



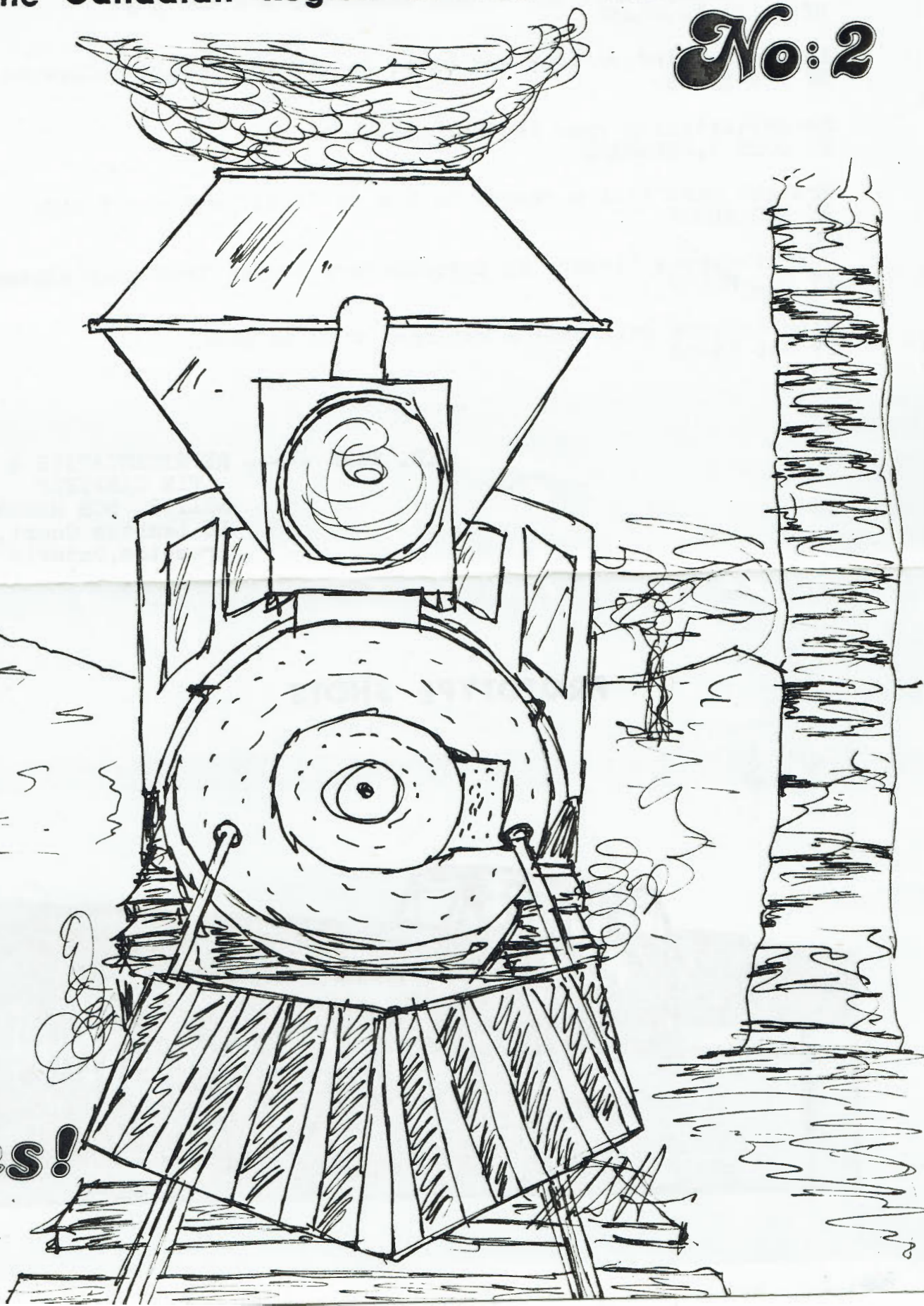
# Intercolonial

The Canadian Region Of The TAMR

No: 2

Our  
Biggest  
yet!

12  
Pages!



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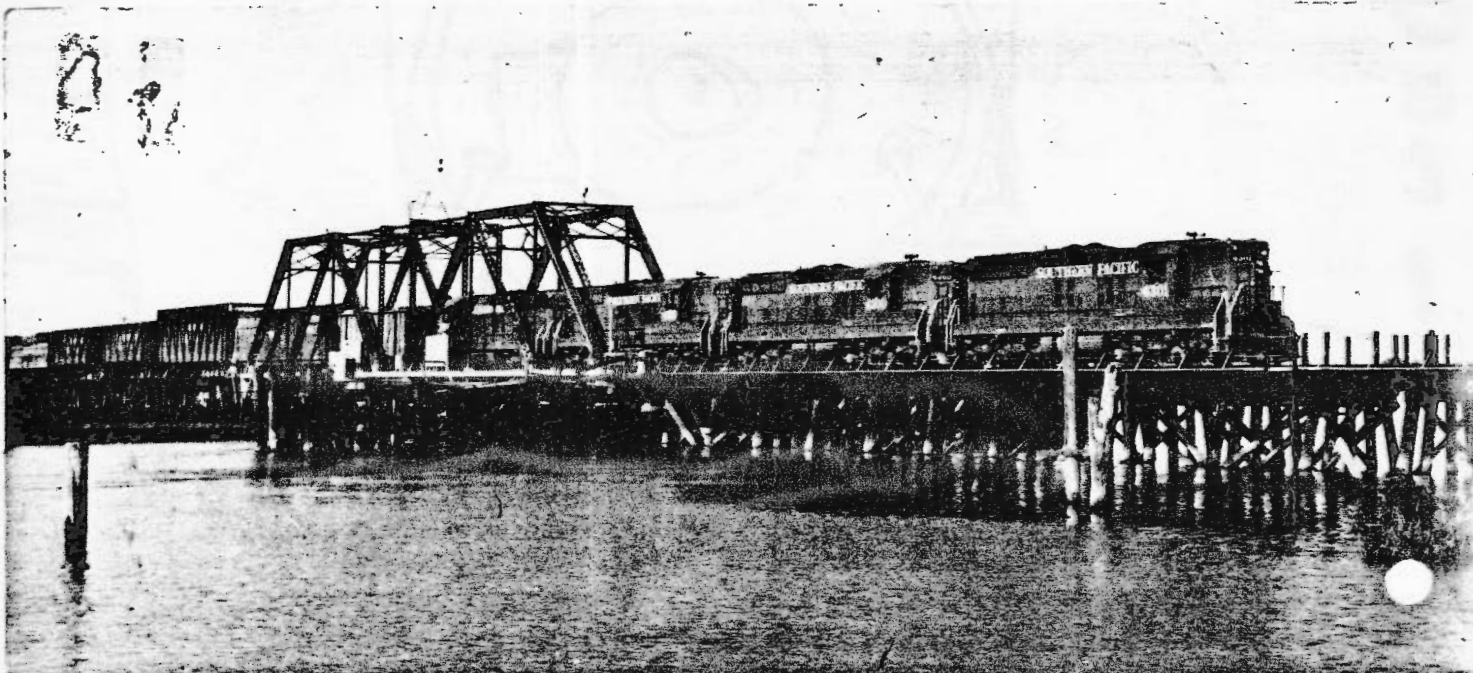
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## PROTOTYPE SHOTS

