



# The Interchange *Our 43rd Year*

Ottawa Valley Associated Railroaders — OVAR

June 2004

Issue 386



For a moment the clock was turned back 50 years at Bedell, as CPR 2816 stormed through with eastbound passenger train.

## Empress returns in style

by Ian Cranstone  
photos by the author

Only a few years have passed since CPR 2816's last trip through this area, but things have certainly changed. My last sighting of 2816 was on a dark drizzly day as she headed west dead in tow, having been recently rescued from the museum where she had resided for decades.

Saturday, May 29 was another matter entirely. It was bright and sunny, and 2816 this

time took her rightful place at the head end of a string of heavyweight cars, looking like she had just rolled right out of the 1940s.

I was born after the steam era had ended in Canada, and so this was my first viewing of a working steam locomotive on the main line — and quite a sight it was too. Obviously many others thought so too, as a small crowd gathered at Bedell to see the Empress as she came through.

Maybe someday I'll be able to ride behind

her for the full experience!

...see photo essay on page 4

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plus much more

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# From the Private Car

by Denis Rule, OVAR Chairman

Here it is, my final Private Car Column, the last four years have flown by much too fast. It seems like only yesterday Michel Boucher approached me and asked if I would be interested in helping to help out on the executive, okay I thought, it would be a good way to meet new people. So I said yes, I would be honored.

"What would you like me to do?" I asked. "Program" Michel answered. My heart stopped, no not program! Anything but program! But I'd already said yes. Well, it turned out that program was not as hard as everybody imagines and it is a great way to meet new people. Had it not been for program I would not have had the chance to meet on a one-to-one basis all the great presenters who visited OVAR during that year.

Michel Boucher and John Licharson decided it was time to step down from the executive and again I was honored when I was asked if I would take the Chairman's position. I asked Fernand Leroux if he would join me as Co-Chairman and off we went, nervous but ready to face the new challenges ahead. After serving one year as Co-Chair and one year as Chair Fernand decided it was time for him to step down. I then asked Bud Nelson to join the team and you all know the rest.

I cannot tell you how much I enjoyed the past four years but now it is time to step down and pass the reins on to the next crew. I am pleased to say that OVAR is in good shape financially and is ready for the future. I would like to thank the following people

for all their help over the years: Fernand Leroux, Bud Nelson, Gord Bellamy, Vic Dohar, Alex Binkley, Pat Brennan, Normand Levert, Peter Joyce, Steve Watson, Mike Shore, John Shipman, Don Leger, Paul Therien, Ian Cranstone, as well as the countless other volunteers and all of the membership for your input and support.

I am now looking forward to the new challenges that the RAILFAIR committee has in store for me. I am also planning to spend a little more time working on my layout and maybe even joining some of you on your operating sessions.

Bud Nelson has decided to take the position of Chairman next year. I wish him and his team success in the challenges ahead.

Again, Thanks to All.

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# From the Librarian's Carrel of the Craig Library

by David Knowles

The library will of course be open over the summer. However, the Ottawa City Archives, where we are located, will be on summer hours of Tuesday to Friday 8:30 to 4:30. The Tuesday evening and Saturday sessions will be suspended for July and August.

Some years ago while haunting the stacks of a local university library, I chanced on a copy of THE AMERICAN RAILROAD NETWORK 1861-1890. This is an account of the gauges used on the early railways in North America. It is a fascinating story, and well told. The book contains three folded maps illustrating; Part I. Canada, New England and the Middle Atlantic States, Part II, Canada and the Midwestern States, and Part III, Southern States. Each of the five gauges in use is printed in a different colour. Yes, five gauges were in use in this period, [6'0", 5'6", 5'4", 5'0", 4'10", 4'8½" and 4'3".]

The book itself has had a history, published originally in 1956, it was "renewed" in 1984. For some time I browsed the bookstores on our occasional visits south and here in Canada but found no copies. So I photocopied the complete book! Now after nearly a half century the University of Illinois has reissued it as a paperback at the very reasonable price of U.S.\$18.95.

