



FRONTIER FLIMSY

The Quarterly Newsletter of the Niagara Frontier Region, NMRA

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March 2010 Volume 56 No. 1



**Al
Crisp**



**MMR
430**



The Niagara Frontier Region
NMRA
Frontier Flimsy

March 2010
Volume 56 Number 1
Stanley Conley, Editor
2194 Valley Drive
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Waybill

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Niagara Frontier Region Executive Reports

President
Richard Roth

American Vice President
Bill Estes

Canadian Vice President
Richard Hatton

Hello out there in Model Railroad Land. It has been an interesting winter to say the least. Modellers corner had an early start with Woodstock, Paris and Barrie. Thanks to all the volunteers. All shows were well attended and a good time was had by all. Upcoming events are March 28 Kitchener, Apr 10th and 11th Lindsay, Apr 25th Woodstock, May 29th and 30th. Keep an eye on your email.

Volunteers are the backbone of our organization and I would like to thank everyone that participates. By participate I don't mean just the attendees to the different events and those members currently holding positions in the NFR. This includes

everyone who has voted or sent an email letting us know what you think. I encourage everyone who can to send us your letters. Let us know what you like, don't like and things you would like to see happen in your area. This is your NMRA let us know what you would like.

Speaking of volunteers we are currently looking for volunteers to form a committee to organize our annual Conventions. Anyone interested in details can contact me @ ricks.workshop@sympatico.ca

As you know Al Crisp has been organizing an annual event. A band of volunteers pack their bags and head to Trainfest in Milwaukee. This year it is Nov 13th and 14th. We will be departing Nov 11th and returning Nov 15th. If you are interest contact Al Crisp @ beez_al@bell.net

That's it for now. See you at a Modellers Corner near you. Stop by, say hi tell'em Rick sent ya.

Niagara Frontier Region Division Reports

Central Ontario Division
Superintendent Richard Hatton

Well here I am wearing my other hat. I'm just filling in until we can get a willing volunteer for superintendant of the COD. Currently we are organizing a clinic on super detailing boxcars. The clinic will be held in Barrie and is being put on by Bill Dewer and Al Crisp MMR. Keep an eye on the June Flimsy for details. Not much else to report. If you have an idea for an event in your area, please email me or snail mail whatever your preference. Perhaps we can work together on an event in your area. We need your input.

This year is the first year for the Canadian content NMRA calendar and what a fine calendar it is. In case you have not heard Don Hillman put a group of members together to supply us with a calendar with

Canadian Model layout pictures. This was a request from the members of NMRA Canada. This year's calendar is excellent. If you want details to order the 2011 calendar or how to send pictures of your layout in for consideration send me an email or visit a Modellers Corner near you Looking forward to hearing from you.

International Division
Superintendent Harvey McIntyre

Lakeshores Division
Superintendent Raymond Howard

**Ontario Northland Division
Superintendent Trevor Ross**

Upcoming events in or near to the OND include the Midland Train Show in May, the Muskoka Train Show in August, the Muskoka Model Railroad Tour in the fall, and the Sudbury Train and Hobby Show in October.

If you would like details for any one of these events contact me at trevor@tjrcadd.com or (705) 983-9602.

**St. Lawrence Division
Superintendent Peter Joyce**

In lieu of a report from the Superintendent, here is an article outlining the SLD latest initiatives.

***Model Railroading 101 and the Railfair
Raffle layout***

By Andreas Mank

Over the past few months, there have been several discussions on the idea of a Model Railroading 101 program to introduce the interested public to the hobby and to the SLD. The basic concept is to provide an introductory program that will lower the barriers to entry into the hobby and hopefully result in some recruits for the SLD.

Recently, the executive held a brainstorming session to address this idea. We developed a concept where we would use Railfair and other suitable venues to promote the SLD and the concept of MR 101. The program itself would consist of two day long sessions, one at the end of November and the other in January.

The first session before Christmas would be geared towards choices for entry into the hobby, preparing folks for their Christmas purchases, and the second session in January will cover practical approaches to get more out of the Christmas presents. These sessions would be followed by a continuing program to provide hands on learning experience to interested new-comers by building the 2011 Railfair

Raffle layout under the tutelage of more experienced SLD members.

Just before our brainstorming session it was brought to our attention that the Railfair committee was still looking for a group to take on this year's Raffle layout build. As we felt that the raffle layout could be a good promotional tool to start into the MR 101 program, it was decided to approach the Railfair committee with an offer for a 2 year commitment to build the raffle layout – which the Railfair committee gladly accepted.

During the brainstorming session, a number of detailed ideas were discussed for the program of the MR 101 session, which will need some further fleshing out by the organization. Meanwhile, we need to get going with the implementation of these plans. The first priority is to find a champion for the 2010 Railfair raffle layout.

The person we are looking for will organize the work sessions, divide tasks into manageable packages and ensure nothing is overlooked. It is not necessary that the champion is an accomplished modeller, as it is not expected that he or she be doing the bulk of the work. In fact, the person will be more “coordinating” the work, as we are sure that the membership will step up and contribute to the success of the project, in particular when it is planned in such a way that nobody gets stuck with a big pile of work.

If you are interested in driving this activity, or want to suggest somebody who could, please contact any member of the Executive. Due to the late start with the project, we need to move quickly with assembling the team and commencing the build. We are discussing various concepts for the layout and are preparing a budget, as we intend to stay within the means provided by the Railfair committee. Two offers of space for working on the layout and one offer for the donation of some rolling stock have already been received.

Our second priority is to find a champion and a small group of volunteers to plan the activities for the MR 101 program. As with the layout, we anticipate to draw from the membership at large for

help in the form of short clinics and other activities. The committee would work out all the details and recruit the required help to make this program a success.

Please bring your ideas and suggestions to the attention of the Executive before the March meeting, as we would like to present a more substantial plan at the meeting. We have 4 months until summer when we will see a drop in the overall activity in a lot of our membership and slightly more than 6 months to finish the layout, so let us do our best to make this a success!