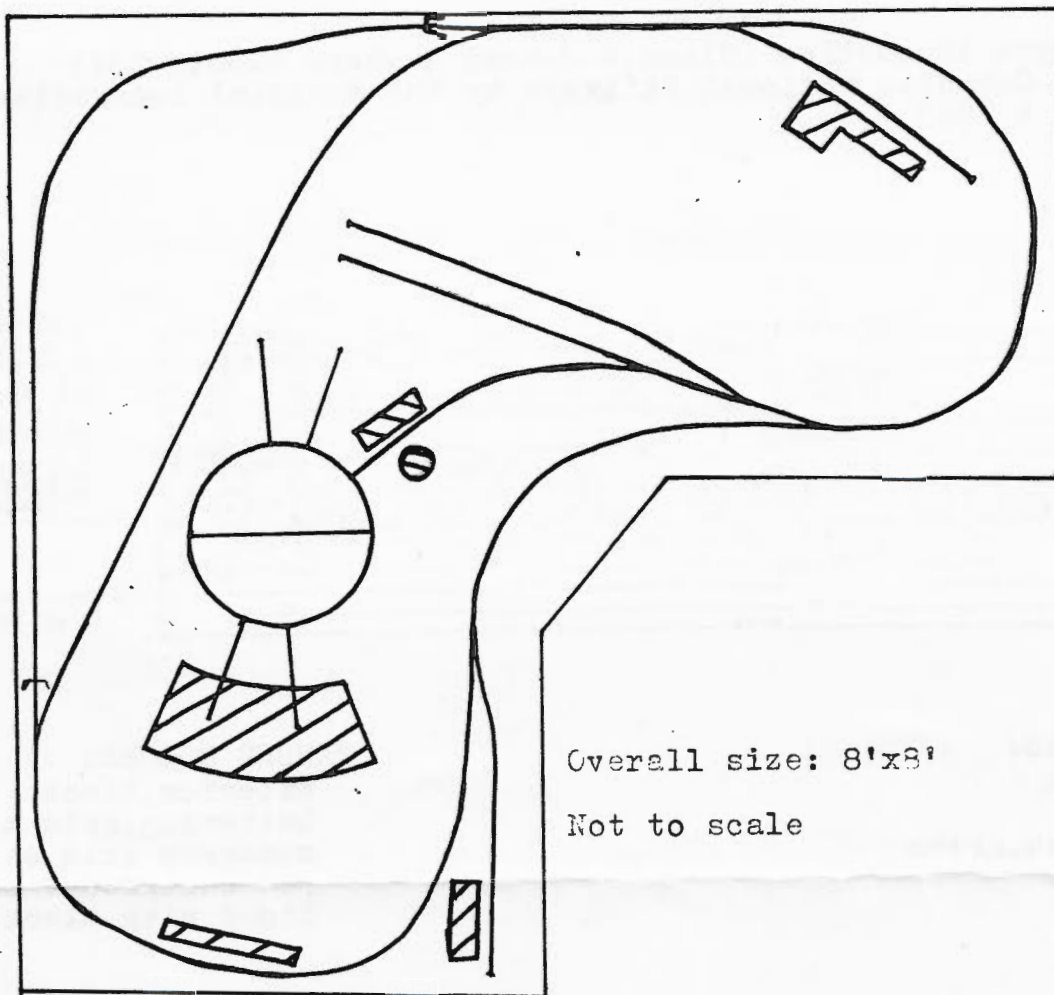




# Arlee Valley RR

BY WAYNE WOODLAND

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My model pike occupies an area of about 48 square feet, but a lot of operation takes place on the Arlee Valley R.R.

Included in the layout is a yard with engine facilities, two industrial sidings with more to be added and a team track. Main-line radius is a sharp 18 inch radius.

The industries on the Arlee Valley include a meat packing plant, furniture factory and an oil dealer, which keep the local freight a pretty busy train. The main yard capacity is about ten cars.

The engine service facilities consist of a two-stall roundhouse along with sanding and watering facilities.

The motive power on the Arlee Valley consist of a GP-35, SW-1500 and a Pacific class locomotive. Both diesels have constant lighting and the GP 35 is also equipped with a Train Tronic sound system.

Scenery is only about half complete, but what is finished was done using the traditional hard shell method.

