



# The Interchange Our 42nd Year

Ottawa Valley Associated Railroaders – OVAR

April 2003

Issue 373



Rear view of "cab-over-engine" design (Mother Hubbard) Ten Wheeler. An eccentric on the rear axle drives the water injector pump.

## The Baltimore & Ohio Museum

by Normand Levert  
photos by the author

I found the B&O Museum in Baltimore, Maryland, totally fascinating. It is a first-class facility, well supported by public and private funding. Most of their collection is housed in a beautifully maintained roundhouse with an inside turntable. Some describe this building as a cathedral. It seems the architect hoped to be commissioned to build a cathedral for Baltimore and when he

realized that this roundhouse would be his largest project, he threw all his ardour in his work. The museum web site is:

[www.borail.org](http://www.borail.org)

but I recommend as well:

[www.steamlocomotive.com/bomuseum](http://www.steamlocomotive.com/bomuseum)

In addition to the inside display they have protected and unprotected outside displays, an HO layout, which I missed! And offer tours behind a restored F9.

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*plus much more*

# From the Private Car

by Fern Leroux, *OVAR Chairman*

March saw a series of snowstorms, cold days, the end of winter and the coming of spring. Many of us spent most of the winter hibernating in our basements, building, modifying and scenicking our layouts, building and kitbashing structures and rolling stock.

With the coming of spring many of us will modify our activities by attending rail shows, railfanning and even riding the trains.

Enough nostalgia. Let me make a few comments about last month's meeting. As usual many OVARIans came out to dinner and enjoyed the evening program presented by Bill Scobie. In viewing the video presented by Bill, we can see that the years do go by quickly, many comments were heard such as: boy has he put on weight, he had more hair then, gee, didn't we look younger and he was still around then. In all, it was a fun evening. Although the display stand had less rolling stock to show, the quality was impressive and as usual Bud's ability to liven up the activity proved to be very entertaining.

## OVAR Clothing Sale

I apologize for the inconvenience caused by not having the clothing sale in March as planned, a technical communication error in having the order forms printed forced the sale to be moved to April. Again may I remind the membership that providing the correct size is important. Also, orders must be accompanied with the payment. This year we offer, T-shirts, golf shirts, denim Shirts and baseball type caps. We have also maintained last year's prices. Samples of the goods offered and order forms will be on a side table and available during bar break.

## RAILFAIR Raffle Layout

I am pleased to report that two groups — HO Track and Ottawa Valley N Track Club) will look after the construction of the layout for the next two years. I would like to thank these two groups for their much appreciated contributions.

## Executive Notes

Don Leger, OVAR membership chair, had previously advised the executive of his pending retirement from the executive and

now that he has made it public, I would like to thank Don for his invaluable services he has given to our organization for the last two years. As he has pointed out in his contribution to last month's Interchange, being membership chairman demands some work in setting up, adding or modifying the membership list on an ongoing basis; having name tags engraved and attending executive meetings. Thank you Don, your contribution is much appreciated.

On the topic of retiring from the executive, I have advised my co-chair and executive members that I will not be seeking reelection in June. I have served on the executive for the past two years as co-chair and chair and prior to this stint also served as program and membership chair. I will have more to say on this topic in my June column. My purpose in advising my fellow executive members and the membership of my pending retirement is to give sufficient amount of time for people to think about serving on next year's executive. There are two positions to be filled, an election will be held to elect the chair and executive members and then the elected executive will select a vice chair and appoint people to the various positions. OVAR is a great organization. It does a lot but it can only continue to do what it does well by having a strong team at the top. It is also a great deal of fun.

Discussed to great length was organizing a year-end trip. The executive decided that it would be more appropriate to conduct the outing in early fall. The possible destination would be St. Constant/Delson to see the CRHA museum. The work in the construction of the new addition in Delson is not quite complete and will not be ready for viewing until the latter part of the spring, June is too hectic as it is the end of the school year and families planning summer holidays. The trip would involve visiting the museum in Delson as well as the possibility of visiting layouts and hobby shops. The June elected executive will finalize the plan and the membership will be advised accordingly.

