



The Interchange

Our 44th Year
Ottawa Valley Associated Railroaders — OVAR

September 2005

Issue 397



The photographer catches number 8 — a 2-4-4T — on the turntable at Quarry. Yes, there's a turntable in all that grass somewhere!

Freelancing a Maine two footer in O scale

by Trevor Marshall
photos by the author

In this hobby, we try to plan as much as we can — there's even a special interest group devoted to Layout Design (called, appropriately enough, the Layout Design Special Interest Group: www.ldsig.org). But despite all this thinking ahead, sometimes our plans go off the rails.

This article is about my experience when “life” went head to head with “layout”. The layout lost, but in the end I came out ahead: by looking at change as an opportunity to examine what I enjoyed about this hobby, I discovered that I was modelling the wrong era and theme, in the wrong scale and gauge.

When I left Ottawa in 1998, I was a confirmed devotee of the Boston & Maine Railroad. In 2000, I started building an HO layout based on the B&M's Claremont branch,

wedging this piece of New Hampshire into a 14'x16' finished room in my basement. In short order, I had the track down, trains running and a good start on scenery. Things were going according to plan.

But plans can change. When my wife Mairi decided to return to university, I realized we might be moving in a few years. The layout wasn't designed for moving, so rather than continue to work on it I tore it out. I could have rebuilt the Claremont branch as a portable layout, but when I thought about it, I realized I'd be happier working in a larger scale. I decided to build the new layout in On2.

“Owen who?”

On2: I'd model a Maine two-foot gauge railroad in O scale.

I really liked the mass and detailing possibilities of O scale, but O scale standard gauge steam is big: I could not design a lay-

out that fit my train room that I'd actually want to build.

Narrow gauge offered more bang for my buck. Several friends work in On3, so I considered that. But despite its many advantages, I realized On3 was not for me. Maybe it had something to do with the strong association between three-foot gauge and western railroading: 36" gauge was used many places, but it's almost synonymous with the

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plus much more

From the Private Car

by Bud Nelson, OVAR Chairman

Hello and welcome to a new year of HOVAR. I hope and I will work to make this as good if not better than last year, with your help of course. Your new executive is actually a combination of the old guard, i.e. last year's executive, and some new faces to give a new perspective.

Chairman: Bud Nelson
Vice Chairman: Paul Norton
Secretary: Mike Shore
Treasurer: Gord Bellamy
Program Chair: Normand Levert
Dinner Chair: Fred Mills
Interchange
Editor: Ian Cranstone
Membership: Bill Meek
Web Master: Steve Watson
Special Events
Coordinator: Gary Baillargeon
Video Library: Bernie Goodman

I think we have a good mix of new and experienced folks this year so things should continue smoothly. On that note, I want to thank Fern Leroux for coming back to the executive last year to keep me in line last year. Hopefully, this year without Fern's guiding hand I will not mess things up too badly. However, the new Vice Chair, Paul Norton, has a wealth of experience in being on the executive of organizations as well as being a very active large scale modeller, I am sure he will keep me on the straight and narrow. Another new face but familiar to all is Fred

Mills. He is a past OVAR chair and has agreed to step in and relieve Peter as the dinner chair. Thanks Fred, a big job that I know you will handle well. I would also like to thank Alex Binkley for the long and outstanding job as editor of the INTERCHANGE. I wanted to formalize something that I thought had been lacking over the years and that was recognition of Ian Cranstone as the man behind the scenes of the INTERCHANGE. To do this I asked Ian to come out from behind and take over the reins as editor which he has agreed to do. Thank you Ian.

Normand has a great line-up of guest presenters and that will make the evenings enjoyable and I know I will be learning from these guys as well. We will still have the display with lively commentary. I look forward to seeing your work and I am always gratified to see the level of talent we have in this group. This year we will not be doing the CHAIRMAN'S CHOICE award. Eliminating the CHAIRMAN'S CHOICE award was one of the recommendations given in the survey of past chairmen that was conducted by Fern Leroux, last year's Vice Chairman.

