REGINA RAILWAY MODELLERS ASSOCIATION

ON TRACK
NEWSLETTER

Dedicated to Model Railroading in All Scales / Building the RRMA Saskatchewan HO Scale Layout

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The First RRMA Modules Take Shape

Photo 1

We thought you'd might be interested in watching the first two RRMA HO scale modules take shape. They are both the same size - two feet deep by four feet wide. They were designed and built by RRMA President Tom Mulligan. The frame is 3/4-inch pine and the top is 1/4-inch plywood.

Photo 1 on the left shows a module turned on its side with two legs installed. The legs are made from two-by-four lumber and are designed to be removable for storage and travel.

A single module can stand on four legs but adjacent modules can share a set of legs due to the way the modules have been designed to lock together.

As can be seen in photo 2 below, one-inch holes have been drilled every 12 inches along the sides of each module. The holes are located so that short lengths of dowel can be used to line up adjacent modules, as shown below in the right photo.

In this way modules will interconnect either end to end or at a 90 degree angle. By using standard track layout measurements, modules will always connect.

Photo 2- Note the one inch holes drilled every 12 inches.

The members have decided that our standard modules will be 24 inches (two feet) deep with an option to extend to 30 inches based on scenery requirements.

The length of modules will be in two foot increments with a "standard" modules being four feet in length. Two, six or eight foot lengths can also be used in order to allow modules to be joined in an oval shape when required.

Special corner modules will be built using a sufficient track radius to allow for up to 85-foot cars to be used.

Photo 3- Short pieces of one inch dowel are in place

Standard modules will be double track but allowance has been made for single main line track modules to allow for secondary main line and branch line operation.

After bringing both of the first two modules together, you can see how the dowels allow adjacent modules to be joined consistently (See photo 4).

When pushed together a small clamp is used under the modules to hold them together.

The next step was to lay the base foam down. Using a foam *(Continued on page 4)*

THE LINE UP

About On Track and the RRMA

ON TRACK is a publication of the Regina Railway Modellers Association. The members of the RRMA are dedicated to promoting model railroading in all scales. We're also building an RRMA Saskatchewan HO scale modular layout.

You are invited to join our group and help build the railway! You can join as a full participating member or as an observer. For more information, please contact us.

Regina Railway Modellers Association
P.O. Box 32124
Regina, Saskatchewan S4N 7L2

Contact us by e-mail at:
Info@reginarailwaymodellers.org

Contact us by telephone at:
(306) 209-5230*

President.....Tom Mulligan
Secretary.....Corie Knutt
*Treasurer.....David Onodera

From The Model Shelf

Here's a look at some of the latest trains on the market. These locomotives are all HO scale and all photos were taken at Redline Hobby in Regina, where you *might* find them still available.

First up is the GMD-1 model from Rapido Trains. These unit were 1,200 hp switchers built in the late 1950's by General Motors and were sold only in Canada. CN operated the largest fleet of GMD-1's that had a number of variations..

This model is CN 1059. It is modelled as built in 1958-59 with A-1-A trucks (three axles; the "A" axles powered and middle axle not powered).

The model is highly detailed as are all products built by Rapido.

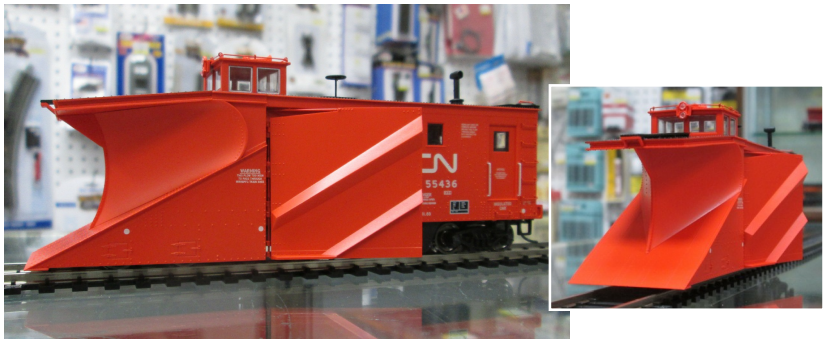
The units were offered only by advance order, so can be hard to come by in the stores. There are a few to be found if you search hard.

Shown above is the end of another Rapido product - a steel Canadian National passenger coach in the old CN green, black and gold colours. This is another excellent product from Rapido Trains with a highly detailed interior and accurate undercarriage.