Southern Tier Division Robert Hamilton

Roberson Museum in Binghamton, New York has a large HO layout that models historic structures in the Binghamton, NY and Susquehanna, PA area. Roberson has dedicated a portion of its floor space to a permanent display of area railroading history. The area has a significant railroad history with the Erie, Susquehanna, Lackawanna, Delaware and Hudson, Lehigh Valley, and Ontario and Western all operating in the region.

The HO layout's chief architect and engineer was Howard Lott. Sad to say Howard passed away just over a year ago and the layout lost its caretaker. Over the past year the layout started falling into disrepair. I was contacted in early November by the Museum to see if I knew someone who would be interested in taking over the stewardship of the railroad.

The Binghamton Society of Model Engineers (BSME), is the local NMRA club, and they have a 24'x 26' layout. After a discussion with the members of BSME, a visit was planned to review the scope of work and Roberson's requirements to maintain the railroad. I am happy to say that the Southern Tier Division, with members from BMSE, has taken the caretaker role for the Roberson layout.

The Roberson railroad is a two-tiered double-track design with an analog control system. Power to the railroad is setup on a motion detector so when people come into the area the railroad powers up. A major track cleaning project is almost complete. BMSE members have inspected enough rolling stock to maintain the operation of the railroad. Plans are in place to use this opportunity as a BMSE club training session to inspect all rolling stock to NMRA standards and to inspect/lubricate motive power. A majority of the structures, streets, and grade crossings have lighting, so part of the plan is to map out, diagram, and document the wiring system.

The maintenance project is large, but the base layout is well designed and structurally sound. When complete, I believe the layout will be back to what Howard Lott had envisioned.

Western Ontario Division Superintendent John Moseley

Niagara Frontier Region Officer Reports

Achievement Program Chairman Peter Nesbitt

In my last report I wrote about my trip to south western Ontario and the judging that was done. I'm pleased to report that all were approved and the following certificates have been earned.

Allan Crisp	Dispatcher
Allan Crisp	MMR
John Brown	Scenery
John Brown	Civil
Ron Colpitts	Civil
Graham Macdonald	Structures
Graham Macdonald	Scenery
Graham Macdonald	Civil

Unfortunately there isn't going to be an NFR spring convention this year. Ron Colpitts arranged for the presentation of some of the certificates including Al's MMR as shown on the cover. John Moseley is going to do the same for Graham's certificates. I expect to get some pictures which should appear in the next Flimsy.

Historian Keith Lebold

I have received the December 2009 issue of the Flimsy and a copy of the Minutes for the AGM 2009 meeting.

Convention Coordinator Open

Membership/Registrar Clair Rutter

January 2010

NFR Membership Type by Years Renewed

Membership Type	Total	1 YR	2 Yr	3 Yr	4 Yr	5 Yr	6 Mth	Life
Family	36	18	17		1			
Life Member	131							131
Life Member Actuarial	37							37
Member	161	108	51		2			
Member w/ subscription	446	300	136		10			
Rail Pass	9						9	
Student								
Sustaining	4	4						
Total	824	430	204		13		9	168

Membership Type	Total	COD	SLD	LSD	WOD	ID	STD	AHD	OND
Family	36	11	3	2	10	6	3		1
Life Member	118	27	11	25	22	22	5	2	4
Life Member Actuarial	33	4	4	6	4	9	1	4	1
Member	161	34	28	4	52	32	7	3	1
Member w/ subscription	440	113	58	45	96	81	24	17	6
Rail Pass	9	5		1	1	1		1	
Sustaining	4	1	1		1	1			
Total	801	195	105	83	186	152	40	27	13

NFR Division Membership by Expire Year						
Div Des	Total	2010	2011	2012	2013	2099
COD	195	103	51	10		31
SLD	105	61	28	1		15
LSD	83	45	6	1		31
WOD	186	104	55	1		26
ID	153	79	36	5		33
STD	40	27	7			6
AHD	27	18	3			6
OND	13	6	2			5
OOR	22	7				15
Total	824	450	188	18		168

Division Six of the
NCR- North Central Region of the
NMRA- National Model Railroad Association presents-



NORTH CENTRAL EXPRESS 2010

THURSDAY - FRIDAY - SATURDAY - SUNDAY
OCTOBER 21-22-23-24, 2010
LIVONIA, MICHIGAN, USA



WELCOME to the NCR Model Railroad Convention, *NORTH CENTRAL EXPRESS 2010!* The convention is being hosted by DIVISION SIX, located in the western Detroit metro area. We are planning a great weekend of model and prototype railroading, just for YOU!

EVENT HIGHLIGHTS INCLUDE-

- * Operation sessions available Thursday, Friday, Saturday
- * FREE bag of model railroad "stuff" first 200 registered
- * Extra Best in Show and Participants Choice Contest Awards
- * All-you-can-eat Pancake Breakfast on Sunday morning
- * Keynote speaker, Art Fahie of Bar Mills Products on Sunday morning
- * Special event HO & N scale billboards on sale
- * 15+ Workshops on

Friday and Saturday

- * 20+ model layouts to visit
- * Door Prizes awarded Friday and Saturday
- * Silent Auction Fund-Raisers!
- * Special DAY PASS entry available!
- * Event site- Livonia Marriott, Laurel Park Mall

- * Prototype tours available on Friday
- * NMRA Model and Photo contests
- * Limited special event shirts on sale
- * Online Registration available, see website!
- * EVERYONE welcome to attend!

For more information or questions answered, contact - Barry Hensel 734-397-5182 (5pm-10pm) email- barry76Lt@wowway.com, OR Glenn Joppich 734-464-6004 (5pm-10pm) email- steambigot@yahoo.com and visit our web pages at- www.div6-ncr-nmra.com

The Credit Valley Railway in N Scale or Model Railroading with an empty “Hobby-Wallet”

By Bill Annand

All photos taken by the author unless otherwise noted.

