



# FRONTIER FLIMSY

The Quarterly Newsletter of the Niagara Frontier Region, NMRA

[www.nfr-nmra.org](http://www.nfr-nmra.org)

June 2010 Volume 56 No. 2



Rick Hatton (center) receiving his Volunteer's Certificate from Nev Meads (Past President)(left) and Ron Colpitts (right) at the Lindsay Show on April 10,2010.

The Niagara Frontier Region  
NMRA  
Frontier Flimsy

June 2010  
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Stanley Conley, Editor  
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Opinions expressed in the Frontier Flimsy are those of the writer and do not necessarily reflect those of the NMRA, the Region, its officers, or other contributors to the Frontier Flimsy.

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The Niagara Frontier Region Flimsy  
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Page 2—The NFR Frontier Flimsy—June 2010

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**Waybill**

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# Niagara Frontier Region Executive Reports

## President

**Richard Roth**

We are currently in the midst of negotiations with a party in the Toronto area to serve as the site for the 2010 Annual Business Meeting for the Region. If everything goes, as it seems to be at this time, we will be able to hold the meeting in conjunction with another very popular modeling activity and get considerable public attention to it as well.

One of the items that are still being negotiated is that we can not only hold our NFR Raffle at the activity, but involve the public in it as well. This can give us the ability to sell considerably more tickets and thus increase the amount of money taken in.

Besides the Meeting and Raffle, if things come together as we hope, we should be able to offer a combination of model railroading activities on a Saturday at considerably less cost than what would be incurred at a convention and do it in conjunction with a bigger event.

Look for full report coming up in the Summer issue of the Frontier Flimsy.

Several other topics have come up for discussion several times recently and I wish to make some comments on those as well. The first is that the NMRA, its Regions, and Divisions are for and by the members. When I say “members” I mean those people who are members in good standing in the NMRA. Each level of the organization is left to the direction of the members for which it is composed. That means that while the National Organization provides guidance, direction, and resources to the Regions and Divisions, it is the members who are those who administer it. That means that the members are responsible for the running of the Region and Divisions.

Several people in recent months have been critical because the NFR did not do more to bring inactive Divisions back into activity. To reactivate them is

the function of those living in the area of the Division. They plan and host activities that serve as a springboard to reactivation. The Region stands ready and very willing to assist where it can, but it is the members living in the area that must bring things together.

The second point that has been receiving discussion in recent months is the desire of some in the southwestern area of the Region, the counties of Erie, Crawford, McKean, and Potter in Pennsylvania to align with close-by Divisions of the Mid Central Region.

As I have told those people and as I noted above, the Region and its officers are not the place where such an initiative begins. It begins with those of the area in question petitioning the Niagara Frontier Region, the Mid Central Region, and NMRA National. They, the members must initiate the petition and send it to the NFR. The NFR will promptly inform the other Regions and National of the decision of the members. Each of the entities involved will then schedule votes on the issue, and if passed, the transfer will be affected.

I and others of the Region and NMRA Headquarters have been unfairly taken to task by some regarding this issue and criticized because of or lack of action and or interest in the desires of others. Several within the Region have already received hard copy letters and / or e-mails regarding the issue. Shortly there will be a letter going out to all the members in the affected areas reiterating the procedures and suggesting the best way for them to address it. Please know that the primary interest of the NFR is to provide the NMRA members living within our geographic area with the most in model railroading experience and information. If that means a group centered in another area can better serve the members, then so be it. We will not stand in the way of their changing, but they must initiate the change following the proper procedures.

**American Vice President**  
**Bill Estes**

**Canadian Vice President**  
**Richard Hatton**

Hello out there in model railroad land. June already, my time flies. Time for garden railways, rail fanning and Oh yeah family vacation

April saw Modellers Corner in Lindsay great weather, great train show and some good fun spent with the volunteers on MC. Thanks to all the help guys. The NFR as well as the NMRA is only as strong as its members and you guys are great.

As I write this Modellers Corner is getting ready for Midland May 29-30 as well as St. Thomas June 19-20. July 17<sup>th</sup> sees us in Brighton and we will be in Bracebridge August 7-8. If you want to spend some time working on your latest project and enjoy spending a few fun filled hours with your fellow modelers, feel free to volunteer for any of these events

Well it's that time of year again when Al Crisp organizes a band of craftsmen all hopped up on testosterone and takes them westward to Milwaukee. This year Trainfest is on November 13<sup>th</sup> -14<sup>th</sup>.

