



# The Interchange

Our 41st Year

Ottawa Valley Associated Railroaders – OVAR

April 2002

Issue 362

## The story behind the mill

*Editor's Note: Ray's model won the CHAIRMAN'S CHOICE ribbon at the March meeting. The next day he sent the following e-mail to THE INTERCHANGE about his model. We thought the members would enjoy it.*

by Ray Matthey

Last night was "Your Favourite Model Display Night". I wanted to bring Cindy Crawford, but she was otherwise engaged, so had to do a quick turnaround, and chose, instead, my model of the Balaclava Mill. On the night that I renewed my membership, after a six year hiatus, I was thrilled to find that my model had been chosen for the CHAIRMAN'S CHOICE award. This was indeed an honour and the many compliments I received were most encouraging.

I started work on this model in the latter days of my late wife's illness and I did complete it before her passing in April 1994. I am sure the members of OVAR will understand as I dedicate this award to her memory for the wonderful support she extended me in building my layout. Unfortunately, the layout was never quite finished, but the mill is now a lasting memento around which my new layout is going to be completed.



A word or two about the mill. When Sue and I visited to take pictures in April 1992, so that I could render a more accurate version than that provided by John Rendall's plans, we met the owner of the mill and, it would seem, most of the village and surroundings, Mr. Dick. His house was on a little knoll on the west side of the mill and he

was up visiting for the day from his residence at the Bonnechere manor in Renfrew where he now lived after undergoing numerous operations but he was still very spry for his advanced years.

He told us that the Museum of Technology had removed all the machinery where it was now stored, and that there were no plans to display it nor were there any plans to restore the mill. (If you heritage buffs out there want a project, this would be an ideal site to preserve one of the few remaining mills which played such a great part in the development of The Valley, and Bytown, through the lumber operations). Sadly this neglect will mean the loss of a valuable part of our history.

However, there is an even sadder story. Some few years back you might remember a story about Mr. Dick being lured away from his home on the pretext that a party was interested in purchasing some property. When his body was later found in the bush, the police were able to quickly determine that his brother, living in Kingston had arranged for a "hit" presumably to inherit the property. The killer was apprehended and sentenced, while the brother waited his turn. He never did face earthly justice, dying before he could be brought before a court to account for his actions and greed. He died from heart failure.

Yet, the mill still stands and is a testimonial to another era. I wonder who owns it now?

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plus much more



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# From the Private Car

by Denis Rule, OVAR Chairman

I would like to start off by saying “thanks and congratulations” to all the members who have been bringing out models for the display. Not only has the quantity of items on display increased but also the calibre and workmanship are awesome. It’s easy to see why modellers from this area who enter their models in competitions do so well. The dinner attendance is also on the rise which means our entertainment budget is growing. Your program suggestions and input are most welcomed.

Over the last few months we have had a rash of bad luck with an unusually high number of cancellations by guest speakers, mostly due to illness. I would like to thank Pat Brennan who has had to do more than his fair share of juggling to find a

replacement guest in very short time. Pat is new to the hobby as well as to the club and he has done a great job with a limited number of contacts under his belt. Unfortunately due to his increased work schedule, Pat has decided to step down from the Program Chair as of the June meeting. I would like to thank Pat for all of his hard work and his contributions to the club as a whole.

We now have three vacant positions on the executive — Treasurer and Program, and I would also like to step down as Web Master now that the web page has been re-designed. I would like to turn over the job of keeping the web page up to date to someone else.

Don’t be shy, volunteer for a position today!

# McEwan Car hunt narrows

It turns out that whereabouts are known for all but three of the 34 McEwan cars that have been awarded to OVAR members. Barry Innes has been able to ascertain that the rest of the cars are either in the possession of the winner or a member of his family.

But Barry would like to enlist the help of club members in finding out where the three mystery cars currently reside. They are the cars awarded to Odfried Wendler in 1981 (14), to Omér Lavallée in 1986 (19) and to Adrian French in 1970 (3). If you can provide Barry with any assistance, please speak to him at an OVAR gathering or phone him at 723-8562.

We hope to have a complete listing of the whereabouts of the cars for the June issue.

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## Craig Library news

by David Knowles

Changes at the C. Robert Craig Memorial Library continue as the Federal Government moves into the former City Hall. The original building facing Sussex Drive has been classified as a Class 8 Heritage building, which will protect it from too many changes.