Another HO scale Canadian unit comes in the form of Canadian Pacific 7013, an Alco S-2 model. CP had almost 60 of these switchers built between 1943 and 1949. Some lasted in service until 1986.

This model is from Atlas and comes in DC, DCC-ready and DCC with sound versions. It is painted in Canadian Pacific's classic Tuscan red colour scheme, in this case with the script lettering.

Shown below is the SD60 model from Athearn in Canadian Pacific colours (also available in CN colours). CP has 29 of these 3,800 hp units that were originally SOO Line locomotives. They can be found throughout the CP system today and would make a good addition to your modern model fleet.



Here's a beauty from Walthers - a CN Russell snow plough complete with moveable side wings. It carries road number 55436 which would date to the mid-1950's. You can almost feel the snow flying!

What Saskatchewan model railway layout would be complete without covered hopper cars carrying grain. This fine example comes from Intermountain and represents a CP version of the last Government of Canada design. Over 13,000 cars were built between 1972 and 1994. Such a clean looking car - now if only we could find a few real cars that looked this good!

The Prototype Page - Locomotives - Part 1

If you're a fan of the real thing (trains, that is), you've likely seen most of these locomotives around Regina. Surprised? Read on.

When it comes to model railroading, people often model a specific railway such as CN or CP. So does that mean you can't run any other locomotives without giving up on "reality"?

Not at all. We'll explain. Photo #1 shows one of Canadian Pacific's AC4400CW locomotives built by General Electric. CP has 435 of these high horsepower units. Each one uses AC traction motors, is rated at 4,400 hp, has three axle ("C") trucks and has a full width cab. This one was built in 1997 and in 2014, it received a fresh coat of paint.

The view in photo #2 shows a Union Pacific unit at Belle Plaine in June 2014. The unit is a newer ES44AC (Evolution Series, 4,400 hp, AC traction) model by GE. The unit is paying of horsepower hours owed by UP to CP. (CP locomotives regularly run through to the U.S. west coast from southern B.C. The horsepower hours are tracked and then UP locomotives are used to pay back the hours.)

Union Pacific units have been regular visitors to the Regina area this year, often found on potash and grain trains.

In photo #3, also taken at Belle Plaine but in 2009, we see another CP GE unit leading a CN unit west. The CN unit is also paying back hours owed to CP from the Roberts Bank coal operation in the Vancouver area. It is a 2005-built SD70M-2 model built by the Electro Motive Diesel. EMD was once part of General Motors. The model stands for "Special Duty, 70-series, wide cab, 2nd series" (not sure where the "M" comes from). It is rare to find a CN unit running on CP, aside from detouring trains, but on at least one occasion in 2014, a CP train has been observed with only a CN unit in Regina!

Photo #4 catches a Norfolk Southern ES44AC trailing a CP unit eastbound leaving Regina in January 2014. NS units have turned up a few times in Canada (including the Central of Georgia heritage unit) but never lead a train. The somewhat spartan cabs are not equipped with all the features found on CP units that the crews are used to.

Photo #5 was a rare catch in Regina. Also observed in late January 2014 was this Indiana Railroad, SD90MAC unit, shown passing Brandt Industries in the west end of Regina. It was pure luck and a fast drive across town that allowed this photo to be taken. The EMD model stands for "Special Duty, 90-series, wide cab, AC traction".

The Indiana Railroad is a 500-mile line based in Indianapolis. It owns 232 miles of track and 41 locomotives of which 9002 found its way to Regina at least once!

Photo #6 catches a trio of units operated by the Stewart Southern Railway. The SSR is a short line formed to operate the former CP Tyvan subdivision. It is a major transloader of Baaken crude oil. Trains are loaded in Fillmore and brought by the SSR to Regina for CP.

These units are all EMD GP38-2 models ("General Purpose, 38-series, Dash 2 models) built in 1972 for Penn Central. The 2,000 hp units are one of the most reliable units around today. The SSR has at least seven of these units in service, all leased and wearing the GMTX blue colours.

GMTX is part of the GATX Group, a U.S.-based transportation equipment finance and leasing company.

Speaking of the SSR, they also have a secondhand Santa Fe unit (photo #7) that still wears its Santa Fe blue "war bonnet" colours, albeit slightly modified.

All this goes to demonstrate that if you have a model railway, you can run just about anything and say it matches the real world prototype! Happy training!

SSR 4255 takes a break at Fillmore, SK in June 2014.

