



# The Interchange Our 43rd Year

Ottawa Valley Associated Railroaders — OVAR

January 2004

Issue 381

## Building a modern rail barge slip



The mostly completed Rail Barge Slip is now installed on Tom's layout.

*Editor's Note: In November Tom began his construction of a Rail Barge Slip — this month THE INTERCHANGE presents the conclusion, along with his drawings.*

by Tom Patterson

### Construction — Bridge

So far, the dimensions of the Rail Barge Slip have not been critical, as long as the two towers are identical and fit vertically in the platforms. Not so for the bridge, which must be level and be square with both towers, regardless of the action of those model railway gremlins that make our pastimes so frustrating at times.

Place both towers in the final positions (but don't glue them in place yet!!). Ensure verticality. Ensure that the two towers are square with each other. Measure the length across the front of the two towers to be sure of the bridge width. Check the fit of the counter weights in their guide ways. Finally, "eye-ball" your work so far and make sure that it "looks good", and that most, if not, all, of the painting and weathering is done.

Then, measure and cut the 3' "I" beams of which the bridge is composed. Arrange the longitudinal and cross member "I" beams so that the pulley wheels can be accommodated, and glue the "I" beams together.

Positioning the pulley wheels can be a bit confusing, but their proper application adds significantly to the visual appeal of the model. Essentially, each counter weight has two cables, one attached to each side of the slip. Therefore, each cable traverses two pulleys, one above the counter weight and the other over the slip.

*...continued on page 4*

### Bill of Materials

Item	Quantity	Manufacturer/Product
6" or 1" dia. pipe cross bracing	To fit needs	(note 2)
1 or 2' dia. pipe or square vertical members	To fit needs	(note 2)
2 or 3' dia. pipe pilings	About 8, 4 per platform	(note 2)
Platform "halves"	4, area to fit needs	1/16" sheeting, ABS or basswood
12" "L" counter weight guide channels	8, each ~ 40 ft	3/16" "L" structural shape (note 2)
6" "L" counter weight guide cross members	To fit needs	1/16" "L" structural shape (note 2)
Slip and bridge Pipe Railing	To fit needs	Central Valley
Stairways	To fit needs	Central Valley
Stairway railings	To fit needs	Central Valley
Safety Ladder (alternate)	To fit needs	Walthers
Pulley Wheels	8	Ayres (Note 1)
Bridge "I" beams — 3'	(note *2)	~1/8" x 3/8" "I" Structural shape
Bridge "I" beams — 1'	(note *2)	~1/8" x 1/8" "I" Structural shape
Counter Weight Rings	4	Detail Associates
Operators "cabin"	1	To suit model
Grey paint		To suit model

Note 1: For a good visual effect, try to find spoked pulley wheels such as those used in an 19th century mining operation — I found a bunch in a "nearly new" area of a hobby shop. Failing this, the Ayres pulley wheels, though plain, will suffice. Ensure that the distance between the centre of the counter weight and the near edge of the slip is at least two pulley diameters.

Note 2: For plastic shapes, I recommend Evergreen Scale Models due to the thinner, closer-to-scale dimensions.

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*plus much more*



Andrew displayed this flat and lumber load at the September meeting.

## Some modelling ideas

by Andrew Batchelor

*(Editor's Note: We liked the models Andrew displayed at the September meeting and asked him to share his technique)*

### Roofing

Corrugated metal roofing can be made by pressing tin foil between computer ribbon cable. Only one layer is necessary if handled gently. ATA100 cable makes finer ridges than the standard hard drive/SCSI cable. I used this technique on the N scale coal shed I displayed at the September meeting.

The tin roof on the HO shed was glued down partly with a photo album glue dispenser. It puts down dots of tacky glue, sort of like double-sided tape. I would not recommend that, since it isn't very sticky. You might try real double sided tape. The other part of the roof is glued down with Walthers Goo contact cement. I spread it over the styrene subroof, and then put down the tin about 1 minute later. It seemed to work well.

### Lumber Load

A lumber load can easily be made for any size flat car. Up to the 1950s, most lumber was carried unwrapped on flats, and sorted at its final destination — usually some sort of retail lumber yard.