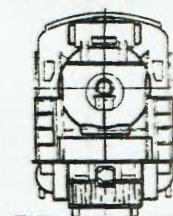
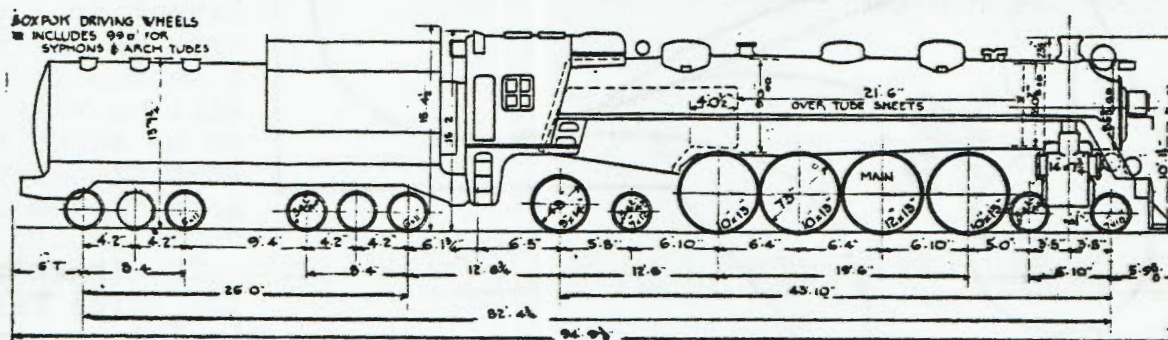
Plans for the Arlee Valley in the future include a larger yard, more industrial sidings, a walk-around throttle will be installed to simplify switching work and last but not least added detail to the scenery.

# Locomotive Information & Data

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BY BOB HERON

This Northern type locomotive (Class U-2-Road Numbers 6200 to 6234) was built for Canadian National Railways by the Montreal locomotive works in 1942 & 1943.



Extreme Width  
10' 10"

## LOCOMOTIVE COLORS:

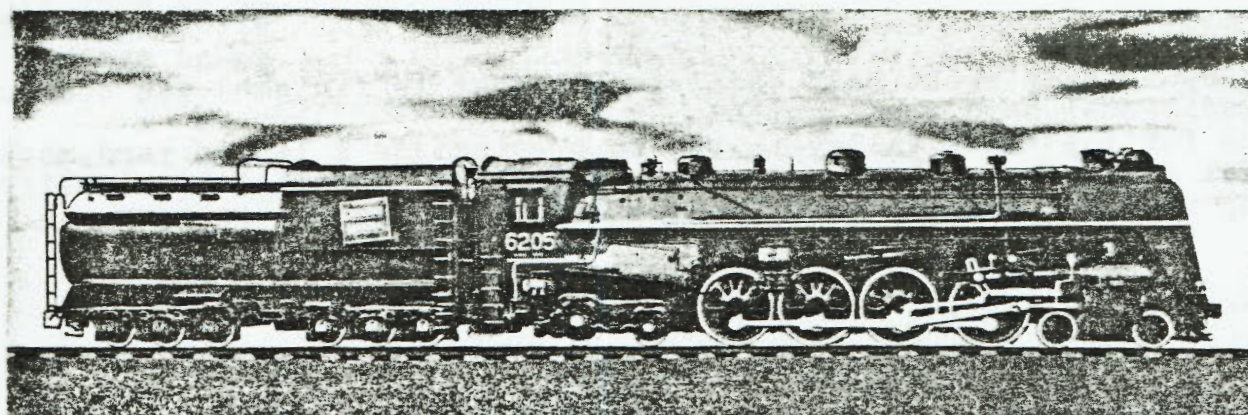
Exterior, black  
Cab sash, red  
Interior of cab, green  
Lettering, gold  
Trim, white

## TENDER COLORS:

Exterior, black  
Lettering, gold and  
monogram gold on  
red background out-  
lined with black.

## TECHNICAL DATA

CYLINDERS		DRIVING WHEELS		FIRE BOX		TENDER CAPACITY	
Dia.	Stroke	O.S.Dia.	Dia.Ctr.	LGH.	WDH.	Water	Coal
25½"	30"	73"	66"	126½"	96½"	11,600 gls.	18 tons





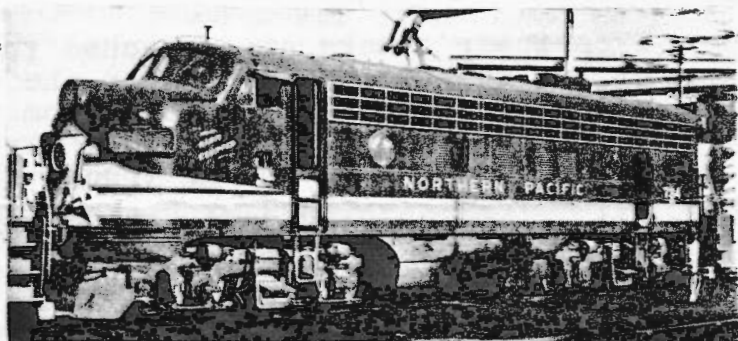
BY JOHN CHAMBERS

Generally, the use of F-9's units on Canadian railways has been misunderstood by many modelers. A lot of modelers, think of them only as passenger locomotives, when in fact during the fifties these units hauled far more freight than they did passengers. Prototypically F-9's were never used in Canada. Only FP-9A's were used and these varied from the F-9's because the FP-9A units had slightly extra length to accomodate the auxiliary steam boiler. However the F-9's exterior configuration is very similar to the F-7's which was used on both major Canadian railways the major difference being the lower H.P. rating. Hence the model will faithfully represent F-7 Canadian freight service during the 1950's & early 1960's. By the way it is prototypically correct to lash up GP (general purpose) & MLW (alco) units with your F units as this was done by the major roads of the time to add more traction in the winter months or over steep grades. However, purists will protest when you couple up your F-9 to your passenger consist. To counter this argument just tell them the steam generator is in the B unit, or if you don't have one, modify and paint a 40' box car in passenger colours (add window parts) as a steam generator car.