The First RRMA Modules Take Shape

(Continued from page 1) safe "PL" glue from the local home building centre, sections of one inch pink foam were glued to the plywood top on each module.

The track plan

These modules will both have two mainline tracks running end-to-end. Each of the modules will have a siding track to the inside of the mainlines that will serve a small grain elevator and a feed outlet.

The track plan allows for a double end siding when the two modules are adjacent or as two dead-end sidings if they are not.

Main line track will be Code 100 rail while lighter Code 83 rail will be used for the siding, just as would be the case on a real railway.

There will also be a reverse crossover located on one module to allow trains to cross over in the trailing direction.

All track will be laid on cork roadbed. HO scale cork is to be used for the main line. In this case, N scale cork will be used for the siding.

The track will be laid using two inch centres (i.e. two inches between the centre point of each track). The outside track will be laid using a four inch edge to track centre spacing.

In this case, the siding track will be laid out and extra half inch (four scale feet) away from the mainline. This would allow for signals, wayside poles or other items to be installed.

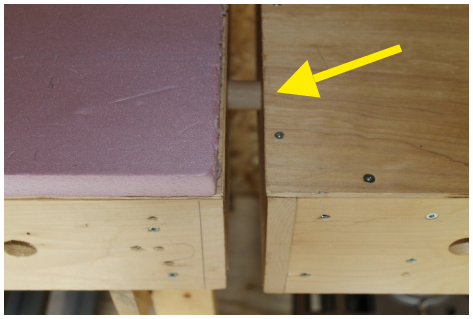
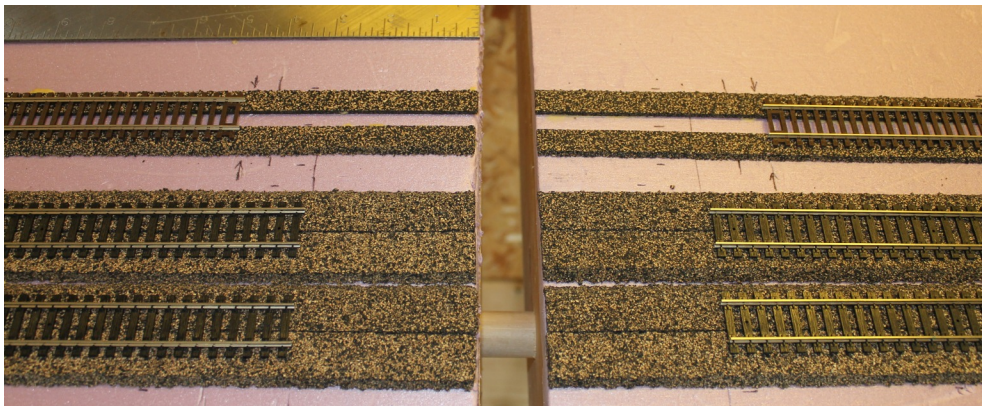


Photo 4- Note how the dowels allow adjacent modules to line up consistently.

Photo 5- The cork road bed has been glued into place. The two main line tracks used HO scale cork and Code 100 rail, while the siding uses N scale cork and Code 83 rail. The gap between track sections is for the "bridge" track as noted in the text.



The cork goes down

The location of the cork road bed was carefully measured out (and re-measured!) And marked using a marker pen.

The cork was then glued down using the same foam-safe glue (photo 5).

Note in the photo that the N scale cork is of course narrower than its HO scale counterpart. It was laid using a slightly smaller width overall.

None of the track shown is installed yet. That's the next step. It is laid out in approximately its final position to illustrate how adjacent sections will be joined.

The club has decided that six inch sections of track will be used to bridge each gap where modules join up. Thus, the permanent track ends three inches short of each edge.

On the siding, I have used a four-and-a-half inch gap on each side to allow a standard nine inch section of track o be used as the bridge track.

We hope you enjoy learning about our modules. Stay tuned for more!

How Much Does That Car Weigh?

CEFX 302593 is a 4,725 cubic foot covered hopper car built by National Steel Car in 2008 and was the 5,000th potash car delivered to Canpotex over a ten year period.

The empty car weighs 56,000 pounds and has a capacity of 174,000 pounds for a total maximum weight of 230,000 pounds. In HO scale the car this car would weigh about four ounces/115 grams!

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For more information:

Regina Railway Modellers Association
P.O. Box 32124
Regina, Saskatchewan S4N 7L2

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Info@reginarailwaymodellers.org

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