Well, so much for my rambling on. Remember, this is your club, and all of us on the executive want to hear from you and have you share your ideas with us on what you would like to see in OVAR. So don't be shy, come forward and say Hi.

Have a good year and I hope to see you all out at the meetings.

Bud

Craig Library sale

The Craig Library has accumulated a selection of non-magazine donations. We offer these items for bid contribution. Viewing arranged with Tony Pearce.

CASS — by Kramer, Carstens, 1977 — 40 pages
MODEL RAILROADER CLASSIC ARTICLES — Nov 1955
MODEL RAILROAD STRUCTURES — Anderson, 1963
HO RAILROAD THAT GROWS — Westcott, 1967
HO PRIMER — Westcott, 1976
BUILDING PLASTIC RAILROAD MODELS — Schleicher, 1979
SCENERY FOR MODEL RAILROADS — McClanahan, 1971, 1978 — 2 copies
THE ABC'S OF MODEL RAILROADING — MR, 1979
HOW TO BUILD MODEL RAILROAD BENCHMARK — Westcott, 1979
TRACK PLANNING — Armstrong, 1976
HOW TO WIRE YOUR MODEL RAILROAD — Westcott, 1976
DESIGN HANDBOOK OF MODEL RAILROADING — Mallery, 1979
BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMENS MAGAZINE, July 1922 to Oct. 1940 — 10 issues
LOCOMOTIVE ENGINEERS JOURNAL — Sept. 1954 to Apr. 1958 — 5 issues
COMPLETE HANDBOOK OF MODEL RAILROAD OPERATIONS — Mallery
NORTHERN ALBERTA RAILWAYS — Hatcher, BRMNA — autographed!
TRACKWORK HANDBOOK — Mallery, 1977
CP Rail — TIMETABLE 26 — Quebec Central
CP Rail — TIMETABLE 87 — Pacific Region
CN — TIMETABLE 4, 6, 10, 12, 14 — Mountain Region
CN — TIMETABLE 2 — Great Slave Branch
CN — TIMETABLE 39 — Prairie Branch
CN — TIMETABLE 67 — St. Lawrence Region

The above are in good to excellent condition. There will also be offerings of other material, including an MRC Throttle, track, and electrical/mechanical items suitable for the hobby.

For further info, contact Tony Pearce at the meeting, or at 828-0688

The Craig Library welcomes visitors to the Sussex Drive archive through 2007, Tuesday evenings from October 2005. Ask for the brochure at OVAR.

Check out the current book listings at the ovar.ca site.

TIMETABLE

Upcoming events of particular interest to OVAR members

October 4: OTTAWA – Bytown Railway Society, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info:

www.bytownrailwaysociety.ca

October 15-16: NEPEAN – Railfair 2005, OVAR/BRMNA, Algonquin College Woodroffe Campus, Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-4:30 p.m. Info: Angus Palmer. home.ca.inter.net/~brmna/shows.htm

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 at address on last page.

AVAILABLE — 2 to 300 feet of Peco OO track plus switches of many sizes — well weathered. Jim Jarrett 728-1491.

Check out OVAR's Web Site www.ovar.ca

Herb McEwan Award

by Roger Eaton

To say that I was surprised when I discovered that I was Number 38 in the 'consist' of McEwan awards would be an understatement. I was listening to the introduction of this year's award when someone said something about telling 'bad' jokes at each OVAR meeting. I perked up. 'Sounds like me, I said to myself, couldn't be so!' I then realized that it might be me but with poor hearing aids I carefully looked around to see if people were focusing in my direction. 'May be so', I said again and moved about a little to see if there were eyes actually looking at me. They were! I stood up very surprised and the applause was deafening as they say.

