



The Interchange

Our 46th Year
Ottawa Valley Associated Railroaders — OVAR

September 2006

Issue 407

LeBlanc is 2006 McEwan winner



Barry Innes presents John LeBlanc with McEwan car no. 39.

by Ian Cranstone

2006's McEwan Award honouree was John LeBlanc, who can definitely be said to have contributed to the hobby of model railroading.

John has made it a point to place models on the display table every month — his absence due to illness part of this past year was very noticeable as a result. At the same time makes a strong effort to remind us all of the model railroading heritage — for an example, see this month's display report for his efforts to educate us about some of the various couplers used over the years. Not only that, but he frequently can tell us a little bit about the history of the model, where and

when it was bought (this month, Holden's Hobbies in 1952), and perhaps a little personal story such as the after-hours casting session at Walthers. And if one forgets what the dollar could once buy, he'll even tell you a price that seems a real bargain!

John has also made it a point to volunteer his services at RAILFAIR, even at an age when many of us might consider that our duty has been done. He has not left out OVAR, having served as a director, back when this position was part of our structure, and a search of the INTERCHANGE from years past will reveal his name as an author.

Congratulations John, for a well-deserved award!



Obituary

Ken Healy

As many OVARIans will know, long-time member Ken Healy passed away on July 25th. For those who could not be at his funeral, the INTERCHANGE has reprinted the text of Colin Churcher's eulogy for Ken, with the feeling that Colin has probably captured Ken's essence better than its editor could!

My name is Colin Churcher and I am privileged to say a few words about Ken and his railway interests. First, I would like to express our condolences to Harriet and the rest of the family — but I would also like to thank you for sharing Ken with so many friends. These thoughts are the result of discussions with many people, particularly the employees of the St. Francis Valley Railway.

I came to Canada in 1968 and, with a job in downtown Ottawa, I quickly discovered the lunchtime sessions at Hobbyland. In effect, a group of railway modellers would take over Bill Williams' model store at lunch time. They were lead by Bob Craig and included Dave Knowles, Ken Chivers, Al Craig, Dave Thomas, Stan Jones, Michel Boucher, Earl Roberts, Bruce Ballantyne, Mike Iveson and many others.

Bill Williams was also drawn into these sessions, because he owned the store, while Dunc du Fresne would occasionally drop by to confuse everybody with his twelve-inches-to-the-foot practical know-how.

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plus much more

From the Private Car

by Paul Norton, OVAR Chairman

As another busy summer passes, we look forward to a new season of train shows, basement operating sessions and dinner meetings with old friends. But before the new season starts, I think it's appropriate to thank all those members and Executive members who served the club last year. Thank you gentlemen for all you did to make OVAR's forty-fifth year a great success!

To date I have received letters of resignation from two members of last year's Executive; our past Chairman Bud Nelson and former Treasurer, Gord Bellamy. Thank you gentlemen for your years of service, your contributions are greatly appreciated. I will take Bud's place in the business car and Ralph Dipple has agreed to serve as

Treasurer.

Some other members of the Executive have also expressed an interest in retiring or changing jobs, but have agreed to stay on until new volunteers are found to fill their positions. As OVAR is made up of members from many other clubs and organizations, a good majority of our members are presently busy serving on the Executive committees of these organizations. After forty-five years, many long-term members have also served on our Executive committee; some several times. So my appeal now is to the some of the newer members to consider volunteering. A bit of your time could help to ensure OVAR is just as successful this year and years to come, as it has been for the last forty-five years.

Greetings from the editor

by Ian Cranstone, Interchange Editor

Welcome back for another season of OVAR and model railroading. Hopefully you all had a good summer and are ready for an active year.

I was reminded early at the June meeting as I saw all of the McEwan cars on display, that I had really meant to nominate John LeBlanc during the May meeting, but never quite got around to passing my thoughts along to Barry Innes and the nomination committee.

Fortunately, despite my inaction — but good intentions (“I meant to do that!”), someone else did what I wish I had gotten around to doing and nominated John. Next year I'll...

There's a moral here, and I hope to take heed. Instead of saying “I meant to do that”, I'm hoping that I can spend more time “doing that”, with a definite eye to working in the basement. We'll see how well that works out!

