

the

maritime

branchline



Spring 2017

SPRING
2017

WANTED!

LOOKING FOR



MARITIME BRANCHLINE EDITOR

presidents message

by ric hamilton

In less than two weeks we will see the annual Moncton Model Railroad show and then at the end of May we will be having the 2017 MFMR Convention in Summerside PEI being hosted by the Half Nuts crew. The most up to date information on the convention can be found elsewhere in the newsletter.

As you can see by the cover, we are currently on the lookout for another Maritime Branchline Editor as Sean Rogowsky had to quickly step down due to work commitments. While this a very treasured and prestigious job within the Federation, the pay is not commensurate with the job or experience so please be forewarned. No special software is needed as it is all online publishing but a highspeed internet connection is required.

Also keep in mind that the AGM will be held in conjunction with the TMRA show held every weekend following Thanksgiving not the Convention. This is dictated by the provincial regulations where the MFMR is registered. The AGM is where the positions in the Executive are vacated and new members can offer for the positions and many important discussions are held at the AGMs that guide the future of the MFMR so I encourage you to attend.

The MFMR has been contacted by an outside business and museum to provide some sort of assistance for a summer and Christmas display so we are looking for members in Moncton and Fredericton who would like to assist. Please contact me for further details.

CONTACT US!

I look forward to seeing many familiar faces at the Moncton show and at the Convention. If you can assist the MFMR in any way, please contact me or any member of the Executive.



Facebook



E-Mail



NOTHING TO SEE HERE FOLKS, PLEASE MOVE ALONG

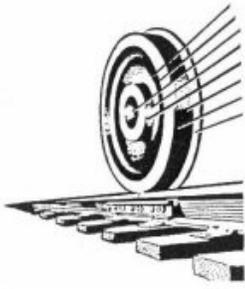
MARITIME FEDERATION OF MODEL RAILROADERS

OFFICERS & DIRECTORS LIST as of 5 June 2016

<u>Club *</u>	<u>Group**</u>	<u>Other***</u>
President MFMR***		Ric Hamilton
Treasurer MFMR***		Glen LeLacheur
Secretary MFMR***		Barry Wile
Truro Model Railroaders Association *		Jamie Richards
Half Nuts Model Railroaders**		Scott Jay
Capital City*		Allan Cook
Unnamed Modular Group**		Allan Bishop
Eastern Benders**		Jeff Skaling
Western County Group**		Don Parnell
NBR&N*		Dave McMahon
Greater Moncton Model Railroaders*		Trevor Jones
Codac Group**		Jim McMahon
IWK Railway***		Marc Hemphill
Greater Metro*		Marc Hemphill
Saint John Society of Model Railroaders*		Bill Turezyn
Breton Model Railway Club		Paul Chapman
<u>EX OFFICIO</u>		
Branchline Editor***		Sean Rogowsky
Membership Co-ord***		Allan Bishop
Contest Co-ord***		Brady Rhodenizer
Web Master***		Scott Jay
Halifax & Southwestern Railway Museum***		Duane Porter
Nova Lug(Lego)***		Brian Cooks
Nova Scotia Railway Historical Society***		Bill Linley

If you as a director are not already subscribed to the to the Directors Site. Send you request to this address and the Secretary will ok your joining.

mfmrdirectors-subscribe@yahoogroups.com



SAINT JOHN SOCIETY OF MODEL RAILROADERS

The Saint John Society of Model Railroaders continue to occupy space in the Lancaster Mall, 621 Fairville Boulevard. Our current location is a former Jewellery store and while space is smaller than previous locations the model train display (which is open to the public on the second Saturday of each month) contains a good representation of HO, N, O and an operating Thomas for the younger rail fans. The space is also used for monthly club meetings (second Friday) and an impromptu get together most other Friday evenings.



Club modules will be taking part at the MFMR show in Summerside at the end of May and will also be on display at the Canada Day celebrations in McAdam, NB on Saturday, July 1st.



We will be set up in the dining room of the iconic station and included on the layout will be Doug Divine's model of the McAdam station.

Ron Grant's Circus will also be part of the outing as will other member's modules. Where better to celebrate our country's 150th birthday than in the jewel of railway stations in Eastern Canada. Club projects are keeping our growing membership busy.