This band of merry men leaves on Thursday November 11<sup>th</sup> and will return on Monday November 15<sup>th</sup>. If you want to spend a fun filled weekend complete with layout tours, 200,000 square foot train show and possibly an operating session contact Al Crisp [beez\\_al@bell.net](mailto:beez_al@bell.net)

We are still looking for volunteers to help organize a few events in the NFR. We have two now but could use two or three more. If you are interested or would like details please contact me.  
Rick Hatton [ricks.workshop@sympatico.ca](mailto:ricks.workshop@sympatico.ca)

Thanks for your time hope to see you at a Modellers corner near you. If you can't sit on the corner stop by, say hi, tel-em Rick sent ya!

## **Niagara Frontier Region Division Reports**

**Central Ontario Division**  
**Superintendent Richard Hatton**

Well things are starting to come together in the COD. The Boxcar Clinic will be held on Sept 11. Look in the Flimsy for details or watch your email for details.

There is a group getting together to assist all of us who are working on the AP Program, watch the Flimsy for details. They need your help to organize meets and clinics designed to help you obtain the goals you have set for yourself. The AP Program not only helps build your skill level it also helps you make many more new friends. More details to come.

We are once again going to try and organize a Super Meet in Barrie. This should be a fun weekend. There will be a full day of Clinics on Saturday followed by the Muskokian Layout Tour on

Sunday. We are trying to find an appropriate space now. Don't want to lose the space as I did this year. We want to make this a fun filled weekend for all.

We are still looking for a full time Superintendent for the COD. If you are interested please contact me at [ricks.workshop@sympatico.ca](mailto:ricks.workshop@sympatico.ca)

Thanks again for all the support and lots of good things to come. Want an event held in your area, email me and we can work together.

**International Division**  
**Superintendent Harvey McIntyre**

**Lakeshores Division**  
**Superintendent Raymond Howard**

**Ontario Northland Division**  
**Superintendent Trevor Ross**

**St. Lawrence Division  
Superintendent Peter Joyce**

The Kingston train show was held on March 20 and 21 this year. On Saturday, the SLD was represented by Paul Anderson, Gary Baillargeon, Michael Rozeboom, Chris & Lela Lyon, and Bob Farquhar. On Sunday, Grant Knowles, David Steer, Don Leger, Bruce Leckie, Gilbert Lacroix and Bob Farquhar manned the table. The SLD executive would like to express their thanks to these members for stepping up and representing the SLD to the public. A special thanks goes to Bob Farquhar, who organized the representation.

On Sat Apr 25<sup>th</sup> about 25 happy and eager members attended our bi-monthly Kit Busters 101 session. Some members worked on their Kit Busters project; others toiled away on various other kits. Also, a good deal of serious (?) discussion took place over coffee, tea, cookies and models.

The SLD has taken on the task of building the 2010 Railfair Raffle layout. Taking a number of factors into account, we decided to adopt the modular approach, ideally with end piece configurations suitable to mate with the local modular standard.

Andreas Mank brought the Railfair 2010 layout to the session; he and a few helpers progressed it to the point that most rail was laid, wiring was installed and a few trial runs were taken. As well, a few donated cars and structures appeared. Great progress! Scenery is next. My personal thanks go to Grant Knowles for building the layout tables; Andreas for the track design, installation and wiring; and all the others who have helped to date. Michael Rozeboom has volunteered to organize our efforts, thus ensuring that we will succeed in finishing the layout in time for Railfair.

Our May meeting will be held in Brockville on May 29<sup>th</sup>: we will have elections, a Power Point presentation on trains in Portugal, two layout visits, and great train watching. Let's hope the weather is summer like.

This is my last column as Superintendent. Despite my frequent offerings, I made it to the end of my tour without being impeached! Seriously, I want to genuinely thank my Executive cohorts and the membership at large for living with me through my fight (successfully, thankfully) with prostate cancer and my two complete knee replacements – I managed one medical event per year, and the continuing support I received was fantastic and truly appreciated. If I had a dollar for every box that was lifted and carried for me I'd be a rich man.

The future is looking great! We are embarking on an ambitious program - Model Railroading 101 – (MR 101) that we hope will introduce new blood into the hobby and hopefully into the SLD. The new Executive and the MR 101 Committee will need everyone's enthusiastic support. I know it will be forthcoming; the first public contact will occur during Railfair this fall. Additionally, OVAR is celebrating its 50<sup>th</sup> year (it started this month) and I know all SLD members will take part in anniversary special events as they arise. Finally, CARM's Annual Meeting is coming up and many members will be supporting the Group through their attendance.

**Remember, the World's Greatest Hobby –  
Model Railroading – is FUN!**

**Southern Tier Division  
Robert Hamilton**

**Western Ontario Division  
Superintendent John Moseley**

# Niagara Frontier Region Officer Reports

## Achievement Program Chairman

Peter Nesbitt

Since my last report, one Achievement Certificate has been earned.

John Kanakos Scenery

Congratulations John!

Richard Hatton has started an AP mentoring program for the COD along the lines that Chuck Faist did in the ID. I hope that this will lead to more AP activity in the division, more model building and lots of fun for everyone that gets involved.