On my layout, F units form the backbone of the operation. The beauty of the F units is that they help bridge the time periods that your operation spans during an operating session. For instance, if your lucky enough to own a steam locomotive the F units fit right in with the rail operations of the early 50's when both steam and diesel shared the freight and passenger hauling duties. If you have a GP-9, you can run this along with your F units to reflect the early 1960's when the second generation of diesels began to appear on Canadian roads. With more modern diesels (GP-38's & century units) you can confine the F units to passenger service to reflect the more modern era.

Best of all, F units are readily available and are reasonable priced when purchased as second hand units. Consequently, because I am on a very limited budget, I run a lot of F units and add other equipment according to the time period I wish to reflect for that particular operating session (P.S. no high cube box cars or jumbo tanks or wide vision cabooses during the early 1950's)

On my 4x8 foot railroad, a GL&P (Goodwin Lumber & Pulp Co.) 4-4-0, heavily weathered (the company kept this old vintage going all these years) brings the pulp wood and logs out of the woods to the sawmill. A Canadian Pacific R.R. F-7 (actually a tyco F-9 renumbered) in maroon and grey livery arranges the cars on the siding before moving them out while another F-7A & B unit haul a passenger consist out of the mountains. The period being modeled of course is the early 1950's. How's that for pretty economical, enjoyable and prototypical model railroading! The only thing that mars this scenerio for a modeler with lots of desire but little cash (like most of us) is the performance of these Tyco F-9 units.



F7-A

The Tyco F-9 uses the body shell as a frame for the trucks, motor and lead weights which is unlike the Athearn F-7 and Model power F-9 (made by Roco in Austria) which have a die cast frame and thus give a superior performance. The tyco F-9 (and similar makes) is relatively light especially over the front truck and with only four wheel drive on the rear truck this results in a low adhesion to the rails. Consequently any build up of dirt on the truck wheels will contribute to the F-9's problems of stalling over switch points or other minor truck irregularities. So the first step is to clean the wheels. Construct a cradle by hanging a piece of cloth between two boards (1x4 or equivalent arrangement), place your locomotive in the cradle with the wheels up. The front truck is easy to clean by rubbing with a piece of cloth soaked in track cleaning fluid, as the wheels revolve freely in their side frames. For the power truck it will be necessary to temporarily run the motor to turn the wheels (run wires with alligator clips from the power pack), because you can't take the mechanism apart easily (riveted assembly) for cleaning. A match stick wrapped in a cloth soaked in track cleaner fluid, held against the wheel while the motor is running, should do the trick.

You will find this minor cleaning helps a bit, but does not eliminate all the problems. Further improvement of performance requires disassembly of the Loco.

Tyco power trucks are attached to the body shell by either one of two methods, depending on the vintage of your model. The first method is by having cleats from the power truck inserted into holes in the body shell. Hence, by just gently spreading the sides of the body shell the power truck will drop out. Other models have the power truck attached by screws (sprung) which are located directly under the truck side frames. At first glance you may think you require a right angled screw driver to do the job. Actually if you look closely a vertical hole in the truck side frame allows you to pass a jewellers screw driver (#5 or equivalent narrow diameter shank screwdriver) to line up with the screw for easy removal. Upon removal, the screws will attach themselves to the permanent magnet frame of the motor and upon re-assembly, it will be necessary to temporarily wedge some wood shims between the motor frame and screw so that the screws will again line up with the proper holes.

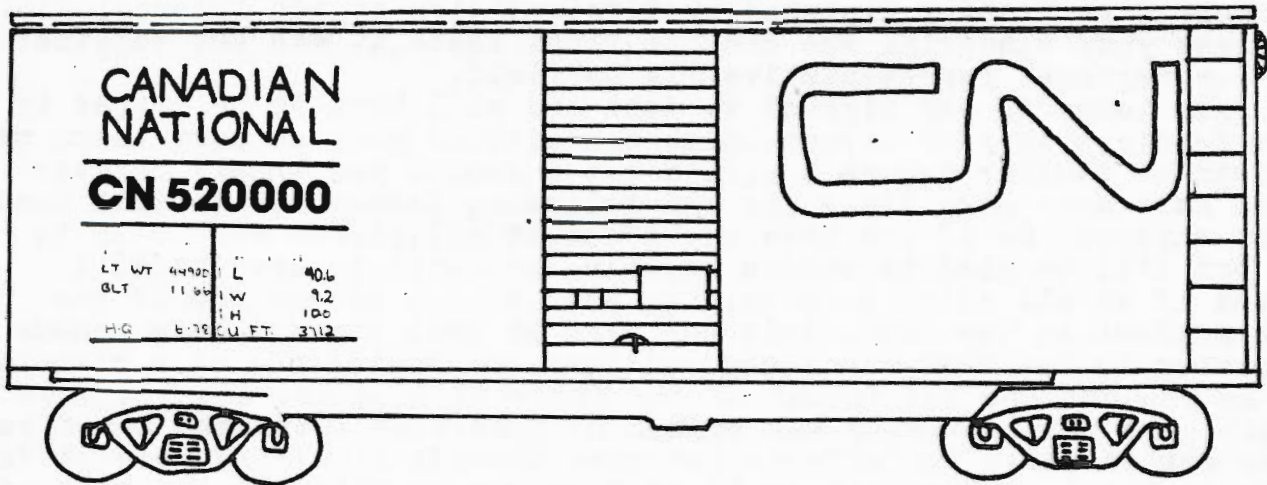
Now that you have the power truck out of the body shell (leave the wires attached) examine the motor brushes. If there is only a 1/16 of an inch left I suggest you replace them with new brushes. Move the brushes slightly in their spring holders to check if sufficient tension is being applied to the brushes. Clean away any accumulation of carbon around the brushes themselves with a cloth (no lint), wrapped around a match stick (absolutely no solvent). In severe cases it may be necessary to remove the brushes for cleaning, and you should mark the brushes (pen marker) so that you have the proper orientation when you replace them. Again attach your temporary leads to the motor power leads and clean the commutator of the motor by holding a cloth wrapped in a match stick, against it as it revolves. When applying power to the Loco during these operations, never apply full power, as you risk burning out the motor. Better to apply bursts of half power and prod the motor into operation. This may be necessary when getting new brushes to seat properly. After completion of these various procedures, you should begin to notice that the motor draws less current and is not as sluggish.