01 Introduction:

The Credit Valley Railway in N Scale was officially started in March of 2004. The actual start for me was in 1974 when I was given a copy of *Credit Valley Railway “The Third Giant”* by James Filby. I had always been interested in trains, it actually was my father’s hobby to begin with. It was the one thing I could work on with my father without getting into an argument. Once I read Filby’s book, I realized I just had to model the two Credit Valley Railway branch lines, one from Streetsville to Orangeville and the other from Cataract to Elora. However, I have always lived in apartments or condominiums, it was not until our move to Huntsville and the support of my lovely wife Cecilia, that I found I had room to do a layout.

The other main factor was that when I was young, my father had HO scale. All these years I was attempting to plan an HO layout. It was not until I joined the Muskoka Model Railway Club that I realized just how “good” the N scale products had become. After a visit to Murray Taylor’s layout, one of the member’s of the MMRC, I was convinced that a nice looking layout could in fact be built in N scale.

So then it started, I now had historical references (the entire Credit Valley Series of books from Boston Mills Press), geographic location (Southern Ontario), time period (1880) and scale (n Scale). Also, thanks to Cecilia, I had an 11.5’ x 6.5’ alcove

to build a model train layout in.

“The Research Began!”

First, I must say I am no expert. My methods have come from various sources; magazines, books, Internet forums, an NMRA clinic by Neville Meads, ideas from others in the Muskoka Model Railway Club, personal friends and trial and error. What follows is a breakdown of the actual building of the Credit Valley Railway in N scale, as well as tips and tricks picked up from the people I have met.

After I had made it official that I was doing the layout in N scale and that it was to be set in the 1880s, I got a surprise for my 50th birthday. My parents had been wintering in Arizona and when they returned home they gave me my birthday present. Not one but 2 train sets, - they could not decide between passenger and freight, so they bought me one of each. So I had two Bachmann train sets, one Frontiersman and one Prairie Flyer. I was on my way to becoming a model railroader again.

02 Bench Work:

Some people say the bench work should be the first thing completed on a model railroad. Others say it is second to the track plan. I fall into the latter category. The CVR in ‘N’ scale started as an “ideal” plan in my computer. Here I had no space limitations so I could work on the entire Streetsville

to Orangeville branch-line as well as the Cataract to Elora branch. On the computer, it is no problem to detail out the 57.8 miles needed for both branch lines.

In reality I only had an 11.5' x 6.5' alcove to build in. I knew I wanted two features to be included - the Forks of the Credit Trestle and the Witch's Hat Station at Orangeville. Strictly speaking, the station was not constructed until after the demise of the CVR, but it is such a great building. I just wanted to include it. Also, while I was doing research, I found out that Inglewood was called Sligo Junction during the time of the CVR. With such a cool name, I just had to include Sligo on the layout.

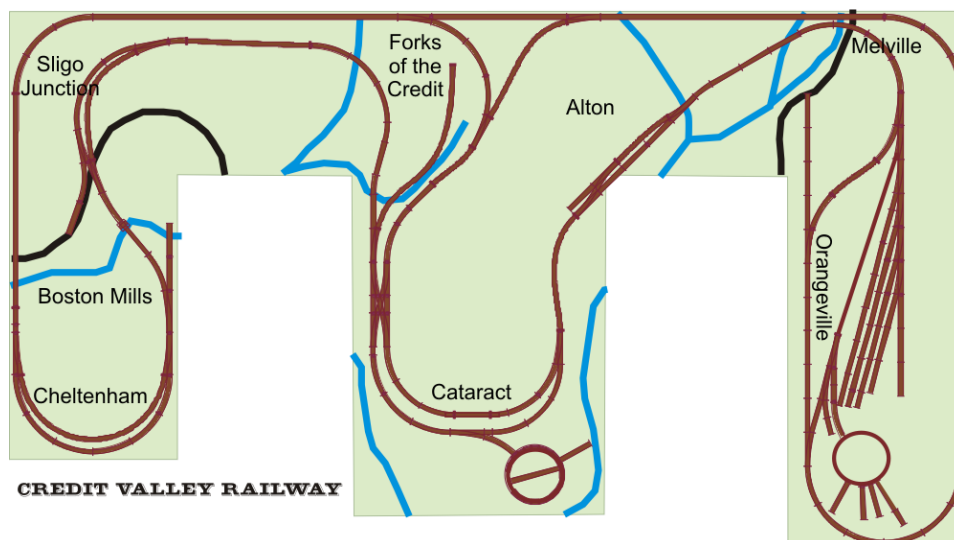
This being decided, I set off to see if I could get Orangeville, Melville, Alton, Cataract, Forks and Sligo into the given space. First thing to do was find software to create the track plan. I looked at a couple, but at \$100.00, I passed, my "hobby-wallet" did not have that much in it. Actually it probably only had \$1.98 in it as I had started a business just 10 months previously and it was still not off the ground. I ran across the Atlas Right Track software, the price was right, so I downloaded both the software and the manual. After printing the manual and giving it a quick once over, I fired up the software.

I began playing with the usual bench layouts. Maybe a 4' x 8' table so I could walk all around it, if I butted the table to one wall, I could get a 4' x 9' rectangle, not much more space there. Then an around the wall 24" deep all around the wall, with only a 78" depth. I could not really do a complete square. So I finally settled on the 24" deep layout on the three walls with a 36" x 48" peninsula in the centre - with this configuration I could get in what I wanted, plus I was able to include Cheltenham.

This decided; I set out to construct the "M" shaped layout. Given that we live in an apartment, I could not fasten anything to the walls. Also, I wanted to make the layout 'modular', for ease when we move.

After playing some more with designs on the computer, the final track plan was established and the four modular bench works were decided upon. The track plan was created in Atlas's Right Track software and printed at 1x1. Atlas RTS was chosen because of the price. This resulted in over 100 pages printed. These were laid on the floor of the alcove to better visualize the final layout.

