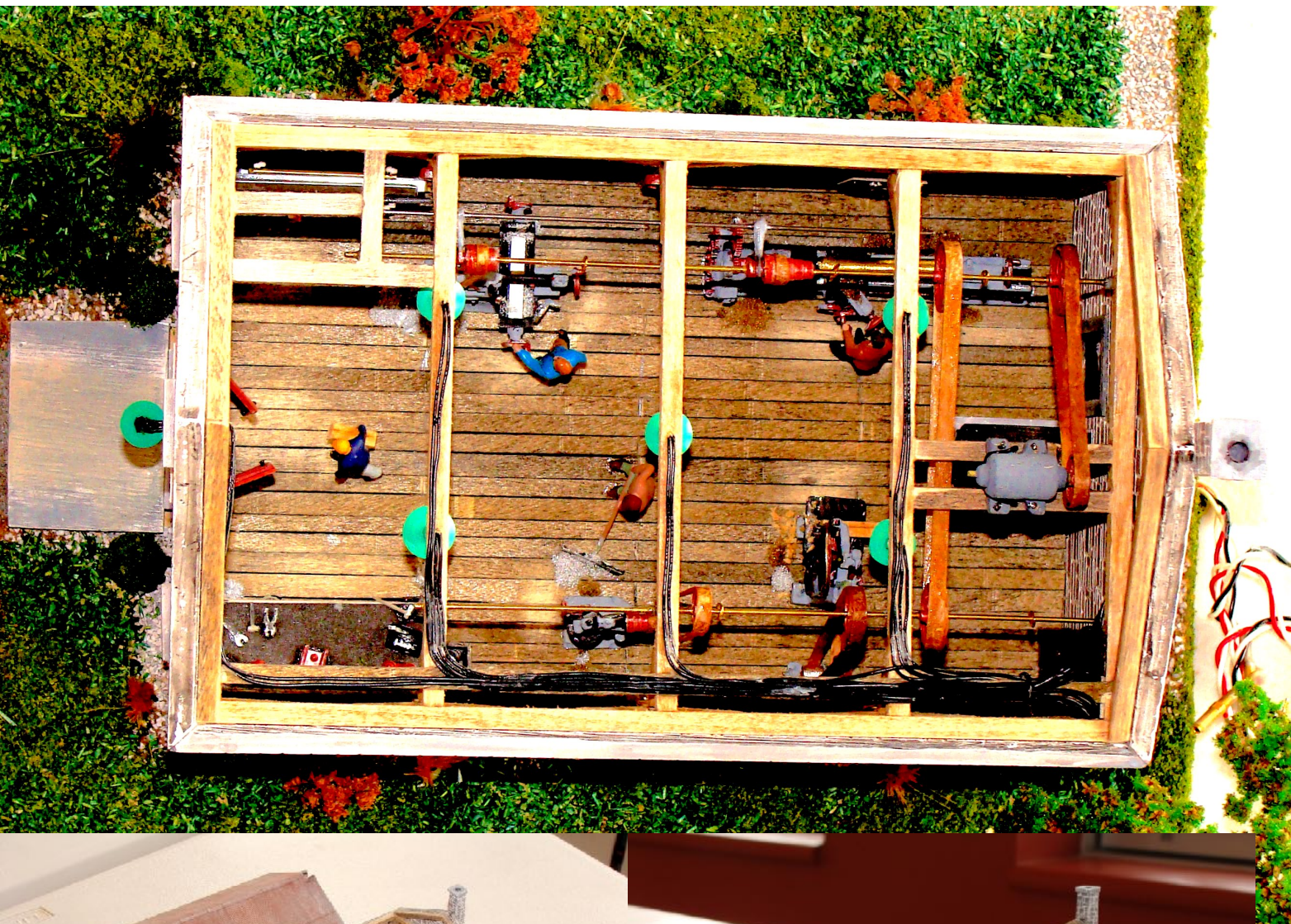
SLD Display Report for May 29 2018.

Compiled by Stanley Conley



Fred Adams displayed his blacksmith shop diorama wherein he kit-bashed two small craftsman kits into a small roadside shop oozing with details inside and outside the buildings. Fred explained that such kits were great starter material but by treating them more as a supply of parts you end up with unique structure with more of the builder's personality.





Lorne Munro responded to the previous meet's display of the machine tools Mike Hammer was building by bringing out his Machine shop building, which was conceived and scratch built to provide a home for shop equipment by Scale Structures he had built. This will hopefully be seen in print in the near future as an article Lorne wrote was accepted by Model Railroad Craftsman.

“As primarily a scratch builder it is always important to hear the comments of my fellow modellers at the SLD meetings. These comments encourage me to improve and expand on my modelling skills. A few years ago when the SLD executive decided that the KitBuster project for the year was going to be assembling a plaster kit, I decided to scratch build my own plaster building.

"This lead to the Kinmount Station project, published in Model Railroader – July 2013 issue, as well as several more plaster buildings and castings. My second major plaster project was the Machine Shop building which was published in Railroad Model Craftsman in 2018, under the title ‘Scratchbuilding with Hydrocal Plaster.’

“This article describes how I designed and constructed an HO Scale building to house an antique machine shop... which actually had been the subject of the March 2018 SLD meeting. I named the building ‘SLD WORKS’ as an advertisement for our club.

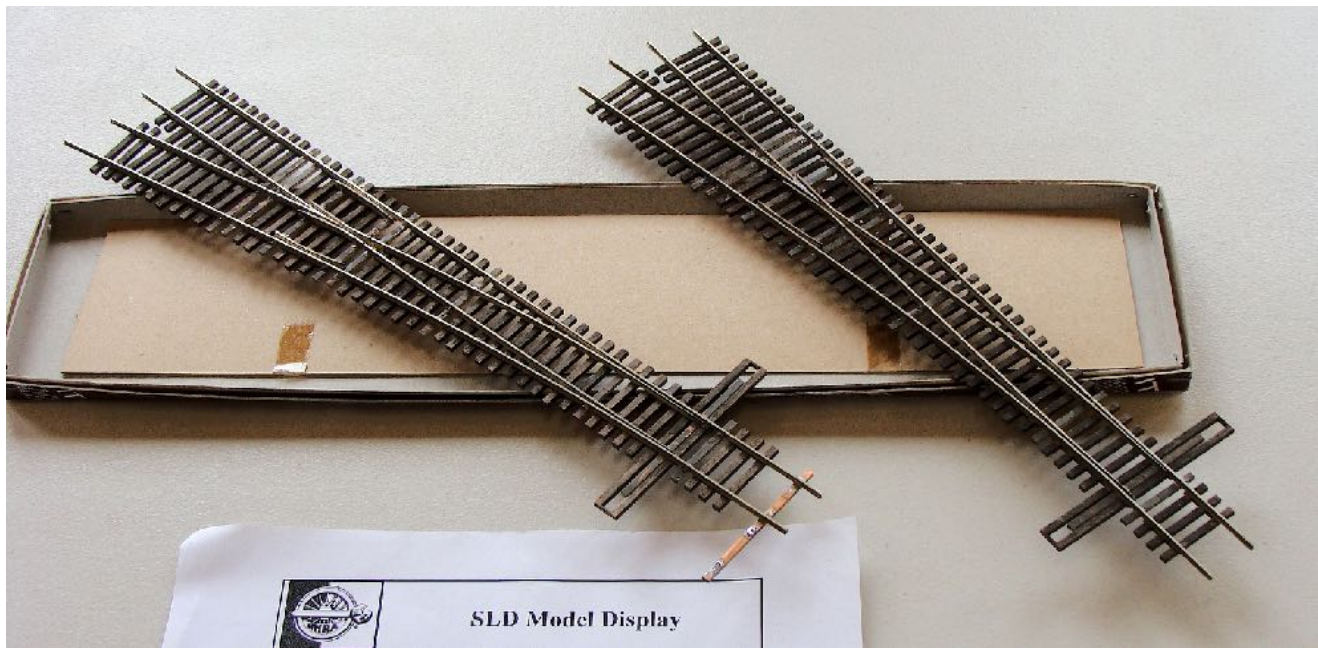
“I probably never would have written these two articles if it had not been for the encouragement of the modellers at the SLD.