## Historian

Keith Lebold

Since my last report, I have received the March Issue of the Flimsy and an electronic copy of the Junction Gang News from John Kanakos.

If anyone has anything they would like to submit to the Niagara Frontier Archives, they can do so by either sending a copy electronically to k\_lebold@yahoo.ca or by postal mail to Keith Lebold, RR 4, Marmora, ON K0K 2M0.

Have a good summer all,

## 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	40	21	18		1			
Life Member	127							127
Life Member Actuarial	36							36
Member	167	112	53			2		
Member w/ subscription	441	298	135			8		
Rail Pass	13						13	
Student								
Sustaining	4	4						
<b>Total</b>	<b>828</b>	<b>435</b>	<b>206</b>		<b>1</b>	<b>10</b>	<b>13</b>	<b>163</b>

Membership Type	Total	COD	SLD	LSD	WOD	ID	STD	AHD	OND
Family	40	12	4	3	11	6	3		1
Life Member	115	27	11	24	22	20	5	2	4
Life Member Actuarial	33	4	4	6	4	9	1	4	1
Member	167	37	31	5	52	30	8	3	1
Member w/ subscription	434	113	60	47	98	70	22	18	6
Rail Pass	13	8		1	3			1	
Sustaining	4	1	1			2			
<b>Total</b>	<b>806</b>	<b>202</b>	<b>111</b>	<b>86</b>	<b>190</b>	<b>137</b>	<b>39</b>	<b>28</b>	<b>13</b>

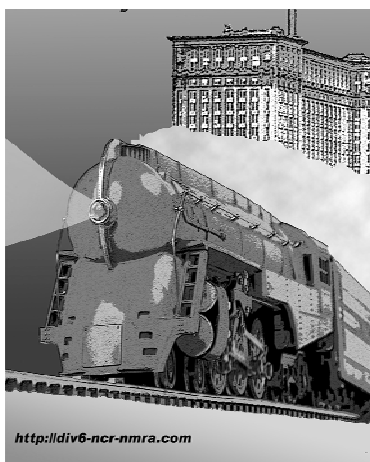
NFR Division Membership by Expire Year						
Div Des	Total	2010	2011	2012	2013	2099
COD	202	81	77	13		31
SLD	111	48	39	9		15
LSD	86	38	16	2		30
WOD	190	87	73	4		26
ID	137	42	59	7		29
STD	39	22	11			6
AHD	28	13	8	1		6
OND	13	4	3	1		5
OOR	22	4	2	1		15
<b>Total</b>	<b>828</b>	<b>339</b>	<b>288</b>	<b>38</b>		<b>163</b>

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



<http://div6-ncr-nmra.com>

**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](mailto:barry76Lt@wowway.com), OR Glenn Joppich 734-464-6004 (5pm-10pm) email- [steambigot@yahoo.com](mailto:steambigot@yahoo.com) and visit our web pages at- [www.div6-ncr-nmra.com](http://www.div6-ncr-nmra.com)

# *The Railfair Raffle layout – A Progress Report*

**By Andreas Mank**

As mentioned in the last issue of the *Mail Car*, the SLD has taken on the task of building the 2010 Railfair Raffle layout. Michael Rozeboom has volunteered to organise our efforts, thus ensuring that we will succeed in finishing the layout in time for Railfair. Even before we had volunteered the SLD to take on this task, the Executive had discussions on the form of the layout. As most Raffle layouts had been designed as a 4ftx8ft in HO scale or the N-scale equivalent of 2.5 – 3ft x 5 – 6ft, our discussions centered on the following issues:

**Size:** the 4ftx8ft fills an entire room due to the space required to walk around it. Few people will have the room to spare for a 4ftx8ft.

**Transportation:** Is related to size, there are very few vehicles that can transport a 4ftx8ft

**Theme:** The continuous run option embodied in most 4ftx8ft plans has some advantages for the presentation at Railfair. It is also good for a beginners layout, but of limited attraction to an advanced modeller.

Taking those issues into account, we discussed the following concepts: Adopt the modular approach, ideally with end piece configurations suitable to mate with the local modular standard. Continuous run can be provided by additional pieces in bare plywood for the show at Railfair or if enough space is available. The track plan

on the module should be such that it could be used as a stand-alone switching layout. And here lies the difficulty with this idea: In order to provide even a modest amount of switching, for example the John Allen Timesaver plan, the module needs to be at least 6ft in length. Adding the curves required for continuous run would bring the overall size to at least 9.5 ft. We discussed some variations of this basic idea, but in the end decided against this approach for this year.

If we build the layout in N-scale, a few more options appear. The equivalent of the HO scale 4x8 is the 2.5ft x 5ft in N-scale. Transportation should not be too difficult and the space requirements are more manageable, particularly if it is designed such that access is required only from 2 of the 4 sides.