Check out OVAR's Web Site  
[www.ovar.ca](http://www.ovar.ca)

Profiling: a member of the executive

Mike Shore, secretary

Mike has been interested in trains since his childhood when his father built him a Lionel layout in the basement of their family home. Much of the track was hand-laid, as Lionel track was much too expensive to buy even in the forties and fifties. Mike still has some of the components of his first layout stored in his garage. Later he became interested in British Rail and put together a Hornby layout, which remained running until his family had to move out of their old house in Sandy Hill. It did get migrated to Mike's current house after Mike's father passed away and is now stored away somewhere in his house too.

Mike has always loved trains and remembers times that he went down with his father to Union Station in Ottawa to watch trains come and go. He has fond memories of the underground passage between the station and the Château Laurier. He also remembers going with two cousins on Saturdays to watch the afternoon passenger trains leave Ottawa for Toronto — first the CP and then the CN.

It was not until 1980 when Mike was working in Ottawa for DND that he became interested in model railroading again through contact with Jacques Huppé who gave him a RAILFAIR brochure. Mike went to his first RAILFAIR and quickly developed a love of N scale trains, proceeding to assemble a very large collection of rolling stock and building a very limited temporary layout. Although time and the raising of his family did not allow him to spend time on a layout, he did join OVAR and was also active in the Ottawa Valley N Track club for several years. He is also a member of NMRA and joined SLD when it was reactivated. Mike is also a supporter of various other clubs and organizations supporting model railroading such as BRMNA, the Craig Memorial Library and the Smiths Falls Railway Museum.

Mike took on the job as OVAR's secretary a few years ago as an emergency replacement and has remained in the job since. Mike continues to collect rolling stock and equipment in various scales. He has collections of HO, N and LGB equipment and track. Currently he has developed a liking for Z scale and is finally building a layout that can fit in his limited basement space. His theme is the Amtrak Auto-Train which runs from Lorton Va. to Sanford Florida, which is near Orlando in the U.S. Some day he plans to travel to Florida on this train if it continues to run.

Mike is married to Claudia and they have two sons Tim and Daniel, who he hope will someday inherit his empire of trains and keep it in the family.



# Changes on the Bentbrook & Berkshire Railroad

by Denis Rule

The operating system on The Bentbrook & Berkshire Railroad has evolved. You have probably read about my colour dot operating system in previous articles in The Interchange. The dot system has served very well to train a mostly rookie operating crew and from it, I was able to learn the traffic movement and bottlenecks of the layout. After nearly two years of almost weekly operating, the dots have been replaced with car cards and waybills.

Many of you are familiar with car cards but for someone like me just starting out in operation only a few short years ago, car cards can be very intimidating. Here are a few tips for implementing an operating system for your layout.

## Preparations

Your layout will need a little preparation. You will need to name towns, sidings, junctions and don't forget each of your industries. If you don't have signs use temporary labels. Make a block schematic showing the order of your towns or important places. Nothing is worse for a visiting operator than trying to figure out where all the places are or what comes next.

You will need a place to put your car cards. This can be as simple as a few nails with paper clips or card boxes. Whatever you chose you will need a minimum of two places to put cards for every track or siding on your layout: one spot for incoming and one for outgoing. A layover is a third option. On my layout a layover car is treated the same as an incoming. Make sure you have plenty of space for your operators to layout their cards. I put up small shelves on the fascia board at any spot where cards need sorting. This will help minimize the wear-and-tear on the scenery.

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## The Car Card

You need to create a car card for each car on your layout. The car card is normally a folded piece of card stock (folded to create a pocket for the waybill) with a few basic pieces of information to identify a specific car. You will need the car's road name, the road number and the type of car as a minimum. This process will help you figure out what each car will carry.

## Pre-planning

Make an inventory list of all your cars listing the type of car i.e. boxcar, hopper, gondola, etc... Next make a list of all your industries.

It's time to hit the books or the Internet to do a little research to figure out what your industries need to receive and ship out. The main questions are: who and where are they receiving from and who and where are they shipping to. Now figure out how many cars each industry will need to receive and send during your operating session. The more accurate you make your database, the easier it will be to write your waybills.

## The Waybills

The waybill gives the operating crew specific car movement instructions. The basic information needed is where the car originated, the shipper, the destination, the receiver and finally the contents of the car. I chose a 4-sided waybill that I can flip at the end of each operation to send a car to its next destination.

## Planning a session

Don't try to do it all at once; on a larger layout you may need two or three sessions to make up a full prototype day. Remember this is a hobby not a job. Keep your sessions to about two hours in duration so that you and your crew can socialize and exchange ideas. If you are like me you will need sever-

al sessions to work out all the bugs. Remember the key is Have Fun.