Barry Innes has returned with a second installment of his column OFF THE MAIN LINE, which is meant to feature happenings on the various model railroads of OVAR. Barry had spoken to me last year about resurrecting this column, and I heartily agree. Barry also suggested incorporating the old heading from years gone by, and so I have

done so. My thanks to Barry for making this happen, and now hopefully OVARIANS will help him continue to make it happen.

One final note — Barry Innes found so much to write about in his column, that I couldn't find space for the last paragraph, so it has been placed here:

“Well that's about it for this time. Remember if you have news about your layout that you would like to share with fellow club members, write a paragraph or two about it and forward it to me at:

innes3@sympatico.ca

To make things easy, make it a text file attached to an e-mail addressed to the above address. I'll look after the rest and get it to the Editor who is always looking for material for the INTERCHANGE.” (*Amen – Ed*).

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

For the Record

June Meeting:
not available
Current membership:
189

TIMETABLE

Upcoming events of particular interest to OVAR members

September 16: NEPEAN – Garage Sale, large quantity of HO locomotives, rolling stock, buildings, track, controllers and much more, 6 Trevor Crescent.

September 16-17: PICTON – Picton Model Railroaders Annual Show, Prince Edward Curling Club, Picton Fairgrounds, Main Street East. Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: Jack Stranahan (613) 476-3721.

September 30: OTTAWA – St. Lawrence Division Meet, NMRA, location t/b/a. Info: www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

October 3: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

October 4: 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

October 5: MORRISBURG – Morrisburg Model Railroad Club, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry stvskerri@personainternet.com

October 14-15: OTTAWA – RAILFAIR 2006, Algonquin College Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-4:30 p.m. home.ca.inter.net/~brmna/poster.pdf

November 18-19: MISSISSAUGA – Toronto Christmas Train Show, International Centre, 6900 Airport Road. Sat. 11 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: www.antiquetoys.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

May 17-21: VICTORIA – CARM 4th Annual National Convention, University of Victoria. Info: www.caorm.org

The Interchange

The Librarian's Carrel

by Dave Knowles

Ken Healy died on July 25. Ken was a founding member of the C. Robert Craig Library, its first president (1994-2001) and a director (1994-2006) at his death. Others in the railfan community have commented on his contribution elsewhere, including his chairmanship of OVAR and his 1995 Herb McEwen Trophy. So I would like to focus on his contribution to the C. Robert Craig Memorial Library.

Ken was one of the former OVAR presidents who met to develop a suitable memorial for Bob Craig shortly after the latter's death and which decided to found the Library in Bob's memory. Ken was elected President at the first annual meeting and held that position until he resigned in 2001 for health reasons. Ken lead us through the first years, the incorporation, the development of the constitution and bylaws, and the search for a home. He also developed a number of operational manuals for the Library. Ken was an early computer fan assembling his first computer from a kit, and he developed the Library's computer records base. All these programs have stood the test of time and are still in use today. After his resignation he continued as an active director, and indeed the last time I spoke to him was when he phoned to tell me that he felt so unwell that he would not be able to attend the regular June Director's meeting the next evening.

Ken was always open to the discussion and the examination of others' ideas and views, and you knew, that his views were well worth listening to, and taking into account even when you disagreed with him

I have many memories of Ken and one of my more unusual memories was a Board evening at my house. Ken arrived a bit early and took the chair that was my usual reading spot. Ben, our big Labrador (he weighed almost as much as Ken) wasn't sure that this was appropriate and he lifted Ken's elbow up off the chair arm and rolled his eyes at me, as if to ask whether he should evict Ken! The look on Ken's face, with his elbow held gently in Ben's mouth was one of total astonishment!

We at the Library are already missing Ken's counsel and participation in the affairs of the library.