The book now has a very interesting introduction by Mark Reutter, editor of the Railway and Locomotive Historical Society

magazine RAILROAD HISTORY. The three original maps have been reproduced as fold-outs. But, as in the originals the colours of the various gauges might have been better assigned, i.e the more vivid colours might have been used to provide more differentiation in the areas of the maps that had more gauges, rather than on the edges.

The book can be found in the CRCML classification at: R.NA T20.1069

**Taylor, George Rogers & Irene D, Neu,** THE AMERICAN RAILROAD NETWORK 1861-1890, University of Illinois Press, Urbana & Chicago 2003. ISBN 0-252-07114-X

## More new books at the Library

**Koenig, Stephan:** TRACKSIDE AROUND THE NIAGARA PENINSULA WITH REG BUTTON 1953-1976, Morning Sun Books, Scotch Plains N.J. ISBN 1-058248-126-1

This is another beautifully illustrated book, well-chosen photographs of both steam and diesel units of the various railways (Canadian) and railroads (U.S.A.) operating in the Niagara peninsula. It is filed at in the: RG.ON K24.1067

**Linley, William,** CANADA'S LAST COMMON CARRIER ELECTRIC RAILWAY.

A recent inquiry led me to dig out my personal copy of the June 1972 issue UCRS Newsletter, which had a 9 page article on the Cornwall Street Railway by Bill Linley (a former OVARIAN). This system was an

interesting combination of street car system and urban industrial railway. The article is well illustrated with a roster and a good system map. I have now photocopied the article and put it in a separate binder and placed it in the CRCML collection. It can be found in the pamphlet box for the "T" group. Its call number is: TG.CWL, R45.1068 pam

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## TIMETABLE

Upcoming events of particular interest to OVAR members

**June 15: 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)

**August 14-15: GANANOQUE – Thousand Islands Model Railroad Show,** Gananoque Recreation Center 600 King St. W. Sat. & Sun. 10 a.m.-4 p.m. Info: Bill Bowman (613) 382-7575, e-mail: [timrailroaders@aol.com](mailto:timrailroaders@aol.com)

**September 2: 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)

**October 16-17: NEPEAN – RAILFAIR,** Algonquin College Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-4:30 p.m.

The Interchange

# Small diorama kick-starts layout landscaping

by Andrew Batchelor

Is a model railroad ever really done? is a question modellers often ask while surveying their basement empires in progress.

In my case, "Does a model railroad ever really get started?" might be more appropriate. So what is it that is keeping me from my own empire?

While I have spent considerable time in the basement working on models, structures, rolling stock and so on, I have yet to make significant progress on the landscaping, the element that in my opinion really ties everything together and turns plywood central into a model railroad.

I created the small diorama displayed at the May meeting as a way to try techniques and tips I had seen or read, before committing to them for the entire layout.

The base of the 8" x 12" diorama is plywood with pieces of 2" extruded (blue) foam insulation affixed with white glue. The ground is given shape by carving the foam with a knife, and then covering it with cotton batting (scraps from my wife's quilting projects) to hide the joints. The batting is painted with a variety of brown and tan craft paints. The batting may not be the best material for this as it sucks up a lot of paint, and never seems to solidify.

The grass and short weeds are a variety of Woodland Scenics ground foam products. I don't know why I was reluctant to try the ground foam, but I must say it is easy to use and a little goes a long way. The tall weeds in the ditch are bits of craft broom trimmed to height and painted.

The trees are made in a variety of ways. The conifer is circles cut from a green pot scrubbing pad stuck on a bamboo skewer and coated with ground foam. Model Railroader had an article some time ago on creating conifers with this method. It is easy to do, very inexpensive, and relatively quick, especially if you mass-produce them. The small dark green bush is simply WS conifer foliage rolled into a ball, while the light green bush is a WS metal casting with foliage. The sumac near the fence is a sedum flower head soaked in 50/50 white glue and water, and sprinkled with foam à la Mike Hamer.

I used lightweight joint compound to create the small rock face next to the tracks, applying it directly to the foam in about a 1/2" layer. Once it had skinned over, I used a dull X-acto knife to slash and jab the horizontal

rock forms into the compound. When it had dried completely (about 24 hours), I applied a variety of washes of black and brown craft paints. The debris along the track is simply compound that fell off or was cut away during carving.

