



# The Mail Car

Newsletter of the St. Lawrence Division – NMRA

Issue no. 82 – January 2015

St. Lawrence Division web site: [www.sld-nmra.ca](http://www.sld-nmra.ca)

## *Railroad Loading Ramp Scratchbuilding Clinic*

By Grant Knowles

This year the SLD will be hosting a new KitBusters project. The objective is to introduce you to the fun and enjoyment of scratchbuilding your own structure, in this case a wooden Loading Ramp.

Scratch building a model is not as daunting as you might think. In fact many of the kits on the market is just that – a box of bits with a plan and some instructions. So if you have already built a wooden kit model, you are already 75% of the way there! There is no need to fear the remaining 25% as we will guide you through that.

The plan is for Lorne Munro to outline the building process in the morning of the January SLD meeting then to guide us through building the model in the afternoon. Due to the model's simple design, we should be able to complete the project in a single day.

This Instructor lead project will guide you through the exercise of understanding a scale diagram, how to establish your Bill Of Materials (BOM), sourcing materials, how to approach the construction, preparing the materials and ultimately the model construction process. We will also talk about tools and how to use them effectively.

Continued on Page 3



Photo: Grant Knowles built this examples of the loading ramp to be constructed as part of the Kitbuster's project during the January 2015 SLD meeting. Details on the materials required can be found in the article in this edition of the **Mail Car**.

Photo: Grant Knowles

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Copy Deadlines  
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January Issue - December 15

Special thanks to Beate Herzig for proof-reading and general nit-picking

# *Superintendent's Report*

By Peter Gray

Hello all,

Here is hoping that your holidays were safe and full of enjoyment. In November we had wonderful presentations on publishing and presenting presentations. Hopefully this has kicked off the spark in some to want to give us a presentation on their layout or topic of interest, or an article if public speaking is not for you.

We (I) have started to receive requests on us hosting a meet outside of Ottawa. This is fantastic. Given our current format we travel the first and last session of the season. That does not mean it is set in stone and as all good modellers know, nothing is stopping us from blowing up our format to make it better. If you are reading this and you are outside of the Ottawa core and think we should visit your region, let us know!

The OVAR rally was the first weekend of January and it was good to see many of the new models that arrived with the holiday season. It was even better to see many of you as well as many of the other modellers in our community.

We have a hand's on clinic for the January meet, more on that later on. If you are not participating directly in the clinic do not forget to bring your own project to work on. You never know, you may overhear a new technique that helps with your model.

All in all 2015 is shaping up to be a great year.

## *Feedback Request*

from the Editor:

I hope you liked the layout of the November 2014 **Mail Car** with the full page cover picture. If you would like to see more covers like that then please send me your pictures. I cannot publish what you do not send me!

Furthermore I always appreciate your article submissions. Or if you feel you are not able to author an article but have a specific subject in mind let me know so that we can discuss how to cover your interest.

Feedback is greatly appreciated

Your editor

Though the club will be providing the scale plans at the meeting along with the instructions (leader led, etc) it will be left up to the participant to source the building materials and locate your favourite tools. The suggested BOM, by scale, is listed here thus allowing you to source your materials in advance of the meeting.

### Material Requirements

Part	Prototype Dimensions	Length	N Scale	HO Scale	O Scale
Post & Beams	12" x 12"	126 ft	1/16" x 1/16" – 12"	1/8" x 1/8" – 20"	1/4" x 1/4" – 34"
Stringers	3.5" X 11.25"	375 ft	1/32" x 1/16" – 30"	1/16" x 1/8" – 60"	1/8" x 1/4" – 100"
Braces	1.5 " X 9"	375 ft	1/64" x 1/16" – 30"	2" x 8" – 55"	1/16" x 3/16" – 100"
Flooring	2.5" X 11.5"	900 ft	1/64" x 3/32" – 70"	2" x 12" – 130"	1/16" x 1/4" – 230"

**Note:** The actual total length of each stripwood size is presented in real inches.

### Recommended Tools

You will also need to bring along your own tools and adhesives. Here is a recommended list of what you may require.