Summer acquisitions

Summer is a slow time for new books. Authors and publishers alike prefer times to

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launch such publications when they think that the public is in a book buying mood. This summer has been like that with only a few books appearing on the shop shelves. *THE GLEN* (2005) is the latest in a series self-published by Michael Leduc. It joins *THE TURCOT STORY* (1994) and two books on the railway stations of Montreal Island, one on the CNR (1994), and the other on the CPR. (1996). All four are quite literally small books, but chock full of information about their subjects. They include maps and photographs, unfortunately the photographs are also small and being printed on matte paper suffer badly. The Glen Yard was central to CPR's passenger services based on Montreal, local and long distance, for almost a century from its inception in 1906 to October 8, 2004. Old eyes might wish for a larger type face but this little book (and the other three, are useful contributions to Canadian railway history.

David Laurence Jones' *FAMOUS NAME TRAINS: TRAVELING IN STYLE WITH THE CPR* is a well-illustrated book with many colour and b&w illustrations. The chapters on *THE PACIFIC EXPRESS*, "and its east-bound counterpart *THE ATLANTIC EXPRESS*", "THE IMPERIAL LIMITED", "THE TRANS-CANADA LIMITED", "THE CANADIAN" and "THE ROYAL CANADIAN PACIFIC" are interspersed with chapters on "Cruising the Inland Seas", an account of the CPR Great Lakes services. And "Grey Stones and Glass Houses" an essay on CPR's larger stations. Jones' source references are unfortunately sparse and the pictures often have the look of being posed for the publicity department. This means that they do tell a story and are well composed and focused. It is an interesting book about a romantic age and well worth having in your library. It might even interest the female members of your household.

Another publication to appear this summer, (surprisingly pretty much on the announced publication date) was *CANADIAN TROLLEYS IN COLOR*, VOL. 1. *EASTERN CANADA* by James Halperin. This is the latest in a series of "formula" books on Canadian subjects, now numbering thirteen since 1998 from Morning Sun Books of Scotch Plains, New Jersey. It is a formula within a formula in that it is the second book on trolleys (the first was on Great Lakes Trolleys). The base formula is a essentially a coffee table style colour picture book with longish

captions, occasionally a map, but with limited text sections providing a setting for the pictures. The focus on colour photographs effectively limits the coverage to the post WWII era as colour film was not generally available until after that conflict, and the ubiquitous 35 mm cameras not until the Korean War. As the streetcar era was in major decline in the early part of this period the range of photos is relatively limited.

CANADIAN TROLLEYS IN COLOR offers an interesting collection of photographs of Eastern Canadian streetcar and radial systems. Few, if any of these have appeared elsewhere and the photographers have previous been unknown to me. These factors are a solid plus for the book. Another plus is that at a guess, a third to half of the pictures depict cars built by Ottawa Car Company over the first half of the twentieth century. (QRL&P #401 of 1902 to OER #1003 of 1948) and identified as such in the captions.

However, I was bemused and horrified to learn — and this is a direct quote: "One year later, 1897, another milestone was reached when the OER opened what the local newspaper, the "Ottawa Citizen", called a "... massive iron bridge" over the St Lawrence River, thus providing a fast link between Ottawa and Hull, It became known as the "Interprovincial Bridge". There are so many mistakes in this sentence that the mind is totally boggled! Nevertheless the pictures are great.

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: New Tortoise switch machines — \$18 each or \$105 for a 6-pack, while quantities last. Call Terry Firth at 613-931-2570 or e-mail at jtfirth@sympatico.ca

TRAINZ 2006 CD EDITION. Package opened but never installed. \$40. Contact John Manson at OVAR or jmanson@alumni.sfu.ca.

Ken Healy

continued from page 1

Just imagine it, here's Bill Williams trying to run a business, and at the most profitable time of the day, when they let the Civil Servants out to spend money, his place is taken over by a bunch of rabid railway modellers, quarreling and arguing amongst themselves.

Among this group was a quiet, impeccably dressed man who often had a cravat. He had thick horn-rimmed glasses, stood erect, had a jaunty walk and normally wore a big grin. This was Ken. A quiet man, he would listen to the often noisy and frequently esoteric or, picayune discussion and then make a few erudite comments. This was Ken's style. He would listen quietly and then focus the discussion with a well directed grenade.