The N group is working on a large module that can be incorporated into their existing display or can be used as a standalone unit. The group has benefited from the donation of a large N scale collection from the family of the late Ron and Barb Smitheram who had operated the Train-Trax store in Rothesay a number of years ago. In other news, long time club member

Lawrence van der Meer has moved to Halifax to pursue his career. He and wife Laurie will be missed. Bill Turczyn is leading a group who are building a signal system to be installed on the club's HO loops. Future plans will see the system migrate to members modules to add an animation aspect to the club's display.

The SJSMR has also just purchased a pair of self supporting trade show type banners that are used to not only promote the club but also the many aspects of the model railroad hobby. Look for them at the Summerside show.

If you're in the Saint John area, be sure to say hello. The Mall location can be available for a visit upon short notice.

Bob Henry

President - SJSMR

Bob.henry@rogers.com

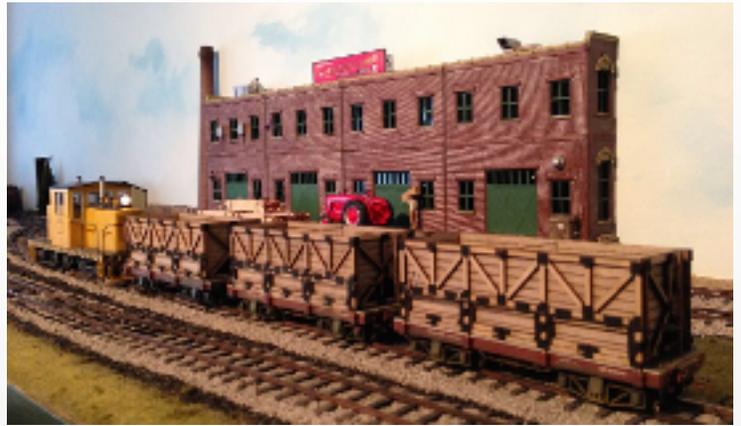
NARRAGANSETT BAY RAILWAY & NAVIGATION CO

With the November show at the Dartmouth Sportsplex out of the picture, it seems like a long time between shows until Shearwater in April. The hiatus, however, has given members of the NBR&N a chance to work on their home layouts as well as to make improvements to and update our modules. We'll get to the improvements in a moment, but first a look at a home layout.

Last December we enjoyed a pre-Christmas gathering at Wayne

Woodland's and among other treats we had a look at his On30 basement layout.

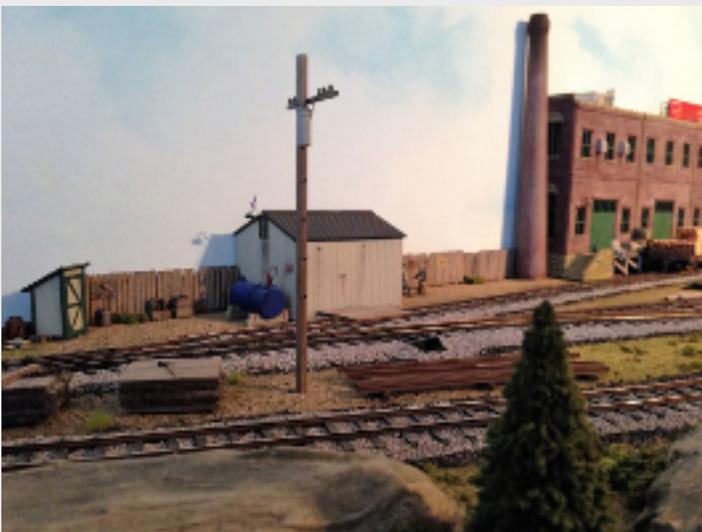
Although it runs on HO size track, On30 is still 1/4 inch to the foot which means huge layouts and small(ish) basement spaces don't go well together, but you can see here that Wayne's made the most of the space he has. With neatly-placed structures and well-judged room between them, Wayne's layout seems longer than it is.



...as you can see. Wayne loves those narrow-gauge Whitcomb diesels! He has two of them. A less expansive layout also provides more room for detail, so on Wayne's you want to look closely:



There's also a lot of opportunity for switching:



A visitor that day was this elderly relic saved from the boneyard by Jim Simmons:



Our many thanks to Wayne, and to Kathy for all those wonderful high-calorie goodies!