Personally, I am working in both HO-scale and N-scale. While N-scale has certain advantages over HO-scale, I am very sceptical about starting out in N-scale without some experience in MRing in general. HO-scale is more forgiving and particularly for younger children better to handle. Reliable switching operations in N-scale require much more effort in building and maintaining track work and rolling stock. Therefore, the decision was made to stick with HO-scale.

As mentioned before, the Timesaver requires 6ft in length, either linear or by taking the curves into account. The minimum width allowing continuous run is 3.5ft.

With those dimensions, we came up with the plan shown on the left, which can be reconfigured in several ways.

The front of the layout is the Timesaver plan with one additional turnout at the front, leading to the right edge. The back of the layout is another basic switching plan, called the Inglenook and could be scened as a yard or larger industry.

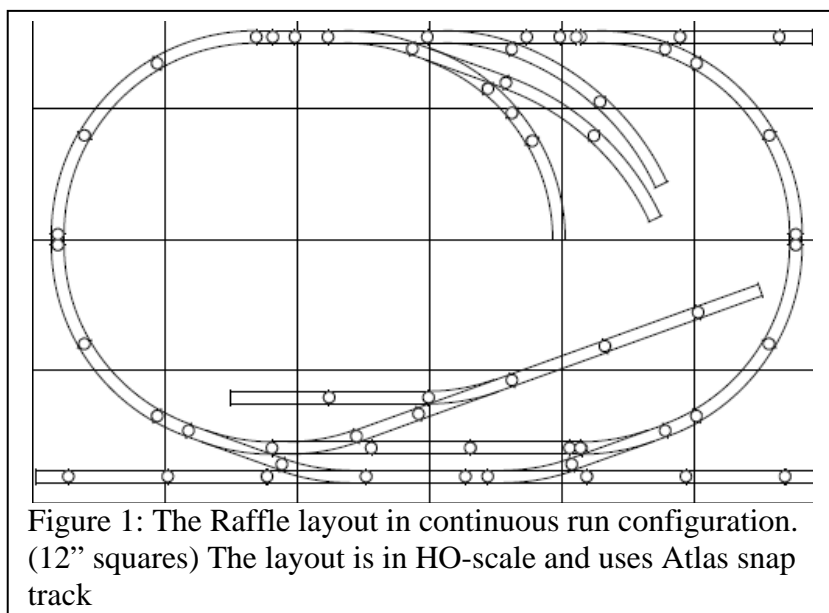


Figure 1: The Raffle layout in continuous run configuration. (12'' squares) The layout is in HO-scale and uses Atlas snap track

The two pieces can be attached in various ways:

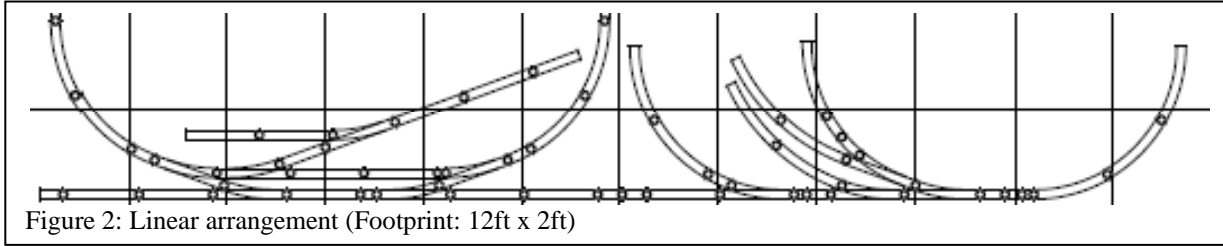


Figure 2: Linear arrangement (Footprint: 12ft x 2ft)