“I hope to enjoy many more years of modeling, participating, and seeing the efforts of the 'crew' at the meetings and the workshops.”

Lorne Munro



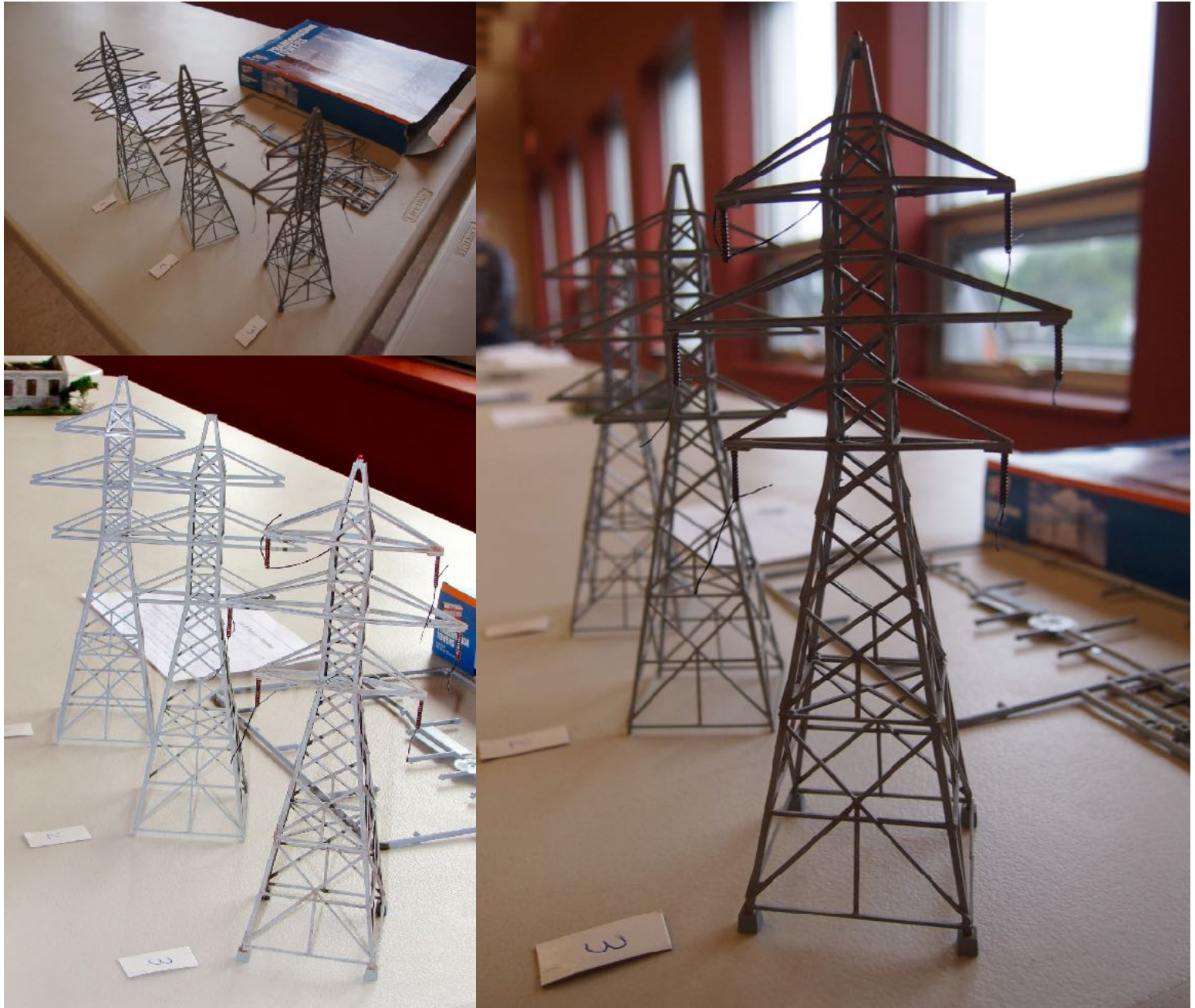
Photos submitted by author



Geoff Chase displayed the two #6 handlaid turnouts that were his result from the 2017-18 SLD project, using FastTracks templates and tools. They will find a home on his layout.



Alex Binkley brought a few items for display. First up was an O27 boxcar that he was contemplating cutting down to generate an S scale version and he was soliciting potential methods to proceed. Next was a sand house heavily modified from an old kit, which still needed outside lighting and a hose on the discharge pipe, and I am sure Alex received recommendations for both from the assembled members. Alex displayed a small shed made from leftovers found in his scrap box along with the addition of a window and door.



Bill Meek displayed his in progress hydro transmission towers. He had three on hand in various stages of completion; one was still in its raw assembled state, one painted in the base colour and the third was completed with washes to simulate the passage of time, insulators and the suggestion of transmission lines.



In support of the project to build a demonstration layout in passenger car #5802 at the Railway Museum of Eastern Ontario, Bruce Leckie displayed the actual map of the area to be modelled around the Canadian Northern's Smiths Falls station, and the layout plan which will be built to provide a historically correct version of the same to educate and entertain visitors.

Photo Credit: Stan Conley and Michael Rozeboom

Subject of the Display table at the upcoming September 22nd Meet: Your Summer Project.

The SLD And the NMRA Achievement Program

By Grant Knowles MMR.

As noted on page 9 of this issue of the *Mail Car*, the St. Lawrence Division (SLD) of the Niagara Frontier Region (NFR) was rekindled in 1998 by a small group of dedicated individuals. I was a late arrival to this initiative and quickly submitted my name for the Achievement Program (AP) Chairman. Wanting to contribute to the new club, I felt my interest in building models and my experience with model judging was something I could leverage in helping the club and its membership. I was voted the AP Chairman when the first executive committee was assembled.