Choose a fairly substantial size lumber — 6x6 up to 12x12. If you choose to model 2x4s, you will need a tremendous supply of strip wood, and a lot of patience to get it done! My load is made of "craft sticks" which are approximately 8x8. They come in a package of 1,000 for less than \$5. You will also need some weathered stripwood in 4x4 for the flat car uprights, and 2x4 and or 2x6 to make the spacers and cross braces.

I put the 4x4 uprights in the pockets of the flat car, and then measured how many 8x8s will fit. If you squeeze the ends of the 4x4s with pliers, they will expand once in the

pockets and need minimal glue. Adjust the width of the load by using vertical spacers to get an exact fit.

To make the loads hollow (to save material cost or to add weight), use 2-foot long "ends" for the lumber in the centre of the stack. Put some horizontal spacers halfway up the stack. At the top, tie the uprights to each other across the top of the stack, using two 2x4s for each pair of uprights. Also tie front to back, but only use a single 2x4.

The lumber should not really be weathered, although some light dirt may be appropriate if the load has travelled far on your layout.

My lumber load travels on a Walthers 42ft work flat that has yet to be relettered.

Reference:

FREIGHT CAR PROJECTS FROM MODEL RAILROADER.

### For the Record

December Meeting:

**132**

Current membership:

**180**

**REMEMBER IF YOU CAN'T  
MAKE THE DINNER PLEASE LET  
PETER JOYCE KNOW**

### THE INTERCHANGE

wants to know what you're  
doing on your model railroad  
— or what your favourite  
prototype is doing!  
Don't be shy — write!

## TIMETABLE

Upcoming events of particular  
interest to OVAR members

**February 4: CORNWALL – Moccasin Model Railroad Club**, Nativity Hall, 7:30 p.m. Info: Jacques Thuot, e-mail: [jthuot@cnwl.igs.net](mailto:jthuot@cnwl.igs.net)

**February 17: OTTAWA – Bytown Railway Society**, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info:

[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

**February 21: OTTAWA – MODEL TRAIN FLEA MARKET**, St. Anthony's Soccer Club Hall. 10 a.m.-2 p.m. Admission: donation at the door, tables \$5. Info: Denis Rule (613) 823-3440, e-mail: [derule@sympatico.ca](mailto:derule@sympatico.ca)

**February 22: COPETOWN – CANADIAN RAILWAY MODELLING SHOW**, Copetown & District Community Centre, 1950 Governor's Rd. (QEW/403 from Toronto, exit north on Hwy. 52, right at lights at Governor's Rd.). 10 a.m.-4 p.m. Admission: \$5. Info: Richard Dilley, e-mail: [rdilley@sympatico.ca](mailto:rdilley@sympatico.ca)

**March 6-7: NEPEAN – TRAIN AND TOY SHOW**, Nepean Sportsplex, 1701 Woodroffe Ave., Salons A&B. Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: Hugh Laing (613) 592-9402 or Frank Steele (613) 387-1361, e-mail: [vcrrains@igs.net](mailto:vcrrains@igs.net)

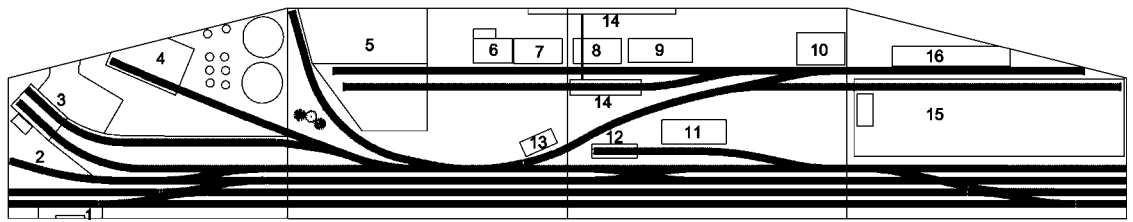
**March 20-21: KINGSTON – RAIL-O-RAMA**, Portsmouth Olympic Harbour, 53 Yonge St. Sat. 11 a.m.-5 p.m., Sun. 10 a.m.-4 p.m.

## INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1.00 per line, minimum \$5.00. Cheques or money orders should be made payable to OVAR. **Do not send cash.** Ads must include the advertiser's name and telephone number. Send copy to: Ian Cranstone, 3715 Campbellcroft Road, Box 634, Osgoode, ON K0A 2W0 or via e-mail at [lam-ontc@nakina.net](mailto:lam-ontc@nakina.net)

A supplier for Homasote has been located in the Ottawa area. Standard 4x8 sheets cost approximately \$25 + taxes. If you are interested in participating in a bulk order please contact Vic Dohar (825-7328) for details.

# The Castor River module



by Paul Anderson, module plan by Paul Anderson

The Castor River Industrial Park module made its first public appearance at RAILFAIR this year. There were many favorable comments about the modules. The operators running the local for Castor River found it a real challenge as they had to plan ahead and get their trains blocked properly to avoid making too many excessive and/or redundant moves while switching.

The Castor River Railroad (CRR) is a small busy branchline serving a thriving industrial park along the shore of the East Castor River. There are 11 industries in the park plus, a small Intermodal Terminal, a busy Team Track, a Passenger Station, Sleeper Car servicing track for the main downtown passenger terminal and a 2-stall Engine Repair Shop with complete modern diesel servicing facilities.

Below is a list of the industries, (position) and their function:

**Adam's Custom Blended Oil (4)** receives bulk lubricating oil by the tank car load and additives via boxcars in barrels and other plastic and metal containers. The finished product is shipped via boxcar in barrels, 23 liter pails and 1 liter containers. Rail capacity is one position for unloading tank car, outdoor loading dock for one freight car (40'), and indoor loading dock (94') for two 40' cars or one position if longer than 40'.

**Lindsay Steel Fabricators (5)** will take on any steel fabrication job that the components can be shipped in and finished product can be shipped out by rail. They take in sheet steel and other dimensional steel products, which they cut, bend and weld into components mainly for building frames, bridges and other large steel structures. Another sideline is specialized welding for car and truck frames for the automotive industry. Rail capacity is 2 indoor tracks for loading and unloading boxcars, flat cars and coil cars. Track 1 is 98' in length and track 2 is 112' in length. The length of cars on the indoor tracks may not exceed the capacity of the rail at anytime as the overhead doors must be closed in inclement weather or security barriers closed to restrict public access since the entrance is right on a public

road. There is a third outdoors siding serving door #3 (70') which also has a storage capacity of 150' for excess cars.

**Speedy Freight (6)** is a small freight company specializing in the packaging, shipping and receiving of delicate electronic and scientific instruments. They will also handle anything else they can get through the doors or for larger items they will make arrangements and look after the handling using the Team Track down the street. Due to the tight location between a public road and their neighbors the max length of boxcar or flatcar is 40'.

**Prime Meats (7)** only handles Grade AAA Alberta Angus Beef for the area restaurants, meat markets and other select clientele. They have a capacity for one Reefer at their delivery door (80').

**Commodore Transfer (8)** is a general merchandise freight company serving the area. They have a capacity for one boxcar or flat car up to 72' at their delivery door.

**Dubois Grocers (9)** receive fruit and vegetables by Reefer from southern growers and distributes the produce to independent grocery stores, markets and restaurants. They have a capacity for one Reefer at their delivery door (72').

**Stavanger Plastics (14)** does injection molding and extrusion of all kinds of styrene products. The main plant is located away from the tracks and uses a pneumatic delivery system to get the plastic pellets from the tracks to the plant. The unloading facility has a capacity to hold three covered hoppers with a winch system for moving the cars over the pit. The pellets drop into a pit under the rails where they are augured into a blower which propels them through a pipe up and over the adjacent rail, over Prime Meats, over Plastic Way and into the main plant where the pellets are stored in silos.

**Bob's Fuel (13)** is a small home heating oil business that receives tank car loads of furnace oil and distributes it to local customers by truck. There is room for one tank car at the unloading facility.

**Mert's Fish Boxes (11)** is a small family-run business producing wooden shipping

crates for the fish processing plants out on the coast. Shipments of lumber are received by flat car and unloaded on the west side of the factory finished boxes are loaded into a boxcar for moving to the coast. The wood chips and sawdust are collected and stored at Chips CO-OP on the east side for recycling at a particle board manufacturer. For environmental reasons they can no longer burn their waste and would have to pay for disposal in a land fill. The track has room for one flat car (40') west of the factory for wood delivery, one boxcar at the loading door for outgoing boxes.