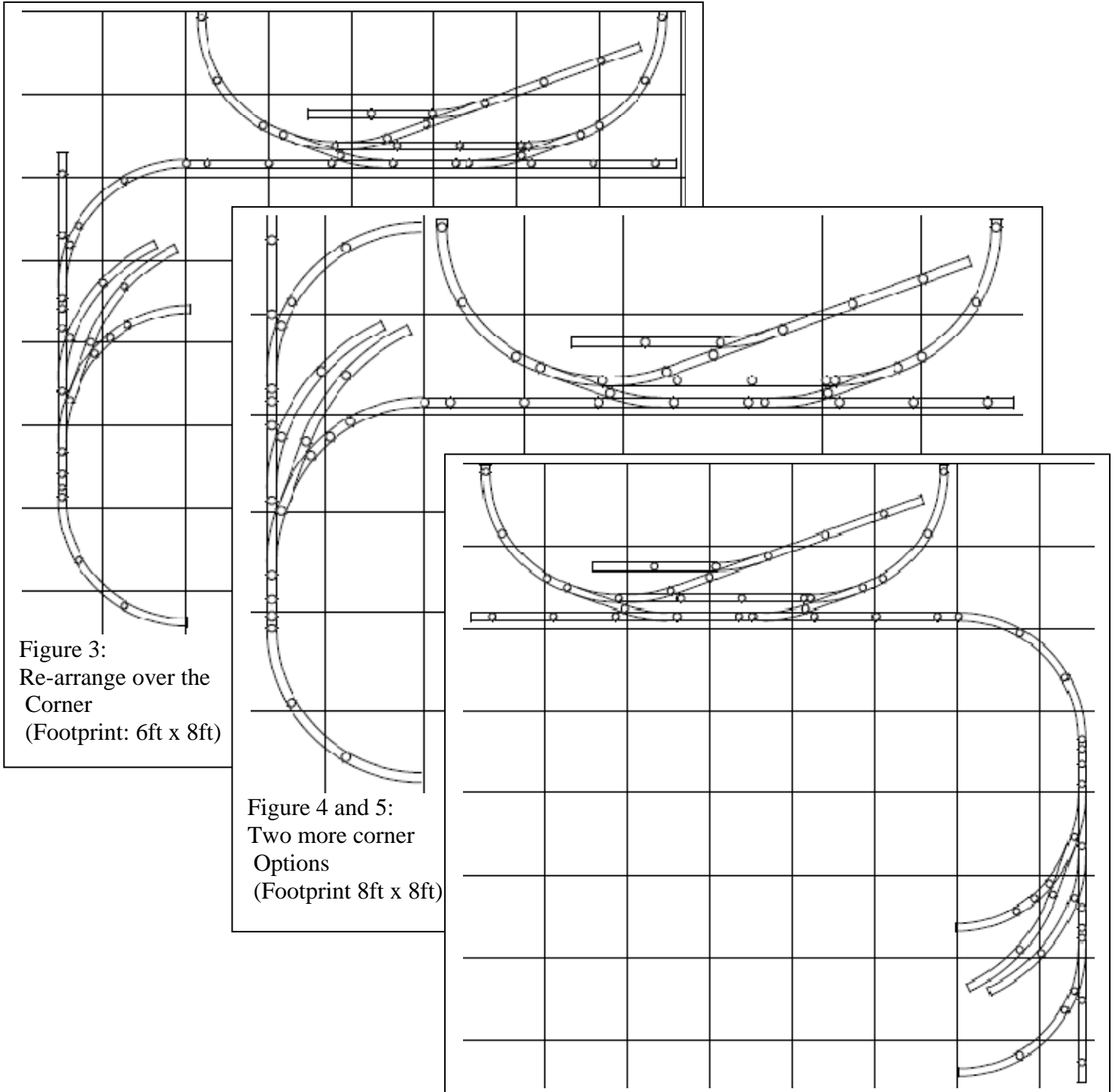


Figure 3:  
Re-arrange over the  
Corner  
(Footprint: 6ft x 8ft)

Figure 4 and 5:  
Two more corner  
Options  
(Footprint 8ft x 8ft)

The continuous loop has 18" radius, the components are Atlas snap track with snap track turnouts. The snap track turnouts also use the 18" radius for the diverging track and thus are great space savers. The layout consists of two pieces, each 6ft by 2ft. In principle, it is possible to reduce the width by a few inches, but we decided against it. A backdrop will separate the two scenes.

Finally, both pieces can be used independently if so desired and still provide play value, as both halves provide switching puzzles.

Grant Knowles volunteered to build the two bench work halves. The frame was constructed from dimensional lumber, the cross members provide the support for a 2in thick piece of foam used as the scenery base. Each section is supported by its own sets of legs. The vertical alignment between the sections is achieved through a dado cut in all sides of both sections. A removable strip of wood is inserted into the dado to ensure reproducible vertical alignment. The horizontal alignment is fixed by the hole pattern for the bolts used to fasten the two sections to each other.

A trip to Jeff's store in Merrickville (Lark Spur Lines)



Grant shows off the bench work for the Railfair Raffle Layout

scored most of the required track components from the used components bin and Jeff was nice enough to support the cause by applying a discount. Other material, including two engines, a power pack and several cars have been donated by SLD members

Grant brought both sections to the recent KitBuster session and track laying commenced. The first step was to lay out the track to ensure that everything actually fits as planned. As the sections can be combined in several different ways, particular care was given to the alignment of the connecting track pieces for the various

combinations. During this exercise, the layout was re-arranged several times into the main configurations.