At liberty to establish an AP for the club, I held a series of clinics about the NMRA AP, its workings, how one can participate and especially what it can do for you. I remember delivering those clinics using overhead slides!

Over the years, I delivered further clinics on the various AP certificates, exploring the scope of each certificate, clarifying what was expected of the modeller with a focus on translating requirements into deliverables. Though the AP requirements on the surface can be challenging to understand, they're not hard to demystify.

A driving force in bringing the NMRA back to Ottawa was for this region to host an NFR Convention. This would help advertise the local model railroading community to the Region. Another was to inspire this community's modeling excellence through participation in the AP and the Convention Model Contests. The membership soon rose to the challenge and generated very strong participation in the NFR Convention. SLD contestants walked home with most of the awards. We were certainly a force to reckon with.

Over time we learned how to complete the contest paperwork to ensure the judges understood / recognised the unique aspects of our models, thus ensuring the highest score possible. Many of our members also participated as judges which further enhanced their modeling skills.

One of the key aspects of the AP is the model judging and issuance of Merit Awards; these were the official recognition of modeling excellence. Our clinic walked us through the judging process, describing the focus of each category, what the judges are looking for, how the points were awarded and what to watch out for. When the judges evaluate the models, they are strongly encouraged by the NMRA to provide the modellers with written feedback in a positive constructive fashion. This feedback, of a subjective nature, helps modellers understand what they did well and where extra attention may be required.

In my early days (pre SLD), I took a dozen models to a division meet in Lindsey to be judged. Judging ultimately kept three lads busy for the full morning. I came home with four merit awards over which I was disappointed. However, I came away with a much clearer picture of what makes a better model. Feedback on each model directed my efforts when I refined and resubmitted them. Each earned far more than the required 87.5 points. This feedback and participation as an AP judge facilitated the growth of my modelling skills.

Looking back at our meet display table, I can confidently say that the quality of the SLD membership modelling skills has improved greatly over the years. I see folks proudly displaying their latest creations, often describing the special things they have done; touches which a few years ago, would have turned them away from the challenge.

I asked Peter Nesbitt, the NFR Achievement Program Chairman (and SLD member) for the following record of SLD membership AP achievements in the past 20 years (quantity in brackets).

We apologize for any we have missed.

Merit Awards:

- Stan Conley
- Vic Dohar
- Bob Farquhar (2)
- Grant Knowles MMR (19)
- Bruce Leckie (4)
- John Licharson (5)
- Lorne Munro (2)
- Peter Nesbitt (5)
- Ron Newby (3)
- David Steer (2)

AP Certificates:

- Michael Boucher (3)
- Al Craig (2)
- Grant Knowles MMR (7)
- John Licharson (5)
- Peter Nesbitt (6)
- Ron Newby (2)
- Gordon Teel (?)

Golden Spike:

- Peter Nesbitt
- John Licharson
- Bob Farquhar
- Grant Knowles
- Doug Cushman

Master Model Railroader:

- Grant Knowles

The SLD Membership should be very proud of themselves, not only for their enviable track record at the conventions but for the steady flow of excellent models that appear on our Display Tables.



Top: The Judging Table at the Algonquin Turn, May 2016 (E. Brandon)

Bottom: A portion of the models submitted for judging at the NFR Bytown Bobber Convention (2008). SLD members have consistently performed well at these contests. (G. Knowles)

The 2011 Raffle Layout

Ed Brandon

It had been customary for the SLD to build a small layout to be raffled at the Ottawa Railfair, alternating yearly between HO and N scale. Proceeds went to the Children's Hospital of Eastern Ontario (CHEO). The last such endeavour occurred during 2011, with construction starting shortly after the MR101 program, in time for the October 2011 Railfair.

I was pleased to be able to participate in the build, having come off the MR101 program. It was part of my coming out as a model railroader loner and as someone stuck in the 1960s in terms of techniques who wanted to get more with it.

I was surprised at the use of materials, from the layout base to the scenery. Realism wasn't that much a central theme in my earlier endeavours. Weathering was a term I had never heard before. Nor did I know anything about how one goes about it. Among other tasks I took on in the build, I put together a model kit that became the Glengarry Castings factory building. Mike Hamer taught me how to use washes of diluted paint to highlight cracks and highlight the effects of time. Backdrops too were a completely new concept to me.

Displaying it at Railfair was a joyous task. It was unfortunate that all the young people who gawked covetously at the layout while it was being raffled off couldn't each bring a copy home with them.

Best of all, aside from the education and the chance to contribute to the great work of CHEO, was the camaraderie of working with such talented modellers. Along with the MR101 program, the raffle layout build was a superb introduction to the SLD. I have never looked back.



Top: Careful detailing of a scrap yard

Bottom: The Glengarry Castings factory being located on the layout

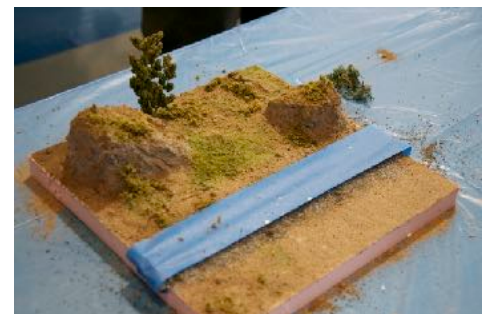
Photos by Ed Brandon

The MR101 Program

Ed Brandon

In 2006 I returned from exile in Mexico. My wife and all our possessions followed back to Ottawa over the next few months. Surprisingly, when I unpacked everything, my sectional HO layout, first built in Kanata, was mostly intact, and mostly fit into the home we moved into. But it represented older ways of doing things. So I was pleased to learn about MR101 a few years later at a RailFair. This consisted of two Saturday sessions in November 2010 and February 2011. The program was geared to lone wolves like me and to newcomers to the hobby.

I recall my first surprise when I looked under the table of a modular layout set up for the November meeting. It was built on sheets of polystyrene, and there were now circuit boards and other electronics hidden under the layout. I was still using techniques from the 1960s. Clearly, I was out of touch. But this first session didn't really delve into this. Instead, there were some very basic presentations. I will never forget Mike Hamer's presentation, geared to the younger crowd and to their parents about to buy a Christmas gift for them. Only Mike can display an image of a simple loop up with a small siding and a single short industrial spur and get us excited about all the operating fun possibilities.



There was an impressive display of rolling stock and structures. I was intrigued by the variations on a theme crafted from a half dozen copies of the same small building kit. They were customized to produce an amazing assortment of differently-repurposed stores and restaurants from the same kit. Kitbashing and customization were ideas completely foreign to me.