From these, for want of a better word, sessions, (I don't ever remember blood being spilt but I wouldn't have been surprised) Ken, Bob and the rest of this group developed a philosophy of the concept of a model railway, its construction and its operation, and this has stood the test of time. It is as valid today as it was all those years ago. Soon after moving into Regina Avenue, Ken commenced construction of the St. Francis Valley Railway. Because of lack of space he chose N scale, very small and finicky to construct. Because he was a perfectionist he hand-laid all the track. It is a testament to his work that at the last session we ran, earlier this month, the SFV ran faultlessly without a problem. Ken's approach was "Perfection — Do it right".

Ken attended the meetings of the Ottawa Valley Associated Railroaders (OVAR) and the Bytown Railway Society. He was president of OVAR for two years 1987-88 and 1988-89 and in 1995 he was awarded the McEwan car (#28) for services to railway modellers in Ottawa.

RAILFAIR at Algonquin College has become a regular railfan event in Ottawa. Ken was on the first two committees in 1978 and 1979 and again from 1993 to 1995 serving as Chairman in 1995. He wrote the RAILFAIR PLANNING GUIDE, a document that is still used today to help the organizing committee.

But Ken didn't confine himself to model railways. When Bob Craig died, he left an enormous collection of railway books and photographs and it was largely through Ken's efforts that we now have the C. Robert Craig Memorial Library. Located in the City of Ottawa Archives, this is likely the largest

single collection of railway books in North America. Ken became the first President, guided it through a rocky beginning and even wrote the constitution. All of this collection, including the many thousands of slides and photographs, has been catalogued — something that cannot be said of very many collections, certainly not those in Ottawa. But Ken ensured that the library would operate well after he left through writing a series of procedure manuals which set out precisely how things should be done. These are proving invaluable.

In 1997, I approached Ken and Dave Knowles about setting up a forum for those interested in studying the history of the railways of this area. Ken had some good ideas and wrote the terms of reference which we use in the Ottawa Railway History Circle. Ken would offer helpful advice to researchers and was especially keen on bringing forward the newer, more inexperienced members.

Notice that there's a pattern here. With all the significant developments in the area which we railfans now take for granted — OVAR, RAILFAIR, Craig Memorial Library, Ottawa Railway History Circle — Ken has played an important part and left a significant legacy.

Ken was great company to go railfanning with whether the objective was 12-inch-to-the-foot or miniature. You always knew you would stay somewhere better than a "no-tell" motel and he loved good food so you knew that you would go somewhere enjoyable and relaxing to reflect on the days visits. While he loved good food, he was not against introducing you to such delicacies as Tim Horton's Chili. However, this love of food sometimes got the better of him. I went with him to Portland, Maine just over a year ago where we enjoyed lobster — at a place with bibs and plastic table cloths. Just after that, Ken went with Paul Therien by rail to Halifax. All the way down Ken was musing about the wonderful lobster he was going to have and making disparaging remarks about meat eaters (Paul does not like shell fish). In Halifax, they found a good restaurant, sat down and looked at the menu. The cost of the lobster was astronomical but Ken had committed himself and was duty-bound to order lobster while Paul ordered the more reasonably-priced steak. At the next few St. Francis Valley sessions there were a few pointed remarks about lobster lovers having deep pockets.

The original part of the St. Francis Valley Railway ran between Richmond and Drum-

mondville and the Orford Mountain run was a short switching move. Regular operation commenced in 1981 with Walter Cholowski and Dave Venables being the operators. As federal government employees, they used to joke that it was easy to know when it was SFV because Wednesdays were the best day of the week. One Wednesday you got paid, the other you got to operate the SFV, what could be better than that?

The extensions to North Troy, Sherbrooke and Sorel were added in the '90s at which time the crew size grew to six operators and a dispatcher. I started at the SFV around three years ago and it was a little daunting working alongside a 25 year veteran (Dave Venables) as well as Barry Innes and Tony Pearce who have been regular members for the last 10-15 years while Paul Therien, John Manson and Normand Rajotte were seasoned veterans. The sessions were very serious and I came away from them intellectually challenged and emotionally drained. Normand Rajotte would lighten the tenor of the evening a little with a couple of comments such as: "Gee, Its getting dry in here" or "What's up Ken? Can't open your fridge door?" This was an indication that a beer was in order — although it was only recently that Rule G had been honoured in the breach on the SFV.