Now, the improvements:



Here we have Dave McMahon and Gordon Wahay in Gordon's New Glasgow workshop installing soldered down rail ends and alignment pins on one of Dave's yard modules.

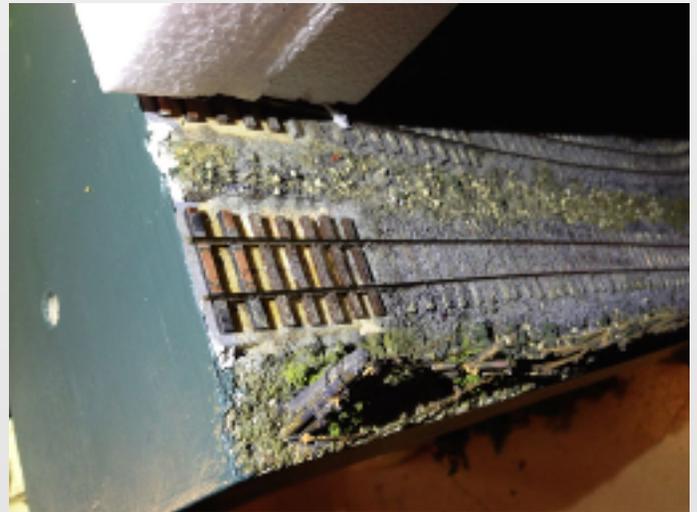
You may already be aware of this process, which lines up modules beautifully and eliminates rail joiners. It makes setting up much easier, and eliminates this:



...in favour of this:



Note: alignment pins, rail soldered to copper-clad circuit board ties, (gapped in the middle) levelled and cemented in place. (unballasted for photo)



That oughta hold those modules securely! And it does. Anyone who's struggled to link up modules at a show can appreciate the improvement. We'll see you at Shearwater; drop by and have a look!



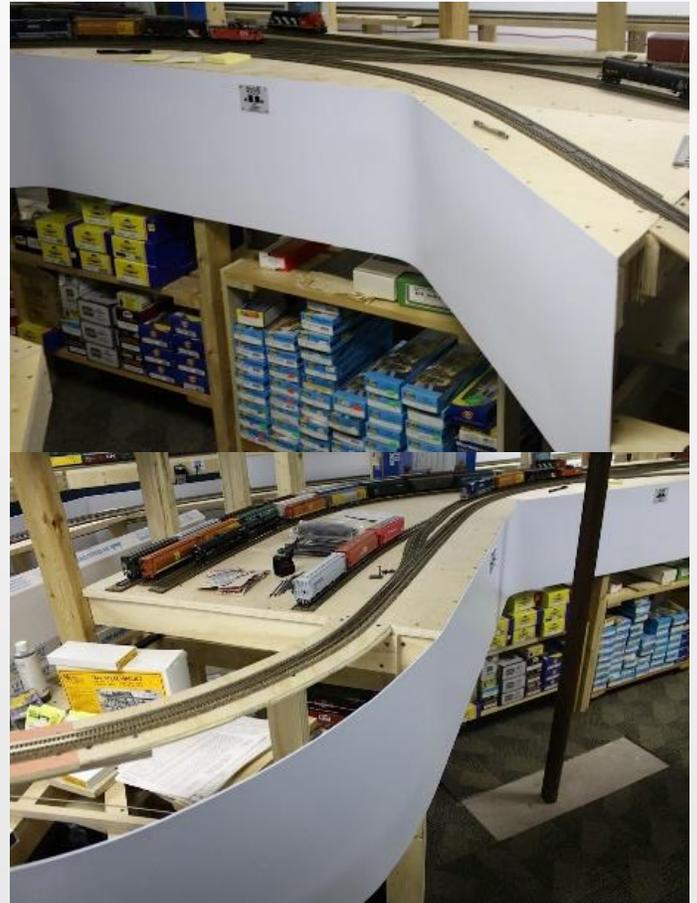
Wolf Valley RR (Allan) – No major updates. I have had a busy winter and it seems to be getting busier lately. I have been cleaning and reorganizing the room when I have time. What little time I have to work on the hobby this winter has been having Decals made for the Wolf Valley RR and learning to install and program Decoders with JMRI and playing around with some speed matching.