# Freight Cars Tell A Story

BY BOB HLKON

7



## How to "read" a freight car

Each of the markings on the sides of hundreds of thousands of box cars all over Canada and the U.S. in road service contain important information. They help, too, make sure that the right type of car is in the right place at the right time and for the right load.

The markings on this box car tell you its size, weight, capacity, as well as other important facts. Here is an explanation of the complete markings.

RHB-Mechanical designation of car as listed in official railway equipment register.	EX.W.10.8 H.14.7-Extreme width of car is 10'8" at a height of 14'7" above the rails.
CAPY.130000-This cars nominal capacity is a 130,000 LB. load.	E.W.9.4 H.14.1-Width of car at eaves is 9'4" at 14'1" above rails.
LD. LMT.132100-Load limit is 132,000 LBS. and must not be exceeded.	I.L.40.6-Inside length 40'6".
LT.WT.44900-This is weight of car when empty.	I.W.9.2-Inside width 9'2".
BLT.11.66-Car was built in November, 1966.	I.H.10.0-Inside height 10'.
H-Q.6.78-Last shopping of car was in Montreal in June, 1968.	CU.FT.3712-Volume of car in cubic feet.

# Contributions Please

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BY BOB HERON

Well I've finally finished my first edition of the Intercolonial. I guess your wandering who did the first issue, it was put together by our regional representative Tim Canfield.

This issue is our biggest to date and will hope to be topped in the future with your support. Although without your support there will indeed be smaller issues too, (I'm not a genius you know!) However I do have some more ideas for the following issues, but I still need your support. So if you have any ideas, at all, please send them to me and I'll be glad to return anything you wish to have back. I think if we all pitch in a helping hand, we can become one of the top regions in the TAMR. This has been my goal since I have become a member in the TAMR and found out that our region was at a standstill.

As you can see the format of the Intercolonial has changed once again. The new lettering was chosen by myself, as I thought the first type was too plain (no offence intended towards Tim.) The present format (top portion) will remain as it is from now on although the rest of the space will change from issue to issue. So if you wish to send in any of that creative artistry of yours or a photo of your railroad or even of the real thing, please do and I'll put it on the cover of one of our future issues. I will gladly accept any criticism, because without it I won't know how you feel about my approach to the way I compile the newsletter. You see Tim has put me in total charge of the newsletter and if you don't tell me what you think then I'll have to take it as everything being OK. Okay!?

We also need some financial assistance from you to help pay for printing costs and mailing charges involved in producing the Intercolonial. The first and second issues have been sent to you on a complementary basis provided by Tim and myself to show you that we are trying to put forth our best efforts to provide you with your very own newsletter which we hope you will be proud of. There will be a membership fee, which will be on a yearly basis to help pay for the aforementioned services, this will also include a membership card. The fee is set at \$3.00 in Canada and \$3.50 in the U.S. for a one year, six issue membership.

So once again I will try to do my best as editor and help out any way I can. Please feel free to drop me a line, phone or even drop in and see me personally, I'm usually home any way and we'll sit and shoot the !?\*@. My name and number are on page two of this issue.

Yours Sincerely,  
Bob

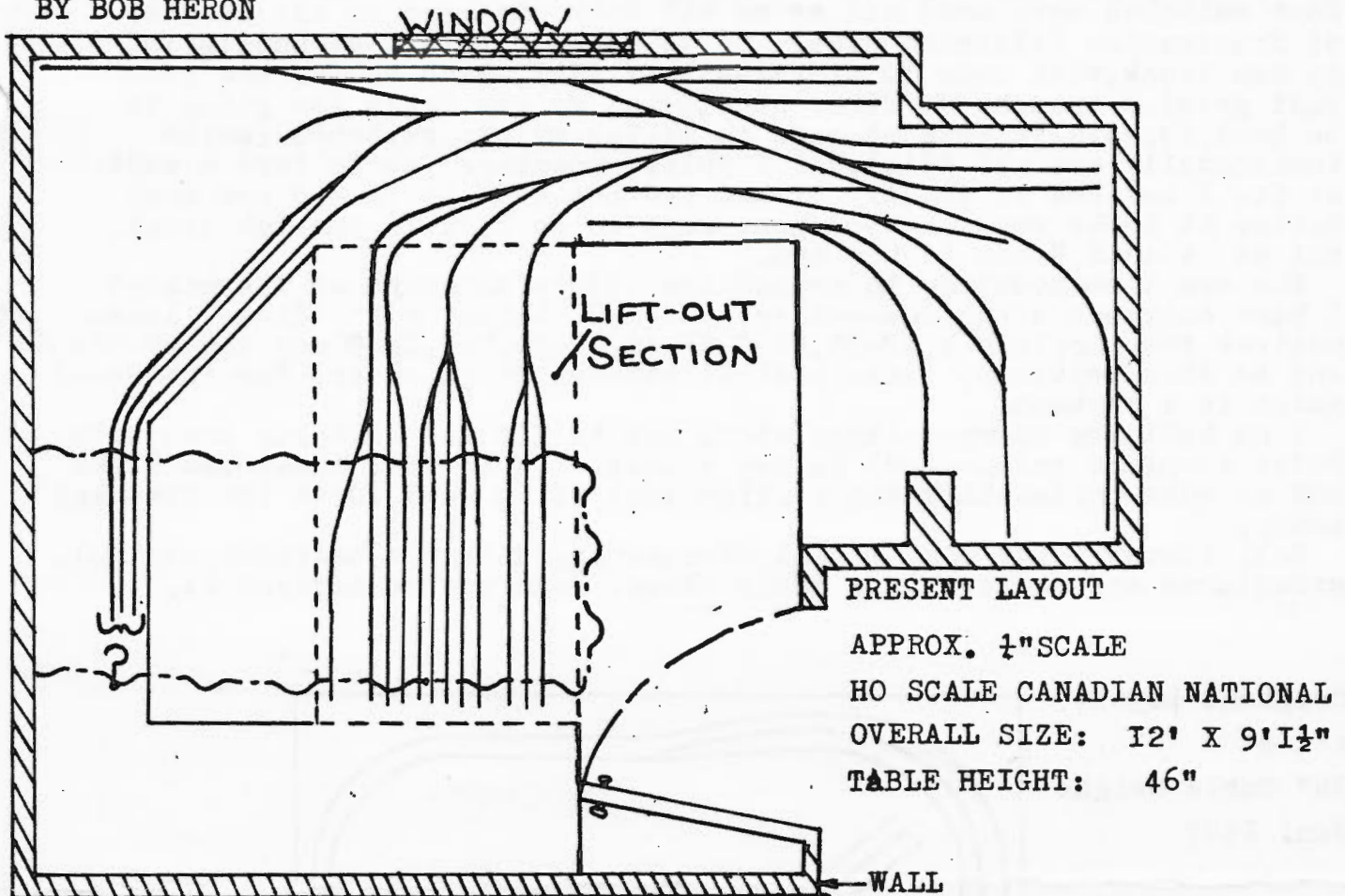
*Bob Heron*  
Honest!