My thanks for those that felt I was worth it. For those of you that don't know me, I hasten to add that I model in a Fine Scale known as Protofour, a British 4mm/foot scale, that was the precursor to the North American Proto87 in HO. I became interested in UK railways during graduate school in Leeds [It was not a hot bed of terrorists in my day] in the '50s. On my return to Canada I joined BRMNA and the Protofour Society and started modelling. As many already know, British models are 4mm/ft in the rolling stock etc. but 3½mm/ft at the track level. My idealism and challenge would not

The OVAR financial report for the 2004-05 fiscal year

by Gord Bellamy, Treasurer

This is a summary of account balances of the Ottawa Valley Associated Railroaders over the Fiscal Year 01 July 2004 to 30 June 2005.

The Opening and Closing Balances shown are quoted from the Bank of Montreal (BMO) Statements/Reports.

In addition, the Treasurer holds the Dinner Float Fund of \$100.00, and a slush fund of \$10.00 for stamps, envelopes, tickets, etc.

BANK OF MONTREAL COMMUNITY ACCOUNT (CHEQUING)

Chequing Account Opening Balance	01 July 2004	\$ 2,823.18
Chequing Account Current Balance	30 June 2005	\$ 6,334.02

This reflects a net credit of \$3,510.84

BANK OF MONTREAL INVESTMENT ACCOUNT (T-BILL)

T-Bill Account Opening Balance	01 July 2004	\$ 4,917.63
T-Bill Account Current Balance	30 June 2005	\$ 4,975.26

This reflects interest earned of \$56.63

Balance ending Fiscal Year 2004-05		\$11,309.28
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allow me to accept this HO/OO compromise so I joined a small group in Ottawa that models the same way and the rest is history.

I may not be at the September meeting as I am planning to go to the Scalefour annual Scaleforum at Leatherhead, Sept. 24 and 25 but I would be pleased to see any OVAR members who wish to see a Fine Scale layout to contact me after RAILFAIR as I will be home by then.

Russian missile trains to be phased out

RIA NOVOSTI story
submitted by Normand Levert

Moscow, June 15—By the end of 2005 Russia will no longer have any nuclear missile trains, RIA-NOVOSTI has been told at the Strategic Missile Troops press service.

"Unfortunately missiles grow old, just like people, and their guaranteed service life runs out. It is precisely because the missiles' guaranteed service life has run out and cannot be extended (since series production was in Ukraine) that the removal from combat duty and scrapping of missile trains has been going on since 2001," sources in the press service reported.

According to the agency's source, on June 14th personnel of the Guards Red Banner Order of Suvorov Second Class Missile Division are sending the latest missile train to be scrapped.

As stated earlier by Col-Gen Nikolay Solovtsov, commander-in-chief of the Strategic Missile Troops, by December 2005 the last missile train will have been removed from combat duty and the division will cease to exist. "New systems of the Topol-M type, built in Russia, will replace the missile trains," the commander-in-chief said.

I always thought it would neat to ask Comarad Dispatcher to give immediate priority to the People's Great Patriotic Train. Now only in HO I'm afraid.

For the Record

June Meeting:
124

Current membership:
188

OVAR displays 2005-06

To give all OVAR members a heads up as to the display topics for the season (and an early start on those very special display projects), these are the themes for the OVAR displays this year:

- September — your summer project(s)
- October — Locomotives (of all types)
- November — Maintenance of Way
- December — Freight equipment
- January — Shortlines
- February — Passenger equipment
- March — Canadian roads
- April — Structures
- May — Non-Canadian
- June — McEwan cars and/or anything else that goes at the end of the train.
- September — your summer project(s)

Remember that our theme is only a suggestion — you are always welcome to bring out any model that you're proud of at any time, and especially your latest accomplishment!

Do remember though — if you don't fill out a display card telling us about your model, we won't know whose it is, which makes it very hard to give credit in the INTERCHANGE. This is also your chance to tell us anything about your model that may not be obvious.



The under-construction slate works on Trevor's On2 layout. Slate is the major traffic generator for the S&PCRR.



This section includes a small corner of the slate works, tracks and other quarrying machinery — but no giant rolling New England.

Maine two footer in O

continued from page 1

D&RGW and RGS. I was unhappy with the B&M in HO, but still wanted to model New England.