Overkill Central District (Luc) - The newest thing done on the OCD is putting out more rolling stock (only to completely plug the yard and staging yard!) and working out bugs with the rolling stock and locomotives and a couple of spots on the track.



Also started is the fascia board. I'm using 0.060" thick styrene cut in 8 foot long pieces for the least amount of joints. It works great for the curved corners and cuts well. It's being secured with water based contact cement so

no screw heads or other fasteners show. It will be painted with dark green paint once all up. There will still be the cut outs for viewing into the staging . It should all be up soon (in between storms) and will change the look on the benchwork. The styrene sheets will also be used for backdrops for ease of bending corners.



That's all the news for now on the OCD, "Because We Can"!

Ammon RR (Urs) – Urs has been running trains and fixing problems as they are found. Turnout controls have been going in as well. We should start some sort of operations later this year.

Jones Creek RR (Trevor) - Trevor's layout Jones Creek has been progressing slowly over the last 6 months, but 8 Touch Toggles have been installed along with the control panel. Next step is to wire the frogs so that all the frogs will be powered. Buildings have also been built and will be on the layout soon. - AL BISHOP

Half Nuts

The big news from us is that planning for Island Rails 2017 is well under way and the weekend of May 26th - 28th is shaping up to be a great weekend for the MFMR. Most of the Convention will be fairly typical with all the usual activities and a standard public show on Saturday. We are also hoping to try an idea brought to us from one of our members from "away" to orient novices to the hobby by having "Model Railroad Ambassadors" on the show floor that will be available to talk to people about the model railroads on display and the hobby in general.

We are also looking forward to a demonstration of RC Tank battles outside the public show venue brought to us by some local radio control hobbyists. These are not "toy" tanks. They are large 1/16 scale models complete with working airsoft guns. We may even have some demos of small electric RC aircraft as well if we can get permission from the airport.

The winter of 2016/2017 has seen a major growth in our group. Not only have we picked up a few more members (we have over 20 members now) and that means we will have several more model railroads for the layout tours than we did in 2009. Many will still be under construction, but I know that won't stop anyone from wanted to see them. With the Convention deadline approaching we are all scrambling to get our layouts in tiptop shape.

See you all in May!!!

Scott

MONCTON MODEL RAILROAD SHOW



SATURDAY APRIL 15th, 2017

9:00AM TO 4:00PM

COVERDALE REC CENTER

50 RUNNYMEADE RD., RIVERVIEW NB

ADULTS \$5:00, Children 5-13yrs - \$2.00

Canteen, Operating Layouts, Sales Tables

For more info contact Louis LeBlanc 506-383-9425 or email louispleblanc@gmail.com
or Roland Gaudet 506-382-7281 or email rag70@nbnet.nb.ca

Modelling Truro NS During the Late 1990s

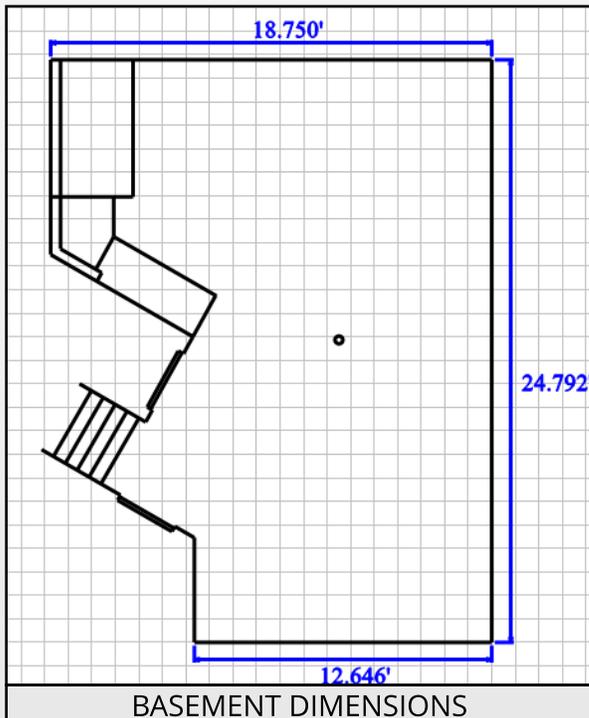
Part 2 – Designing the layout

Andrew Castle

Space for a Layout

Now that planning for my layout was finished it was time to start the design. I consider planning and design to be two separate but closely related things. Planning is figuring out what you are going to model while design is actually putting pencil to paper and designing what you are doing to build.