The Howe & Sons chain link fence is made from a spatter screen from the kitchen, with 1/12" dowels standing in for metal posts.

The gravel/sand road is actual sand, screened to remove the biggest pieces. Once cemented in place with white glue, I sanded the wheel ruts into the road using 60 grit paper.

The utility pole is a 1/8" dowel with stripwood cross arms. The braces are styrene, and the insulators are glass beads. The small fence in the foreground is made from sedum stems dyed in an India ink/alcohol stain.

## ExpoRail reopens

by Normand Levert

The Canadian Railway Museum at Delson/Saint-Constant offers its public a unique opportunity to see and experience life in the railway world. In fact, visitors can view not only trains, streetcars and all their related infrastructures, but also use these various modes of transportation right on the Museum grounds. The garden train operates daily on the site while the observation streetcar, nicknamed the Golden Chariot, runs when the weather permits. And every Sunday, a passenger train takes visitors for a short trip up to Montée des Bouleaux.

The Museum endeavors to highlight in a vivid, interactive way, the history and the role of the railways in Canada and it is using all its energies to do so. Since its creation in 1961, several hundred thousand visitors, young and old alike, have experienced the railway adventure at the Museum. All this through varied and exciting programming: permanent and special exhibits, guided tours, conferences, train or streetcar rides, the sending of telegraph messages, the operation of a live steam locomotive and many special events.

Today the Museum is home to the largest collection of railway equipment in Canada and is one of the most remarkable of its type in North America. The historical value of its collection is such that in 1978, the National Museums of Canada recognized it as being the specialized museum in Canadian Railway history. The importance of the Museum's collection and activities were also recognized by the Quebec government's Ministry of Cultural Affairs, who accorded the Museum its classification and awarded it an annual operations budget.

The Museum's research, acquisition, conservation, interpretation and marketing programs are carried out by a staff of five permanent and twelve seasonal employees. A

team of more than 80 volunteers is equally extremely active. Their projects are mostly oriented towards research, equipment operation, mechanical maintenance, track work and equipment restoration.

Most of all, the Museum's many years of operation have enabled it to elaborate a very popular education program. The Museum is open daily from May to September and weekends and holidays until mid-October.

To preserve this industrial heritage and make it accessible to the public, the CRHA operates the Museum at Delson/St-Constant near Montreal, with the indispensable help of many generous volunteers and donors.

Canadian Railway Museum activities are funded by the Ministère de la Culture et des Communications du Québec. Through the Department of Canadian Heritage, the Canadian Government acts as the Museum's partner for special projects. The Museum is also supported by the towns of Delson and St-Constant.

### THE 2004 MUSEUM EXPRESS

July 11 & 25, August 8 & 22, September 5, 2004. Departures from the Lucien-L'Allier Train Station at 11:00 a.m. Leaves the Museum at 4:00 p.m. Animation on board and at the Museum. Rates: Adults: \$32; Seniors: \$29; 13-17 years old: \$24.75; 6-12 years old: \$18.75; 3-5 years old: \$11; Family: \$79.

### For the Record

May Meeting:  
105

Current membership:  
180

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

# 2816 proves strong draw in Bedell:

CPR's steam program in conjunction with Royal Canadian Pacific gets public's attention



At Bedell, the 2816 wasn't the only step back into the past...



Some things never change — two young lads walk th



Looking down the tracks in search of the Empress.



Anyone know when Bedell last saw this many people?



Black Lab seems indifferent to the expected rail-borne attraction.



And she's by...

The Interchange

n



the rails.