After the end of each session we would go upstairs and Ken would serve us tea or coffee while Harriet would bring around some of her delicious home made cookies, tarts or other snacks. It amazed me that he was thanking us for coming yet we should have been thanking him for giving us the privilege of participating in the operation of this incredible railway.

So Harriet, we would all like to thank you for sharing your husband of 51 years with a group of like minded railway fanatics. It couldn't have been easy for you at times what with your husband suddenly going off with the guys or a group of modellers descending on your home. You have put up with us patiently and graciously.

Ken was a very private person. He was extremely reliable and incredibly generous with his time and advice which was invariably centred on a broad and deep base of knowledge. He was the kind of person you were proud to have as a friend and he will be sorely missed. Ken was a wonderful mentor and we would all do well to emulate his philosophy.

"Walk quietly, think deeply and carry a grenade!"

Thank you.

Colin Churcher has written the following about the "Steam Special" on the late Ken Healy's St. Francis Valley. As you know Ken passed away in July but I felt that this article should make the Interchange as the SFV lives on as an operation resumed in August.

At Ken Healy's St. Francis Valley Railway the steam locomotive has made a return to service through the running of special excursions for railfans and tourists. Various formats were tried but it has been decided to start these specials from Sorel thanks to the sponsorship of the Sorel Poutine Company (SPC). The excursions tend to stop in out-of-the-way places and the SPC found it to their advantage to provide sustenance to the passengers who would otherwise starve.

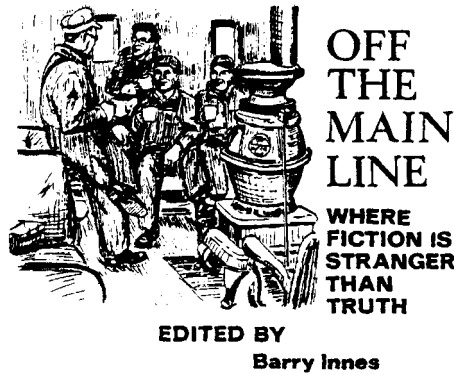
A tank car is coupled next to the locomotive to provide additional water but a large section has been fitted up to carry gravy which is heated by steam from the locomotive. Next to this is a box car which carries large containers of fries as well as curds. This, too, is heated by steam from the locomotive. The passenger car is tacked on the rear.

This train is stored in a siding at Sorel close to an existing SPC steampipe which allows steam to be raised quickly. The locomotive is an ex-Canadian National 4-6-2. The special is run as an extra normally called for 1300 at Sorel and running to Sherbrooke or North Troy as required.

The official name of this excursion is the "Gravy Train" but the operating crews frequently use the term "Poutine Special".

Michel Boucher has supplied the following about what is happening on his Delaware and Hudson RR.

The D&H is expanding! Renovations to the family room prompted the expansion of the D&H. I had been talking about expanding into the family room for some time to increase the layout's staging capacity, but the vision and will wasn't there. That was until I visited my friend Pierre Mayrand of Sherbrooke. (Pierre is past-president of the Sherbrooke Model Railroad Club). When I saw what he had done for his new railroad, the Lyndonville Sub of the CP, I asked him if he could help me build something similar in my family room. He graciously accepted and within two weeks we were in construction mode. We added 41 linear feet of mainline capacity and 50 sq.ft. of layout surface. The design is best described as around the room, museum style with valances hiding the lighting and forcing the focus on the layout. The benchwork is 51" from the floor.