What I had to work with was a room just over 24' long, 18' wide on one end and 12' wide on the other end. The fourth wall was angled and had the entrance stairs and two closets. There was also an air exchanger in one corner and a support post in the middle of the room that I would have to work around. I also needed to fit a workbench and paint booth into the room.



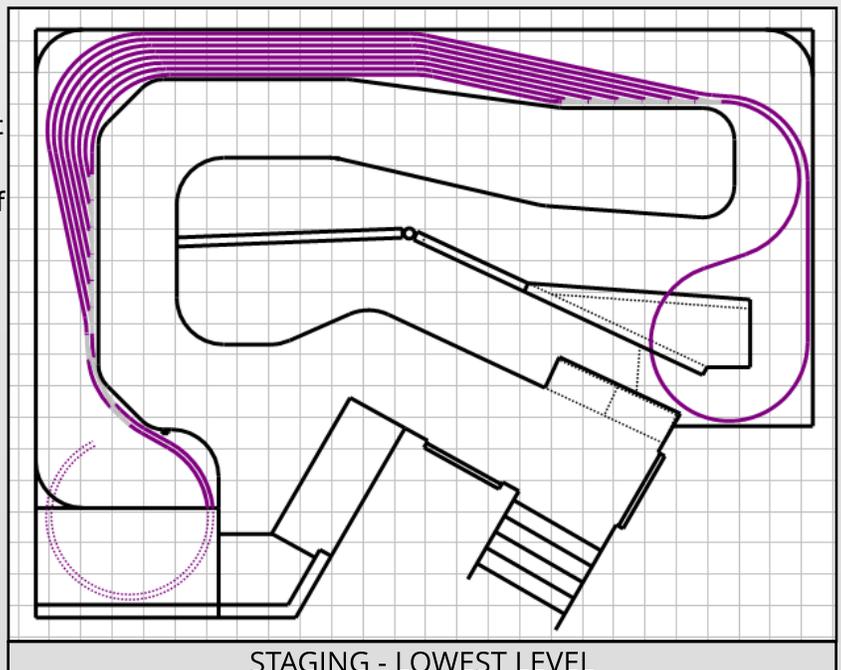
room.

All of my layout experience up to this point had been with single level layouts. My first idea was to design a layout with a single main level and a staging yard on a second level underneath. The staging level would have to be reached by either a helix or long sloped track with each having their own disadvantages. My other goals were to re-create track arrangements in Truro as close as possible, allow for realistic operation, and also to have benchwork widths up to 30" to allow for a lot of structures and scenery. Minimum aisle width would be 30" and wider would be nice. Minimum radius would be 30" on all mainline track and I would use 36" where possible.

The focus of the layout would be on the local switcher based out of the Truro yard. Mainline trains would play more of a supporting role, that way I could operate the layout by myself when I wanted or with a small

group of friends when the opportunity arose.

As I started to play around with different designs it immediately became obvious there was one benchwork design that would make the best use of the room. The area under the air exchanger was not really practical for a visible portion of the layout but a helix would fit underneath perfectly. By then running around the walls of the room and out a central peninsula it gave the longest run. I allowed enough room at the end of the peninsula for a turn-back curve then started moving things and narrowing benchwork to meet my minimum aisle-width goals. Benchwork along one side ended up being only 19" wide but that was better than narrowing the aisle.



At this time I also realized a helix would take up the same amount of space as the turn-back curve at the end of the peninsula. By placing a second helix there the staging level could be accessed from both ends and it would allow continuous running around the whole layout. Things were progressing!



The yard in Truro is reached by a wye off CN's mainline and the wye actually makes up an important part of operations in the Truro area. There are no run-around tracks in Truro so the local switcher uses the wye to orient itself in the proper direction for the industries being switched as it leaves the yard. By placing the wye in a corner and the yard on the other side of the peninsula I could fit this into the layout.