- Hobby knives, e.g. Exacto #11
- Fine sandpaper or emery boards
- Metal ruler / straight edge
- Square weights (Helpful)
- Hard surface area (6" x 12" if building in HO scale)
- Wax paper (12" x 12")
- Carpenters Glue – yellow (faster drying than white)
- Plastic lid (for glue application)
- Northwest Chopper (optional)
- Fine toothed hobby saw
- Model Railroad scale ruler
- Small Square
- Tweezers
- Cutting Mat (with grid)
- Masking Tape
- Tooth picks (for glue application)
- Pencil (sharp)
- Artist brushes (small)

### Recommended Stain / Paint

- Saman (water based wood stain)
- Black #108
- White #116
- Hop #204
- Weather It (wood colouring liquid)
- Acrylic Paints from Ceramcoat, Americana, Folkart (various Colours)

This project will be most enjoyable and though I do not personally require a loading ramp for my layout, I will be participating for the experience! Hopefully you too will be joining us to learn from our scratch building master!

# *RIP Beachburg Sub*

By Andreas Mank

During the week of November 24 2014 CN removed the rails from the remaining Ontario portion of the Beachburg sub. The removal started at the Ottawa River bridge and ended at the junction with the Renfrew subdivision line to Arnprior.

I will not attempt to summarize the history of the line or how it got to this point in this article. Instead I would like to share my personal observations about the Beachburg sub as I got to know it. My first introduction to the line that used to run from Ottawa through Algonquin Park to Brent as part of the transcontinental railway came after we bought our first home in Kanata in 1996. The home was located on Sandhill Road. On the day we took possession of the property my wife and I were sitting on the deck and sipping beers when all of a sudden a train crossed our extended back yard – and my feeling was - It does not get any better! The scene looked almost like a modelrailroad but in 1:1 scale!

Beyond our real back yard was a little wilderness yet to be developed and about 500m away from our property were the rails on the CN Beachburg sub. For the first few years we were blessed with two trains each weekday plus occasional special movements, for example Canadian Forces gear from Pembroke. At one point a test train was run consisting of highlevel autocarriers to determine feasibility and maximum speed of such traffic on the line.

In 1998 ownership of the line passed to the Ottawa Central Railway and pretty soon we saw the black OCR units in the front of the daily train. Several years after the OCR took possession of the line the development of the lands between our property and the railway began severely impacting our sightline. Within a few years only occasional glimpses of the trains remained. At the same time considerable improvements were done on the level crossings in our area.



Top: Rail removal train parked on the Renfrew subdivision on the weekend after completing the removal of the tracks on the Beachburg sub between the Ottawa river and Renfrew Junction.

Unfortunately the main customer on the line, a papermill on the Quebec side of the Ottawa river, fell on hard times and the traffic on the line was severely impacted. Shortly after we moved to our new home in 2008 ownership of the line reverted back to CN. While CN ran trains to support the local traffic, these became less and less frequent as the customers shut down or moved their traffic on the road in light of declining service levels. For a while there were discussions about running commuter traffic on the line to connect Pembroke and portions of the Outaouais to Ottawa but nobody ever came up with a concrete proposal worthy of financing.



Top: The other tool used in the removal of the rails – a backhoe and a custom designed sled aiding in the pulling of the spikes.

Bottom: The Klondike Road level crossing remains but the rails have been lifted on either side of it.



From our new home we still have a view of the line – but only in winter when there are no leaves on the many trees between our backyard and the railroad. Alas over the last few years any rail movements on the Beachburg sub have been few and far between.

So it came to the expected end as these things usually do. The value of the line lies mostly in the installed track, otherwise it is just a tax burden to CN. As nobody was able to raise the money to acquire the line with the track in place, CN started to remove the rail to be re-installed elsewhere.

The line was equipped with continuous welded rail so CN brought in special equipment to pick up the rail. By the weekend of November 29 2014 the removal had progressed across the level crossings of Klondike Rd and March Valley Road. Over the weekend the rail removal train was parked on the Renfrew Sub with the end just before the crossing of Bayfield Ave with the Renfrew Sub. Other work equipment was parked near the March Valley Road Crossing.

What remains are the level crossings, CN just cut the rail on either side to remove it and left the crossings intact. What will the future bring? There are rumours that the City of Ottawa will buy the right of way to convert it into a recreational trail.

The Renfrew sub and the remainder of the Beachburg sub from Nepean Jct to Walkley yard are still in operation (one train a week) – but who knows for how much longer. Rumours are abound about removing the track there as well while plans to use that line for commuter trains from Kanata to downtown are being discussed. As the city is currently not on board with these plans it remains to be seen if the financing could ever be raised to make it happen.

# *Kingston Rail - O - Rama*

By Grant Knowles

The Kingston Rail O Rama train show is scheduled for March 14 & 15, 2015 weekend, the 26th year for the show, certainly an impressive run. The SLD has been attending the show for a number of years and it has always been fun – lots of dealers and numerous layouts in attendance. According to the show information, this year's show will have increased floor space thus there will be even more vendors and layouts! This is something not to be missed!