But my clearest recollection is of the second meet. Here I clearly broke the rules. The poster for the event left no doubt that you had to be at least 12 to attend. I brought my son-in-law and my five-year-old grandson, Julien. You can see him learning to make trees, and later build a layout on a square foot block of polystyrene consisting of track, ballast, greenery and trees. He was proud of what he did, and I was glad of the new techniques that I learned. As a postscript to this day's educational fun, It was mandatory to I incorporate Julien's creation in a small layout I was building for him in my basement. I have since moved again and am starting over building a layout for myself. But even though Julien is now 12, he still insists that I include his square somewhere in the layout that I'm just starting to build.

A few of us newbies continued getting ideas learning techniques after the two MR101 sessions by helping build the CHEO raffle layout. See *The 2011 Raffle Layout* on page 22 about this very successful activity.

By all accounts, this was a highly successful program. Attendance, aimed at 12, was over 35. Everyone had fun while learning. There were even expressions of interest in knowing what we did from elsewhere in the NMRA community. I remain grateful for what I learned, and Julien had a grand time.



Top: Enthusiastic attendees at the November 6th session.

Middle: Normand helping Julien apply the scenery.

Bottom: A finished demonstration square.

Photos by Ed Brandon

The St. Lawrence Division KitBuster Program

By Grant Knowles MMR.

Very early in the life of the SLD, we came to the realisation the membership was not only interested in modelling techniques, but there was also a growing plea for the opportunity to practice these new skills.

Our first foray into a group modelling project was in 2003 when we undertook the building of a Canadian wooden railway trestle. This workshop was held in my rec room where about 8 individuals undertook this scratch building project under the watchful eye of an instructor. We learned how to prepare building materials, read diagrams, use of jigs, building the model in sections then pulling all the pieces together. I still have fond memories of these workshops and amazingly enough, I still have my trestle!

Apprehensively, we transitioned from instructor led work sessions to a general, then an occasional work session held outside the bi-monthly meetings. The focus of these sessions was providing the members with an opportunity to work on their models in a social setting, much like what the ladies do with their quilting bees.

With time, we got bolder and rented a facility to host the working sessions. At first, the participation was around half a dozen dedicated individuals. The added value of the members working on their individual projects was soon realised through sharing of modelling ideas, problem solving and above all, peer support. The participation level slowly increased as word got out about what fun the participants were having along with the neat models being produced. We're now at the point where we typically have 20 modellers on hand and have even peaked at 35 one time.

Somewhere along the way, the title KitBuster was proposed for this gathering, I think it might have been from our resident author: Alex Binkley, which seemed an appropriate label as the models produced were often a deviation from the manufacturer's plans (sometimes even intentionally)!

Articles regarding these workshops have appeared in Division and Regional publications telling of the enjoyment and friendship these sessions nurtured. Not long afterwards that we noticed our fellow divisions started their own work sessions, though the SLD still enjoys the most scheduled sessions along with the highest participation levels.



The membership has continually shown a thirst for learning new modelling techniques and participating in structured projects, which ensured the KitBuster program will continue. Over time, the format of the program has evolved to a state where input / suggestions for the next project are solicited from the members. The Executive uses this feedback for inspiration in designing the next season. The key underlying mantra for the program remains to 'introduce the membership to new modelling areas and techniques.' Often this entails taking the participants down a path they would not have entertained in their own, but as group activity with a leader led format, they approach it with utmost enthusiasm!

The KitBuster program provided unexpected benefits that the Executive latched onto right away – it helps to determine what clinics should be scheduled for the year. Of all the things your Executive deals with, the most challenging is that of coming up with ideas for our meets.

What you do not see when attending a meet is all the head scratching, planning and coordination that takes place to bring each meet together – the topics, the presenters, etc. Often the Kit Busters project requires specific clinics to delivered that help to educate the members on the new topics, skills, etc, thus the Meets and Work sessions soon compliment each other.

For interest sake, here is a list of the KitBuster projects we have taken on over the years:

- Scratch building a wooden trestle
- Building classic wooden railway car kit
- Building a laser cut structure
- Building a plaster structure
- Building a paper structure
- Building a Rusty Stump Garage
- Build a Loading Ramp
- Preparing detail parts
- Scratch building a freight car
- Hand laying a turnout

We have also introduced the KitBuster concept to the NFR convention. For the Bytown Bobber convention, we hosted a KitBuster Workshop on the Friday thus providing a collection point for early arrivals to the convention, and social environment to meet and discuss modelling techniques. Even at this year's NFR convention, their Modelling Workshop, similar to KitBuster, forms the corner stone of the convention.

KitBuster has grown to be an important component to the SLD Program and one that we'll continue to nurture and evolve to meet the membership's needs. I do hope you enjoy it as much as I do.



The Joy of Conventions

By Malcolm Vant

Photos by the author unless noted



For many model railroaders, conventions are where it all comes together. They can be a giant show-and-tell, a chance to learn new things or meet new people, and an opportunity to admire and maybe run trains on some wonderful layouts. But to me, the most valuable part of a convention is the opportunity to share. To quote Stan's Soapbox, in the May 2001 *Mail Car*, "...the great joy of the convention [is] arriving at that point where you can seek out others who share similar interests and in person have a conversation about a model, a picture, a presentation or anything else we can share."

The St. Lawrence Division (SLD) has excelled in the regional conventions it has sponsored and also helped to make other Niagara Frontier Region conventions successful. Since the start of the current SLD in 1998, the division has hosted three great conventions: the Capital Express in 2001, the Bytown Bobber in 2008, and the Algonquin Turn in 2016. We are fortunate that all three conference chairpersons, Peter Nesbitt, Grant Knowles, and Ron Newby, are still active members of our group.

Looking back at that first convention in 2001, we can see that the fledgling SLD was already making a mark for itself. There were 71 entries at the display table, judged and non-judged, and this group walked away with 19 awards. For a regional convention, the Capital Express was a smashing success by any standard – 250 registrants, with 30% of them attending a convention for the first time, and a similar percentage from the Ottawa Valley area. Almost 200 sat down for the banquet in the Locomotive Hall of the Canadian Museum of Science and Technology where the tables were arrayed between the two great Northern type locomotives – CP 3100 and CN 6400. Faces still familiar to us today, Mike Hamer and Angus Palmer, performed a skit from the cab of CN 6400.

The Bytown Bobber, in 2008, was the next opportunity for the SLD to strut their stuff as hosts. Again the turnout was good. The organizers added a bit of a twist to the usual convention formula of contests, clinics, operating sessions, tours and a banquet. They also held a day-long KitBuster's workshop on the first day. Once again, SLDers did well in the model contests. The judged contest attracted 20 models and the appearance contest over 40. Local members garnered a number of first prizes and David Steer won the best in show for his impressive On2 locomotive model of a South African Railways Garrett. As a special event, related to the convention name, a best-Bobber contest was held with Doug Farquhar taking the honours. Mike Hamer had been very busy building structures for his layout and almost took over the Freelance Structure category of the Appearance Contest. One of the more memorable clinics was by Chris Lyon on – you guessed it – painting backdrops. Chris, as always, challenged people to think outside the box.