I now had a plan with a mainline and yard that captured a lot of Truro plus staging and continuous running. Now it was time to fit in as many of the industries around Truro as I could. Ideally I would have liked to model from Milford to Debert, the full area covered by the Truro switcher, but I already knew that would not be possible. I focused on the area from the Truro Industrial Park to Onslow to see what I could fit in while still keeping the

industries and structures big enough to justify rail service and not crowded together. No matter what I tried I could only fit in a few of the industries I wanted.

The next step was moving a couple of industries to the staging level. The staging yard did not take up the whole area and left space for a feed mill or two. It worked well, more industries in the same space.

During this stage I picked up a book called *Designing and Building Multi-Deck Model Railroads* by Tony Koester. It was an interesting book but I had never seen a multi-deck layout in person and I did not really think I needed one. Around the same time there was also an article in *Model Railroader* magazine about operating the lower deck of a multi-deck railroad from an office chair. This allowed the lower level to be built fairly low so even with lots of space between the decks the upper level was not too high. Between these two things I decided just for fun I would try a design with two full levels of layout and a third staging level underneath. Much to my surprise I immediately came up with a design that fit in almost everything I wanted between Brookfield and Onslow. Suddenly a multi-level layout didn't seem like such a bad idea!



Now that the layout design was almost done and we were living in the house it was time to finish the basement. With the help of my father we boxed in ventilation ductwork, drywalled the ceiling, painted the room, and put down floor tile. After the room was finished I mocked up a couple sections of benchwork at the planned deck heights to make sure I was happy with things. Everything seemed fine so it was time to start construction.

Most of the layout is built with open grid benchwork constructed from 1x3 lumber. All decks are anchored to the walls around the outside of the room and legs support the front of the staging deck and lower deck. To support the peninsula I built a regular 2x4 stud wall up the middle and attached 1x3s to it to frame up the decks. I attached drywall to the peninsula for a backdrop and all corners were covered with styrene sheet. Fascia is made with 1/8" Masonite.

The staging deck is 25 inches above the floor. The staging tracks are double ended, one end feeds into a reverse loop for turning trains and the other end feeds into a two-track helix with the outer track leading to the lower level or Brookfield end of the layout and the inner track leading to the upper level or the Onslow end of the layout. This design allows any staged train to travel eastbound or westbound on the layout, trains are automatically turned as they enter staging, and the reverse loop also allows for continuous running.



allows trains Cape Breton & Central Nova Scotia Railway trains to cross the aisle and pass the lumber mill in Valley before disappearing into a small staging yard.

Lighting for the layout has gone through several changes since I started. Originally I had eight 4-foot fluorescent fixtures in the room that I figured would light the aisles and upper deck, I decided to use compact fluorescent bulbs to light the lower deck. After installing a few of the CFLs to see how it looked I was so impressed by the extra light that I built a lighting valance for the upper level and installed the same CFL lighting. I immediately discovered that when you stood in certain locations the CFL bulbs shone in your eyes so the next step was to install diffuser panels. This also helped in giving the layout a nice finished look. All lighting is 5000K to simulate mid-day in the summertime, having all the lighting matched up also makes layout photography easier.



The lower deck is 33 1/2 inches above the floor. Trains enter from the helix into Brookfield and continue through Hyde and to the Truro Industrial Park. Two elements I managed to capture here were the split between the two mainlines and the view as you enter Truro on Willow Street and can view the Coop feed mill and Clarence's feed mill one in front of the other. Tracks then enter the second helix and proceed to the upper deck.

The upper deck varies between 52 and 55 inches above the floor and features a bit of downtown Truro, the Via station, the wye into the yard, Salmon River and a bit of Bible Hill, Onslow, and the Truro yard. A lift-out section



ISLAND RAILS

2017 MFMR CONVENTION INFO

Island Rails will be a typical convention – with clinics, a public show including layouts and vendors, contests, banquet and layout tours. We will test a few new ideas and keep most of the old. Check on our website (<http://islandrails.ca/>) or our Facebook page (<https://www.facebook.com/islandrails2017>) for fresh news as it comes.