For cards and waybills you can print yourself check this web site:

[www.nmra.org.au/pages/waybills.html](http://www.nmra.org.au/pages/waybills.html)

## Operating Tip

by Denis Rule

If you are like me you're probably always hunting for information that you can apply to your model empire. I found this priceless chart in an article by Richard Schumacher on the net a few weeks ago. I just had to share it.

The biggest mistake most model operators make is that they run their trains at 100 m.p.h. Slowing down will not only make your train will look more realistic it may help you avoid derailments and damage to your equipment. Run your trains at scale speeds. Place a yardstick on a straight section of track and practice running at scale speeds. Most mainline running is between 25 and 60 m.p.h and most yard movements are between 5 to 15 m.p.h. Remember match your running speed with prototypical starts and stops by accelerating and braking at scale rates. And never reverse an engine while it's moving.

Time to travel 3' at scale speed

Prototype	N	HO	O
5 m.p.h.	65 sec	36 sec	19 sec
15 m.p.h.	22 sec	12 sec	6½ sec
25 m.p.h.	13 sec	7 sec	3½ sec
60 m.p.h.	5½ sec	3 sec	1½ sec
90 m.p.h.	3½ sec	2 sec	1 sec

Look for more operation tips in the months to come.



This photograph by Richard Duley (web site) shows part of the roundhouse behind. About half of the roundhouse roof collapsed under the weight of snow this February.



## The B&O Museum

*continued from page 1*

The B&O museum has a most intriguing collection of very early steam engines. These artifacts date from the early 1830-1850 when the form of steam locomotives was by no means a settled affair. You find all the early successful and not so successful designs, from walking beam engines, vertical boilers, and various forms of power transmission. These engines and some old rolling stock are lovingly preserved inside the spotless roundhouse. The turntable, which in this case is the correct term, it is a full table of varnished hardwood floor, actually operates. I was quite fascinated by “Mother Hubbard” cab over engine Ten Wheelers. I’m sure that firing one of those engines while standing on a pitching open deck would test the mettle of any man.

The outside collection is varied and most interesting. There are steam engines, diesel and electric locomotives and self-propelled cars and a good selection of freight cars and special equipment. To mention a few steam locomotives, there is a B&O President Pacific, a C&O streamlined Hudson — in yellow and stainless steel, a 2-8-4 Berkshire and a 2-6+6-2. The grand prize has to be C&O 1604, an Allegheny 2-6+6-6 super power articulated built by Lima. The tender front truck has six wheels and the rear one eight wheels. I’m sure the rear truck alone must weigh quite a lot more than many locomotives in the roundhouse!



Western Maryland BL2, in “Speed ball” scheme, with a slug rebuilt from and ALCO switcher. The stainless steel hump belongs to a B&O RDC2 on the next track.



0-8-0 heavy freight locomotive. Note the absence of "Cowcatcher" pilot, the link & pin couplers and the size of the kerosene lamp.

The diesel collection is varied and some locomotives need work. There are many gems in the collection, including a Western Maryland BL2, with a slug! (I do not know if they ever operated together).

There is a gleaming EMD F7, shiny black does look good on a diesel! It is sued to give push-pull rides on modified flatcars. The ride is harsh but slow.

If you find yourself in the Baltimore region, I do recommend you go see the B&O Museum.

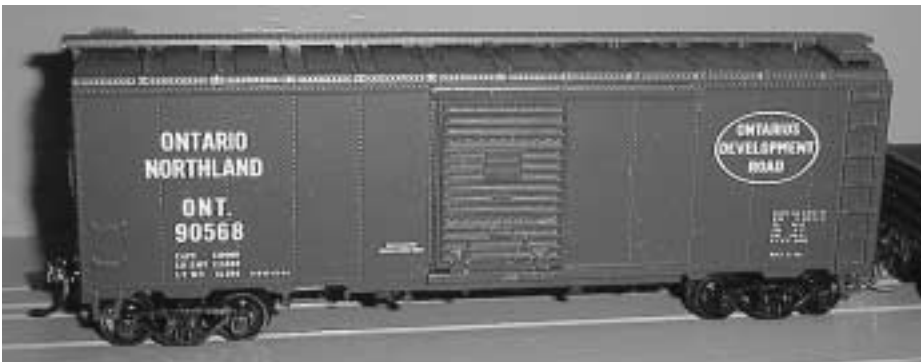
For those who have more time, Baltimore has a light rail system which runs by the inner harbour, not far from the B&O Museum. I did not ride the system, but I think you would find park & ride stations outside Baltimore. Baltimore is also well served by MARC, but on weekdays only, and by Amtrak.