### Parking

While parking for visitors to the City Archives remains free, there are a number of changes. After obtaining a ticket from the machine, turn right immediately — do not go straight ahead as before, unless so directed by the attendant and enter the garage directly under the Sussex pavilion, (the original building in the City Hall complex). A white sign on the south wall showing “a box enclosing three persons” marks the door to the elevator lobby. Take the elevator to the second floor. Turn left, and enter Whitton Hall through the tall wooden doors with the brass shields on them. Have your parking ticket stamped with the Archives stamp, to avoid paying on exiting the parking garage when you leave.

### Costs

The City has now eliminated the annual \$5 membership fee for using the Archives. Please join or renew your membership in the Library. We need your support. Annual membership is only \$15 which provides you

with access to an incredible array of railway resource materials.

### Space

The City’s Resource Centre has now been moved to 110 Laurier St., thus increasing the space for the Archives and its partners in Whitton Hall by almost 100%. This has led to some physical changes. One bank of shelves has been removed to permit a better working environment for those using the microform readers. The partners have been able to move their holdings around to provide more space for their collections.

The CRCML has acquired the use of another bank of shelves which has allowed us to spread out our holdings and rearrange them to permit more ready and rational access. Our “desk” will be moving into the main room.

### Volunteers needed

We continue to need more staff to deliver on our mandate to maintain our high standard of service to the railfan and model railway community as well as to the general public. 1. General volunteers are needed to maintain our commitment to the Archives. 2. We are looking for someone to redefine our web site and to redevelop and maintain it. In addition we need someone to take on the responsibility of managing the sales of surplus books. If you are interested in helping us become a first class reference library

please contact myself or one of the directors of the library to volunteer your services.

### Sales

Tony Pearce has a list of British magazines that are for sale.

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## TIMETABLE

Upcoming events of particular interest to OVAR members

**July 13-20, 2003: TORONTO – MAPLE LEAF 2003 NMRA National**, International Plaza Hotel, 655 Dixon Rd. Info: David King (905) 560-6414, e-mail: dlking@wchat.on.ca <http://www.ml2003.com>

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## INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1 per line, minimum \$5. 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 (address on back page).

**WANTED:** Original Green & Red Marker Lamp from caboose, or passenger car, etc. Contact [jhuppe@magma.ca](mailto:jhuppe@magma.ca) or (613) 591-0005.

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# Some building tips

*Editor's Note: Among the many attractive structures at the March OVAR meeting was Grant Knowles' Timber City Station. Being a gentleman, Grant shared his approach to building the model with us.*

by Grant Knowles  
Ian Cranstone photos

The structure does not follow any particular prototype but exhibits typical features of a small and efficient station, which includes waiting and baggage rooms, ticket window, Dispatcher's Desk, loading dock and even a large (and clean) outhouse.

The station is made from scribed siding, stripwood shapes and plastic castings for windows and doors. The walls were built flat, one by one, through piecing together pre-painted siding and North Eastern milled strips. The assembly was then flipped over and the inside wall panelling was added. The window castings were painted and glued to the wall section with a piece of clear styrene in between.

This general construction format was followed for all of the walls. Of course the front bay window was more of a challenge due to its three-dimensional shape. The four completed outside walls were then glued together and the base floor added. The baggage/waiting room wall was pre-built and then glued in place. The baggage room has a raised floor that was added next on risers.

The roof is made from scribed siding with the milled surface facing down. The individual shingles were cut from cedar cigar wrap-



pers and glued on with white glue one by one. Only a few rows were laid at a time then the panel was clamped between two pieces of maple to dry over night. This method ensures you retain your sanity and the roof panel doesn't curl. There are over 3,000 shingles between the station and outhouse. Rafters and ridge brackets were added after the shingling was completed.

The result is a roof that is removable to permit detailing, viewing of the interior. The loading dock is comprised of stripwood that was pre-stained and then glued together. The comfort station followed the same assembly sequence. Chalk dust was used to provide light weathering typical of a prosperous community.



## Now for some railway news

*Normand Levert, the reclusive president, director-general and chairman of the board of Le Chemin de Fer NORD-NORD Railway, has sent the following announcement to THE INTERCHANGE:*



**New NORD SD40-3F will likely prove popular with crews.**

The NORD Railway is proud to announce it has acquired new engines to serve the northwest region of Quebec. The company is bringing into service rebuilt and upgraded SD40-2F's. The locomotives were upgraded to SD40-3 status in the former CN

Pointe St Charles shops in Montreal and especially adapted to service on the Nord Railway with additional winterization capacities. The new locomotives will be used

in iron ore train service. Trains run from the Brie-X mine near Barraute, QC to the Trenton, ON iron ore dock on the Ontario Central Railway.