With the track plan finished and the bench work planned, it was time for construction. At this point in time, my "hobby wallet" was still empty. I had to go on the scrounge to get wood. The local



Original track plan for the CVR

Canadian Tire was being expanded and occasionally there was some good wood (well, good enough for me) on their trash pile. At the same time, my uncle was putting a new enclosed entrance on his log home. He ordered a large supply of rough wood. From his leftovers, as well as those acquired from Canadian Tire, I had material for my bench work.

The modules were assembled from 1"x3" wood. The modules are braced every foot (with the 1"x3") and topped with thin panelling that I had laying around. After a trip to the local lumber supply company, I found out that 2" 'blue' foam board was cheaper than plywood. So I picked up enough sheets and it was glued to the panelling. Now the modules were ready to go. Legs for the modules were 2" x 2" posts. With 4 on the Cataract module, 6 each on Sligo and Orangeville. The Forks/Alton module has only one leg at the rear centre, its ends and front are fastened to the other modules. This completed, it was time to move on to road-bed and tracks.

03 Laying the Track:

At this point we have a perfectly flat surface; once again the 100 pages from Atlas' software were laid out. However, on each side of the layout, the track descends to bench level and runs the length at the rear of the layout. In the rear center is a "WYE", the "WYE" rises from bench level at the rear to mainline level on the Cataract module. These 3 inclines were created by removing the foam under the roadbed and cutting the inclines on the bottom of the foam; then replacing the foam, smooth side up. The spur to the Crows' Nest Quarry was similarly constructed.



The master hard at work.

What was needed now was track, again the "hobby wallet" was empty. So time for some more ingenuity. Being a computer technician by trade, I made a deal with three fellows from the Muskoka Model Railway Club to do computer work for them in return for the track and turn-outs I required. This was good for them as they got their computers fixed and they paid with excess model railroad product. A win-win for all concerned. Before laying track, a couple of decisions had to be reached.

Decision One: Do I go DCC or DC-CAB control? DCC seemed expensive at the time and since one of my clients was the local Huntsville Electronics, I decided to go with DC-CAB control.

Decision Two: How and where to wire the blocks? With Cab control you have to have switched blocks so that one locomotive can be stopped on the tracks and another can be run. Given the CVR's final track plan it was determined that 36 blocks would be needed. I went back to the computer to mark out the blocks on the track plan.

Again it was decision time, did I want to use anything for the roadbed, or just glue the tracks to the foam? Time again to ask friends and check the internet. Some said yes, some no...

Then a friend sent me an article from *Model Railroader* September 2002. In the article, Jeff Wilson spelled it out for me. The final decision was

to go with the cork. Again a barter was made with a member of the club, computer repair for some excess cork.

The track centerlines were marked and the cork glued in place. LePage's White Glue was applied full strength. Now with most of the cork glued, only the turntable spurs were not glued at this point, it was time to tackle the tracks.

Laying the track was easy.... Laying N scale track "**correctly**" was the challenge.

I had heard you should be careful when using Flex Track, so you can get it right. Again I went back to the usual sources. But this time I had another resource, a large box of old model RR magazines.

Again an article in *Model Railroader* came to my rescue – "Back To Basics, February 2000", Marty McGuirk laid out the essentials of "Laying Flextrack On Curves".

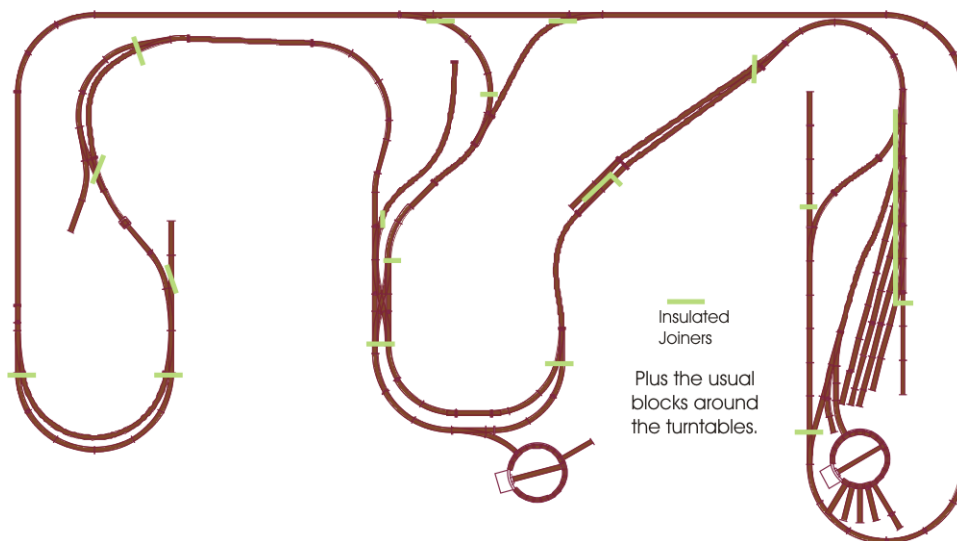
I decided to glue the tracks in place as I had heard that in N scale it is easy to have the track go out of gauge due to a spike driven too deep. Besides, glue was much easier and faster to use. The procedure is very simple, run a bead of white glue along the

cork, position the track as desired and use push pins to hold it firmly into place. Following Jeff's instructions, things seemed to work out alright. The only problem I ran into was that in using plastic joiners to insulate the blocks caused a problem. While the metal joiners were stiff and held the rail in gauge, the plastic joiners had a tendency to bend and kink the track.



Track laying process on the CVR

To aid in the wiring process and to aid in the realism factor, I soldered the feeder wires, the ones that would bring power to the rails, to the bottom of the rail joiners. That way the layout would be ready for wiring as soon as the track was down. I was told to lay the track, wire it and use it for several weeks



Trackplan with blocks marked

before starting scenery, so that is what I did. Boy, am I glad for that piece of advice (thanks Danny) as I had to reposition two sections before the testing was completely successful.