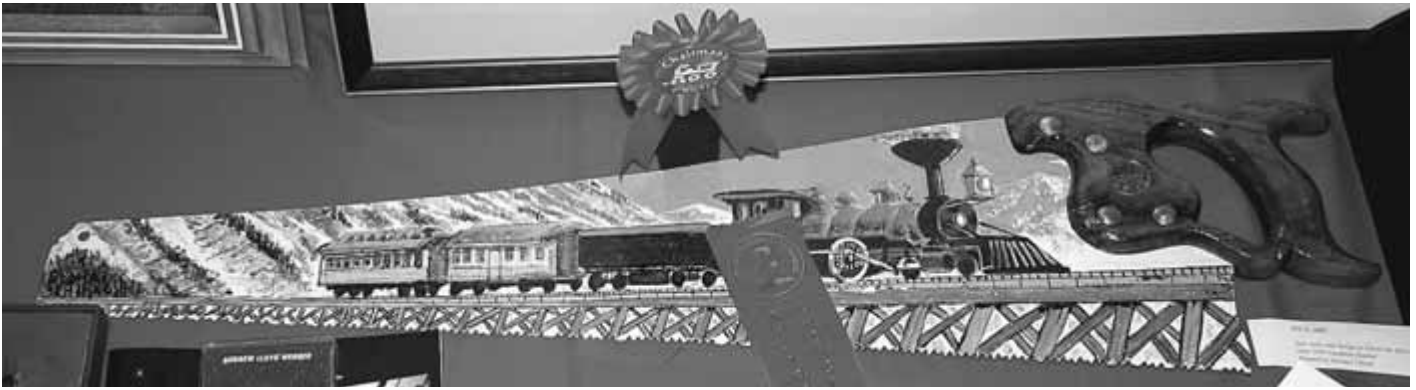


2816 storms through Bedell, looking like it has emerged from the 1940s (just ignore those ditch lights!).



Some fifteen minutes later, the patient railfans were rewarded with the missing diesels, as they followed the Empress through Bedell. GP38-2 3084 in heritage paint scheme leads FP9A 1401 and F9B 1900.





Mike Hind's saw won't be likely to see workshop use after his son's creative handiwork, and earned CHAIRMAN'S CHOICE.

## Culture and models on display in May

Ian Cranstone photos

Railway art was the theme of the May display and it came out in many forms. And it was probably the first time the CHAIRMAN'S CHOICE for the month had teeth. **Mike Hind** displayed a carpenter's saw on which his son had painted a railway scene in the style of the June 1999 Canadian quarter. One doubts that saw will ever be put to work to its intended task.

Mike also brought the program and tape of Andrew Lloyd Weber's STARLIGHT EXPRESS musical along with a pewter clock in a locomotive design and a teapot that is part of his wife's collection.

**John LeBlanc** displayed a most interesting copper bas-relief of a CNR steamer made by J.R. Maloney, a CNR brakeman. It was made in the late 1950s and John says the artist stated he would only produce one piece based on any one engine. Has anyone ever seen more of this gentleman's work?

**Alex Binkley** brought out a print of a Wentworth Folkins' watercolour painting of CNR 4-8-4 6218 passing through Brampton Station. Folkins has done many railway scenes as well as ones of the steamboats that plied the Muskoka Lakes until the 1960s.

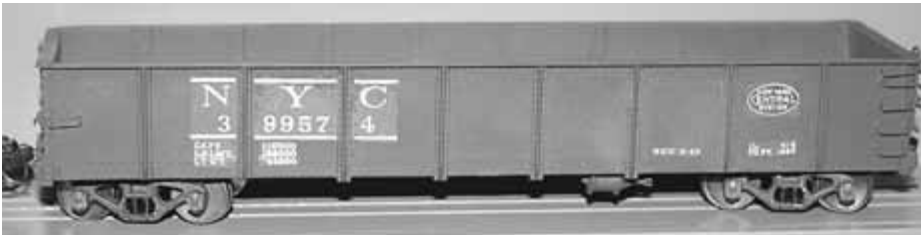
**Bob Winter** displayed some of the pen and paint holders on which he hand paints numbers and heralds. There seemed to be quite a few members who admired Bob's handiwork.

**Bob Hobbs** brought out an acrylic painting called Rock Creek Station that his wife Lorna did. Bob also had an oil painting of a Montreal commuter train scene by François Tremblay of Montreal.

**Carl Swail** had some original Montreal port scene watercolours that were done for Montreal Harbour Board calendars. A great look back at the port before World War II.



