



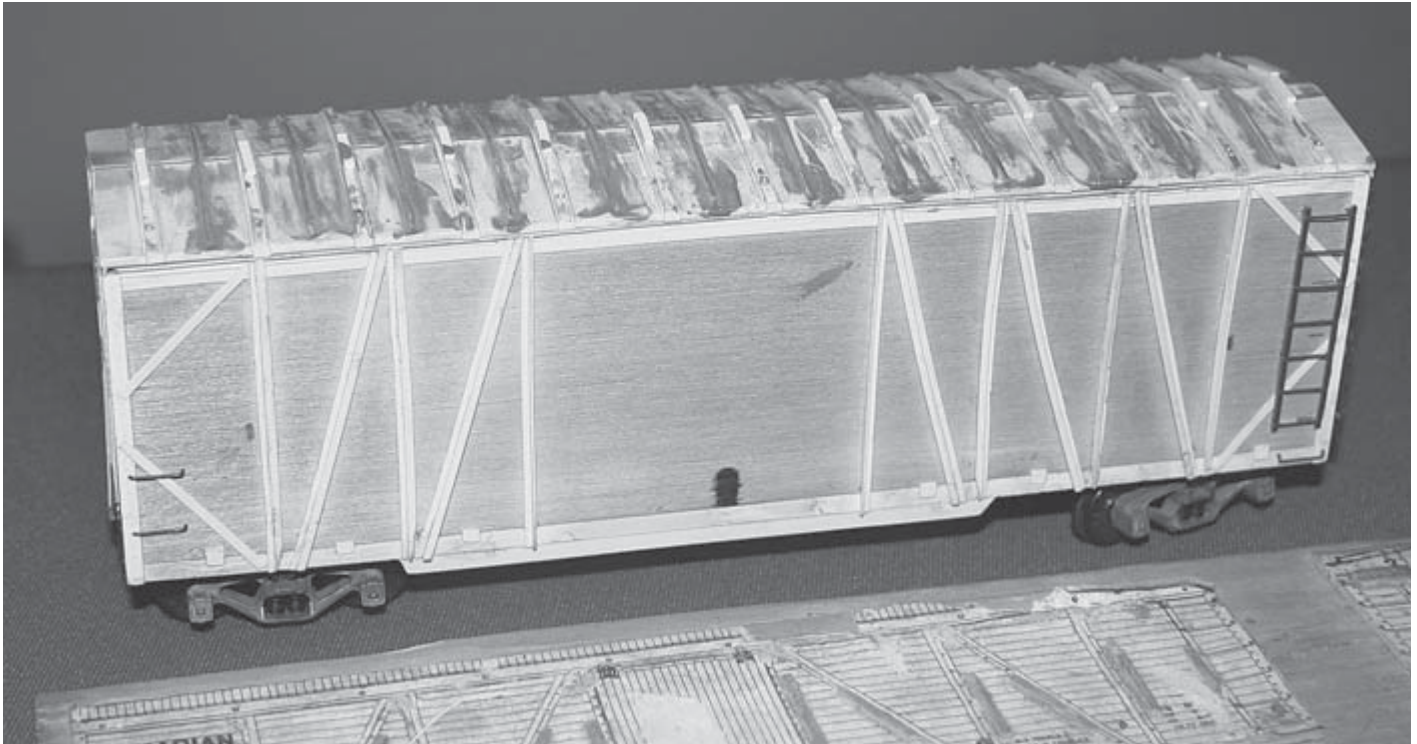
The Interchange

Our 46th Year
Ottawa Valley Associated Railroaders — OVAR

January 2007

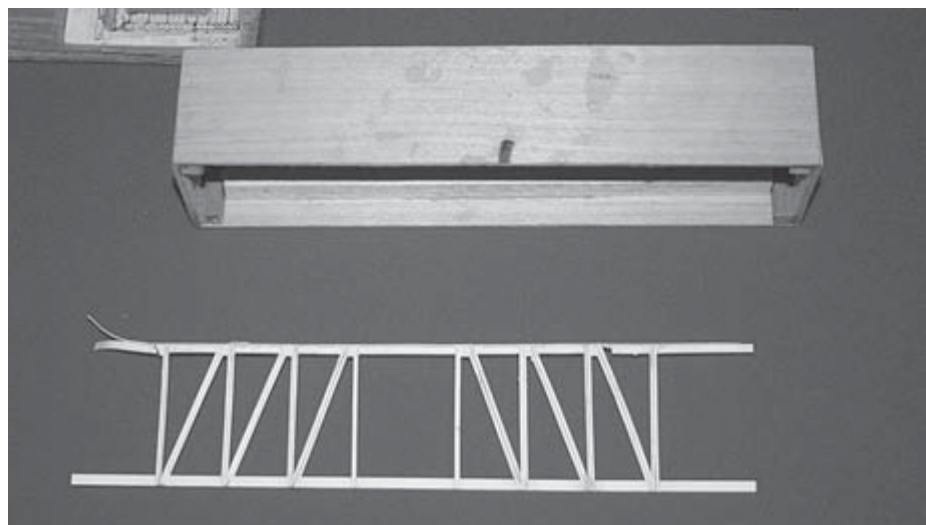
Issue 411

Jigs for scratchbuilding S scale boxcars



Milwaukee single-sheathed car framework is in place, with trucks, roof and some detail parts already installed.

Editor's note: Prolific S scale scratchbuilder/kitbasher Charlie Shrubsole displayed another of his techniques as part of the December display. Charlie's techniques can easily be applied to other models in any number of scales..



CNR boxcar is beginning as basic wooden carbody, and styrene frame.

by Charlie Shrubsole

This is part of a project to build four single-sheathed boxcars — later amended to five cars as the first attempt at a Milwaukee car was offscale, so I did another to salvage the truss.

Two cars are displayed — the most unfinished is a CNR (ex-CGR) Dominion boxcar. The other, a Milwaukee 10'10" IH car. Also part of the project are a CNR 1923 standard boxcar, CPR Dominion boxcar and CB&Q auto boxcar.

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plus much more

Greetings from the editor

by Ian Cranstone, Interchange Editor

Dave Knowles' column on the facing page has reminded me why I seem to get so little work done on my own railroad. A quick review of the titles he mentions shows that I have been involved in varying capacities with five of them — from scanning a few photos (Steam in Northern Ontario), to completing a work largely prepared by another (Ottawa's Streetcars), to complete efforts of varying sizes (QUEBEC RAILWAY LIGHT AND POWER COMPANY, MONTMORENCY DIVISION, SELF-PROPELLED CARS OF THE CANADIAN NATIONAL RAILWAY, and QUEBEC CENTRAL RAILWAY). And there are two more now in my hands, with some more on the horizon.

In addition I have now been involved with the INTERCHANGE for nearly eight years now (next month will mark that anniversary, and my 85th issue). I cannot of course take all the credit for that time span, as for the first six years Alex Binkley did most of the heavy work in finding material, which did make my job a lot easier.

Still, despite this, my New Year's resolution is to get more done on my 1967-era CN Winnipeg Terminals District. Certain manufacturers have been providing my line with

considerable numbers of the products I need — especially Rapido, who have provided much passenger equipment for this one last glory year of passenger operations on CN. Now if someone would just make a nice FP9A to run it behind... True Line Trains has already announced another fleet-type product with their CNR wooden caboose.

On another front, I have been experimenting with the Java Model Railroad Interface (JMRI) and a LocoBuffer USB to work with my Digitrax system. Hopefully as time permits, I'll be able to offer a few thoughts down the road on this hookup. I already have been able to see just what happens on the LocoNet as the system works, to see the slots within the command station at work, and so have already gained a much better understanding of just how the DCC system works. Next step is to play around with the DecoderPro program to ease the decoder programming process.

One final note: the INTERCHANGE's article cupboard is now completely bare, so this would be a very good time to tell OVARians a little more about your model railroading ideas. I can't do it without you.