Another innovation for the Bytown Bobber was to move the NFR Annual General Meeting to Saturday morning. This change in timing plus the offering of door prizes ensured a quorum! Interestingly, one of the topics was fundraising opportunities for the NFR. The local division worked hard at getting donations for the silent auction and, as a result, topped up the local coffers with \$200. In what seems to be a nascent tradition, Mike Hamer and Angus Palmer again entertained banquet attendees with a humorous skit.

Rounding out the convention were tours to 19 local layouts. As Grant Knowles said in his convention summary in *Mail Car* (May 2008), "Based on all the long faces I saw on Sunday, I can only assume that the attendees were very tired from all the events... and were disappointed it would soon come to an end until next year."

Fast forward another eight years to 2016 and the Algonquin Turn convention comes to Ottawa. Having only recently joined the NMRA, this was only my second convention, and I was very impressed! Finally, I had a chance to see all the wonderful layouts in the region. And what a busy time it was trying to visit as many of the 24 layouts open for tours as possible! A well-thought-out convention booklet provided an overall map of where the layouts were and a schedule of opening times. To the organizers' credit, there were layouts in the early stages of construction and some very mature ones, each offering interesting lessons.



Best in Show 2008 went to David Steer for his On2 model of a South African Railways Garrett.
Photo by Grant Knowles.



Bob Farquhar's scratch-built Bobber was a special award at the 2008 Bytown Bobber. Photo by Grant Knowles.

The accompanying photos provide a sample of the professional work being done by our members (photos 3-7). A full roster of clinics were on offer with 16 clinicians presenting on a wide variety of topics such as modelling various aspects of mother nature, preparing dioramas, kitbashing and construction techniques, modelling a specific time and place, how to airbrush, and 3d printing.

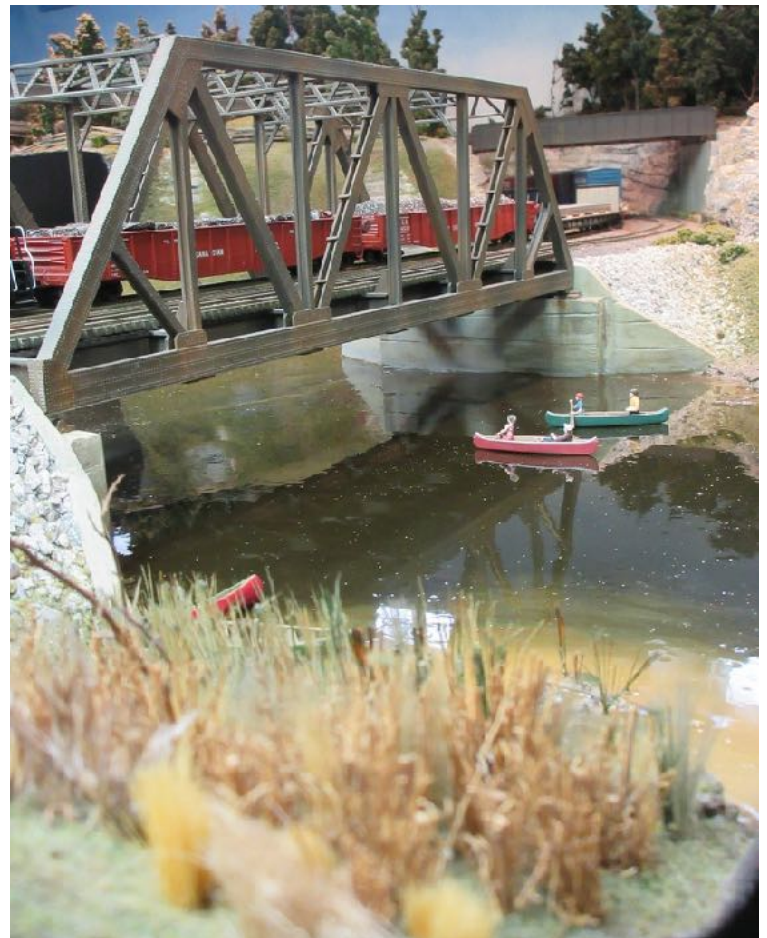
In the contest room, the tables were full. Several samples of the year's modelling wooden freight cars KitBuster's project were on display (photo 8), as well as entries into the peanut butter jar lid challenge – build what you can that fits on a lid. Creativity was on display with one memorable offering being a multi-level outhouse built on a pier (photos 9-10). A wonderful model of a Maple Leaf Trading Co. structure, built by Steve Juranics, took top honours at the show (photos 11-12). These are just a few examples of all the great work on display, there were many other excellent models. Photos 13 to 15 show a few more.

Continuing his tradition of entertaining the crowd at the banquet, Mike Hamer was part of the band The Midnight Train, which also included avid modellers Chris Lyon and Chris Savage. They provided railroad-themed background music during the mix and mingle session. Guest speaker, Trevor Marshall, provided a thought-provoking talk on the future of model railroading, touching on the changing interests of modellers and the new opportunities offered by continuously evolving technology.

The convention also included another very successful silent auction with many valuable donated items up for bid. After the AGM on Sunday morning, the layout tours continued. Sadly, when the doors closed on the last tour, it was time to head home and to pass the torch to the Western Ontario Division for the next convention, the Grand River Express. Also a great success – but that's a story for another day.



Bill Scobie's Rio Grande Southern in Sn3 (2016).



Bill Meek's HO L'Original Railway (2016)



Carl Swail's Bristol and Elk Lake in HO/HOn3 (2016)



Grant Knowles HOn3 Colorado and Southern (2016).



Peter Nesbitt's On3 Bonnechere and Braeside (2016)



Sample of the 2016 KitBuster project to build a wooden freight car. A Labelle HOn3 kit built by Grant Knowles.



Peanut butter jar lid challenge.



Peanut butter jar lid challenge.
Entry by Chris Lyon – a two-storey outhouse.



Above: Maple Leaf Trading Co. prize-winning building by Steve Juranics (side view).

Below: CP diesel locomotive





End view of the Maple Leaf Trading Co. prize-winning building by Steve Juranics



Model of a Freight House



Beautiful caboose with full interior.

Twenty Years of the St. Lawrence Division

Mike Hamer

Can you imagine? The SLD is no longer a teenager! Yes, we are twenty years old ...just beginning our adult years. It must be serendipity that this twentieth anniversary corresponds directly with our 100th issue of the *Mail Car*. Oh the memories ...too numerous to mention yet they are all great ones. Three in particular, stand out for this school teacher: our MR101 teaching initiative, our Banta Modelworks Bakery Build and a fine day spent on a coach excursion to Montreal.