Fortunately, there's Maine.

Railways around the world have laid track to 24" gauge but for me, "two-foot" and "Maine" go hand in hand. Maine was home to several two-footers, including the Kennebec Central, Wiscasset Waterville & Farmington, Bridgton & Saco River (later Bridgton & Harrison), and the Sandy River

& Rangeley Lakes. All are worthy of modeling, but I chose to freelance a railroad closely based on the six-mile-long Monson Railroad. (For those interested in learning more about the Maine two-footers, I've included a list of books, websites and other resources below.)

If you want to know more about the Maine Two Footers (and even if you don't), I highly recommend a book called (appropriately enough), MAINE TWO FOOTERS by Linwood Moody. Originally published in 1959, it was updated in 1998 by another well-known author on two-foot railroads, Robert C. Jones. Moody's description of the "boy-sized trains" makes for wonderful reading regardless of your interest, and it's a worthwhile addition to any library.

Other Maine two-foot books by Robert C. Jones include:

TWO FEET TO TOGUS (Kennebec Central Railroad)

TWO FEET TO THE QUARRIES (Monson Railroad)

TWO FEET TO TIDEWATER (Wiscasset Waterville & Farmington)

TWO FEET BETWEEN THE RAILS VOLS. 1 & 2 (Sandy River & Rangeley Lakes)

TWO FEET TO THE LAKES (Bridgton & Saco River/Bridgton & Harrison)

(At this time, the books on the SR&RL and B&SR/B&H are out of print, but can still be found second hand. Be prepared to pay handsomely for them, though!)

In addition, there are a number of online resources for Maine Two Footers:

Bill Kerr (On2 SR&RL layout, Maine FAQ, Worldwide Maine 2ft listings):

members.shaw.ca/twofooter/index.htm

David Keith (Home of Sn2 modelling on the web):

www.narrowtracks.com

Maine Memory Network (The online archive of the Maine Historical Society):

www.mainememory.net

Maine Narrow Gauge Museum (home of four of the five surviving Maine two-foot locomotives, plus rolling stock, in Portland ME):

www.mngrr.org

Wiscasset Waterville & Farmington Railway Museum (home of the fifth surviving Maine two-foot locomotive):

www.wwfry.org

Sandy River & Rangeley Lakes RR Museum:

www.srrl-rr.org

Bridgton & Saco River/Bridgton & Harrison Railroad (presented by the Bridgton Historical Society):

www.megalink.net/~bhs/nginv.html

Train And Trooper (Two-Foot specialist hobby shop for brass, kits and books, located in Phillips ME but shipping worldwide):

www.trainandtrooper.com

Cranberry Junction (Two-foot gauge rolling stock, structures and books by another frequent writer on two-footers, Peter S. Barney):

www.cranberryjct.com/index.html

Naturally, there are a number of Yahoo groups devoted to Maine Two Footers. These include:

groups.yahoo.com/group/MaineOn2

groups.yahoo.com/group/MaineTwoFooters

groups.yahoo.com/group/Sn2_Trains

groups.yahoo.com/group/HOn30

Finally, for those of you who attended September's OVAR dinner, I mentioned a number of websites in my presentation. To save you from scribbling madly in the dark, these links are given below:

Ruud Lighting:

www.ruudlighting.com

Track end protectors, baseboard alignment dowels:

www.lcpinternational.co.uk/cl

Scenery sources:

members.shaw.ca/twofootBill

www.mountainviewdepot.com

www.scaletree.com

www.scenicexpress.com

National Narrow Gauge Convention 2007 (Portland ME):

www.27thnarrowgaugeconvention.com



Quarry itself, which will be surrounded by cranes, derris-scissors! A convincing forest is essential when mod-

The Monson appealed to me because of its primary source of traffic: a number of slate quarries and finishing plants near the village of Monson. Slate-hauling railways are popular subjects in the UK, where many quarries in Wales had narrow gauge lines, but they're not often modelled in a North American context. I decided to freelance to take advantage of the many available models of locomotives and rolling stock from other Maine two-footers, notably the Sandy River and Bridgton lines, and to add some more, non-slate traffic to the layout: the Monson was a bit of a conveyor belt, whereas I wanted to model a common carrier more akin to the Bridgton line (and my former B&M branch). As the photos with this article show, construction is well underway on the new layout — the Somerset & Piscataquis Counties Railroad.