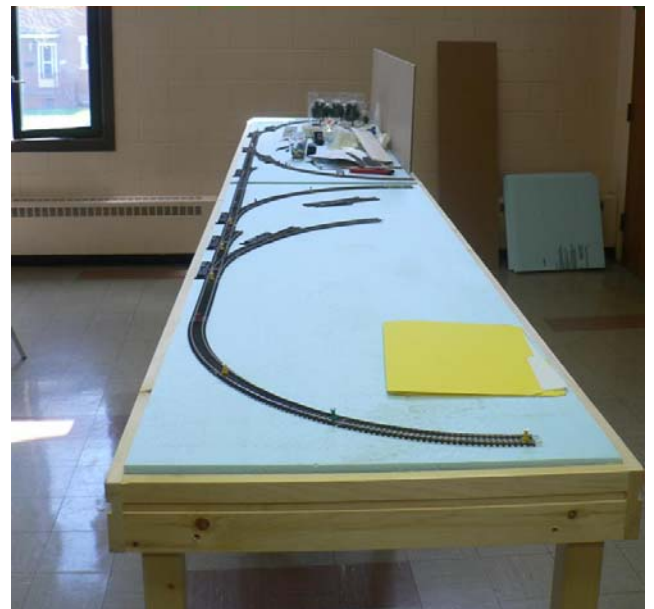
Once everything fit as desired, the track outline was marked on the Styrofoam. No cork roadbed was used,



Preparing to lay track on the Railfair Raffle Layout at the recent KitBuster meeting

instead the Styrofoam will be shaped into a roadbed profile. The Styrofoam is raised by 1/4in above the height of the frame. Short pieces of Balsawood, shaped into the correct roadbed profile, were prepared to be glued in place at the locations where tracks cross over the outer frame.

With the track pre-fitted, the layout was wired up for a test run. The layout will be wired as a single circuit for



Test fitting the track connections for the linear arrangement (see also figure 2)

Railfair, but several sections have been isolated by inserting plastic rail joiners. In the future, the new owner could wire these sections through switches to allow operation with more than one engine. Also, both sections were wired independently, allowing for the possibility of trains being controlled separately on each



The track has been glued down and secured with tack pins. The industrial spurs have not been fixed to allow adjustments depending on the structures selected

section. The wiring is also compatible with DCC operation, if the new owner so desires.

After testing, the track was removed and all the used turnouts were cleaned from debris and adhesive. Openings for the throw bars were cut into the Styrofoam to prevent errand glue from gumming up the mechanics.

The track was glued down using “Liquid Nails” adhesive formulated for Styrofoam. A bead of adhesive is laid

down using a caulking gun. After spreading it between the track outlines, the track was pressed in place and secured with tack pins. The turnouts float on the road bed, only the track pieces in between turnouts were glued down. The track is held securely in place after about 30 minutes and the tack pins were removed.

A few pieces of track have yet to be laid down. All the industry tracks were left off, as we need to see which structures will go next to the tracks to ensure that it all fits. Also, one of the curved sections has not been glued down, as we plan to install a bridge over some water feature in that corner.

The next step is to select and assemble the structures. Several members have volunteered to build structures. At this time, we are looking for donations of structures and scenery material.



Test fitting the track connections for one of the L-shaped arrangements. Lorne is observing the donated Boston & Maine 44-ton switcher on the maiden voyage down the track.

## **Kudos for participants at the Modellers Corners.**

The Lindsay and District Model Railroaders have recently applied for membership in the MNRA Canada as a result of the activity of NMRA members at the Modellers Corner saying in part: “The Club has appreciated the support of the members of the NMRA Canada at our several recent past annual shows here in Lindsay, where they have conducted clinics as an added incentive to visitors to our show.”

Don Hillman wrote; “On behalf of Ron Einarson, President NMRA (Canada) and myself please pass along to the members who have staffed the Corner in Lindsay for a job well done and much appreciated.”

# The Art of Laying Track

By Grant Knowles

Over the past season, a handful of us have been helping a good friend of ours build his first “real” model railroad. Sure there have been many attempts over the years but none have really taken root and grown into a functional empire. Now that our friend has retired, it was an excellent opportunity to help him out.

Doug had drawn up a track plan for his 18' x 18' room. As you would expect, you can do a lot in a space this size but Doug had set down some very firm criteria as he wanted to model prototype length CN passenger trains – that’s right 12 car heavy weights running on a minimum 46” radius curves! Thus the track plan runs around the walls with a loop on a central peninsula intermixed with a few sidings and a main yard. To provide flawless operations, we built the roadbed out of 5/8” fir ply firmly mounted on a box frame structure. A lot of time was spent drawing out the track center lines taking into account the commercial turnouts used, train lengths, etc. Doug then applied two layers of cork roadbed, first O scale followed by a second layer of HO cork. This combination provided us with the double shouldered ballast profile found on main lines.

Next up was laying the track. Here we followed an article in one of the trade magazines where the track is held in place with a layer of latex caulk instead of spikes. I was a little skeptical at first with this approach but after seeing it first hand, I’m sold! The approach is a little different in that the track sections must be carefully pre bent and dry fitted before hand but after gluing them down, wow what a smooth flowing arrangement and it was firmly anchored in place.