The viewing window is 16" high. The new addition will allow for Saratoga To be moved from the laundry room to the new train room along a wall 27' long providing for a full yard with a capacity for up to 50x50' freight cars in the classification yard and 32 hoppers in an adjoining loads/empties holding yard. It also accommodates local industries as well as a station track for staging the excursion trains and a diesel maintenance facility for locomotives. The layouts geography will be flipped where north will become south and vice versa. I like to confuse my operators every few years as it keeps them on their toes! The basic infrastructure is completed and trackwork as well as scenery will begin shortly. By the time you read this, the new operating mode should be in place. You can see the expansion construction at:

www.delaware-hudson.ca

Mike Hamer has provided the following as to recent happenings on his Boston & Maine RR and railfanning activities. Pictures of his railfanning activities can be found at:

www.railfanning.blogspot.com

The boys of the Friday Night Group shut their layouts down for summer months. There's good reason for this... weather, and railfanning. Seeing as how our northern summer can be short at times, we feel it best to devote our summer Friday nights to family activities. We make up for the loss of operating time in other ways. The group gathers for a season ending party in June, and we often meet again sometime over the summer months to socialize. Of course, our modeling ventures are not put on hold. I've been creating a diorama of the Alder Model station which you will see at the display table and often, we will gather in smaller groups to assist each other with layout construction.

The summer activity of choice for the Friday Night boys is railfanning... and what better time than in the summer when some of us have more time on our hands! Recent-

ly a half dozen of the lads drove down to Coteau Junction on the CN mainline to lens the parade of trains so typical of that location. In this day of "on-time" service, trains run 24/7... and Sundays are no exception! In fact that was our chosen railfanning day near the end of July. We were fortunate to observe the Ottawa Central arrive at Coteau, interchange traffic and head up to the wye at Glen Robertson where the three Alcos continued north to Vankleek Hill before tying up for the day. We snapped images of the train crossing the mainline at Coteau, piercing a beautiful bridge just northwest of town and crossing the CP mainline at De Beaujeu. It's a really nice feeling being able to capture an image of a caboos working a train in the year 2006! The mainline at Coteau did not disappoint as well. Numerous passenger and freight trains kept us suitably entertained.

Having just purchased a digital camera a year ago, I've been bitten hard by the railfan bug. I live within a ten-minute bike ride of the Ottawa train station, so all I have to do is check the VIA schedule on the internet and then head out on my bicycle to snap shots at some favourite locations I have discovered. I've learned that there is often a short interval between an arriving train and the following departing one using the same line. This means, I can capture two trains in one bike ride... an inbound and an departing out-bound!

The Bourget Cornwall (Barry Innes) has added a little more scenery. There is a tall trestle on the layout that was just crying for some scenery underneath it. So in one of my inspired (weaker) moments I added some hard shell plaster and painted the resulting terrain. Now it cries out for grass, trees, etc. If I'm not careful I'll lose the title of the largest unscenicked layout in Ottawa. By the time you read this there should be a picture of this area on the SLD website.

On Fred Mills' Ironwood, Peter's Pond & Western "G" scale garden layout there has been a major trackwork relocation at Lilly due to a fire that severely damaged a trestle on the mainline. As a result and because the trestle could not be rebuilt, the mainline was relocated and the original mainline leading to the damaged trestle is used as a spur to switch a nearby mine. If you get a chance, this is a must see garden railway. Fred operates most Saturday mornings, so give him a call or talk to him at an OVAR meeting and go see this outdoor layout.



A total of 17 McEwan cars were on display in June, including Bob Craig's no. 2.

End of trains featured at end of year



David Strong displayed the prototype McEwan car.



Dave Knowles got "two-for-one" end of train deal with scale test car and caboose.



Brian Earl painted Roundhouse car as Great Western business car no. 12 — too large for home rails, it serves Tom Hood's line.



CNR business car is a W&R Enterprises model painted by Charls Gendron for Peter McGuire.