P.S. About my typing. I'm working on it.

HAPPY RAILROADIN'



BY BOB HERON



I've been a model railroader for a bit more than four years and in that time, have built five layouts, all in various stages of completion. The first one was a four by eight foot flat table top type which was set up in our wreckroom in '77'. About half a year later I just couldn't live with this anymore and so I moved into the (the railroad not me!) crawlspace. This move gave me a whopping twenty by twenty-four feet to play with, even if it is only four feet high.

I added on an additional fifteen feet to the original layout and a short while later an L-shaped section at one end. Well as we all know things change and so did the railroad. I tore it down completely and built a new one (see issue # ). Now, remember, this all took place in a crawlspace which can be quite hazardous to ones health, if one is not carefull, ie: banging ones head and kneeling on nails, and these trivial problems begin to show on you after a while. Although I do believe that I spend much more than the average time working on my layout. In fact I'd say I spend about an average of four hours a day, seven days a week on it during the winter months, which when I was in the crawlspace was quite a bit of kneeling and brain smashing! I have since moved out of the crawlspace and my present railroad is located in my bedroom, which in fact takes up about 75% of the floor space, I sleep UNDER the railroad (how's that for devotion).

All of my previous layouts were built utilizing the conventional flat top method and this one is no exception to the rule. This was done mainly because my present layout is a switching layout and I saw no need for any other type of benchwork to be used. The table is built up basically of one by threes screwed together and then anchored to the wall. This proved to be a very sturdy type of construction, which was needed to support my own weight whenever I needed to climb up on top to do some track laying or whatever else need to be done.



Up to my present layout, commercial brass track along with number four switches were used and as we all know, can lead to the heights of frustration (cleaning wise). So to counter this, I am handlaying my own track, with code 70 nickel-silver rail, which so far has gone just great. I thought at first handlaying my own track was going to be hard, especially when it came to making my own switches (which incidentally are all #6's), but I fully encourage you to take a shot at it. I believe if you try it and see how easy it is and how much better it looks and runs, you won't want to go back to pre-fab track. But as is said, "each to his own."

The era I am modeling is around the 1950's, although at the moment I have only one steam locomotive, an 0-8-0. I have eight diesel locomotives that include a GP-35, GP-9, GP-40, GP-30, F-7, SD-9 and two SW-7's and an Alco switcher. These are all Athearn units, except for the GP-40 which is a Bachman.

I am building up my rolling stock bit by bit and equipping them with Kadee couplers and Central Valley trucks. I find that these two items add so much reliability and realism that it is well worth the time and money.