Fully restored WM F7 providing power for push-pull tour train.



Charls Gendron displayed model of CB&CNS C-630, ex-CN unit is a custom-painted Van Hobbies brass model.



John LeBlanc's Ontario Northland boxcar won CHAIRMAN'S CHOICE in March.



Earl Roberts showed Pacific Great Eastern boxcar.



Harold Rowe brought out large-scale hailer created by Bill Scobie.

## Canadian shortlines featured in March

Ian Cranstone photos

**John LeBlanc**, one of the most dependable contributors to the monthly display, won the CHAIRMAN'S CHOICE in March for his HO Ontario Northland boxcar 90568. John says the car was from an early McKean kit that included underbody detail. It was a gift from Bill McKean. Sticking to our Canadian shortline theme, John also displayed an HO Algoma Central gondola #718 that was built from an Athearn kit.

While **Earl Roberts** is well known for his role in the Bytown Railway Historical Society and as a rail historian, he revealed a seldom-seen side by bringing out an HO Athearn 40 foot box car decorated for the Pacific Great Eastern.

Sticking with the shortline theme, **Alex Binkley** displayed three S scale freight cars. There were an ACR and a Toronto, Hamilton & Buffalo modern style gons made with American Models kits and C-D-S transfers. The other was a Canada Southern flatcar used in work service made from an American Models kit and C-D-S lettering.

**Charls Gendron** brought out a Quebec & Gatineau SW1500, a fully detailed HO Athearn model of one of the shortline's first pieces of motive power. He called it the quick repaint scheme. As well there was a gorgeous Cape Breton & Central Nova Scotia C-630, one of the Van Hobbies units beautifully painted to represent the units the

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Grant Knowles showed River Road Surplus — with a note “Model owned and taxed by Grant Knowles!”

line acquired from CN when it started up. Charls also had a HO Goderich & Exeter GP9, a Proto 2000 GP18 modified to represent the Cartier Railway power that went to the GER. Charls also had an Athearn 60 foot double door boxcar lettered for the CPR. Charls says cars such as this one are frequent visitors to the Ottawa Central yard. He also had an Athearn Auto Max articulated auto transporter designed specifically for SUV's. He also had one of the Kaslo Shops SD50F shells.

Getting away from shortlines, **Dave Knowles** brought out HO brass models of a CN RS-18 and a GMD1 as well as a snowplow and a CN transfer van.

**Grant (Structures) Knowles** displayed another of his superbly built and finished buildings. River Road Surplus is, as is customary with Grant, a modified resin kit that has a detailed interior and lights. It began as an HO Main Street Heritage kit.

**Bill Scobie** had a Lionel GP30 on display that he painted in the traditional CPR grey and maroon. It made for an attractive model.

**Harold Rowe** brought out one of Scobie's creations, a pickup truck outfitted to run over the rails.

**Greg Stubbings** had some pictures of Ottawa area stations that he hopes will kick off an effort to make a full set of pictures of the stations that used to dot the Ottawa Valley. See his article at upper right.

**David Jeanes** brought out a poster for the first RAILFAIR back in 1978. He says his set is complete up to 1993.

In one of the oddest items seen at OVAR in some time, **Dan Moffet** had copies of pictures he found on the Internet of a gent who climbed into an open hopper car the hard way — using a backhoe. You had to see the pictures to believe it.

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## A station challenge from Greg Stubbings

I think it may be a good idea to follow-up on an earlier INTERCHANGE feature (June 2002) which talked about the origin of community names in and around the Ottawa area.

