



The Interchange

Our 43rd Year
Ottawa Valley Associated Railroaders — OVAR

April 2005

Issue 394

Laser Structures' McCabe Lumber Backwoods Engine House

by Andrew Batchelor
Ian Cranstone photos

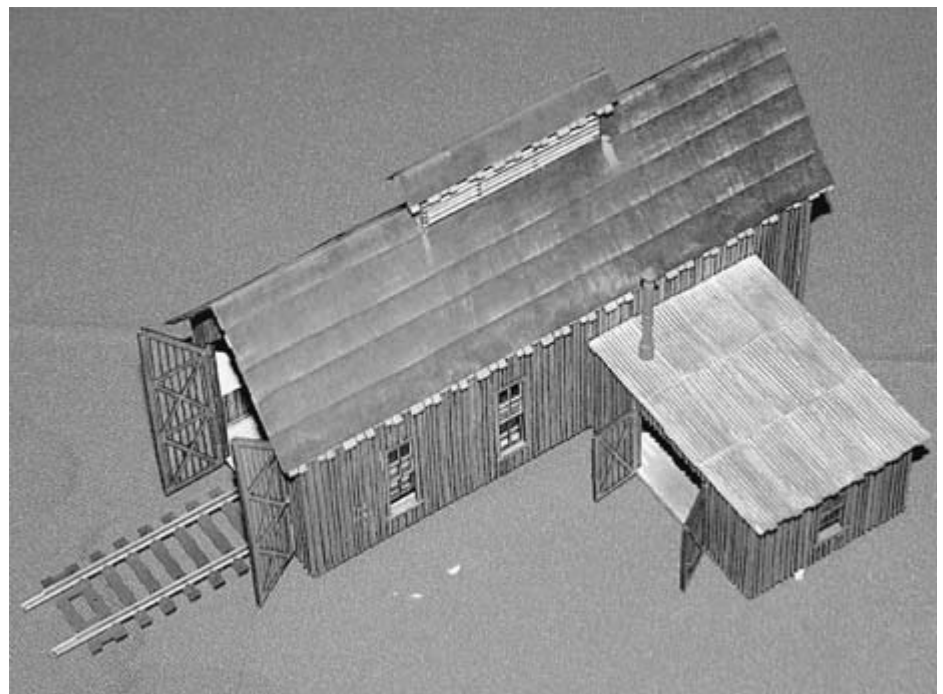
I took on this laser-cut kit for Peter Nesbitt after seeing his ad in the September Interchange asking for someone to build some structures. Having worked with scribed siding and dimensional stripwood before, I was interested to try a laser-cut kit.

It was a little more than I bargained for, and I have to admit that I was a bit overwhelmed at the beginning. I got off to a good start by avoiding the windows, and focusing on the battens — each of which had to be individually applied! Eventually though, it all went together, and the windows were not as bad as I had imagined.

I added some easy interior detail (that I hope will be visible) to give the place more of a lived-in look.

- The barrels are made from heavy foil from wine bottles. I built a jig to crease the foil, and then wrapped it around sections of 1/4" dowel.
- The boxes and crates are bits of balsa, some with stripwood trim.
- The floor is stained with an India Ink/alcohol wash, and dry brushed with craft paint.
- The wood stove is a bit of carved dowel, with a foil door, all painted with craft paint.
- The workbench is made from scraps from the kit itself.
- The wheels, ladder, and chain are from my scrap bin.

I assembled the engine house more or less according to the directions, but there were a few places where I did things quite differently. I did not assemble the roof separately, as suggested — instead I built it in place as I went. I also put a corrugated metal roof (made of tinfoil) on the workshop, as I thought continuing the tarpaper roofing would be somewhat monotonous. I left the



doors until the very end, and did not stencil the name on the roof.