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/money orders should be made payable to OVAR. Ads must include the advertiser's name and telephone number. Send to Ian Cranstone at address on last page.

FOR SALE: Bachmann Spectrum Gas-Electric "Doodlebug". Lettered for CN. Brand new in original box. \$100 o.b.o. Andrew Batchelor (613) 823-6587 or email: abatchel5125@yahoo.ca

Check out OVAR's Web Site
www.ovar.ca
and bookmark it!

For the Record

December Meeting:

130

Current membership:

195

TIMETABLE

Upcoming events of particular interest to OVAR members

January 27: OTTAWA – St. Lawrence Division Meet, NMRA, Emmanuel United Church. Info:

www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

January 27-28: WEST SPRINGFIELD, MA – Amherst Railway Society Big Railroad Hobby Show. Better Living Center and the adjacent Young and Stroh Buildings at the Eastern States Exposition Fairgrounds, Memorial Ave Sat. 9 a.m.-5 p.m. & Sun. 10 a.m.-5 p.m.

www.amherstrail.org/show/show.htm

February 1: MORRISBURG – Morrisburg Model Railroad Club, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry stvskserry@personainternet.com

February 7: CORNWALL – Moccasin Model Railroad Club, RCAF Association Wing 424, 240 Water St. W. 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

February 10: OTTAWA – Model Train Flea Market, St. Anthony's Soccer Club Hall. 10 a.m. to 2 p.m. Admission: make donation at door. Info: Gary Baillargeon (613) 774-2380.

February 17-18: GATINEAU – Exposition des Trains Miniature. Sponsored by Club Ferroviaire En Voiture and Mont Bleu Ford. Mont-Bleu Ford, 375 Boul. Maloney Ouest. Sat. & Sun. 10 a.m.-4 p.m. Info: Mario (819) 671-2354

February 20: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

February 25: COPETOWN – CARM Copetown Train Show, Copetown & District

Community Centre, 1950 Governor's Rd., just east of Hwy. 52. 10 a.m.-4 p.m.. Info:

www.caorm.org

March 3: COBOURG – Cobourg Model Train Show. Presented by Cobourg Model Railroaders. Cobourg Lions Centre, Elgin St. Sat. 10 a.m.-4 p.m.

March 16-18: ROCHESTER, N.Y. – NFR Convention: FLOWER CITY FLYER, Convention Location: RIT Model Railroad Club, Student-Alumni Union (Building 4), Rochester Institute of Technology, 127 Lomb Memorial Dr., (585) 615-4862. Info:

www.nfr-nmra.org/convention/index.htm

May 17-21: VICTORIA, B.C. – CARM 4th Annual National Convention & 75th Anniversary of the CRHA, Co-sponsored by the Victoria Model Railroad Club and Mid Island Railway Club. University of Victoria. Info:

www.caorm.org

From the C. Robert Craig librarian's carrel

by Dave Knowles

The end of the year is a time for reflection and resolutions. The latter are rarely implemented and I'm not going to venture into that field at all. This year, (I'm writing this on Saturday, December 30) I have tracked "a baker's dozen"* of new books on Canadian railway subjects, twelve of which have already been added to the library.

There are some interesting subjects covered in the various titles and some interesting observations. THE CANADIAN TRACKSIDE GUIDE as usual appeared in the first quarter of the year with its annual volume. It maintains its high quality and usefulness both for current train spotting and historical research. Bytown is once again to be congratulated for this encyclopedia of Canadian railway operations.

One notable trend in the books published is the tendency to continue formulas. Sometimes this is welcome but at others it suggests a lack of imagination. Bytown's series on Canada's traction heritage is a useful trend and both fills in gaps and expands the coverage of Canadian traction history. The subjects are new, although the format remains the same and continues the pioneering series from BRMNA Calgary. Unfortunately illness has suspended the latter's publication program for the time being and is sorely missed. The 2006 offering from Bytown is Thomas Grumley's QUEBEC RAILWAY LIGHT AND POWER COMPANY, MONTMORENCY DIVISION.