Remember: it's a hobby!

If you find yourself in a situation where you have to tear down your layout — or if you're just plain unenthusiastic about working on the layout you're building — I encourage you to do a similar audit of what you like and dislike in the hobby: you may be surprised by the results. Even if you're perfectly happy with what you're doing, it never hurts to try your hand at something that doesn't fit into your primary interest. Build something in another scale, gauge, era or theme: again, you may be surprised.

And if you decide you DO like this other thing better than what you're doing now, go ahead and switch. This is a hobby, after all: as long as you're having fun, you're doing it right!

September 2005



S&PCRR 2-4-4T Number 8 switches a flat car loaded with roofing slates. Apparently, the crew is having a heated discussion about something in the cab.



Quarry is normally served by a railbus, so the big passenger train must be a slate company picnic special.



A quarryman pauses for a smoke as a quarry train prepares to leave for the junction.



As always, June's display featured a selection of Herb McEwan cars: (top) Herb McEwan's Crystal City Northern No. 100 which served as a model for the awards bearing his name: (1st row) No. 2 –Bob Craig, No. 6–Doug MacKenzie, No. 7–Tom Hood, No. 8–Dave Knowles, No. 9–Brian Ludlow; (2nd row) No. 10–Reg Bilodeau, No. 11–Jim Jarrett, No. 12–Al Craig, No. 15–Bill Scobie, No. 18–Ross Peever; (3rd row) No. 21–Michel Boucher, No. 23–David Stremes, No. 24–Brian Earl, No. 27–Carl Swail; (4th row) No. 28–Ken Healy, No. 37–Earl Roberts, No. 35–Mike Hamer; and (5th row) No. 20–Bill Erwin. Not yet present is No. 38–Roger Eaton.

McEwan cars featured in June

by Ian Cranstone
photos by Ian Cranstone

It is traditional for OVAR's HERB MCEWAN AWARD winners to bring their cars to the June display. This year was no exception with 18 McEwan cars gracing the display stand (which became 19 after Roger Eaton added his newly-awarded car to the display).

David Strong, who displayed Herb McEwan's Crystal City Northern 100, the proto-

type for the HERB MCEWAN AWARD, notes: "this car was built for and owned by Herb McEwan. Thus, it established the concept for an award annually provided to OVAR, then by Norel Hobbies with whom I was involved."

However, McEwan Award cars were not the only business cars displayed in June. **Dave Stremes** had a brass model of CNR 91 on display, painted into CNR's classic black, green & yellow scheme.

Also keeping with the business car theme was **Tom Hood**, who constructed Canadian Northern No. 1 from a Roundhouse observation, with minor changes to make it into a business car.

Al Craig showed two cars: an S-scale combine converted from an American Flyer car with Kadees and scale trucks, which he uses as the tail end of the mixed, and an S-scale triple hopper, again an American Flyer car converted with Ace scale trucks and



Classic wood-sided business car was displayed by Tom Hood (above), while Dave Stremes showed modern steel car (below).





Alex Binkley showed his pool train: CNR sleeper, CS coach & sleeper and this St. Boniface, Lac des Bois & Kaministiquia coach.

kadees. He notes that this car is lettered in memory of Dick Arthur.

Alex Binkley brought in a whole passenger train featuring a CNR heavyweight American Models sleeper custom painted by the American Association of S Gaugers, with details and decals to be added. Alex also showed an American Models lightweight coach painted by John Licharson for his St. Boniface, Lac des Bois & Kaministiquia and an American Models sleeper and coach painted by Charls Gendron for Alex's Canada Southern line. It certainly makes for a colourful train!