The kit itself is very complete (in fact there are a few extra parts), and went together well. The only complaint I have is about the parts that were cut versus those that were only "scribed". The scribing adds great detail to, for example, the door bracing. This should have been applied to the walls, doors and roof, but instead they were cut through. With no battens on the doors, that means you can see through them. The roof and walls were weakened unnecessarily; it would have been better just to scribe the lines.

Since I began this in September, I may not be the fastest contractor — perhaps Bygosh & Bygolly should take on the next job! I'd like to thank Peter for letting me try a laser-kit, and I can only hope that he thinks the long wait was worth it.



On the inside:

Craig Library Report	3
Local Shortline Changes Owner	4
March Display Report	6

plus much more

From the Private Car

by Bud Nelson, OVAR Chairman

As I sit here typing this out on my keyboard, it is 13 degrees outside. Not the sort of weather to be spending indoors but then there are things to do. Get my large scale (G) stuff in shape for the forthcoming operations which should be sometime in April — I hope. Do more work on the layout while I still can. Hey, I cannot get into my garden yet so it must still be model railroad-ing time.

However, there are other things that must be taken care of as well. I am thinking here of the forthcoming elections and in the not too distant future the Herb McEwan Award.

Elections

There are nine positions on the executive, Chair, Vice Chair, Program, Dinner, Treasurer, Membership, Webmaster, Interchange, Secretary.

There are three persons currently serving on the executive who wish to step down: Fern Leroux, Vice Chair; Alex Binkley, Interchange; and Peter Joyce, Dinner.

There are five persons currently on the executive that have expressed a desire in staying on: Bill Meek, currently Membership; Steve Watson, currently Webmaster; Gord Bellamy, currently Treasurer; Norm Levert, currently Program; and myself. As of this writing I have been unable to contact Mike Shore but I will make the assumption he

would stay if asked.

So the math becomes easy enough for me to do, we need three new folks to sit on the executive. We are going to have one of our members be the trustee to solicit new members for the executive and to conduct the election. Please give some thought to putting your name forward to serve on the executive. It does not take a lot of time, is rewarding and you get to eat first!

Herb McEwan Award

This award is made annually at the June meeting to someone who has made an outstanding contribution to the promotion of goodwill in the hobby of railroading. The award cannot go to a serving executive of OVAR.

The executive are responsible to appoint a trustee to gather nominations and work with the executive to establish to whom the award will be made. Copies of the nomination form will be distributed at the April and May meeting. Please take some time to think about who you think deserves the recognition, fill out the ballot and give it to the trustee or a member of the executive.

This is your club and only you can make it prosper by your participation.

Remember to drop by and introduce yourself say Hi and chat, I still have not met all of you.

TIMETABLE

Upcoming events of particular interest to OVAR members

April 30-May 1: LINDSAY – MODEL TRANSPORTATION EXPO, Lindsay and District Model Railroaders and Lindsay Model Ship Wrights, Victoria Park Armouries, 210 Kent St. W. Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4:30 p.m.

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

May 4: CORNWALL – Moccasin Model Railroad Club, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@co-geco.ca

April 15-17: BELLEVILLE – GRAND JUNCTION, NMRA NFR convention, Ramada Inn on the Bay.

www.nfr-nmra.org/

April 23-24: IROQUOIS – SEAWAY DISTRICT MODEL RAILROAD SHOW & SALE, Seaway District High School, Hwy. 401 to exit 738, south to Hwy. 2, east on Hwy. 2 for 3 blocks. Sat. 10 a.m.-5 p.m., Sun. 11 a.m.-4 p.m. Info: Jason Edge (613) 657-1392, e-mail: cuttingedge@ripnet.com

May 20-22: WINNIPEG – GOLDEN RAILS, Canadian Association of Railway Modellers National Convention in conjunction with CN Lines SIG, CP SIG, CRHA & Midwestern Rail Association.

www.caorm.org/

Pages/convention/index.html

Museum founder dies

Bill Lesurf, the original driving force behind the Smiths Falls Railway Museum, has died, Bruce Chapman reports. Bill had a stubborn streak a mile wide, and kept on pushing despite the naysayers at CN, in the Smiths Falls Town Council, the railfan community, and the general public. He was as kind and generous a man as you will ever meet, a true friend. He'll be sadly missed.