On the other hand the series of books issued by Morning Sun Books seem stuck in their format. Three Canadian titles appeared this year, John Riddell's TRACKSIDE AROUND BRITISH COLUMBIA 1966-1982, Kevin Holland's CANADIAN PACIFIC STEAM, VOL. 2. MONTREAL AND WEST, and Robert Halperin's CANADIAN TROLLEYS IN COLOR VOL. 1. These are useful books and each contains a plethora of beautiful pictures. Unfortunately they are without indexes, and information in them is often difficult to retrieve and in at least one case is inaccurate.

Ian Wilson's series on Canadian National operations in various parts of Ontario on Friday, June 25, 1954 are tremendous books involving extensive research, and his 2006 offering STEAM IN NORTHERN ONTARIO continues his series. I find them a bit repetitive. One feels that only the names have changed and I rather wish we had a contrast in per-

haps CPR's operations in a parallel location.

Michael Leduc's THE GLEN CPR'S PASSENGER YARD AT WESTMOUNT continues his studies of Montreal railway facilities. The rather small physical size of his publications rather detracts from the importance of his work. Dale Wilson has added a third volume to his NATIONAL PASSENGER CHRONICLE, the study of passenger services offered by Canadian National and its predecessors.

CANADIAN PACIFIC RAILWAY by Tom Murray, follows his earlier volume on Canadian National and like it is focussed for the market in the United States. These two titles offer up-to-date studies of the two railways but do not seem to have engendered much if any new research.

This leaves only four books that break new ground. The first entitled SELF-PROPELLED CARS OF THE CANADIAN NATIONAL RAILWAY by Tony Clegg contains materials from his 1962 book of the same title. However, the format has been substantially modernized and there are extensive additions of new material on RDC operations, and many colour pictures. It really constitutes a new book. Contrasting the earlier title with the new one offers a stunning picture of the growth of sophistication in Canadian railway publishing.

David Jones' FAMOUS NAME TRAINS: TRAVELLING IN STYLE WITH THE CPR offers colourful vignettes of passenger travel, CPR style, both on the railway and on its Great Lakes steamship operations. As I mentioned earlier in this column it might also interest a sceptical female member of your family.

Derek Booth has continued his studies of the Railways of Southern Quebec (Vol. 1. of 1982, and Vol. 2. of 1985). Entitled QUEBEC CENTRAL RAILWAY, it covers the 130 year history of the company's operations. This book was published just before Christmas and I haven't seen it yet.

This leaves only Bill McKeown's OTTAWA'S STREETCARS. This book is a major addition to the study of Canada's major streetcar systems. I reviewed it earlier for the INTERCHANGE and my review was reproduced in CANADIAN RAIL (July-August 2006).

This brings me to CANADIAN RAIL: THE MAGAZINE OF CANADA'S RAILWAY HISTORY. Earlier this year we added all currently available issues to our collection. It makes a substantial addition to our holdings. The

September-October issue, No. 514, contains an article by our own David Jeanes entitled "The Grand Trunk Standard Stations of 1856 and their architect, Francis Thompson". The article also contains a plan from the Dubery Collection of the CRCML.

This issue also contains a Valedictory from Fred Angus who has edited the magazine since March 1980, No. 338. That is some 196 issues which take up some 19+ inches on my library shelves, a very considerable lifetime achievement! Congratulations Fred, and Thank You!

*In earlier times there were substantial penalties for selling "short weight", consequently bakers often offered a thirteenth loaf or bun to the standard dozen.

OVAR traditions

by Barry Innes

In the 25th Anniversary issue of THE INTERCHANGE, guest editor Dave Knowles included several articles under the heading of "OVAR Traditions". I'm going to re-publish these articles (with Dave's permission) on an ad-hoc basis. I hope this will help members that have joined OVAR since 1986 with an understanding of why certain things are done at OVAR meetings. The first appears below under the heading of "The Bell".