The SLD will once again be hosting the Modellers' Corner at the show where we will demonstrate building models and of course talking with the show attendees and answer any questions they might have. For those who have never attended the show, it is very similar to a KitBuster's format when we sit facing the aisle while working on our models and socializing with the show attendees. As expected, I am looking for volunteers to help man the booth.

The booth will consist of two tables placed side-by-side thus we will be able to accommodate 4 modellers at any one time. I would like to have all seats filled throughout the show hours thus we will need a minimum of four enthusiastic individuals each day. If there is enough interest we will go with a 5th person so we can rotate as folks take a break or walk the show.

I will bring a Sign-Up sheet to the January SLD Meet where volunteers can indicate their interest and if they have a preference to a particular day, morning or afternoon or all day shift. With that info in hand, I will assemble a schedule, assign time slots etc. The show runs 10:00 AM to 4:00 PM both days so set up on Saturday will be between 8:00 & 10:00 AM and tear down will take place after 4:00 PM on Sunday. It appears the show organizers will have refreshments available for the show participants before 10:00 AM on both days. I believe all show participants will receive free access to the show.

So make this date in your calendar and we hope to have you on board as a booth participant or at least at the show as a visitor. If you have any questions, please do not hesitate to contact me.  
gd.knowles@sympatico.ca

## Time Table

Date	Meetings / Shows		SLD Workshops
January 31, 2015	Emmanuel United Church 691 Smyth Road Ottawa		Emmanuel United Church
February 28, 2015			Emmanuel United Church
March 14 & 15, 2015	Rail-O-Rama Ambassador Hotel Kingston		
March 28, 2015	Emmanuel United Church		
April 25 & 26, 2015	Ottawa Train Expo CIH Arena 8710 Highway 17 Rockland, ON		
May 15 to 17, 2015	Mortimer Jct NFR Convention Rochester Institute of Technology Rochester, NY		
May 30, 2015	tbd		

# Display Table

By Grant Knowles

It looks like the membership chose to redeem themselves from the poor showing at the September meet and brought out a very diverse collection of models for the Display Table. The theme for the November Display Table was "Around The Yard" which could be interpreted many different ways from rolling stock to structures and maybe even 1:1 scale grass clippings! Fortunately everyone stuck to the modelling definition.

First up we have the HO scale Canadian Pacific Observation car built by James VanBlitterswyk. The prototype appeared in 1902 and was the first "dome" car on the roster. James claimed he found the instructions for this older kit after he had finished the construction.



Top: Lady Erin Gold Mine by Grant Knowles. At the front a piece of the ribbed corrugated roofing can be seen.

Bottom: Peter Joyce is kitbashing the Rusty Stumps garage kit into this MOW facility for his O-scale traction empire.

Photos: Andreas Mank



I have made some progress on the 1/2" scale Lady Erin Gold Mine structure. All the windows (Plexiglas) and siding (cedar strips) have been installed and I am now tackling the roof. I wanted a metal roof and was looking into fabricating some form of corrugated roofing but concluded it would be too difficult. In the end I settled in a raised rib design and set about making a male/female die set out of hard wood and strap iron. This seems to do the job to create the ribs in the roof flashing though it takes about 5 minutes per rib - long job. So needless to say I have been distracted by other projects.

One of which is building this neat HOn3 model of a Colorado Central 24 foot box car. Mount Blue Model company ([mountbluemodelco.com](http://mountbluemodelco.com)) already had S & O scale kits and recently came out with the HO version. This is a laser cut wood kit that went together pretty easily despite the instructions missing a couple of steps and the instruction photos were not exactly like the kit. What is interesting to note is that the prototype when built in the 1880's did not have automatic brakes of any sort but two brake wheels (one per truck) mounted at each end of the car.

Peter Joyce is on the process of building an O scale M.O.W. facility based on the Rusty Stumps ([rustystumps.com](http://rustystumps.com)) 3 bay automobile garage kit. Peter also had on

display a number of white metal kits/parts that will be incorporated into the final scene.

Peter Nesbitt brought out the latest copy of Model Railroaders "How To Build Small Model Railroads" which contains two articles (reprints from previous publications) from local modellers - Mike Hamer (2204) & the late Howard Scodras. Peter also had a blue & white yardmaster office on display that he had built from an O scale kit.



Top: New Haven Towers assembled and detailed by Mike Hamer for Doug Matheson.

Bottom: In progress shot of Bill Meredith's Sn3 model of a RGS class 60 2-8-0 steam engine as delivered from Baldwin.