Facts about Canada's railways

- 60 freight and passenger railways today, twice as many as a decade ago.
- 324 billion revenue tonne kilometres of domestic and international freight in Canada annually;
- 57 million rail commuters, intercity travellers and tourists
- more than \$1 Billion annually re-invested by rail industry in track, facilities, rolling stock and equipment
- short lines now originate more than 30% of the industry's carloads
- fleet of 3,170 locomotives and 97,000 freight cars
- more than 75% of the locomotives bought since 1985 are more powerful, consume less fuel and generate fewer environmental emissions than those they replaced

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, 3715 Campbellcroft Road, Box 634, Os-goode, ON K0A 2W0 or via e-mail at lam-ontc@nakina.net

My good friend Marty Phillips is looking for the following two magazines from a set which were created in 1988 and sold in hobby shops locally. The magazine is entitled TRACKSIDE... A PORTFOLIO OF EASTERN RAILROADING. Marty requires Volume One, Issues Number 1 and 2 to complete his collection. If you could help in this matter, please contact Mike Hamer at 526-1988 or cw580@ncf.ca. Thank You.

From the Carrel:

Learning about CPR's Dynamometer car #62 provides a case study in research techniques

by David Knowles

This month I want to tackle something quite different than past columns. Occasionally I'm asked on how to do research. This is not an easy question to answer. Research technique is very much a personal matter, and evolves over time. An outing of the NRC's dynamometer car CPR #62 from the Rail Division prompted me to launch a small project that may provide some clues.

"Car #62, A case study in research" or getting it together!

First: Define a few parameters. A dynamometer car is intended to measure the on-road performance of locomotives. For the most part they were found on large railways, notably those, such as CPR, which designed and built their own locomotives. Clearly the first priority is to review sources of CPR materials... particularly those dealing with newly acquired locomotives.

Second: Check your own files, maybe you have already found and tucked away some materials when doing other searches. My miscellaneous file turned up a very comprehensive article from THE CANADIAN RAILWAY AND MARINE WORLD of January 1929. This provided descriptions of the car, its construction, equipment, crew accommodation, a floor plan, two pictures and dimensions.

Possible sources

1. Magazine Sources — Check magazine indices. The Model Train Index

www.index.mrmag.com

is very good as it indexes a comprehensive collection of North American prototype and model magazines. My keyword search for dynamometer turned up 22 hits covering a period from 1937 to 2003. It included a direct hit with the "Canadian Pacific Dynamometer Car" in the March 2001 issue of MODEL RAILROADER, p. 106-109. This article has both b&w and colour photographs as well as scale drawings of all four sides, and a floor plan. A survey of the other articles showed up plans of four cars from other railways dating from 1907 to 1927. The index covers CANADIAN RAILWAY MODELLEER, but not CANADIAN RAIL. The latter is indexed on the CRHA website:

www.exporail.org/publications/index/abc_ang.htm



Overland offers this model of CPR's dynamometer car #62 — the object of David Knowles' research quest. (photo from Overland Models web site)

but has no hits for dynamometer. Neither CP TRACKS nor CPR's house magazine SPANNER are included in the Model Train Index so they require a search of individual issue indexes. Here I hit pay dirt again in the Fall/Winter issue of CP TRACKS. This issue has a reprint from SPANNER (March 1968) of an article describing a trip in #62 behind diesel locomotives and pictures of CP's earlier dynamometer cars #3800 (1899-1929) and #3801 (1906-1929). The microfilm copy of CANADIAN RAILWAY AND MARINE WORLD does I think have an index.