The Bell

Each meeting the OVAR head table is graced by a handsome miniature brass bell. It was presented to the organization by the late Bill Williams Sr. (owner of Hobbyland at the time) at the founding meeting, April 6, 1961. While its initial purpose of bring members to order has been taken over by the sheer size of the organization — now a PA system is needed for the chairman to reach far corners of the dining room — the bell remains a symbol of OVAR.

The late Adrian French assembled the bell and mounted it on a walnut base. Each year the name of the chairman is engraved on a brass plate on the base. As the years have passed a second walnut base was needed to hold another brass plate to hold the ever-lengthening list of OVAR chairmen. Today the bell can still be seen at the head table, but lately it has been replaced by an old school bell. (Hmm, I remember those. I must be getting old!!)



Plans form basis for jigs created from balsa strips, and are even more useful when constructing multiple cars.

S scale boxcar jigs

continued from page 1

Jigs for assembling trusses

The basic idea of sticking pieces of balsa strip to a copy of a drawing to make a jig for assembling a truss is simple enough, but there are lots of ways to go wrong. Learn from my experience and save yourself the trouble of making your own mistakes.

1. Measure the copy of the drawing you are going to use to be sure it is accurate. The copier you use may not be properly set up or the original may not be accurate. Printing drawings are not infrequently off scale.
2. Do not use balsa wood as a backing for the drawing if you might have to cut something against it.
3. Do not use square-section balsa strips. They will roll instead of sliding when you

try to nudge them into exact position.

4. Do not use household cement to assemble the jig. The solvents you use to assemble the truss will dissolve it. I use carpenters' glue.
5. Thoroughly wax the jig so the finished product will not stick to it. I use ordinary paste floor wax, plenty of it and well rubbed in.

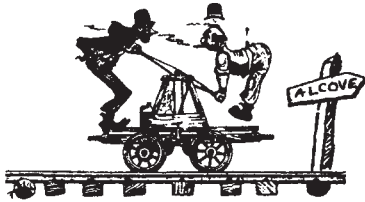
All of the above advice derives from real troubles that I have experienced.

Travel

THE

Gatineau Hills

IN COMFORT



RIDE
THE ALCOVE
RUPERT & LADYSMITH RR
R. OUBE J. CUMMING
SUPT. S. DIV. SUPT. N. DIV.

A

Vacationing beneath the pine?
Algonquin Park will suit you fine.
And the way to travel, wine and dine
Is by the infamous Big A Line.

*Poet's error - his poetic licence
has expired

THE ALGONQUIN RAILROAD
Alan Phillips - Managing Director
and
Engineer Apprentice

TRAVEL

BY

RAIL!



EASTERN
ONTARIO
RAILROAD

for

instant

SERVICE

SHIP AND TRAVEL

CANADIAN NORTHERN

Sh64054

Interchange advertisements

A feature of OVAR in the early years was a map featuring the route of the pikes of the charter members. Many of these members also placed ads for their railroads in the early issues of the INTERCHANGE, and we thought it would be interesting to revisit some of these very creative efforts.

The ads on this page have been taken from issues dated from 1960 to 1965, and will probably feature pikes and names familiar to veteran members. We'll continue next month with more samples.

*Sewing the
Madawaska Valley ...*

THE SPORTSMAN'S
ROUTE

BANCROFT AND OTTAWA

Smokey says!

**WE ARE
REGLAMOURIZING**

All Brierwood & Churchill -
Ottawa Terminal motive-
power, rolling stock, structures,
C-strings and bikinis will be
caressed by our exotic new colour
scheme. You will be extended the
pleasure of admiring it soon.

BRIERWOOD & CHURCHILL RY. OPENING OF
THE OTTAWA
TERMINAL BY
PROV. AT
OTTAWA

Route of the curves

PROPERTY OF THE CANADIAN TRANSPORTATION & COMMUNICATIONS COMPLEX. This sign
is the property of the
Canadian Pacific
Railway Co.