**Chips CO-OP (12)** is a co-operative owned by a group of woodlot owners who harvest their trees, chip them and sell them to particle board and chip board manufacturers. They also receive the waste from the Fish Box Factory saving them the cost of disposal. The track has room for one wood chip car under the loader.

## Services

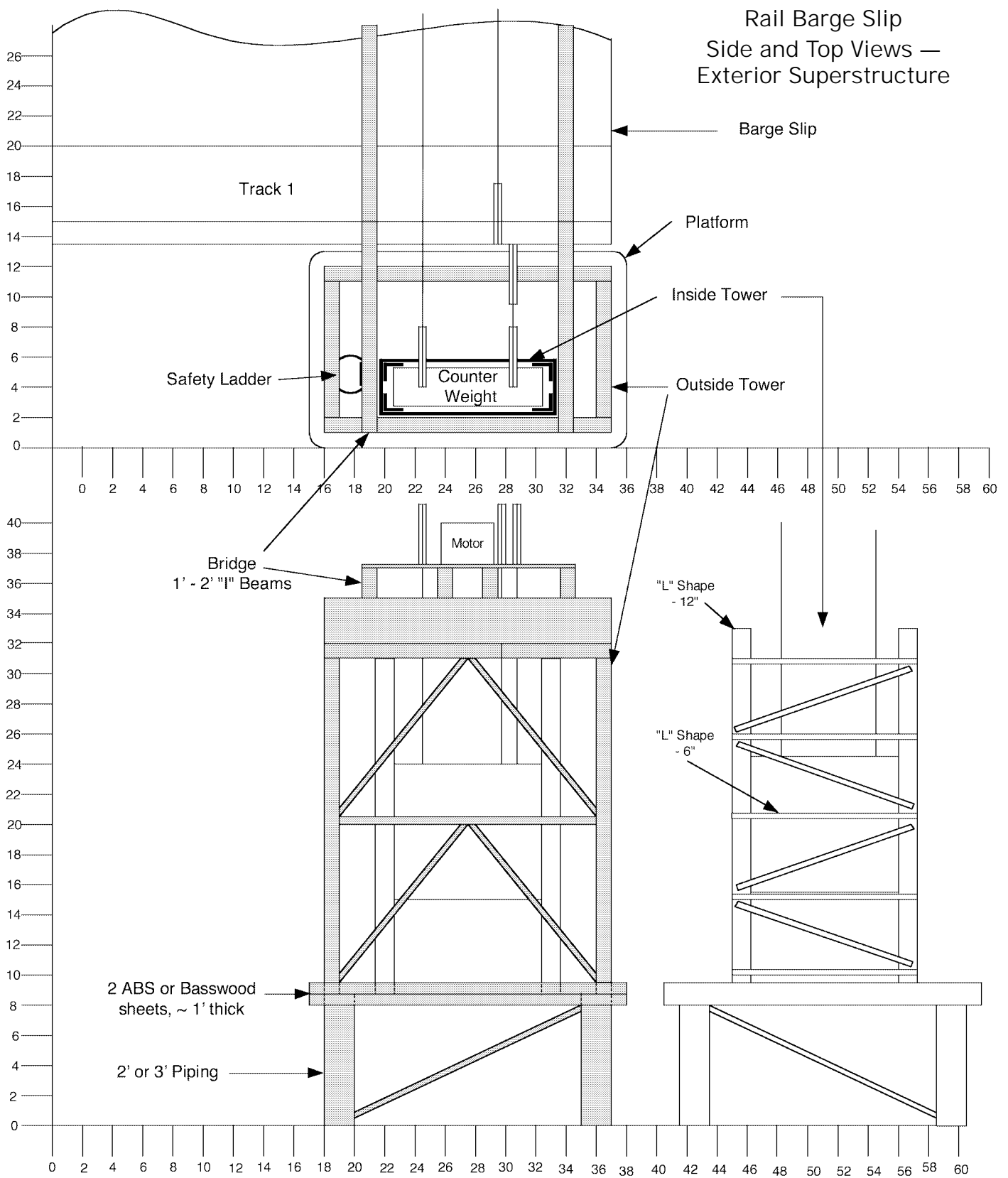
**The Intermodal Yard (15)** is capable of holding one set of five articulated well cars (280') with facilities for loading and unloading all types of containers. In future the yard will also be able to handle Road Railers.