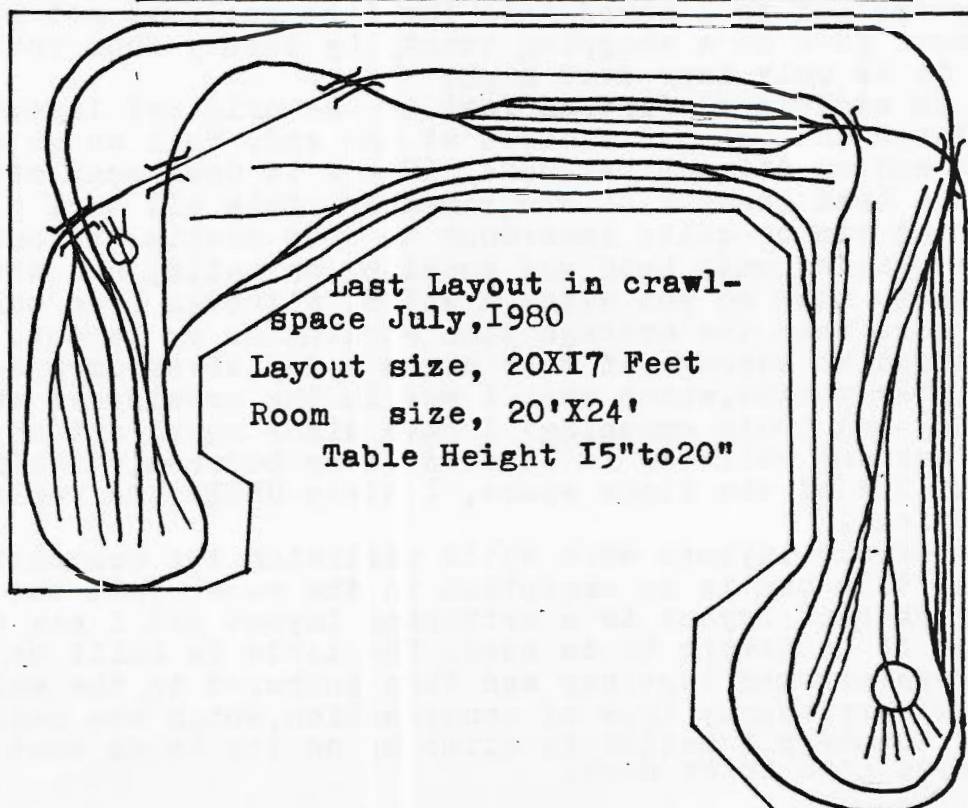
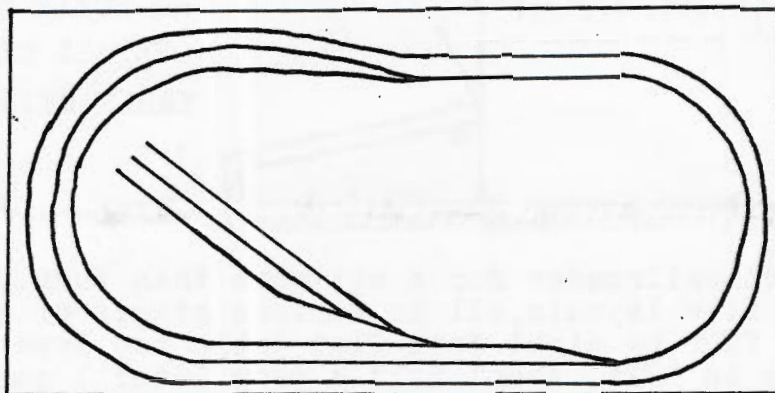
Well that's it for now, I will discuss operations, electrical control, structures and scenery in a later issue. Hope you've enjoyed it.

Original Layout

4'X 8'

36" Table Height

Jan. 1977





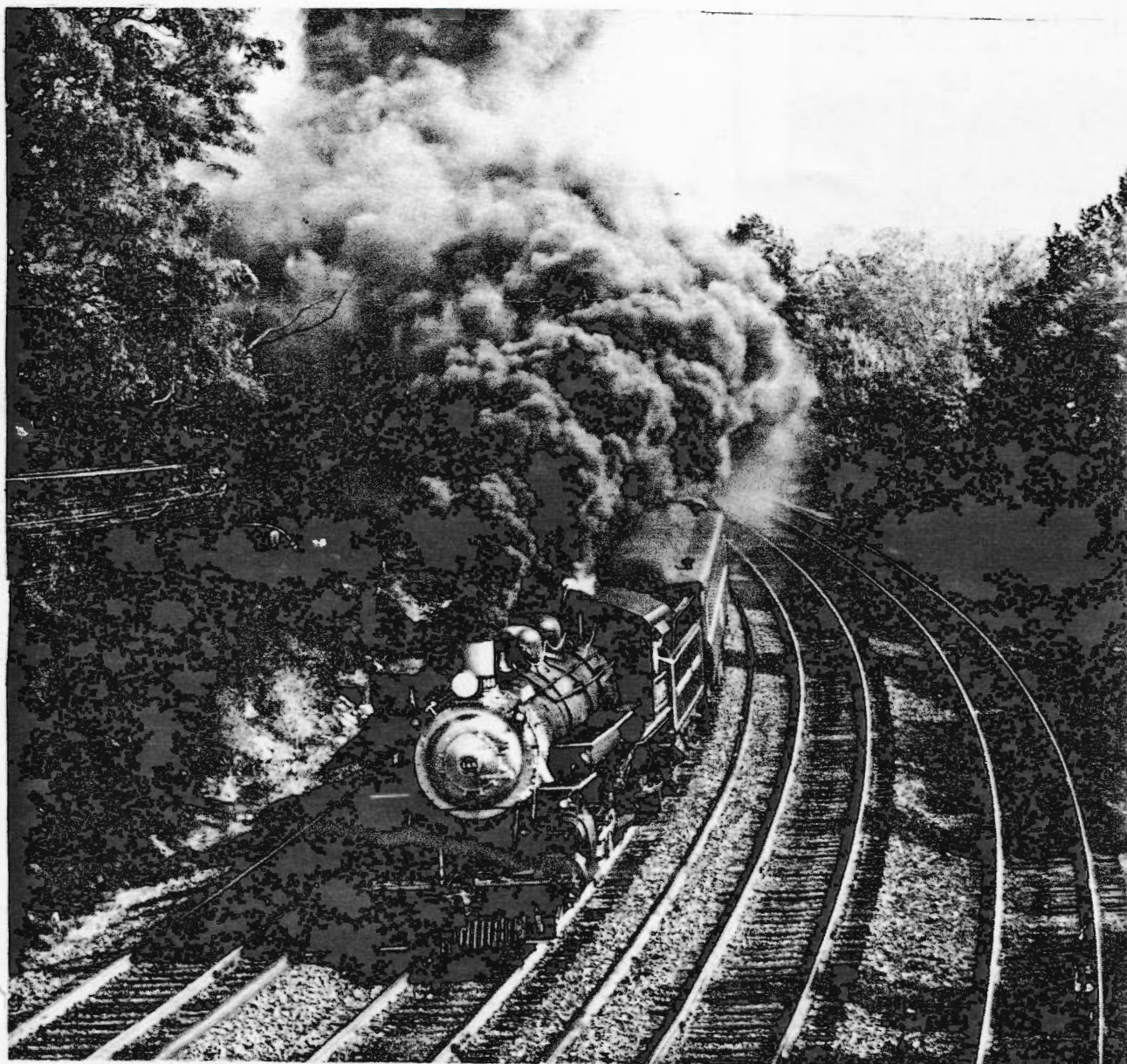
PAINTING - DECORATING - INTERIOR - EXTERIOR  
SPECIALIZING IN WALL COVERINGS  
FLOCK - VINYL - FOIL - GRASSCLOTH - ETC.