KILLALOE AND OPEONGO RAILROAD

INQUIRE ABOUT TAX FREE!
INDUSTRIAL SITES.

R. HEINBUCH - INDUSTRIAL DEVELOPMENT DEPT.

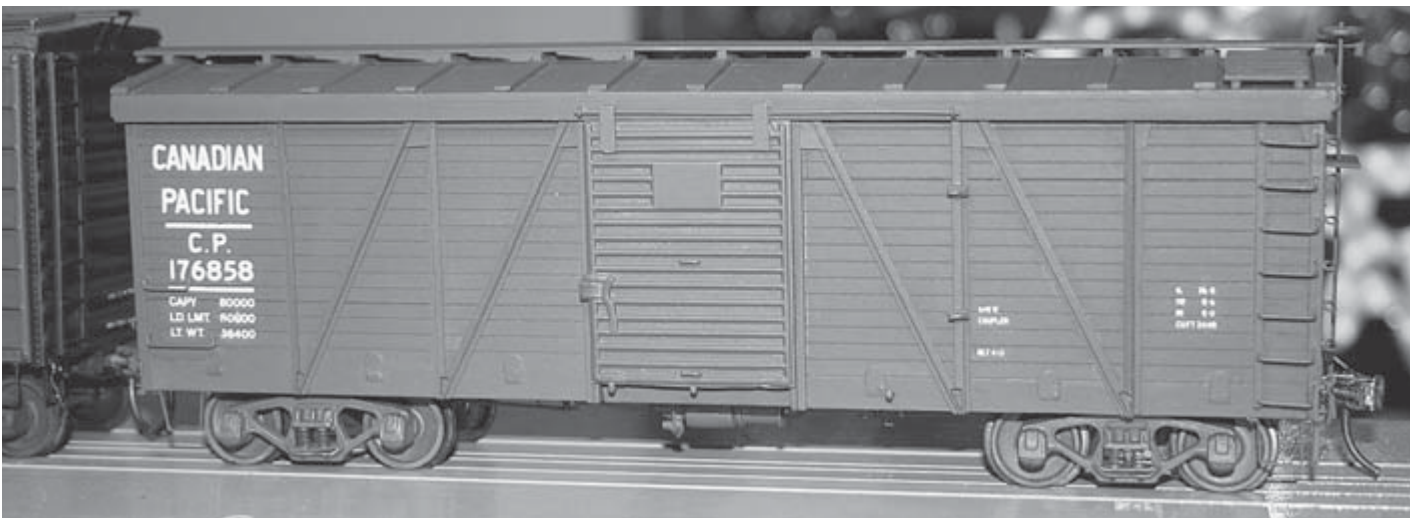
IF YOU LIKE FISHING

AND HUNTING BEAR

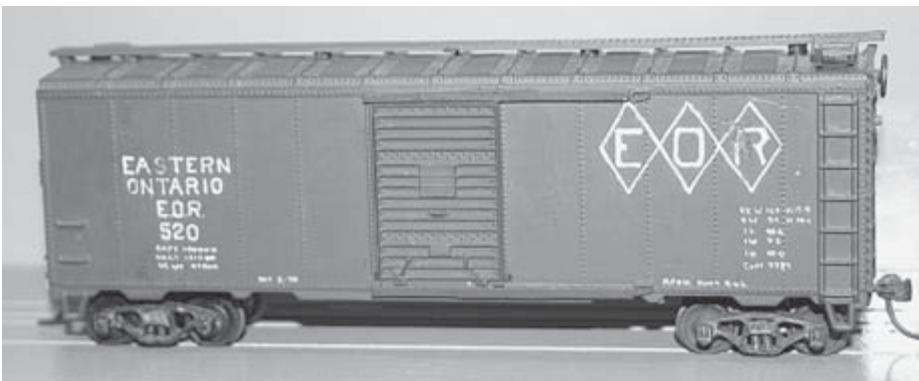
THE SPOT TO GO

"IS LAKE SINCLAIR"

via Lake Sinclair & Gatineau R.R.