**The Team Track (16)** has 170' of loading dock and another 80' of ground level access. For individuals or companies that need help in loading or unloading their commodities Speedy Freight has the equipment, experience and is for hire.

**The Engine Servicing Facility (3)** has a two track engine servicing shop and complete services for refueling, sanding and inspection of diesel engines. The local switcher also resides here when it is not in use out in the Park.

**The Sleeper Service Track (2)** is used to store and service the sleeper that is used on the over night train that operates out of the downtown terminal.

**The Passenger Station (1)** is mainly for local commuters but the Inter-city and Continental trains also stop here to save the locals from having to make the long journey to the Downtown terminal.



## Building a Rail Barge Slip

*continued from page 1*

Once the glue has dried, it is time to add the decking, railing and machinery on top of

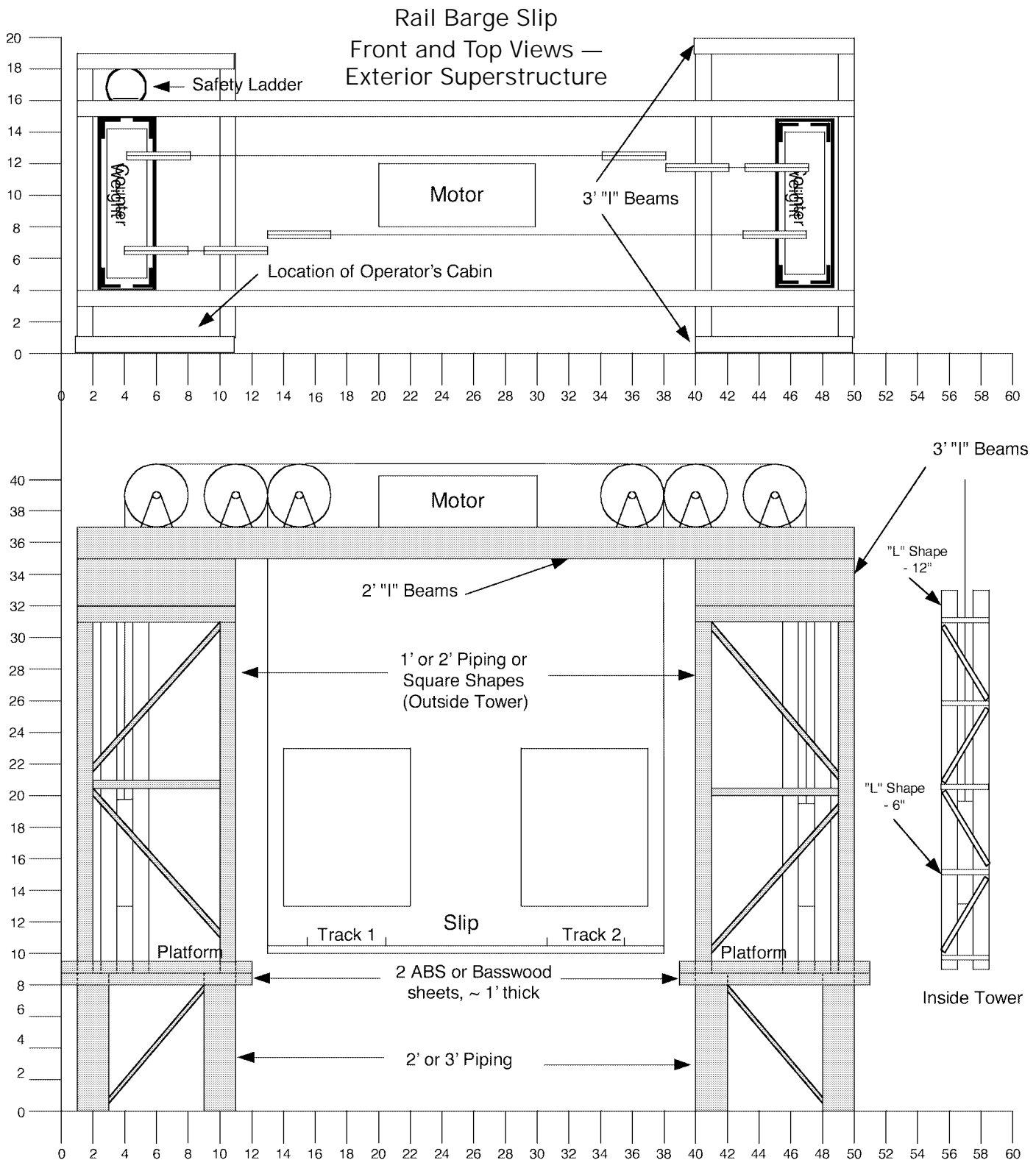
the "I" beams.