John LeBlanc showed a Labelle wood kit built into CNR coach 9170. John detailed the interior with Walthers castings that he spincast during an afterhours visit at their factory/store at 1243N Water St. in downtown Milwaukee in 1959. He handpainted the figures soon after.

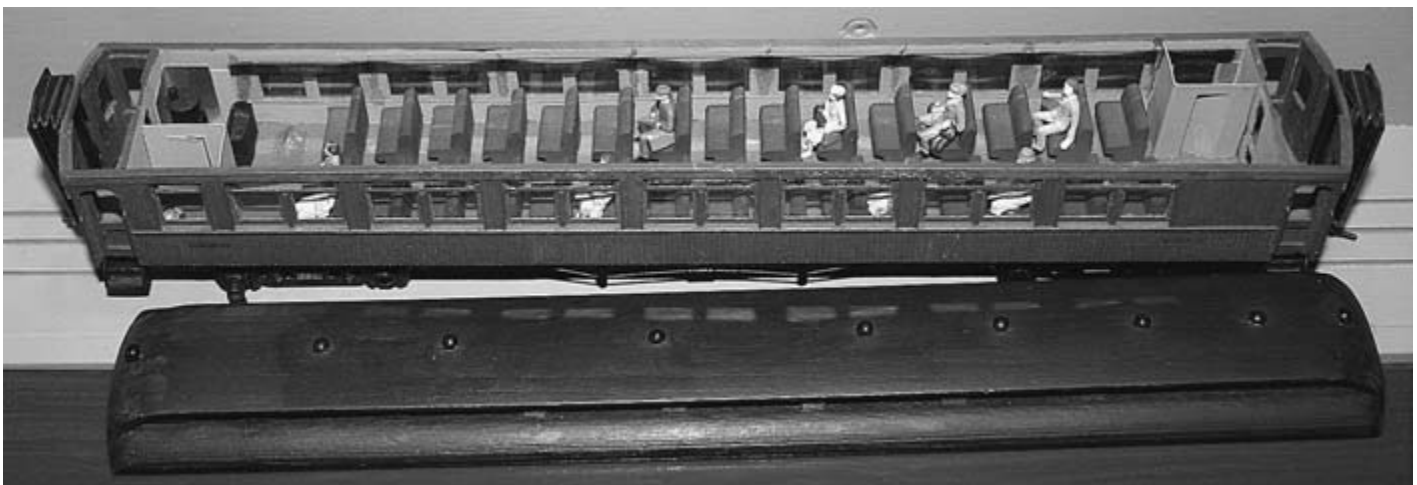
Greg Stubbings displayed his recent Overland import of CNR class N-4-a 2-8-0 2580. He notes that modifications were made to the locomotive and tender, and the model was painted by Winnipeg's John Morris. Although the prototype was scrapped in 1959, this version will live on in October 1957 serving on Greg's Lindsay, Ontario layout.



Al Craig showed two cars converted from American Flyer models into scale cars. Arthur Milling hopper is in memory of Dick Arthur.



Greg Stubbings utilizes CNR N-4-a 2580 on his 1957-era Lindsay, Ontario layout.



LaBelle coach was built and detailed by John LeBlanc. This car obviously doesn't serve one of John's busier routes!
September 2005



Next Meeting

Modelling Steam-Era Freight Cars

presented by

David Steer

Display

Locomotives

Tuesday, October 11

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

2005-2006

Chair:	Bud Nelson	819-837-3350
Vice-Chair:	Paul Norton	613-825-4113
Secretary:	Mike Shore	613-829-8867
Treasurer:	Gord Bellamy	613-725-6979
Membership:	Bill Meek	613-521-3234
Program:	Norm Levert	613-834-6798
Dinner:	Fred Mills	613-723-1911
Special Projects:	Gary Baillargeon	
Archives:	Dave Knowles	613-722-4473
Webmaster:	Steve Watson	613-592-3609
Video Library:	Bernie Goodman	613-834-7431
Web Site:	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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Smiths Falls

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