While we were installing track the other night, I got thinking about the hobby and the various track installation methods that have appeared over the years and my perspective on these. Now I know I’m a little prejudice and set in my ways, but at the risk of ruffling a few feathers, here’s my thoughts on track laying (subject to change of course!)

- I seriously dislike cork roadbed (until recently). I love hand laying track and found cork has zip spike holding capabilities. In fact it is even hard to get flex track to stay put. My recent experience with the caulking approach has tempered my stance here.
- I love homasote, in a manly way! This material holds spikes wonderfully and despite the mess when cut with a saw, is great to work with. Unfortunately it is hard to come by in Canada these days.
- I love hand laid track as it permits creating smooth flowing trackage, particularly through turn outs which allows you to minimize space consumed by yard ladders without compromising on performance.
- Use your NMRA Track Gauge – correctly. This neat little piece of metal will allow you to hand lay perfect track and debug commercial units.
- I love the detail of commercial track (both turnouts and flex). Boy this stuff has come a long way over the years both in quality and level of detail.
- I dislike the poor “flow” characteristics of commercial turnouts especially with curved turnouts where it is painful to watch the trains jerk through transitions between points, wing rails, frogs, etc.
- Got to love those folks at FastTracks who have come up with the tools and processes to make hand laid track possible for everyone. Though I haven’t used their products first hand, I’ve seen it in use and am most impressed. Might even get a few of those nifty filing jigs to make my life easier!
- Another major turning point in the hobby is Circuitron’s Tortoise Turnout Motors. Gone now is the pain and aguish of mounting and aligning those twin coil wonders, dealing with burnt out coils, loose screws, poor contacts, etc. Everything, including ample contacts all in one nice, clean easily mounted unit. Of the hundreds I have installed and serviced, only one has ever given me any grief.

- I love how tolerant HO trains are with poor track work. I've seen some pretty rough track work on layouts and continue to be amazed to see how well the trains still ran. Hats off to the NMRA and manufactures for establishing and adhering to the industry standards.
- You don't have to be a genius to install great track work. Most track performance problems can be addressed by simply looking along the track. If it flows smoothly when you look down the track, then you are 99% there.
- Most people don't spend enough time laying their track. It only takes a few more minutes of your time to double check the alignment and remove any remaining kinks – time well spent that will reap rewards for years to come.
- Operational reliability is paramount! Install a wire feeder on each and every rail to ensure full electrical connections with no voltage loss. Yes it does take some extra effort but well worth the time – we have validated this over the years time and time again.
- Don't underestimate the value of using a large flexicurve when laying out the track lines. I use a 6 ft piece of clear pine planed down to ¼" to layout my easements, etc. This ensures the trains "gradually" enter/exit curves thus providing reliable operation, and they look right too!
- Don't solder the rail joiners. Instead allow the rail to slide in the rail joiners thus compensating for seasonal climate changes.

I'm sure there are other "wise words of wisdom" but this is enough for now.

All being said, what I love about this hobby is the variety of ways to approach a problem and the never ending opportunity to learn new things and methods from our colleagues. I no doubt will continue to evolve and refine my track laying techniques settling on those that work best for me.

Remember, Model Railroading IS The World's Greatest Hobby!

## **The Great Milwaukee Adventure November 13<sup>th</sup> and 14<sup>th</sup> 2010**

### **Here Ye, Here Ye. Calling all Modellers**

It's that time of year again when Al Crisp organizes Modellers Corner in Milwaukee. This is turning into what looks like an annual event.

This is our 3<sup>rd</sup> annual trip and new faces are always welcome. We will be leaving early Thursday November 11<sup>th</sup> and returning Monday November 15<sup>th</sup>. For those of you who have not been, it is a great weekend of layout tours, a great train show and a chance to meet new friends. Milwaukee is a great town and good time is had by all.

We have won awards 2 years running and want to defend our title. We are looking for craftsman as well as clinicians. **HELP US DEFEND OUR TITLE.** The NFR needs your support.

If you want to have a good time and enjoy the friendship of your fellow Model Railroaders. Please contact Al Crisp @ [beez\\_al@bell.net](mailto:beez_al@bell.net)

Hope to see you there

Rick Hatton

[ricks.workshop@sympatico.ca](mailto:ricks.workshop@sympatico.ca)

# Talking Photographs

By Dick Roth

We're quickly moving into the time that many of our thoughts turn from layouts to the out-of-doors. That does not mean that we necessarily forget about our layouts; just suspend much of the work on them until the nice weathers starts to wane.

Summer is the time to search for new ideas to be turned into modeling projects this fall and winter. Now is the time to document them well with pictures, measurements and drawings to refresh our minds when we resurrect them. The drawings and notes are very important in transforming something on a 1-dimensional page to a 3-D object.