It was somewhere during the laying of the track that I decided to give the local Home Hardware a visit. Luck was with me, they had a can of mis-mixed acrylic stain in “clay brown” on for half price. I grabbed it quickly and went home to turn my light blue “water world” into a rich earth layout.



With the track laid, it was on to wiring, not my favourite chore.

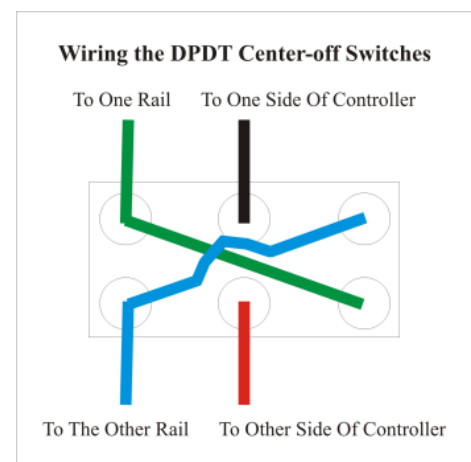
04 Wiring the Layout:

This had to be my least favourite task. I started it three times and it took me about five months in total to complete. When I first started to look at wiring a layout, I was directed online to a fellow, Paul Templar, with a very nice looking layout. On his website he had several pages on how he did his layout. I downloaded and printed out his page on “Wiring the Railroad”, I had five pages of what I thought were excellent tips. I was wiring for block control using a control panel and so was Paul. In reading his procedure, he did not use a common return wire, he used “just plain alarm system wire”. A friend gave me some wire, what looked like about twenty feet of large grey wire turned out to be Bell trunk wire that contains 50 wires in a grey plastic covering. This was more than enough for my layout I thought.

Now, back to my “internet manual”, the fellow mentions DPDT switches to control each block, so I think, great I have 36 blocks so I go to Huntsville

Electronics, the local Radio Shack dealer, and order 36 DPDT switches. These should be in the store in a couple of days. So I go home to build my control panel. A scrap piece of pegboard (12”x26”) enough inch wood (1”x2”), an old computer keyboard drawer that my Uncle was throwing out, and some help from my Uncle. I am now ready. The drawer is mounted under the bench, right in front of the Forks of The Credit module. Then back to the computer to print out the track plan in the correct size with marks positioned for mounting the switches. Once again it was time to consult those pages from the internet.

It was at this time that I read the remaining four pages of the manual and discovered that Paul was wiring the switches for use with two controllers, unfortunately on my main control panel I was not. So, a little thinking and some modification was needed. I was lucky in that my Uncle, who was experienced with electrical circuits, was coming for a visit. With his help we started to wire the control panel. The DPDT switches have six terminals so we started by wiring the controller to the center two terminals. The feeder wires from the rail joiners were wired to one set of outer terminals and small jumper wires were crossed to the final pair of terminals.



Wiring diagram for the toggle switches

This crossing over reverses the direction of the locomotive when the switch is thrown. We started

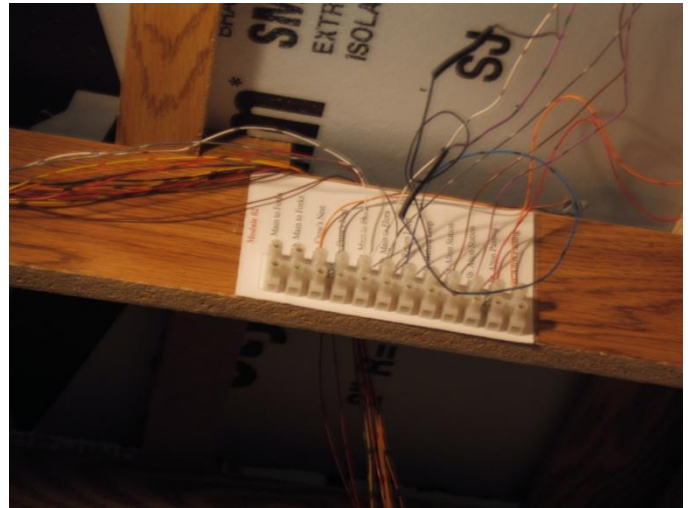
to test the initial connections, we noticed something interesting, there was no way to stop a locomotive and have another running on a different block. We were at a loss. Fortunately, the next evening I was going down to the Muskoka Model Railway Club. When I asked a couple of club members, they said “you simply leave the switch in the center off position.” “Center-off position” I questioned. They said, “You are using DPDT Center-off Switches aren’t you?”

So it was back to Huntsville Electronics, lucky thing I do contract work for them and can get things at a discount. I ordered 36 DPDT Center-off toggle switches. Then I went home and removed the existing switches from the control panel. Some of these switches were later used on the Yard Control Panel. It was also a good thing that we had only wired module 01.

Once I received the correct switches it was once again time to fire up the soldering iron. After wiring Module 01, half of Module 02 and part of Module 03 I found I had a lot of wire going to the control panel. Module 01 had 9 blocks, Module 02 had 8 blocks, Module 03 had 9 and I had not even begun on Module 04 which had 16 blocks. That’s 88 wires total! What a mass of wires to feed into the control panel, time to pause and think again.

It was at this time that a friend of mine, Bill Corrigan, expressed an interest in model railroading and wished to see my layout. I told him I was at the very early stages, but he was interested and came over. As soon as Bill saw that I was doing the Credit Valley, his interest peaked. He had grown up in Belfountain, right beside the Forks of The Credit and he knew the area well. He decided that night that he wanted to help with the layout. We discussed the fact of the massive amount of wires and Bill suggested that we could cut the number of wires in half if we fed a common wire around to the feeders from “one” rail. The only block that would have to have its own pair of wires would be the reverse loop section. So now we would be down to 46 wires for the whole layout instead of 88. That was a more manageable amount I thought.