*Wm. & R. Heron*

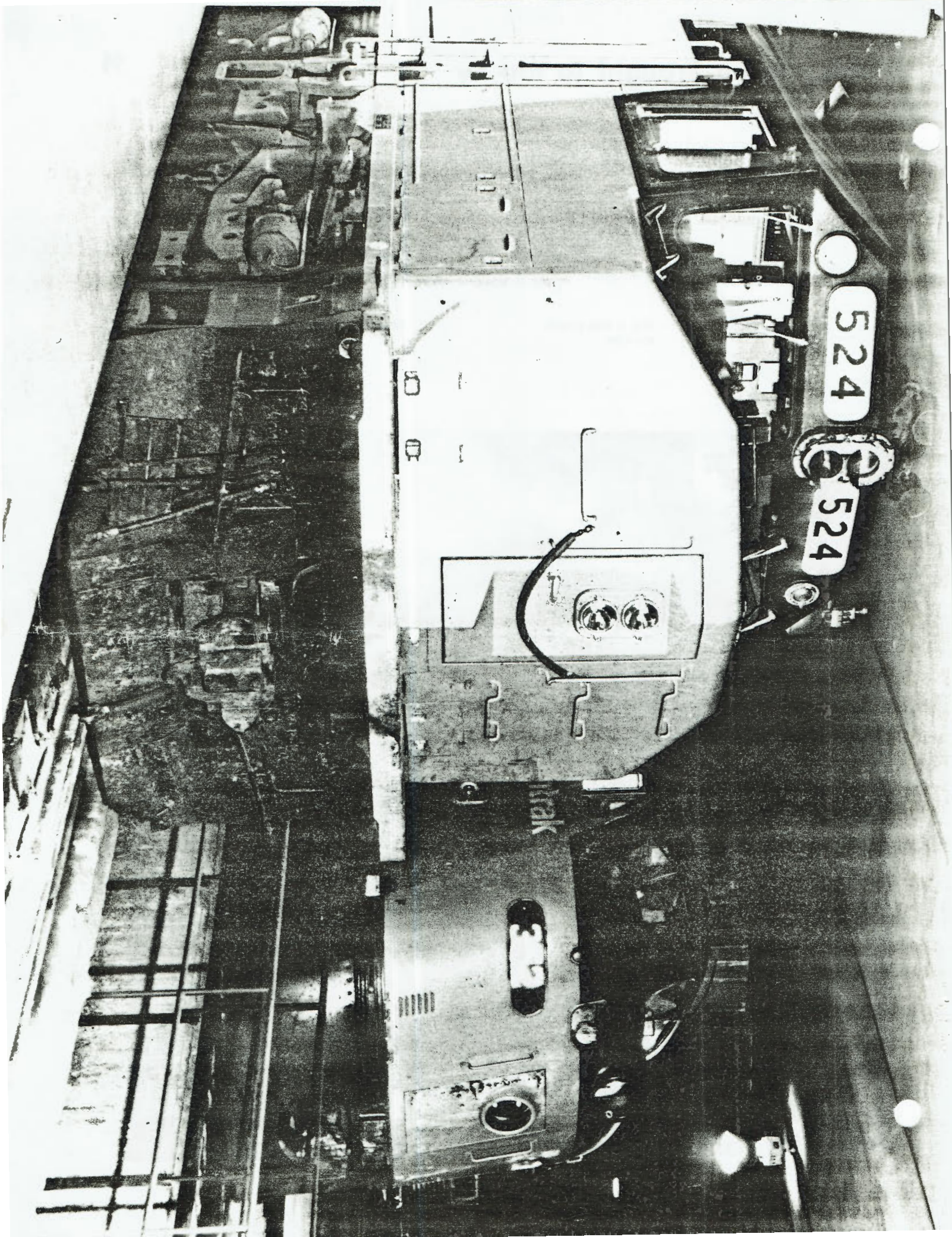
OFFICE - HOME - FACTORY

BILL & BOB HERON  
451-4296

16 Lambton Court  
Brampton









March, 1981

Dear Members:

Well, this issue of the INTERCOLONIAL is looking good and future issues should be even better. I would like to thank our new editor BOB HERON for his time and effort.

Originally, this region was to be operated from donations; however, the membership, on the whole, was not too generous. Dues will now be charged at \$3.00 a year. Those who did make contributions will not have to pay for the next year. You do not have to be a teen' or a T.A.M.R. member to belong to this region, so try and recruit your friends.

I would like to thank all who sent in articles for the newsletter and would like to encourage all the rest to do the same. If any of our eastern members could get photos or information on the Intercolonial Railway, perhaps from a local archives, I would like to hear from them.

In our last issue I asked for opinions on several constitutional proposals: joining the T.A.M.R. to the N.M.R.A., and joining this region to the American T.A.M.R. regions. The response has been overwhelmingly to leave the present regions alone. John Chambers of Ottawa sent me a letter with several good points on the subject: If the T.A.M.R. was to join the N.M.R.A., this region would be divided into their regional system, leaving 2 to 6 Canadian teen members in each. With so few people any teen aspects would become nonexistent. The same would result if the Canadian Region was to be split up to join the American regions. Also, any Canadian content in their newsletters would be minimal. If any of you would like to add to or contradict this, write.

I have moved once again. My address in Nelson and at the university remain the same; however, my Victoria address is new. Please send all correspondence to:

Tim Canfield  
#23-2951 Craigowan Rd.  
Victoria, B.C.  
V9B 1N1

your sincerely,

Tim

Tim Canfield  
#23-2951 Craigowan Rd.  
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