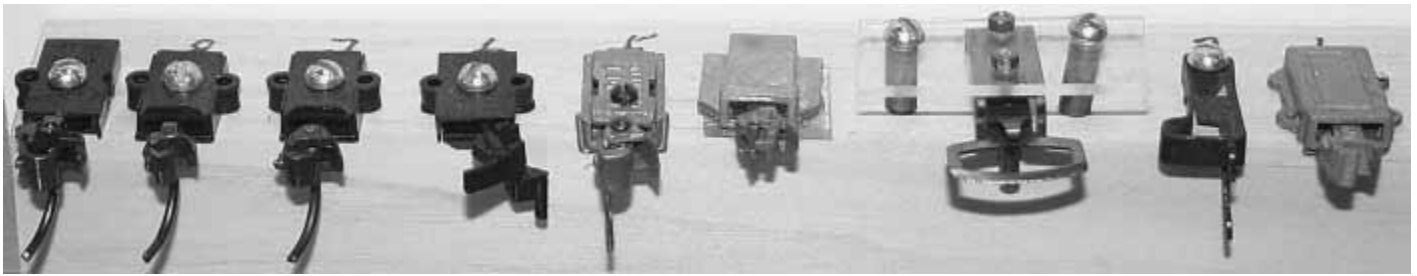
Ian Cranstone photos

The June display theme was McEwan cars and anything else that goes at the end of a train — as usual we saw a fine display of McEwan cars (including nos. 2, 7, 8, 9, 10, 11, 12, 18, 22, 23, 26, 27, 28, 35, 36, 37, and the newly-awarded 39), but there was also quite a variety of other equipment to be seen.

David Strong, as he has many years, brought out Herb McEwan's Crystal City Northern business car no. 100. It was decided (fittingly) that this should be the prototype for the award that bears his name.

Dave Stremes showed his W&R Enterprises brass CNR business car no. 91, which was custom painted by Charls Gendron, using decal lettering from the CN Lines SIG.

Not to be outdone, **Peter McGuire** displayed his W&R car as well, this time no. 24, also painted by Charls.



John LeBlanc treated us to a coupler display (from right): 1, Dummy AAR in kits in 1950s; 2, Baker? (pre-war); 3, Mantua 1950s; 4, Devore (operating knuckle coupler) 1952; 5, Kadee (non-magnetic); 6, NMRA" by Paul Mallery (never adopted by NMRA — still widely used in train sets); 7, Kadee Magnematic (one of many mounting systems); 8, Kadee "scale" Magnematic (smaller); and 9, Kadee No. 118 — SF shelf coupler (prototype used on modern tank cars).

Brian Earl's business car, Great Western no. 12, an HO scale Roundhouse model, is on long-term lease to Tom Hood's Canadian Northern. And **Tom Hood** displayed his Canadian Northern business car no. 1 as well, albeit in a more conservative paint scheme.

Graham Stremes displayed his Bachmann Spectrum heavyweight observation car, which he has repainted to be Boston & Maine business car no. 2. Graham notes that the car could still stand some weathering and detailing.

John LeBlanc as usual featured the heritage of our hobby with an interesting display of the various couplers used over the years (after all, a coupler definitely belongs at the end of a train). Also on display was a Varney caboose he purchased from Holden's Hobbies on Spruce Street in 1952 (for about \$3.50) for his first layout, the Harrisburg & Poplar River. John notes it was sold to the Canada Atlantic (his current layout) and renumbered 7387 in 1962. Of course next June, John will be able to display McEwan car no. 39 as well!

The Bourget Cornwall (**Barry Innes**) displayed their former CNR caboose, BCR no. 2485, which Barry constructed from a Juneco kit.

Ralph Dipple brought in his model of an LMS horsebox, which was sometimes placed at the end of British passenger trains to transport the horses of the rich and royal,



LMS horsebox, with groom's compartment, was displayed by Ralph Dipple.

complete with a separate compartment for the groom(s). You know what social standing you have when you ride with the horses!

Dave Knowles found another likely end-of-train car with his display of a scale test car (normally moved at the rear of a train) and Roco wide vision caboose.

Wally Weart commemorated the release of OTTAWA'S STREETCARS by kitbashing three Bachmann streetcars to capture the spirit of OTC cars 827, 636 & 1100 (this last one obviously for OC Transpo's yet-to-be-announced PCC service).

Finally **Hugh Laing** challenged the thought that train sets have to be expensive by displaying NewRay UP & Santa Fe N scale sets at \$18.95 (plus tax of course).



Hugh Laing showed \$18.95 N scale set.



Wally Weart modelled two former Ottawa cars using Bachmann models, and created fanciful OC Transpo PCC (at left).



Next Meeting

Ottawa in the '50s and '60s

presented by

**Bruce Chapman &
Bill Linley**

Display

Locomotives (of all types)

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



OVAR Directory

2005-2006

Chair:	Paul Norton	613-825-4113
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