2. Book Sources — Books covering locomotives of bigger railways, particularly those that designed and built their own locomotives, are likely to have descriptions about locomotive development with pictures and descriptions. Canadian Pacific has two such books. One, on steam locomotives, and the other on diesels. Unfortunately Omer Lavallée's very comprehensive CANADIAN PACIFIC STEAM LOCOMOTIVES rarely mentions dynamometers, and has no pictures of them. CANADIAN PACIFIC DIESEL LOCOMOTIVES, by Dean and Hanna on the other hand shows a number of pictures with #62 tucked in behind a variety of diesels under test, including an RS-2, GMDH1, C-630, GP40, SD40x, SD40, GP40-2 and M-420. THE COLOR GUIDE TO CANADIAN PACIFIC FREIGHT AND PASSENGER EQUIPMENT by John Riddell has a good picture of #62 as it appeared in 1983. The CAR BUILDERS' CYCLOPEDIAS have been published for many years and dynamometers have been included. While often railfans, with few exceptions, are a generally gregarious, talkative and helpful crew. Talk to your friends and ask them questions. You will be amazed at the depth of knowledge, sometimes even about relatively ob-

scure items such as dynamometers. A chance meeting at a local supermarket recently turned up photocopies of notes taken during five test runs in Car #62 in the early thirties. Four of them behind CPR #8000, the massive three pressure 2-10-4, and one behind #5900, a standard Selkirk. The pressures in the closed circuit section of #8000 are truly awesome.

Note — I have only noted the successful hits, for each one of these there were probably one or two unsuccessful tries. But the information in the good hits far outweighs the failures. Good Luck!

Does the Dynamometer have a place on a model railway? Certainly, if it has a place on the real thing then it has place on the model, and not just on a siding behind the engine house. Dynamometers should be tucked in behind newly acquired locomotives on the layout as you assess their performance, and after each rebuilding or overhaul.

A few models have been offered by the manufacturers. Years ago Custom Brass produced an HO Nickle Plate Road car (Cat RS-603). In 2002, Walthers produced an operating model dynamometer with a simple measuring device (Cat 932-4650-61). If authenticity is important Overland has produced a factory-painted model of CPR #62 (OMI #3346-1). Two are currently offered on their website at US\$560.

THE INTERCHANGE

wants to know what you're doing on your model railroad — or what your favourite prototype is doing! Don't be shy — write!

Local shortline changes owner

by Normand Levert
photos by the author

It is funny how the smallest railways often have the largest names. So it was with the obscure Northern Counties Light & Power Railway. The NCL&PR connected with the end of Canadian Northern electrified service to Deux Montagnes and ran electric service to St-Jerome via the small village of Mirabel. So it seemed natural enough to one of the Nord Railway precursors to absorb the shortline when it built through St-Jerome on its way north from Montreal. NCL&PR wires came down early and the branch used diesels to serve local industries.

The NCL&PR was built to steam road standards, but the radial (interurban) ancestry is still evident in some sharp curves and many short sidings meant for two or three cars passenger trains meet. Lately, the NORD Railway management decided that the branch line would fare better as a shortline and sought interested parties to take over the old Northern Counties.

Well, that is the fantasy, but if you check the map, there is a rail line from Deux Montagnes to St-Jerome, running around Mirabel. The NCL&PR was my mini layout, all 39 x 74 inches of surface. It boasts an oval mainline with 18 inch curves, a passing siding with two industrial spurs on one side, a bridge and a paired tracks spur serving a refrigerated warehouse on the other. By claiming it used to be an electric line, I rationalized the sharp curves and cramped siding. The layout served me very well with countless hours of learning fun and surprising amount of operation. So much so that it slowed down progress on the "big" layout. Now, it was literally in the way of progress, as I needed to remove it from the layout room.

We found a new owner, so le President Directeur General du Chemin de fer Nord — CEO of the Nord Railway went for a last inspection trip before takeover. The inspection train was a matched set of F7 A&B and a business car from the Nord Railway Heritage Collection of predecessor railways. Let's pace the special.