The St. Lawrence Division in 2010 hosted two MR101 clinic days. The purpose of these workshops was to have our members offer information and advice to newcomers to the hobby or for those who have been in model railroading for a while and who have further questions on modelling techniques ranging from scenery to wiring to DCC. To advertise the day, we handed out brochures at the recent Railfair weekend and distributed flyers to the local hobby shops. As an organizing committee, we agreed that if a dozen people showed up at the door then our inaugural session would be a success. I counted somewhere around 35 attendees to go along with some thirty or more SLD members, a great turnout for this first ever event. A wonderful logo was designed by a family member of one of our committee members. While the day was aimed at families with young teens, we were pleasantly surprised to see many older newbies to the hobby including a very enthusiastic 80 year old who was getting back into model railroading! Suffice it to say, this teacher was in seventh heaven!

Our Banta Modelworks modelling initiative in 2008 was a very interesting challenge. Some forty or so members ordered the company's version of the Silver Plume Bakery across a multitude of scales. No, this was not a kit building project; it was a kit bashing one! Every modeller was encouraged to build the structure with one caveat: we could build the bakery structure but we could not build it as a bakery! Oh the madness of it all! The challenges inherent in this project would include determining just what you wanted the building to be, creating and printing a sign to adorn the outside of the structure and, to top it all off, add a full interior with lighting! The variety and scope of the modelling was outstanding. The bakery was turned into a billiards hall, a pharmacy, a barber shop, a corner cafe, a newspaper office, a general store and, yes, even a modern day No School Snowboard Shop! Well, there's no need for me to showcase the process any further; simply check the *Mail Car* issues (in particular September 2008, May 2009 and September 2009) and have a ton of fun reading about the year-long project.

My final cherished memory of the oh so many was the day in late September 2011 when we rented a coach and drove down to Montreal to visit four spectacular model railroads and two great hobby shops. Again, you can check the November 2011 *Mail Car* to read up on this experience. What stood out for me was the camaraderie shared on the bus, over lunch and while visiting all of the stops en route. The members of the SLD are all a great bunch of people with so much to offer in friendship, guidance, humour and life in general.

I would like to take this moment to thank all of those who have volunteered a term in leadership roles for the SLD. I would also like to thank those who have shared their expertise through the fabulous clinics and the incredible display table we witness each meeting. I have always been so appreciative of our members who have opened their homes so that we can drool over the amazing work they have put into their model railroad layouts. Finally, thank you to those who have devoted a great deal of time getting the *Mail Car* out to us. Here's to another twenty years of the SLD and another 100 issues of the *Mail Car*!

Hobby News

Grandt Line has been Sold

From Facebook:

We happy to announce the acquisition and merger of Grandt Line Products, The San Juan Car Co., San Juan Decals, American Limited Models and The Leadville Shops. The new company is called The San Juan Model Co.

At the request of the Grandt family the “Grandt Line” name has been retired. The extensive catalog of former Grandt Line products is being merged with the On3, O Scale and P:48 products offered by The San Juan Car Co.

This new combined catalog of products will be available this fall directly from The San Juan Model Co. web site as well as from our current distributors.

The extensive line of high quality screen printed water slide decals produced in house by San Juan Decals will be augmented by the dozens of decal sets offered by The Leadville Shops. This growing catalog of decals will also available directly from The San Juan Model Co. web site. In addition, San Juan Decals will continue to offer custom design and screen printing of the highest quality water slide decals

American Limited Models will continue to offer high quality imported HO scale RTR models as well as other new RTR models in other scales.

Best Regards,
Doug Junda and Bob Stears

**Atlas Model Railroad Co to acquire
Walthers N locomotive and rolling
stock tooling**

Atlas Model Railroad Company, Inc., and Wm. K. Walthers, Inc. have reached an agreement under which Atlas will purchase all N scale locomotive and rolling stock tooling owned by Walthers, including the Walthers N tooling as well as former Life-Like tooling. Atlas will incorporate this tooling into its Atlas Master, Atlas Classic, and Trainman N scale lines.

Walthers will continue to offer N scale items in its Cornerstone, SceneMaster, and Walthers Controls brands, including new items as well as items currently in those lines. “We feel that this tooling has found a great home with Atlas. They have a strong N scale offering and these tools will help them bring some exceptional products back to the market,” said Phil Walthers, President of Wm. K. Walthers, Inc.

Tom Haedrich, Executive Chairman at Atlas added, “We’re pleased to be bringing these former Walthers N scale models back to the market so that they can be enjoyed by present and future model railroaders alike. These locomotives and rolling stock will fit right in with our existing N scale lines and we are committed to producing them with the latest technology, prototypical accuracy, and high quality you’ve come to expect from Atlas.”

Established in 1932, Wm. K. Walthers, Inc. distributes model trains, accessories, and related items from more than 200 manufacturers, and also manufactures its own exclusive items for its WalthersProto, WalthersMainline, WalthersTrainline, Cornerstone, SceneMaster, Walthers Controls, and WalthersTrack lines.

Incorporated in 1949, Atlas Model Railroad Co. manufactures model trains, track, and accessories in HO, N, and O scales for its Atlas Master, Atlas Classic, Trainman, and Atlas O lines.



Unusual Freight Car

Michael Rozeboom

I spotted this unusual freight car.

It is used to move a large object from the factory to a test site, then return it to the factory once the testing is completed.

As demonstrated by the position of the couplers, it is a very low car.

Model Railroading on the World Wide Web

CP RAIL MANITOBA & MINNESOTA SUBDIVISION

Is He Still Having Fun? An Interview with Jason Shron of Rapido Trains

<https://cprailmmsub.blogspot.com/2018/07/is-he-still-having-fun-interview-with.html>

Production Release 4.12 of JMRI/DecoderPro is available for download.

Date: July 13, 2018

We are very pleased to announce that the 4.11 series of JMRI test releases has resulted in a version that's good enough to be recommended for general use, including by new users. We're therefore making that version, Production Release 4.12 available for download today.

jmri.org

The Twists of DCC Bus Wiring

Michael Rozeboom

Much ink has been spilt and many electrons disturbed around the topic of DCC bus wiring. In the pursuit of science, I measured the impedance of a pair of 12AWG stranded wires representing a DCC bus. Each wire was about 36 feet long. This gives enough wire to get some decent readings. They were measured individually, then as a loop.

Measurements were made using an Agilent LCR Meter. I selected the 10 kHz mode to best simulate what the bus would look like to a DCC Waveform. The voltage applied during measurement is 0.7VRMS. This is by no means the definitive answer. Since a DCC signal is about 15V peak at 8-10kHz, and is loaded with harmonics, the actual results may be different.

As the table shows, the difference between a tightly coupled pair of bus wires, either in parallel or loosely twisted, and a pair spaced about one foot apart, is quite dramatic. It illustrates that twisting does not give much improvement over closely spaced wires.

This experiment demonstrated that the secret to managing impedance is to keep the wires close together. Controlling the impedance reduces issues caused by inductance.

If you plan to use a detection system, be aware that twisting the wires increases the capacitance by approximately 1 to 2pF per inch, and the leakage currents will cause false triggering.