Brian Ludlow displayed his scratchbuilding skills with this model of CPR Fowler boxcar 176858.



Robert Peck showed Athearn boxcar lettered by Carl Swail for Bob Craig's Eastern Ontario Railway, which served on Bill Williams' Yarker and Ottawa.



Normand Levert's NORD line obviously has some serious blasting to do!

December display features freight cars

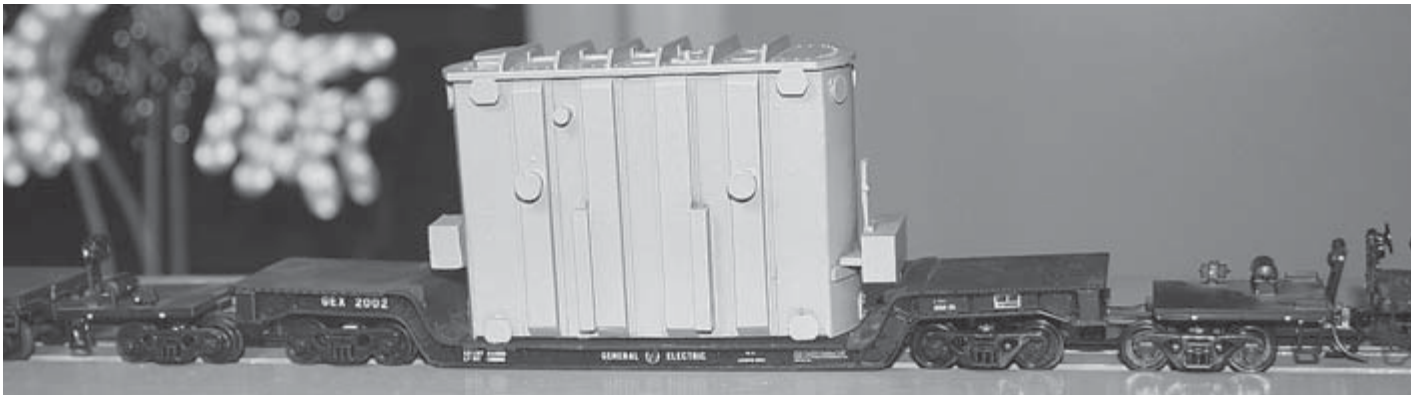
Ian Cranstone photos

Brian Ludlow displayed three O scale cars: NYS&W horizontal rib hopper (Ambroid), CPR 40' PS-1 boxcar (modified from an All Nation kit) and CPR 36' Fowler boxcar (scratchbuilt). Brian obviously works quickly since he started this car at RAILFARE '06.

Robert Peck displayed an Athearn 40' boxcar hand-lettered for Bob Craig's Eastern Ontario Railway by Carl Swail, which then served for many years on Bill Williams' Yarker and Ottawa (Yo-Yo Lines). An unusual feature of this car is that the lettering is slightly different on the two sides.

Alex Binkley showed an S Helper Service 2-8-0 which he will letter for his Canada Southern (eventually). Alex notes that this locomotive looks great and runs like a charm, and he has plans to Canadianize it using parts made by Andy Mallette.

Normand Levert displayed his "Souvenir Boxcars", picked up to commemorate some of his trips: a Richmond, Fredricksburg & Potomac boxcar for Virginia, Western Maryland boxcar for Gettysburg; an Erie Lackawanna boxcar for Scranton; and a four-wheel explosive car for Aylesbury, UK. Normand says that the NORD has some serious work to do in blasting cobwebs.



Large eight-axle depressed centre flat was one of several heavy-duty cars shown by David Knowles.

David Knowles showed several cars which serve the heavy transformer transportation needs of the Cacouna Portage, including a four axle Red Ball car, eight axle General Electric car, twelve-axle CN car, a huge Schnabel car and a well car.

Two Details West cars were shown by **Chris Lyon**, who used Accupaint and C-D-S lettering to model CN and DW&P newsprint cars.