### Final Assembly

Final assembly starts with the inside tower, which should be attached to the platform.

Then, attached cables (black thread) to the counter weight rings, and glue the counter weights to their "L" shape guideways.

The outside towers are then glued to the platform, and the inside tower glued to the



outside tower cap inner bracing. Glue the bridge to the two outside towers, ensuring all is still aligned. Finally, thread the cables over their pulleys, and through holes drilled in the slip. The safety ladder may now be attached, if desired. As an added touch, an operator's "cabin" may be added to the platform at the "barge" end of structure.

January 2004

#### Painting and Weathering

Almost all of the ferry slips that I saw in British Columbia were painted a light (battleship) grey, although at least one still had the red primer coat.

Rust streaks should be added to the inside of the "L" counterweight guides, to the limits of movement of the counter weights.

Oily splotches should be placed wherever the pulleys and cables are located.

Also, the affect of innumerable (and large!) birds would be an effective added touch.

The platform support piling should have the usual conglomeration of barnacles and seaweed, up to the high water mark.

# An international display of passenger cars

Ian Cranstone photos



Stan Conley's Barry's Bay station took the Chairman's Choice in December.



Numerous Japanese passenger trains were displayed by the Hinds.



Bob deBellefeuille showed TEE coach to provide European presence.



Michel Boucher displayed fallen flags models: E8A from John Licharson's SBLK, and business car LANARK from Bob Craig's OER.

**S**tanley Conley won the CHAIRMAN'S CHOICE for December for his carefully built and weathered rendition of the HO Alder Models Barry's Bay station.

Half the display stand was taken up with a collection of N scale Japanese passenger trains that belong to **Mike Hind** and his son. Rather than list all the trains, we note that there were nine different trains spanning the 1950s to the 1990s including some of the best-known Japanese high speed trains. It was quite a sight and we're sure that Mike would be glad to discuss it all in more detail with anyone who is interested. Most of these trains were purchased in a five-storey hobby store in Tokyo.

On the other side of the stand was a loco and many of the cars from one of **John Licharson's** main passenger trains when he had his HO layout in Ottawa. When John moved to the Kingston area, he gave the loco and a diner to **Michel Boucher** and the rest of the cars to regular operators on his layout. So Michel brought out the P2K E8 painted for the SBLK along with Ontario Central No. 12 from the layout of the late Ross Peever and the LANARK from the Eastern Ontario layout of the late Robert C. Craig. **Peter Nesbitt, Tom Badenoch, Neil Lowes, Stanley Conley and Alex Binkley** all brought out their SBLK cars.

**Bob DeBellefeuille** displayed a couple of crack European passenger trains in HO scale. One was a Marklin HO model of a German Federal Railway diesel from the mid 1960s that was used on the TEE train. He also had some of the coaches from the TEE train. Bob pointed out that cars similar to these were used by the Ontario Northland for many years.

**Peter Joyce** brought out two O scale models. One was a Montreal & Southern Counties passenger trailer that was built by the Ottawa Car Co. in 1912. Peter made it from a LaBelle kit that he modified. Peter also displayed a Montreal sightseeing car that was painted by Brian Earl.