In a major concession to the harsh operating conditions and longer hours negotiated with the crews, the SD40-3F noses have been fitted with a beer cooler fridge locked with the on-board power management computer. The system can release a beer for each of the two crew members for every 100 miles traveled.



## Another look at Bill Meek's Ontario L'Original

Bob Farquhar photos

Most of OVAR's best-known modellers are focusing on themes well removed from the current Ottawa-area scene — Bill Meek is an exception to this, as he has been developing a model railroad based upon the Ontario L'Original. This short line operated the former CN branch line to Hawkesbury, today the Ottawa Central has taken over operations on this line.

These photos were taken during a recent layout tour of the NMRA's St. Lawrence Division, and it is clear that Bill has been busy since the open house he hosted for the NMRA's CAPITAL EXPRESS a year ago (two earlier photos of his layout were featured on page 1 of the September 2001 THE INTERCHANGE).



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Overview of layout below shows farm near top (upper right), interchange at centre (facing page), Hwy. 417 overpass (in corner) and track-work approaching Ivaco Rolling Mills complex (at front of photo)

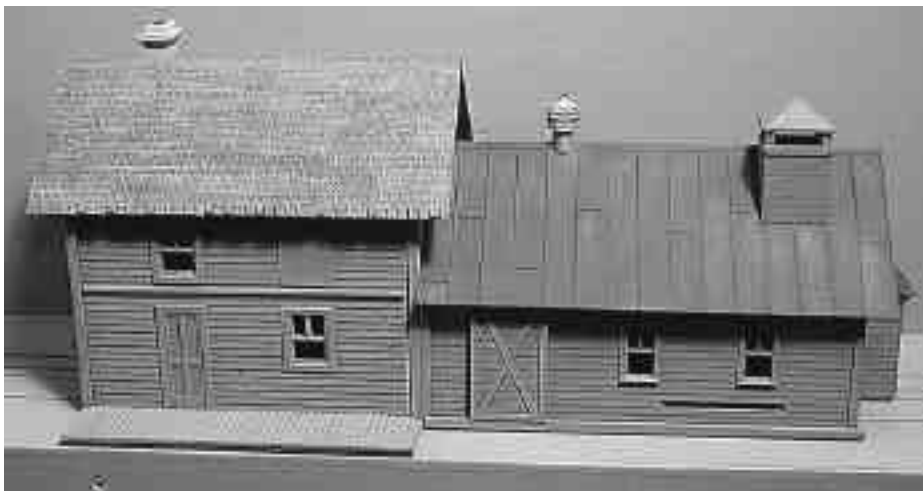


Ivaco Rolling Mills at Hawkesbury are the reason for the Ontario L'Original's existence, and Bill Meek's layout will feature the mills as a major feature. During the last year he has made considerable progress in getting the Ivaco operations up and running.



# OVAR's structure-builders appeared in March

John LeBlanc displayed Interlocking tower, complete with scratchbuilt interior.



Barry Innes kit-mingled storage shed from IHC kits.



Impressive N-scale Beaver Creek General Store was built by Ron Newby.

**Ray Matthey** set a wonderful example that all winners of the monthly CHAIRMAN'S CHOICE award should emulate. Within 24 hours of the March meeting, he sent an article providing details about his project that is printed on page 1. Ray's Balachava sawmill, upgraded from the John Rendall HO kit that it started as, was one of a number of superb structures that graced the display tables at the meeting. The mill will become the centerpiece for Ray's layout. Structures don't often appear at OVAR meetings so it was great to see what members had to offer.

**John LeBlanc** brought out three well-done HO structures, including a store that has a model railroad club on the second floor that will soon be facing eviction. As well, there was an icing platform and small ice plant that was mainly scratchbuilt. John says the only commercial parts in the structure were a ladder, door and two figures, which he painted. Most of the wood for the project came from his scrap box. He also had an interlocking tower with a decorated interior. A nicely done trio.

**Alex Binkley** had two S scale structure. One was a hip roof barn built from an American Model Builders laserkit. The other was a passenger station made from a Walthers HO kit to which he added a foundation to bring it up to S scale and the doors were replaced with Grandt Line S scale doors.