Peter Cunningham displayed a coal-moving theme with C&O twin hopper (Proto 2000), B&M GS gondola (Red Caboose) and B&M twin hopper (Atlas). All were fitted with Kadee #55 couplers and Walther's metal wheels and weathered inside and out.

A Berwind Coal twin hopper was built by **Graham Stremes** about 40 years ago, starting with a Revell kit, painted with Floquil and lettered with Champ decals. The model is equipped with Lindberg sprung trucks.

John LeBlanc showed a Canada Atlantic 40' boxcar, which he believes is an AHM model. John notes that the car came assembled and he had to pry it apart in order to add weight to meet his standard, about 20% above NMRA levels.

Michael Dawson detailed a ConCor N scale 50' boxcar with Micro-Trains details, and lettered it for the AT&SF with Microscale decals.

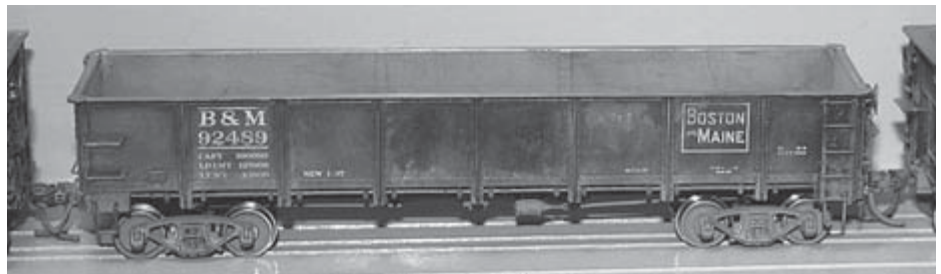
Three P&NW boxcars were displayed by **Eric Smith**: two 40' cars built from Kurtz Kraft kits (one with plywood sides); and an early Athearn 50' car. All were painted with Floquil and lettered with early C-D-S lettering.

Tom Hood showed two Funaro & Camerlengo boxcars: one an LV "wrong-way door" boxcar, the other a Rutland car. Tom notes "Poor instructions, but otherwise OK."

Featured on the front page of this issue, was an in-progress **Charlie Shrubsole** scratchbuilt single-sheathed boxcar, along with the jigs used to build the truss.



Chris Lyon started with Details West boxcar to model this DW&P newsprint box.



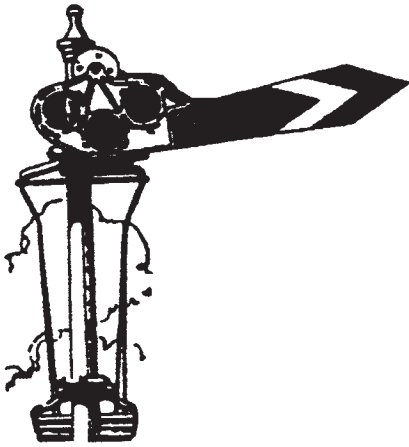
B&M GS gondola was part of Peter Cunningham's coal-moving theme.



Graham Stremes displayed 1960s-built Revell twin hopper.



Athearn 50' boxcar was one of three P&NW cars painted by Eric Smith.



Continuing Journeys of Ken Chivers

featuring 1957

presented by

Brian Ludlow

Display

Passenger equipment

Tuesday, February 13

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
Fred Mills at (613) 723-1911. Thank you.



OVAR Directory

2006-2007

Chair: Paul Norton 613-825-4113

Vice Chair/Special Projects:
Gary Baillargeon 613-774-2380

Secretary: Mike Shore 613-829-8867

Treasurer: Ralph Dipple 613-823-5856

Membership: Bernie Goodman 613-720-5650

Program: Normand Levert 613-834-6798

Dinner: Fred Mills 613-723-1911

Archives: Dave Knowles 613-722-4473

Webmaster: Steve Watson 613-592-3609

Video Library: Paul Anderson 613-445-3573

Web Site: www.ovar.ca

THE INTERCHANGE

January 2007 — Issue 411

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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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