So, for the third time in four months, I got out the soldering iron and Bill and I started to rewire the layout. About this time my business started to pick up so I had to let the layout rest for about a month. Once I got back at it, I finished the soldering, this was the last time, I hoped. It was during the wiring that I decided to use terminal strips to bring all the wires on a given module to one location. The terminal strips served two purposes, first, they organized the wires and second, they would facilitate the moving of the modules in the future.



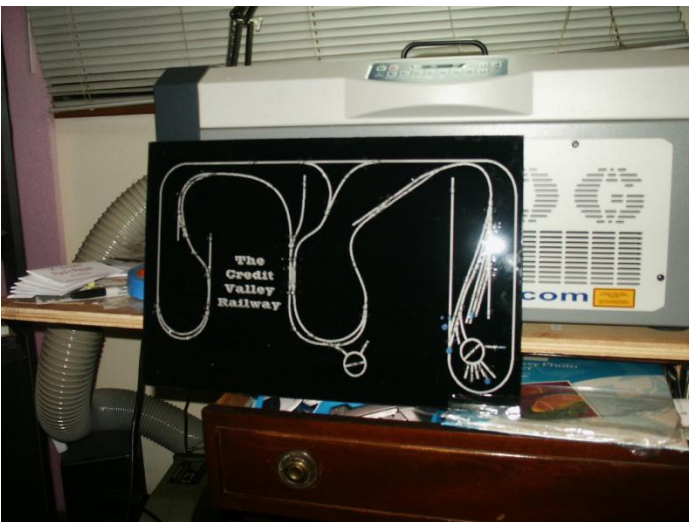
Terminal strips installed

After finishing rewiring one module with the common feeder and terminal strips, I decided to test the layout. Nothing worked??? After a couple of weeks of testing and having two experts come in and look at it, Ed Sutherland finally came up with the answer, the way I have my toggle switches wired was not the way they should be wired for common feeder. Every time I switched a toggle to change direction, it shorted out the layout.... So it was back to the first way of wiring and having 80+ wires lead into the control panel, just for the track.



*Original Main CVR Control panel,
Forks of The Credit station can be seen in the upper
right corner*

At this point in time I was in correspondance with RSLaser Kits. I had found their products and after building a couple of their kits, I knew that this company would be my major supplier of structures for the CVR. Rich Sheppard was razzin me one night in a forum chat about how the layout was starting to look good, but my control panel was a little rough. I asked him if he could do better. Well, he could and he did, I purchased a laser cut control panel off him and it looked great.



NewControl panel from Rich Sheppard of RSLaser
Kits.
(photo by Rich Shepard of RSLaser Kits)

So, once again, out came the tools and the toggle switches were moved to the new control panel.

Power Supplies:

I found out early that the power supply which operates your locomotives should only be used for that purpose. Initially I had two small Bachmann power supplies (see photo above). When I was ready to power my switches and animate my layout, I planned to purchase two better controllers and relegate the two existing ones to switch and ambient lighting duties. Being a computer technician, I decided that everything on my layout would be plugged into a surge protected power bar. This would serve two purposes; **One:** the surge suppressor would save the power supplies from damage and; **Two:** everything could be turned off with one switch.

With the track all wired and ready, I turned my attention to the turnouts....

Now, once again I had no money, so I was looking at manual throws for the turnouts I could reach. For the turnouts farther back on the layout, where scenery or structures would get in the way, I was at a lose. At one point I had thought of using a system I had read about in an older issue of MR. This system used metal rods with plastic handles outside the fascia and sliding toggle switches with upright rods to throw the turnout.

I was in the middle of researching that system when my wife announced she needed ideas for Christmas. One of my buddies suggested to her that she should get me some Tortoise switch machines. So, she asked how many turnouts I thought would need the "rod system" and I replied 14. She had a rough idea what each Tortoise cost so she told me to forget about the rods and order the 14 Tortoise machines. She is a keeper.

Once the tortoise machines arrived I had some more research to do. The directions showed clearly how to mount and operate the machines, however, the directions only talked about mounting machines on plywood... half my layout was 2" foam. So a buddy and I tried mounting the Tortoise machines on pieces of plywood, then cutting the foam and flush

mounting the plywood in the foam. That did not go as smooth as planned; we could not seem to cut the foam evenly to the same depth, so the Tortoises did not work flawlessly. We tried getting longer wires and mounting the Tortoises under the foam, but being N scale, we needed thin wire and it was not rigid enough to throw the turnouts from 2+ inches away. The end result was that some of the track had to come up and the foam replaced with plywood.

After this adventure I had 14 Tortoise machines installed and working, the track all wired and was ready to proceed.

It was about this time that my wife spoke up. You see the layout was in an alcove in our living room. She informed me that it was time to clean up the living room because relatives were coming. So a fascia and skirting system had to be installed. After asking around, the general response was the fascia should be 1/8" hardboard. So it was to be a quick trip to the local building supply store. On my way through the store to where the hardboard was located, I passed the garden centre. There, something caught my eye, they had burlap tree wrap on sale. This looked perfect for what I wanted. By the time I got home, I had enough hardboard, cut into 12" wide strips and enough burlap to finish the layout.

With the fascia installed and some of the burlap installed, I decided to try my hand at scenery. Here is my first attempt at ground cover. I will explain later how it was done. It was at this time that, in real life, I opened a computer/hobby shop and put the layout on hold.



CLINICS AT NMRA '75 LOOK FORWARD AND BACK

Would you like to learn how to create a modern CTC panel for your layout using CATS? Or maybe you'd like to find out more about building kits made from brass etched parts, or increase your knowledge about chapel cars. Did you even know there were such things as chapel cars?