**Barry Innes** displayed an HO storage shed that he said was kit-mingled from an IHC/AHM country house and an IHC/AHM school house. It made a nifty project. Thanks Barry for introducing the term kit-mingled to us. Barry says it originated with well-known American modeller Art Curren.

**Ron Newby** showed the kind of highly-detailed work that some modellers can do in N scale. His Beaver Creek General Store was scratchbuilt using Evergreen styrene with detail parts from several manufacturers. The building was based on an article in an RMC edition of some vintage.

**Grant Kno wles**, one OVAR member who regularly brings structures for display, brought out a station for his HOn3 layout that he built from plans he saw as a teenager. He says it was his first scratch building project. He has built the model again but is still stuck for a name (see page 3 for Grant's construction article).

**Bill Crago** had a scratchbuilt structure that he called the Union Star Flour Mill. It

was designed to fill a triangular spot on his layout. It was adapted from a Walthers Redwing Mill kit to fit the space available on his pike. He added Heljan grain elevators and many other details including an office. Bill has promised an article providing more details on how he built the mill including the elevator portion.

**David Strong** had a model of a West Coast fish processing plant that was built from individual strips of wood. The plans for the kit came from a 1958 article in MODEL RAILROADER by the late Jack Work, one of the Canadian greats of our hobby.

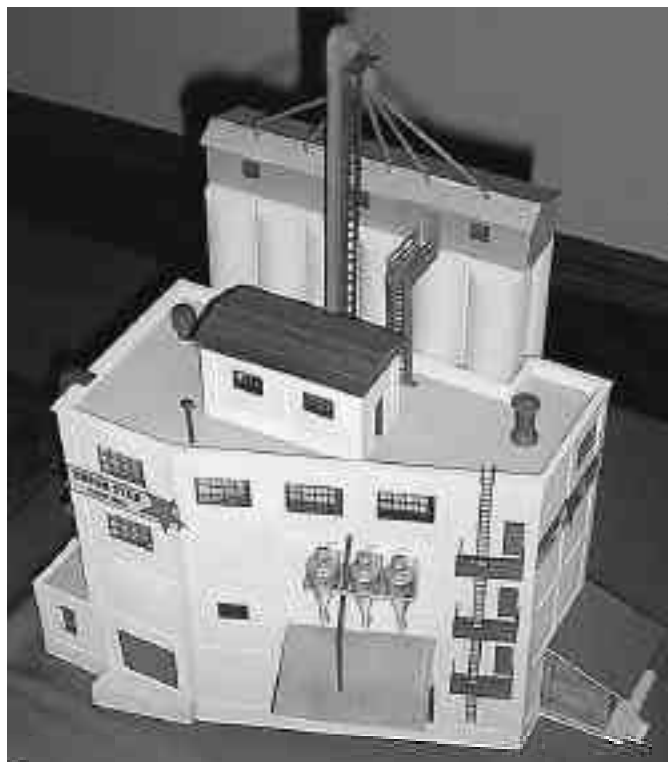
**Rob Rolfe** displayed a barn and silo that he built from an Alder Models kit. Rob says he liked the kit because it had no warped parts and was easy to paint. It also makes a greater finished product as well.

In the non-structure category, **Bob (Gadget) Farquhar** showed off his wireless colour camera car. It's a 50 foot HO boxcar that carries a small lens/camera, transmitter, antenna, batteries and on/off switch. Bob is the second OVARian to delve into the world of miniature cameras and model trains and promises to provide us with more details.

**Friar Fred (Mills)** brought out his latest G scale motive power. It was a Bachmann Consolidation with a lot of great looking detail on the running gear and in the cab. It should be a popular item once the snow has relinquished its grip on Fred's backyard.

**Hugh Laing** had a Lionel Ten Wheeler that he had painted up as a CPR loco. It should be a popular item.

**Peter Cunningham** had a B&M doodlebug from Walthers that seemed to be an instant hit with all of the New England modellers in the group.



Most OVARians are well aware of Bill Crago's love of covered hoppers, and his scratchbuilt Union Star Flour Mill will provide him a destination for all those cars.



David Strong built fish processing plant utilizing classic board-by-board method.



Bob Farquhar showed wireless colour camera car.  
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Rob Rolfe built barn and silo from Alder Models kit.



# Next Meeting

## Heavy Metal, an Exercise in Light and Maple Leaf Rails

*presented by*

**Scott Snell**

**Display**

Anything non-revenue

**Tuesday, May 14**

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

**2001-2002**

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<b>Program:</b>	Pat Brennan	819-682-5859
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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.

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