Located on the old CFB Summerside property, the Slemon Park Hotel and Conference Center, in association with the Atlantic Police Academy, will be the venue for our Convention. With everything within a one or two minute walk it promises to be a very relaxing time for delegates. Once you park your car you won't have to get in it again until Sunday for the layout tours! Speaking of tours, the last time we hosted the MFMR Convention we had 3 layouts on the tour. In 2017 we hope to have 7 or 8!

The Slemon Park Hotel and Conference Center has 88 newly renovated rooms and their restaurant, Anson's, is right across the street. Delegates will be very comfortable, and well fed. <![if !supportEmptyParas]> <![endif]>

Standard hotel private guest rooms will be **\$88 per day** plus HST (can be with 2 double beds or 1 queen bed). Semi-private hotel guest rooms will be **\$94 for entire unit or \$57 for one bedroom only** per day plus HST. Each hotel building includes amenities such as an ice machine, coin operated washers and dryers and free parking.

Attendees can call the hotel toll free to make reservations using the booking code "MFMR Convention" - [1-877-782-9734](tel:1-877-782-9734).

We are planning on offering hour long clinics on Friday afternoon in addition to the regular all-day Saturday schedule. A short list of what we have planned are listed below.

The micro layout concept – the British exhibition layout. [Gordon Robinson](#) has been actively involved in the exhibition circuit at home in Scotland. He'll be attending our Convention and is preparing a talk on the exhibition layout scene. Featuring highly detailed scenes and realistic models, they often have a small footprint and are designed to travel.

What is it like modelling American O scale in the UK? [Gordon Robinson models American railroading, in O scale](#), but lives in the United Kingdom. In addition to introducing his own large home layout he will also discuss the design and construction of his father's multi-level O scale layout based on a UK prototype. For the O scaler attending our show, this will be a remarkable time devoted to "the King of Scales".

What is DCC++? DCC++ is an open-source hardware and software system for the operation of DCC-equipped model railroads. This is a remarkable opportunity to spend some time exploring and learning about real options to construct your own DCC system. *This clinic is currently only tentative, but we really hope it can happen as it promises to cover some very exciting territory in a very practical way.*

Basic Programming with a Digitrax Zephyr. This will be a "hands on" clinic where you will learn to program a locomotive. We will have two [Digitrax Zephyrs](#) on hand and programming tracks for HO and N scale. Learn programming skills including: long and short addressing, decoder resetting, CV29, and the 3 voltage setting CV's. We will have DCC-equipped locomotives available to practice with but feel free to bring one of your own models. *Note: to*

make sure we make the best of the time, our focus during the clinic will be programming and not troubleshooting hardware such as faulty decoders or installation problems.

The art of scratchbuilding. Dave Gunn has created some truly spectacular models of rolling stock and structures. This is a chance to learn about the models, their design, and how they are constructed and get the “modelling” back into model railroading.

The power and the throw. is a clinic designed to discuss options for wiring turnouts and the many different options to throw the points. From slide switches to Tam Valley Frog Juicers there are many options to make sure you never have rolling stock stall on a turnout from a loss of electricity. With no end to the power, there are as many options on how to move the blades ranging from simply off-centre springs and ground throws all the way to complex motor and servo options

Here is our rough Agenda (not set in stone) ...

Friday

Noon - Setup and registration begins 1:00 - Clinics begin 4:00 - Clinics end 6:00 – MFMR Director’s meeting

7:00 – MFMR General meeting

8:00 – Social

Saturday

7:00 –Public show area open to layout groups, vendors and Delegates

9:00 – Public show open to everyone

9:00 – Contest room open for registration of entries

10:00 – Clinics begin

11:00 – Contest room open for peer judging – MFMR members only

2:00 – Contest judging ends

3:00 – Clinics end

4:00 – APA Gym doors closed to public

5:30 – Social time before banquet

6:00 – Banquet begins

Sunday

9:00 – 1:00 Layout tours



*Maritime Federation of Model Railroaders
Annual Convention 2017*

*May 26 - 28, 2017
Atlantic Police Academy Gym, Slemon Park
Summerside, Prince Edward Island*

Island Rails 2017 Registration

Personal Information

Name: _____

Address: _____

City: _____

Province: _____

Postal Code: _____

E-Mail: _____

Phone #: _____

MFMR Membership # (needed for each member claiming Member Registration Price) _____

Note: You do not have to be an MFMR member to register.