The idea is this: with the help of OVAR, Bytown and the Craig Library, let's put pictures to the names. We could try to assemble station shots of the communities in the Ottawa area during the 1930-1960 time period (before railway post office service and many branch lines were abandoned and stations closed). The photos could be scanned to create a slide show following the various railway sub-divisions (historical tour of the

line) for use at a future OVAR meeting (presentation) or series of features/photos for THE INTERCHANGE. For example:

Canadian Pacific Railway

Winchester subdivision featuring Merri-  
rickville, Winchester, Chesterville, Finch

Prescott subdivision — Spencerville,  
Kemptville, Osgoode, Manotick

Ottawa & New York Railway  
(New York Central-Ottawa Division)

Cornwall, Newington, Finch, Berwick,  
Crysler, St. Albert, Embrun, Russell, Ed-  
wards

Similarly with the various other CPR and CNR subdivisions as well as those within the present City of Ottawa.

This will create a good historical overview for those who were not around during that time period (that includes me !) and for those interested in modelling the lines.

We haven't really done this type of project since the mapping project of lines modelled by OVAR members.

What do you think? So THE INTERCHANGE wants to know who would work with Greg on such a project.

## 2816 schedule

The CPR Hudson 2816 will be touring through the Prairies and Ontario this year to raise funds for a children's charity. Following is the latest schedule for the trip:

Medicine Hat, AB	Sat., May 24
Swift Current, SK	Sun., May 25
Moose Jaw, SK	Mon., May 26
Broadview, SK	Tues., May 27
Brandon, MB	Wed., May 28
Winnipeg, MB	Thurs., May 29
Kenora, ON	Fri., May 30
Thunder Bay, ON	Sat., May 31
Schreiber, ON	Mon., Jun 2
Chapleau, ON	Tues., Jun 3
Sudbury, ON	Wed., Jun 4
Mactier, ON	Thurs., Jun 5
Hamilton, ON	Mon., Jun 9
London, ON	Tues., Jun 10
Windsor, ON	Wed., Jun 11
Woodstock, ON	Thurs., Jun 12
Oshawa, ON	Fri., Jun 13
Milton, ON	Sat., Jun 14
Parry Sound, ON	Sun., Jun 22
Cartier, ON	Mon., Jun 23
Chapleau, ON	Tues., Jun 24
White River, ON	Wed., Jun 25
Nipigon, ON	Thurs., Jun 26
Thunder Bay, ON	Fri., Jun 27
Ignace, ON	Sat., Jun 28
Kenora, ON	Sun., Jun 29
Winnipeg, MB	Tues., July 1
Portage, MB	Tues., July 1
Virden, MB	Wed., July 2
Broadview, SK	Thurs., July 3
Regina, SK	Fri., July 4
Swift Current, SK	Sat., July 5
Medicine Hat, AB	Sun., July 6
Calgary, AB	Tues., July 8

## TIMETABLE

Upcoming events of particular interest to OVAR members

**April 26: TROY, N.Y.** – Rensselaer Polytechnic Institute Open House (New England, Berkshire & Western). Sat. 12-4 p.m. Info: [http://railroad.union.rpi.edu/open\\_house.asp](http://railroad.union.rpi.edu/open_house.asp)

**May 6: OTTAWA** – Bytown Railway Society Regular Meeting, 7:30 p.m. Info: [www.ovar.ca/bytown](http://www.ovar.ca/bytown)

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

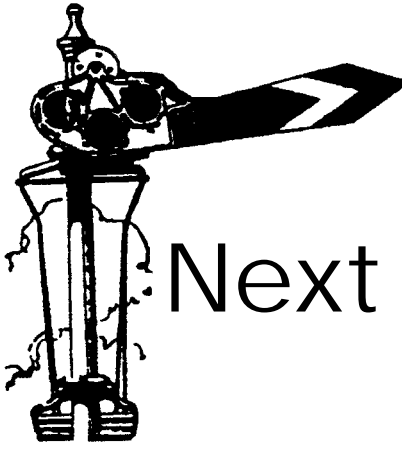
### For the Record

March Meeting:

**116**

Current membership:

**182**



# Next Meeting

# Operating the Canada Southern

*presented by*

**John Mitchell**

**Display**  
Fallen Flags

**Tuesday, May 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 Peter Joyce at 841-1950. Thank you.



## OVAR Directory

**2002-2003**

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<b>Membership:</b>	Don Leger	613-727-0609
<b>Program:</b>	Bud Nelson	819-837-3350
<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
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### THE INTERCHANGE

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**Submission of Articles:**

THE INTERCHANGE welcomes your submissions that may be of interest to club members. Please send them to one of the departments listed above. Material submitted can be handwritten, typewritten, on floppy diskette, or sent via e-mail.

**Copy Deadline:**

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