**John LeBlanc** had an interesting display. He had two Athearn passenger cars that he showed with the shells removed so the interior details could be seen. One car was the CNR Pullman Victoria and the one was no-name CNR Pullman. Nice work John.

**Charlie Shrubsole** had two S scale models in the display. They are a work in progress, he reported, converting cars originally issued by American Flyer to scale and adding a lot of detailing. One car was being adapted to an L&N prototype while the other will become a LNE model. Until recent times, many S scalers filled out their rosters by upgrading AF cars and adding new trucks and couplers.

**Brian Ludlow** showed a Railbus, which he thinks is a Brill model. He built it recently from a 50-year-old kit.

**Jack Scott**, who is quite the passenger car aficionado, brought a HO Walthers 10-5 sleeper painted for the CPR GROVE series along with a Walthers Dome coach with a painted interior.

**Bill Crago** had a unique set of shorty CNR passenger cars imported by Pacific Fast Mail in the early 1960s. The cars have brass bodies with plastic underframes and were painted in the green and black scheme.

**Andrew Batchelor** displayed CN passenger car ZARN that he upgraded with KD couplers and P2K metal wheels. He also showed off a DPM kit that he had painted with Floquil and craft paints and made a sandpaper roof. He also had some CNR luggage tags used by his great-grandfather on a trip to India in the 1950s. Andrew is looking for help in dating the tags.

**Charls Gendron** brought out some of the SW1200RS resin kits that he ordered from Point 1 Models. They go with existing HO mechanisms. There were lots of parts in the resin kit but the SW1200RS is a special unit for Canadian railfans.

**Bruce Morgan** displayed a pair of wooden Grand Trunk Pacific passenger cars converted from Rivarossi cars, along with a photo of the prototype.



Peter Joyce showed Ottawa Car Co. built M&SC passenger trailer 201.



Jack Scott painted Walthers 10-5 sleeper into model of CPR GROVE series.



Andrew Batchelor notes about these CNR luggage tags: "Used by my Great-Grandfather. The addresses in the tags are associated with his trip to India in 1950. I do not know how many times he used them, or how he got them. I know that he was in Canada in 1915, but that is too early for CNR, and by 1950 the logo had been updated to use a maple leaf background. If anyone can help me date these tags, please let me know!"



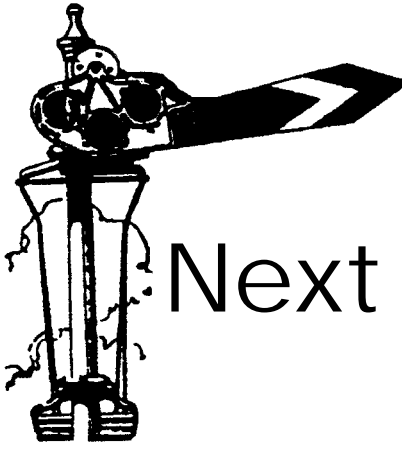
Bruce Morgan modified Rivarossi palace car into Grand Trunk Pacific model.



Detailed interior of Athearn car was displayed by John LeBlanc. January 2004



Brian Ludlow recently constructed 50-year-old railbus kit.



# Next Meeting

## Railfan travels of Ken Chivers, Omer Lavallée & Ron Ritchie 1953-1954

*presented by*

**Craig Library/Brian Ludlow**

### Display

Equipment of the fifties.

## Tuesday, February 10

St. Anthony Soccer Club Hall  
523 St. Anthony Street, Ottawa

*(just off Preston Street at the Queensway)*

**Doors open at 5:30 p.m.**

**Dinner served at 6:30 p.m.**

**Admission: \$20.00**

Includes dinner, facilities, program expense, taxes and gratuities.  
Free parking.

***Please note:***

If you cannot attend the meeting after saying you would, please call Peter Joyce at 841-1950. Thank you.



## OVAR Directory

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### THE INTERCHANGE

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**Submission of Articles:**

THE INTERCHANGE welcomes your submissions that may be of interest to club members. Please send them to one of the departments listed above. Material submitted can be handwritten, typewritten, on floppy diskette, or sent via e-mail.

**Copy Deadline:**

February                      January 20

**Printing and Copying:**

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