Further reading: [Wire Sizes and Spacing, DCCWiki](#)

BUS IMPEDANCE MEASUREMENTS

		IMPEDANCE	INDUCTANCE	RESISTANCE
Agilent U1733C Handheld LCR Meter				
Freq.: 10 kHz	Bus Length:	AC Ω OHMS	AC μH microHenries	DC Ω Ohms
Individual		Z	L	R
Black	36'	0.8	13	0.09
White	36'	0.8	12	0.09
Average		0.8	12.62	0.09
Parallel, ~1FT spacing	72'	1.38	22	0.14
Twisted (Loose twist)	72'	0.50	8	0.14
Parallel (Closely Paired)	72'	0.57	9	0.14

Car 5802 Project

By Bruce Leckie

Gilbert Lacroix and Bruce Leckie were approached at the Kingston Rail-o-Rama in March of 2018 by volunteers with the Railway Museum of Eastern Ontario (RMEO) concerning the building a layout for the museum. After several meetings, we decided to model the entire CN facility in Smiths Falls from the lift bridge to the CN-CP interchange, circa 1955. The museum offered a railcar to house the layout and switching it to the spot where we wanted it.

We obtained a survey map of the area from Steve Hunter, and Gilbert drew up a track plan. At each end of the single track mainline is a reversing loop, with several staging tracks. There are several sidings in the area, these were included. Since the interior of the car is 72 feet long with around 45 feet available for the visible portion of the layout, very little selective compression was needed. We will be building the layout in modular form to allow us to work on it off site, and these sections will be supported by cantilevered bench work.

This will be an interactive display which can be used in three ways:

- 1) Unattended, semi-automatic: The visitor starts the cycle which brings a train onto the layout from the loop at one end, stops at the station, then exits to the loop at the other end to complete the cycle. The control system is under development by another volunteer. This mode will be used most of the time.
- 2) Manual prototypical: If a knowledgeable volunteer is available, the visitor will be able to work as the engineer, and the volunteer as conductor/brakeman. The team will use historical documents such as waybills and switch lists to duplicate a typical workday in 1955, while explaining to the viewers what is happening and why.
- 3) Non prototypical operation: the layout volunteers stage an operating night, running extra passenger and freight trains.

Once the layout plan was done, we gutted the car, as the interior was in rough shape. Everything went, including the concrete floor, filling a 20 yard bin!

With the help of some volunteers, Randy Plunkett, Eric Halpin and Brian Read, we put in a new floor, repaired the doors so we could secure the car, and set out to finish the interior. The layout is on the east side of the car, matching the orientation of the prototype, and consists of a blank wall with partitions to hide the reversing loops at either end. Because that side of the car is very visible to the public, we took care to hide the framework by blackening the windows. There is a lighting valence over the layout creating the shadow box display of the scene.

The windows on the west side were framed and the interior profile of the car was largely retained on that side. There is considerable exhibit space available to the museum as well.

The walls and ceiling are painted a light grey, and the floor is a slightly darker grey. The backdrop of the layout is a pale blue, of course.

Several large donations helped enormously: a large sum from an anonymous donor, wall paneling from Rideau Home Building Centre and a private individual from Milton Ontario donated a huge quantity of model rail supplies and rolling stock. The town matched these donations giving us a healthy budget.

Next step is to replace the temporary electrical and lighting wiring to bring that up to code, and start construction on the modules themselves. Most of the 2018/2019 winter will be taken up with researching and building the needed structures.

If anyone wishes to participate in this project, or to donate in any fashion, contact Gilbert or Bruce or one of the museum staff. We will gratefully accept any assistance. Anyone is welcome to come out during museum hours to view the progress.



SLD Division Meet at Exporail, the Canadian Railway Museum at Delson Quebec, May 2008





Montreal Layout Tour, Sept 2011, West Island Modular Railroad Club



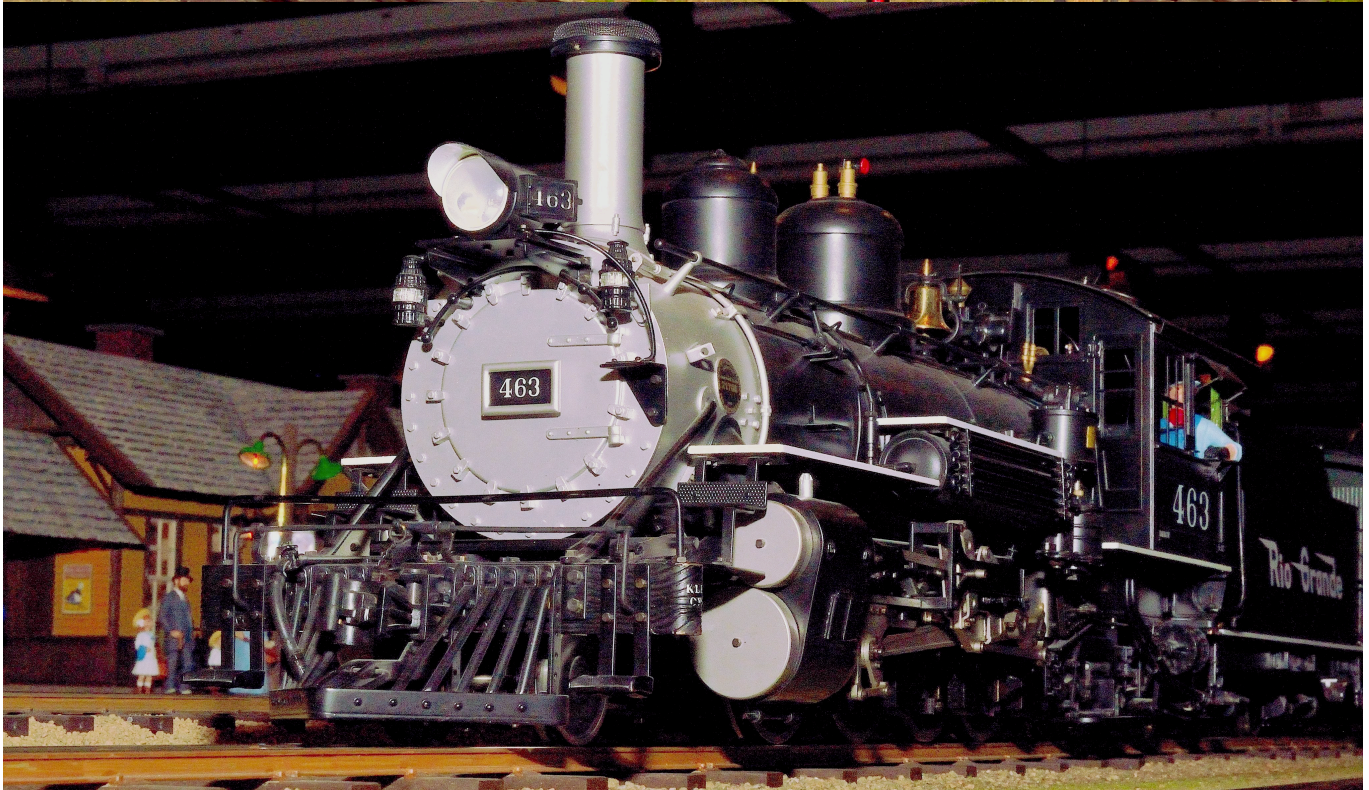
Montreal Layout Tour, Sept 2011, Vermont and Essex



Montreal Layout Tour, September 2011, Association des Modélistes Ferroviaires de Montréal



Montreal Layout Tour, September 2011, Trains of the World (Large Scale)



SLD Meet at the Railway Museum of Eastern Ontario,
Smiths Falls, May 2011



From the Archives

From the January 2009 issue:

Adhesives

By Grant Knowles

Despite what the advertisements might proclaim, there is not one universal adhesive for model railroading. There are certainly ones that can serve multiple purposes, but none that does it all. This I have learned from personal experience!