A couple months ago in *Scale Rails* there was a discussion about "scale" when it comes to modeling. A good friend of mine down in the Dayton, OH area had very fine collection of photos, sketches and the like of structures, cars and other equipment he thought he might sometime model. The first time I looked at some of his photos I saw something that caught my eye; a black and white stick appeared in at least one photo of every structure and other subject he photographed. That even included some somewhat uniquely shaped and trimmed trees.

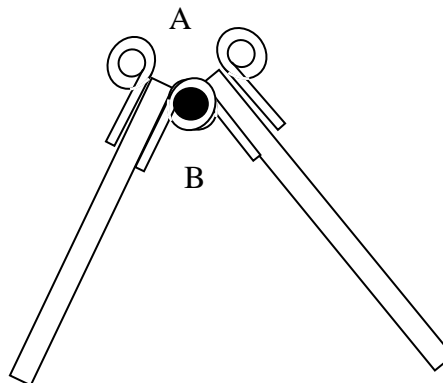
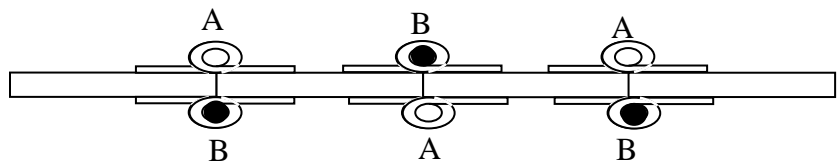
When I asked him about the stick, he ushered me to the garage and the trunk of his car. He pulled out the stick and showed it to me. It consisted of 4 3-ft. sections of 1"x3" lumber joined by hinges on both sides of the stick. See the sketches below.

He ground off the heads of the hinge pins on the "A" hinges and removed them. He replaced the pins with bolts of the appropriate size. This allows the pins (bolts) to be removed and the 12-ft stick to be folded into a neat 3-ft. package that easily stores in the trunk or even under the seat of this car. The "B" hinges he left unchanged.

Each of the 4 segments is marked off into 1-ft segments that are then painted alternating white and black.

When Glen is ready to photograph something that he thinks he may model at sometime, he stands the extended stick against the object and snaps away. He may also do the same with the stick lying on the ground in front of the structure. When structures have windows, doors, or other attributes that are of modeling interest, he will stand the stick next to them and take at least one picture as well.

When he begins studying the photographs later, he has a scale of reference from which to work. He knows the alternating black and white increments on his stick are each 12-inches long so he can use a scale or calipers to determine any of the dimensions he may need just from referencing the "stick".



"A" Hinges – Loose Pin

"B" Hinges – Tight Pin

# BOX CAR CLINIC

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This clinic is being presented by 2 skilled craftsman

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Al Crisp MMR#430 our CP Specialist

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Only 15 spots available so it will be first come first serve. Order early.

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(ricks.workshop@sympatico.ca) to hold your spot  
then send your cheque to

Richard Hatton

1965 Snowvalley Road

Minesing Ont.

L0L 1Y3

A list of tools will be sent to all participants

## Regional Train Orders

June 19-20, 2010. Midland, ON.

July 17, 2010. Brighton, ON.

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

August 7-8, 2010. Bracebridge, ON. Muskoka Rails 2010. Bracebridge Fair Grounds, James Lang Activity Park. Saturday 10:00am to 5:00pm, Sunday 10:00am to 4:00pm. Seniors 65+ \$5.00, Adults \$6.00, aged 5-12 \$3.00, ages 0-5 free, Family of 5 \$14.00, two day passes available. Contact Ed Southerland 705-645-7923.

**September 25, 2010.** Eastern Ontario. SLD Meet. Please see the division web site at :  
[www3.sympatico.ca/gd.knowles/sld/sld\\_index.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_index.htm)

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.

**November 6, 2010.** Ottawa, ON. SLD MR101 Session 1. Introduction to model railroading public session. Please see the division web site at :  
[www3.sympatico.ca/gd.knowles/sld/sld\\_index.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_index.htm)

November 13-14, 2010. Milwaukee, IL. Trainfest

**November 27, 2010.** Ottawa, ON. SLD Meet. Please see the division web site at :  
[www3.sympatico.ca/gd.knowles/sld/sld\\_index.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_index.htm)

**January 22, 2010.** Ottawa, ON. SLD Meet. Please see the division web site at :  
[www3.sympatico.ca/gd.knowles/sld/sld\\_index.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_index.htm)

**February 5, 2010.** Ottawa, ON. SLD MR101 Session 2. Introduction to model railroading public session. Please see the division web site at :  
[www3.sympatico.ca/gd.knowles/sld/sld\\_index.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_index.htm)

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## 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](mailto: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

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

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