Registration Information

MFMR Members Attending
Convention ____ @ \$25 each = _____

Non Members Attending
Convention ____ @ \$30 each = _____

Attending
Banquet ____ @ \$25 each = _____

Total _____

Make cheques or money orders payable to:
Scott Jay

Send registration form and payment to:

Scott Jay
737 Starling St.
Summerside, PE C1N 5A2

Alternatively, you can register electronically on our website at <http://islandrails.ca> and email transfer payment to: payment@islandrails.ca

For more information visit our web site at <http://islandrails.ca>

You can contact Scott Jay at (902) 303-0315, or email him at info@islandrails.ca

Thank you for registering for Island Rails 2017!

THE NMRA AND THE MARITIMES?

By Steve McMullin

I appreciate the invitation from Ric Hamilton to provide some information in the Branchline about the ways that people living in the Maritimes might benefit if the Maritime Division of the National Model Railroad Association was to be re-activated. There are several NMRA members living in the Maritimes (many of us are also MFMR members), and recently there has been quite a bit of discussion among us about once again becoming an active division. Since I serve as President of NMRA Canada and as a Board member of the Northeastern Region of the NMRA, obviously I would be quite thrilled to see the Maritime Division as a functional part of the NMRA.

What is the Value of the NMRA?

In my own experience, there have been five ways that the NMRA has provided tremendous value for me in the hobby.

People. Through the NMRA, I have met many wonderful model railroaders in the northeastern United States who have provided me with great ideas for modelling and for operating. While travelling in other parts of North America, I have connected with NMRA members for local layout tours. I still remember especially two guys in North Carolina who a few years ago took a whole day to provide me with an amazing tour of several exceptional layouts in their area.

Conventions. I have attended several NER Conventions in Maine, New Hampshire, Massachusetts, Rhode Island, and New York state. Of course, NER folks officially joined us for two of our conventions (2010 and 2016) in Saint John, NB. And I have attended several NMRA National Conventions. I can hardly describe how exciting it was to meet Bruce Chubb and operate for eight hours on his Sunset Valley Railroad during the Grand Rapids convention, or to see the amazing details on Earl Smallshaw's famous layout in Connecticut. At the conventions, I have attended dozens of clinics that have taught me a great deal about how to operate my model railway; I have been inspired as I have visited hundreds of layouts, and I have had the privilege of operating for many hours on some of the best-known layouts in the hobby. I was only able to meet

those people and see those layouts because I am an NMRA member.

The Achievement Program. When you visit my layout, you will notice that many year ago I qualified for the Golden Spike Award and more recently I received the "Master Builder – Scenery" Achievement Award. The Achievement program is a means of stretching one's own abilities in many different aspects of model railroading. For my scenery award, I had to rely on visiting NMRA members from the U.S. who are certified as judges; if we had an active Maritime Division, we could have our own qualified and trained judge right here. I think we have some excellent candidates for the Master Model Railroader award, which is the pinnacle of the Achievement Program.

The Northeastern Region (NER). The directors of the NER have made it clear that if the Maritime Division is reactivated, we will have space in the region Newsletter (The Coupler) and we will receive a portion of member's dues back in the division for local activities. But more than those things, across the border we will get to know one another better and therefore learn more from one another, to everyone's benefit.

Advancement of the Hobby. Finally, being part of the NMRA is a means of supporting the hobby for the future. Whether we buy a box car or a DCC system, we can be thankful for the NMRA standards that make it possible for us to know that we can incorporate it on our layouts. The hobby is continuing to develop and new technologies are on the horizon: the NMRA is already at work to make sure that new products will be of a quality and standard that makes it useable for all of us.

The point of this article is not to convince anyone. I am already convinced by my own involvement that I have gained a great deal through my membership in the NMRA, and I know that I would receive even more if the Maritime Division was active once again. It may be that those of us who are already NMRA members will simply reactivate the division on our own, but I am hoping that together as an MFMR we would consider the possibility of re-joining the NMRA family. Please let me know if you have any questions: mcmulls@nb.sympatico.ca



KEEP
CALM
AND
JOIN
THE MFMR

[Click here to sign up!](#)