You can learn about these topics and many more by attending the clinics at NMRA 75, the National Model Railroad Association convention for 2010. This year the NMRA celebrates its 75th anniversary, so its altogether fitting that our national convention be held in Milwaukee Wisconsin, the city where it all began. The dates are July 11th through the 18th.

While NMRA 75 will take an affectionate look back at our hobby's days of old, it will also be looking ahead to the fresh and new. This year's clinic program reflects that idea very well. Of the 163 clinics scheduled to be presented, 123 are brand new and never before presented at an NMRA national convention. These new clinics will cover everything from scenery to structures to the newest trends in Digital Command Control. So if you're looking for fresh new ideas to enhance your modeling, NMRA 75 is the convention you must not miss!

But not all the new clinics at NMRA 75 are about fresh new ideas. You can look forward to a couple of them that look back. Clinician Paul Hobbs will present Seventy-Five Years Of

Development And Achievement In Model Railroading. Paul will review events, processes, inventions, companies and individuals that have made significant contributions to the hobby over the past 75 years. You might also want to see Steve Stewart's new clinic, Seventy-Five Years Of Railroading. Steve examines

prototype railroading from what was in 1934 to what will be in 2011. And what could be more appropriate to bring the list of new clinics to an end than one about the history of Milwaukee Road Cabooses?

As an added bonus, many of the new clinics at NMRA 75 will be presented by some of the best-known names in model railroading. Names like Jack Burgess, Bruce Chubb, Chuck Hitchcock, Tony

Koester, Sam Swanson, Bill Schaumburg, Andy Sperandio, Tony Thompson and Wayne Wesolowski.

Of course NMRA 75 is about much more than clinics. To find out everything you need to know, visit our website at www.nmra75.org. You can even register online. Come celebrate 75 years of model railroading this summer in Milwaukee!

Oh and in case you were wondering, no actual cats were harmed in the making of that CTC clinic.



RPM REVS UP AT NMRA '75.

It started 75 years ago in Milwaukee. A group of model railroaders intent in setting interchangeability standards for motive power, rolling stock, and track formed the National Model Railroad Association or NMRA.

It started 25 years ago at the 50th Anniversary NMRA convention in Milwaukee. A group of model railroaders interested in the contemporary scene formed The Modern Prototype Modelers. Over the years the emphasis changed to prototype modeling from all eras. As a result the name changed too, and the group became known as Railroad Prototype Modelers or RPM.

Over the years both the NMRA and the RPM continued to grow and now 25 years later, both are meeting once again in Milwaukee.

The event is NMRA 75, the National Model Railroad Association's 75th anniversary convention. From July 11 through the 16th, RPM modelers and NMRA members from all over the world will join together to celebrate the accomplishments of two great organizations.

Just as NMRA standards spawned innovations that have changed the hobby, so too has the innovative modeling of RPM members. In fact the level of detail and the technical excellence of today's models owe much of their origins to the NMRA and the RPM. No doubt about it, there is much to celebrate, which is why you should come to this party!

An entire room will be devoted to RPM models from all over the world and you're invited to bring yours to display as well. The room will be open from Wednesday to Friday during convention week.

In addition to the RPM exhibit, NMRA 75 will offer a huge array of tours, clinics programs, and special events designed for model railroaders and their non-modeling family members. That means NMRA 75 makes for an ideal family vacation this summer!

Get all the details by visiting our website at www.nmra75.org. You can even register online. So join the party. Come celebrate 75 years of model railroading this summer at NMRA '75!

INTERNATIONAL DIVISION NMRA MEET



Registration 9:30 AM
Meet begins 10:00 AM
NMRA members: \$3:00
Nonmembers: \$5:00

Tims and restaurants nearby or bring
your lunch

ID Meet
March 13, 2010
Eva Rothwell
Resource Centre
460 Wentworth St.
North
Hamilton, Ontario

- David Manary clinic on Weathering Structures or Rolling Stock (morning)
- David Lighthead clinic on Prototype Railroads (morning)
- Hands on weathering clinic by Dave Manary (afternoon)

For the hands-on clinic bring

- Structure(s) and or a piece(s) of rolling stock you would like to weather.
- 1/4 inch brush.
- Makeup brush (Check out the dollar store.)
- Work mat or something to protect the table.

Regional Train Orders

March 6, 2010, Cobourg, ON. Cobourg Model Train Show sponsored by the Cobourg Model Railroaders. Cobourg Lions Centre, 157 Elgin Street East. Saturday 10:00am to 4:00pm

March 7, 2010, Niagara Falls, ON. Niagara Falls Model Railroad Show organized by the Niagara Railway Museum. Optimist Park Hall, 4709 Dorchester Rd (at Morrison). Sunday 10:00am to 3:00pm

March 7, 2010, London, ON. Annual Model Railroad Show and Sale. Lambeth Community Centre, 7112 Beattie Street West, Sunday 10:00am to 3:00pm, Sponsored by the Thames Valley Modular Railroad Club, info:519-269-9750
March 20-21, 2010. Kingston, Ontario. Kingston Rail O Rama Model Train Show. Presented by the Canadian Railroad Historical Association, Kingston division. Ambassador Hotel, 1550 Princess Street. 10:00am-4:00pm both days. Admission: Adults(13+) \$5.00, Seniors(60+) \$4.00, Children(5-12) \$2.00. Operating Layouts, Clinics, Railroadania, Historical Groups, Vendors, Thomas activity table and more! Information: Robert Heintz, Phone 613-536-0491, Email bob_heintz@hotmail.com

March 13, 2010. Hamilton, ON. International Division Meet. Eva Rothwell Resource Center, 460 Wentworth St. North. David Manary clinic on Weathering Structures or Rolling Stock, !David Lightheart clinic on Prototype Railroads, Hands on weathering clinic by Dave Manary (afternoon)

March 27, 2010. Ottawa, Ontario. St Lawrence Division Meet. St Emmanuel United Church, Smyth Road. Info:
www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