Photos: Andreas Mank



Speaking of Mike Hamer, Mike had a pair of New Haven Switch Towers that he had built for Doug Matheson. Mike had referred to prototype photos to get the right look for the concrete walls. To achieve the concrete look as constructed with horizontal frames, Mike applied the chalk & pastel washes in a horizontal manner.

Mike also had Pete's Boat & Bait Shop on display. This two story New England style building was made from a Rusty Stumps kit, includes a lit interior and will eventually be incorporated into a diorama.

Bill Meredith brought out an extensive collection of parts and semi completed locomotive. Bill is currently scratch building a Sn3 class 60 Baldwin representing the Rio Grande Southern steam locomotive soon after it was built. The model is built from Bill's own brass castings and nickel silver etchings which he designed with Corel Draw. The drive mechanism is based on a Faulhaber 1724-12S 12v motor which when running at 800 RPM develops 3 times the torque of a regular motor. The motor is coupled to a NWSL 36:1 gear tower which will ultimately deliver scale speeds. Bill also custom made the driver centres which were then milled and fitted with North Yard stainless steel rims. The model will be equipped with Tsunami DCC and lettered with custom decals.

When building a steam locomotive, it is imperative to "quarter" the drivers so the rods do not bind as the drivers rotate.

Typically modellers use a "quartering jig" i.e. NWSL II to do this. Bill found the NWSL jig did not quite fit his needs so he designed and fabricated his own to accommodate 3mm axles and 1.4mm crank pins.

The January KitBuster's project will focus on the scratch building of a railroad loading ramp. Lorne Munro brought out the "prototype model" that he will guide us through the building of. See further details elsewhere in the **Mail Car**.



Lorne has also been busy drafting up plans for the various bridges on Greg Montague's railroad. The latest is the arched highway bridge that crossed the Peace River. Greg will have to scratch build the three span steel bridge.



Top: Stan Conley assembled and detailed this vegetable car from a 1952 Central Valley kit.

Bottom: Chris Lyon is keeping busy by building this model of the Walkley Yard engine service facilities for Joel's model railroad.

Photos: Andreas Mank

Stan Conley built a 1952 Central Valley "vegetable" box car kit which is lettered for the Chicago, Milwaukee & Saint Paul Railroad. This goes to show that even the old classic kits still make nice models.

Stan is also in the process of building a Funaro and Camerlengo resin kit of a Jones & Laughlin Coal Tar tank car. It is now ready for the paint shop.

Though Chris Lyon has removed his own layout this has not hindered his model building activities. Chris has built the Walkley Yard Locomotive Servicing facility



for Joel's railroad. The "scene" is comprised of some old Athearn box cars, tools shed and countless barrels and is used to house the antifreeze used by the Alco locomotives.

Alex Binkley had a beautiful S scale S4 Switcher on display. The loco is lettered for the Canada Southern Railway and is lined up for some weathering to reflect heavy usage.

As you recall the May SLD Meet was held at the Cumberland Heritage Village Museum where the afternoon activities included riding the trains courtesy of the Ottawa Valley Live Steamers & Engineers. Our club member, John Stewart, had his French Mikado under steam for the event. In recognition of this locomotive, David Steer, brought out his two HO scale versions of the SNCF 2-8-2 Mikados, one a two cylinder and the second a 4 cylinder version. Both were rated at around 2,600 HP. The 2 cylinder models were built by Alco and the 4 cylinders were French built and known to be far more efficient than the NA version.

Gilbert Lacroix is in the process of building a new set of modules that will include trolley tracks in the roadways. Gilbert had on display a sample of this roadbed that he cut out of masonite on his desktop subtractive 3D printer.

Bob Farquhar is just completing the final details on his Sierra West Logging & Tractor Repair Shed kit. This rustic wooden structure makes up into a very interesting diorama.

That does it for this month. Thank you to everyone who brought out their pride and joy for us to examine. Additional photos are available on the November meet web page:

[http://sld-nmra.ca/meets/nov\\_14/nov\\_14.htm](http://sld-nmra.ca/meets/nov_14/nov_14.htm).



# Next Division Meet

St. Lawrence Division – NMRA

*When:*

**Saturday, January 31, 2015**

*Where:*

**Emmanuel United Church**  
691 Smyth Road,  
Ottawa, ON

Doors open at 9:00 am -- Admission \$7.00

*What's on:*

***Morning:***

Division Business

Clinics:

Lorne Munroe

*Scratchbuilding a Loading Dock*

Display:

*What Santa Brought*

***Afternoon:***

*Kitbuster: Scratchbuilding a Loading Dock*