John LeBlanc displayed one-of-a-kind J.R. Maloney copper bas-relief of CNR 6100.



USRA gondola was constructed from F&C kit by Alex Binkley.



Bob Hobbs displayed a François Tremblay painting of Montreal commuter operations.



Carl Swail showed Port of Montreal calendar, along with source watercolours.

Our resident artist **Peter Cunningham** displayed a painting he did back in 1981 called TYSELEY SHED. Peter says it was first railway subject and looking at it reminds him of his youth in Birmingham.

**Steve Watson** displayed an album of half-sized prints of six oil paintings done by C. Hamilton Ellis in 1967 entitled the GREAT AGE OF STEAM. The paintings were commissioned by the Sunday Times Magazine to commemorate the end of regular steam operations on the British railway system that year.

**Bud Nelson** displayed reproductions of early tourist posters he has acquired off eBay and some silk screen prints by Mika that decorate his train room.

There were also some models on the display stand including a quite impressive G scale CNR Dash-9 diesel 2529 brought out by **Hugh Laing**. He also had a photo of the real unit undergoing some major modifications.

**Don Leger** showed off two CPR vans that he recently received from the Gendron Paint shop for service on his line. They are quite a sight.

**Grant Miles** displayed an OO scale Gresely A4 Pacific by Bachmann. Grant says his model is from a class of 35 steamers produced in 1935 that included the MALLARD that was timed at 126 m.p.h. in 1938.

**Alex Binkley** displayed two S scale gons that he is building for a gent in California. One is a 65-foot mill gon from a wood kit produced by Leigh Valley Models and lettered for the Erie. The other was an F&C 40-foot gon lettered for the NYC.

**Charlie Shrubsole** brought out more of the collection of S scale 40-foot boxcars that he is decorating for specific prototypes. A lot of his work involves getting the right ladders and rungs for the cars. One was a Permabilt kit for the 1950s that is partly done but needs a correct roof. He had another Permabilt car that he will build into a CNR white maple leaf car. He has made extensive modifications to the kit in part to take advantage of newer and better quality details parts such as brake gear. He also had a C&EI boxcar that has been heavily modified. He also showed off a O27 Lionel boxcar that many S scalers used to use on their layouts by heavily modifying them. Their car bodies were undersized for O scale and were actually closer to S scale dimensions. Charlie plans to make this one into a 1½ door CB&Q car.

And for a glimpse into the future of OVAR, **Denis Rule** brought out one of the



**Peter Cunningham** displayed his first railway subject, entitled TYSELEY SHED.

new Kato business cars that will be awarded to McEwan car winners in a few years time.

**Don Leger** brought in two CPR vans as painted by **Charles Gendron**.



**Grant Miles** displayed Bachmann OO Scale Gresely A4 Pacific.



**Charlie Shrubsole** continued displaying his S scale boxcar efforts with C&EI 64154.



**Denis Rule** showed future Herb McEwan award car



# Next Meeting

## The Current Exporail Museum

*presented by*

**Daniel Laurendeau**

### Display

Your summer projects

## Tuesday, September 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

**2003-2004**

|                       |              |              |
|-----------------------|--------------|--------------|
| <b>Chairman:</b>      | Denis Rule   | 613-823-3440 |
| <b>Vice-Chairman:</b> | Bud Nelson   | 819-837-3350 |
| <b>Secretary:</b>     | Mike Shore   | 613-829-8867 |
| <b>Treasurer:</b>     | Gord Bellamy | 613-725-6979 |
| <b>Membership:</b>    | John Shipman | 613-237-0707 |
| <b>Program:</b>       | Norm Levert  | 613-834-6798 |
| <b>Dinner:</b>        | Peter Joyce  | 613-841-1950 |
| <b>Video Library:</b> | Paul Therien | 613-824-8477 |
| <b>Archives:</b>      | Dave Knowles | 613-722-4473 |
| <b>Webmaster:</b>     | Steve Watson | 613-592-3609 |
| <b>Web Site:</b>      | www.ovar.ca  |              |

### 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:**

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