March 27, 2010. Cambridge, ON. Doubleheaders Annual Layout Tour, Registration at Hespeler Arena, 640 Ellis Rd. Saturday 9:00am to 3:00pm Organized by the Doubleheaders Model Railroad Club

March 28, 2010. Kitchener, ON. Kitchener Model Train Show. Bingemans Ballroom, 425 Bingemans Centre Drive, Sunday 10:00am to 3:00pm. Info: 519-426-8875; toyshow@kwic.com

April 24, 2010. Ottawa, Ontario. St Lawrence Division Workshop. Location St. Emmanuel United Church, Smyth Road Info:
www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

May 29, 2010. Ottawa, Ontario. St Lawrence Division Meet. Location TBD Info:
www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

May 29-30, 2010. Midland Ontario. Midland Model Railroad Show. Midland Sports Complex, 472 King Street. Saturday 10:00am to 5:00pm; Sunday 10:00am to 4:00pm Sponcerd by Midland District Railroad Club. Info: 705-527-5307

April 10-11, 2010. Lindsay, ON. Lindsay Model Railway Show. Victoria Park Armoury, 210 Kent Street West. Saturday 10:00am to 5:00pm; Sunday 10:00am to 4:30pm. Organized by the Lindsay and District Model Railroaders

April 17, 2010. Eobicoke, ON. Model Railroad Flea Market. Humber College, North Campus, Entrance D, 205 Humber College Blvd. Saturday 10:00am to 3:00pm. Organized by the Lakeshore Model Railroaders' Association. Info: 416-656-4498

April 17, 2010. Schomberg, ON. Annual Ontario Narrow Gauge Show organized by Narrow Gauge Madness. Schomberg Community Hall, 325 Main Street, Saturday 10:00am to 4. Info: 905-939-0694
May 1, 2010. Stayner, ON. Annual Model Railroad Auction Organized by the Nottawasaga Model Railroad Club. St. Patrick's Parish Hall, 215 Pine Street, Saturday 11:00am to 4:00pm. Info: 705-429-2762; 705-445-7317

May 1-2, 2010. Brampton, ON. The Great British Train Show organized by The Platelayers. Jim Archdekin Recreation Centre, 292 Conestoga Drive. Saturday 10:00am to 17:00; Sunday 10:00am to 4:00pm.

May 29-30, 2010. Midland, ON. Midland Model Railroad Show organized by the Midland District Railroad Club. Midland Sports Complex, 472 King Street. Saturday 10:00am to 17:00; Sunday 10:00am to 4:00pm. Info: 705-527-5307.

August 7-8, 2010. Gananoque, ON. Thousand Islands Model Railroad Show. Gananoque Recreation Centre, 600 King Street East. Saturday 10:00am to 4:00pm; Sunday 10:00am to 4:00pm. Sponsored by The Thousand Islands Model Railroaders. Info: Mike at 613-382-3117

October 16-17, 2010. Ottawa, ON. Ottawa Railfair. Algonquin College Woodroffe Campus, Nepean. Saturday 11:00-17:00; Sunday 10:00am to 4:00pm. Co-sponsored by the Ottawa Valley Associated Railroaders and BRMNA.

Click the shutter and win a steam cab ride!

With the single click of a shutter, you could find yourself riding for a full day in the cab of an historic mainline steam locomotive operated by the Union Pacific! It can happen if your photo is the winner of the National Model Railroad Association's 75th Anniversary Photo Contest.

Your day-long cab ride will begin in Cheyenne, WY in May, 2010, behind some mighty big steam power on its first leg of an excursion. And we'll make sure you're there when the conductor yells "All aboard!" because the winner will also receive airfare (up to \$500), two nights in a hotel, plus transportation to and from the excursion.

If you're an NMRA member in good standing, all you have to do is submit a photograph depicting one or more models of UP equipment and/or structures in a realistic scene. Your photo will be judged for prototype fidelity of both the modeling and the scene, as well as for photographic art. You can submit color prints, color slides, or digital files on CD.

To be eligible, your photo must be postmarked by April 15, 2010 (or originated in transit by a third party service such as FedEx or UPS), and received no later than April 20. Only one photograph may be submitted per envelope, but there's no limit to the number of photos you can submit. All photos become the property of the NMRA, which may use the photo in any manner it chooses. In addition, participants agree to provide the NMRA with the original medium of the photo (negative, transparency, or digital file) if requested.

Send your entries to: Robert J. Amsler, Jr., 514 Dover Place, St. Louis, MO 63111. And if you send a print, be sure to protect it from bending!

So get modeling and shooting right away. Because this May you may be behind a few horses in Wyoming!

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NMRA Canada FUNDRAISER

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Want to see your layout in the Calendar

ASK for details.



JUST A REMINDER

We need your layout photo

Once again we are calling for photographs for the 2011 Canadian NMRA (Canada) calendar.

Here is your opportunity to share your excellent modelling work with your peers. Best of all, the calendar will be a Canadian calendar

The subject should be a model or layout, shot at the highest resolution that the camera can do, evenly lit and in sharp focus. JPEG format is preferred. Each submission should be on a separate email and should contain a short caption along with the model details and the photographer's credit.

Please submit your work to canrailcal@live.ca

I know there are a lot of very excellent modellers in Canada and we should showcase our work.

The Calendar production crew.

**Deadline for submission of photographs
is
31 August 2010.**

How to order your 2011 NMRA Canada Calendar

Go to PayPal (click on this link send money) and use this email address registrar@nmracanada.ca . Include your name in the comments.

Or

If you have access to a fax, enter your card number as indicated, print a copy and fax the copy to **519-836-1718**.

Or

If you bank online, use the Interac Email Money Transfer service to send the payment from your bank account to registrar@nmracanada.ca . Use your member number as the security question.

Or

Mail a cheque or money order with a copy of this email to the address shown below. This method may take longer and may not arrive in time.

Don Hillman
NMRA (Canada)
69 Schroder Crescent
Guelph ON N1E 7B4