So before we commence with the full all out assembly of our Silver Plume Bakery kit, allow me to take a few minutes to review the adhesives that I used along with when and how I used them.

PVA (polyvinyl-acetate) Adhesives

These are glues we typically call white and yellow carpenters glue. These glues set through an evaporation process.

White and yellow glue have about equivalent bonds after they have cured. White glue remains just a bit more elastic than yellow after curing. Yellow glue sets up faster and resists moisture better than white glue. Yellow glue was introduced with a bit of colouring in it to distinguish it as a higher quality product. Typically, it has a higher solids content, is a bit thicker, and often has a faster tack time. None of these issues has much of anything to do with strength, but rather of handling properties. Thicker, faster tack yellow glue does not run as much and lends to easier assemblies in some cases.

I use yellow glue extensively with porous materials as it holds well and sets quickly which permits nearly uninterrupted construction of a model. Use white glue when you need a longer open time when assembling multiple pieces before clamping. The yellow glue will dry with a slight colour so ensure you clean up any excess before it sets.

Weldbond produces a more universal PVC glue that glues more than just porous materials. The beauty of Weldbond is that it dries perfectly clear making it great for gluing window materials in place. For some strange reason I find it dries up in the bottle over time so I usually purchase small bottles.

Usage: For wood to wood materials. Medium set time.

Cyanoacrylate Adhesives

The CA (aka ACC) family of adhesives are recent addition to our arsenal and have drastically changed the way we approach model construction.

Cyanoacrylate adhesives are available in many different forms from various manufacturers under various brand names such as: Super Glue, Crazy Glue, Loctite or Insta-Bond. Cyanoacrylate is the general term for the quick-bonding super glues used to mend or combine anything from plastics to wood to metal. Unfortunately for some, this list also tends to include human skin.

Cyanoacrylate glue is actually an acrylic resin, not a traditional adhesive in the mold of water-based school glues.

Some crafters or automotive repairmen may be familiar with other acrylic resins such as Bondo, the clear liquid used to embed small objects. Usually an acrylic resin consists of two separate liquids, one for pouring into the mold and another used sparingly as a hardener.

In the case of cyanoacrylate glue, the hardener is water. If cyanoacrylate glue is placed on a perfectly dry surface, it cannot form a bond with the surface. If there is even the slightest amount of water present, including moisture in the air, the molecules of the glue have a chemical reaction and form into tight chains between the two surfaces being bonded. This reaction happens within seconds of the water and cyanoacrylate making contact.

Based on these properties, ACC is great for bonding non porous materials such as plastics and metal. There are gap filling ACCs tailored towards more porous materials. I use ACC extensively for non wood bonds, but do not use it near clear acetate windows as it will cause the plastic to frost over (I use Weldbond instead).

I used to purchase the expensive ACC products but found invariably I did not use it up fast enough before the bottle eventually set on me. This became a hefty operational cost! So after trying various brands I eventually found the Home Hardware ACC available in tubes works best for me. A 3 ml tube cost about \$2.00 and lasts quite a while and if it does set on me, it's not a financial loss.

(CA has a shelf life about one year if unopened, and 30 days after opening.)

Usage: For porous and non porous materials. Fast set time.

5 Minute Epoxy

Epoxy is made up of a resin and a hardener, which when mixed together in equal proportions, start a curing process which produces a very solid and permanent bond. And unlike super glue, you don't have to worry about gluing your fingers together though it can be messy!

Epoxy does not dry like other types of glue, which means there is no shrinkage and it can be used as a filler. Fully cured epoxy is hard, but can easily be sanded or cut with power tools.

I have not discovered one brand is any better than another and usually pick up what ever CTC has in stock, i.e., Lepage. Squeeze equal amounts of the resin and hardener on a small card, mix with a stick and apply where required. It may have a tendency to creep before it sets so make sure you apply only what is required. I use it when the gap is large enough that ACC will not work.

Usage: For gluing almost anything to everything.

Plastic Glues: Testors, TENAX-7R, Plastruct

Many of our model kits contain plastics which come in many types. The plastic glues we use on these materials rely largely on the principle of dissolving the surface layer of the plastics thus allowing it to weld with the adjacent material.

Plastruct makes a more universal solvent cement that will also work on ABS butyrate and acrylic. My personal favourite is TENAX-7R and like the label says, it is a Space Age Plastic Welder. It is quite toxic but glues just about any plastic to any plastic in seconds.

(Tenax is no longer available. Similar products are available through plastic supply houses. ED.)

Usage: Plastic to plastic.

Carpet Tape (double sided)

Ah, the hidden gem!

I never could find a good adhesive for gluing Campbell's corrugated metal to walls. I tried PVC glues, epoxy, even ACC with no luck. All eventually let loose at the most inconvenient time. Somewhere along the line it was suggested I try double sided carpet tape. Boy that sure did the job — stuck like . . . — well give it a try and you'll see!

Usage: For gluing sheet materials together.

St. Lawrence Division – NMRA Meet Schedule, 2018 Season

Meetings begin at 9:30AM

Doors open at 9:00AM

Admission: \$7.00

Meeting	Saturday 22 September 2018
KitBuster	Saturday 27 October 2018
Meeting	Saturday 24 November 2018
Meeting	Saturday 19 January 2019
KitBuster	Saturday 23 February 2019
Meeting	Saturday 30 March 2018
KitBuster	Saturday 27 April 2019
Meeting	Saturday 25 May 2019

Check the *Mail Car* or the [SLD website](#) for locations!

Next Division Meet

St. Lawrence Division - NMRA

September 22 2018
Emmanuel United Church
691 Smyth Road Ottawa Ontario
 Doors Open at 9:00 AM Admission: \$7.00

Morning Program

News

KitBuster 2018

Clinics

Modelling Nova Scotia Gypsum Mines
 Chris Lyon

Things that Grow Along the Right-of-Way... Trees, Shrubs and Bull rushes
 Malcolm Vant

Display Table

Your Summer Project

Afternoon Program

Layout Tours

TBA



What is this? It is a QR Code. It links you to the meet location on Google Maps.