Here the Special is running on the causeway after crossing "The Warped Bridge" over Rivière No during the bridge construction, developing a bit of a bend. But they built the bridge anyway and c



The inspection special was parked overnight at the International Banana Company's refrigerated warehouse near La Chapelle. The deck level loading platform and paved paired tracks spurs provided convenient access to the old business car. On Sunday the inspection special backed out of the Banana Spur.



The trolley presence as the Swamp Cur still brings b





...ire. Oral history reports that one girder was dropped
...screws got used to a little rocking and rolling.



...line ancestry of the NCL&PR is very much in evi-
...the F7A and B and business car squeal on the sharp
...curve. The Team track is overgrown with weeds, but
...business to the shortline.



Business first! The Special waited in the
siding at Côte des Anges for a revenue
movement. This siding is so short that the
Special just fit between fouling points.



PDG Normand riding on the rear plat-
form for a last look at the NCL&PR.



The special squealing around Swamp Curve. F7 locomotives are from the Système
ferroviaire du Témiscamingue and in the simplified "SFT" paint scheme. Nouveau
Québec is a geographical province — the portion of North West Territories trans-
ferred to Québec in 1929. The Nouveau Québec Railway ran north from Barraute and
was absorbed into the Nord Railway.



The cramped quarters at the International Banana Company
are put to good use. The tracks are laid in brick pavement that
also provide truck access. The new shortline operations man-
ager is paying a courtesy visit to this important client.

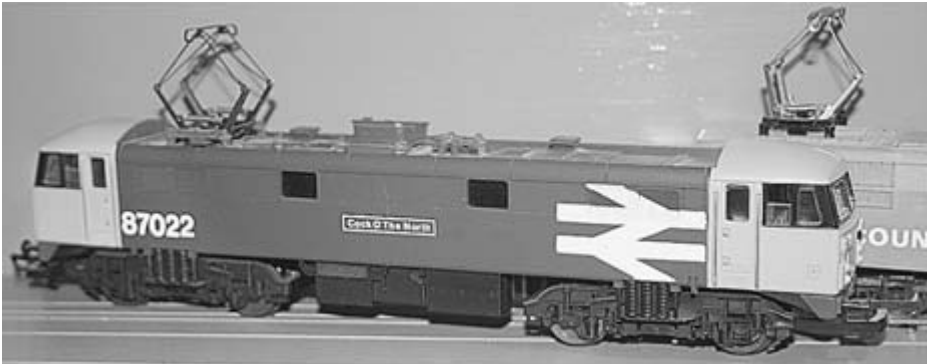
April 2005



The fuel dealer at Côte des Anges is a small spur on a tight
space but provides steady business. In addition to the spotted
tank car, the spur can hold a boxcar for petroleum products
delivered in barrels.



Grant Miles received CHAIRMAN'S CHOICE for his models, including this IVATT 2-6-2T.



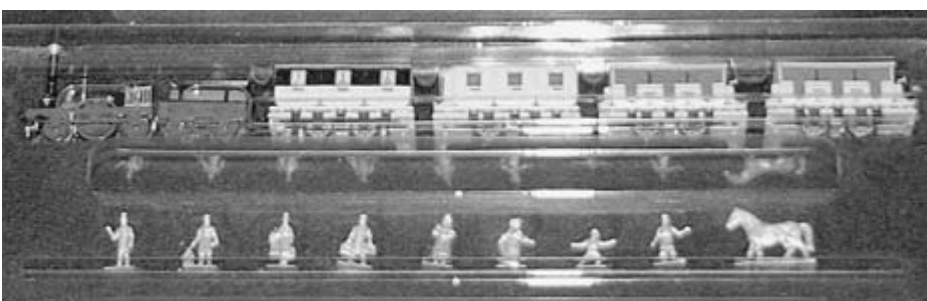
Dave Knowles provided numerous locomotives, including this British Rail unit.



Eric Smith displayed this French postal car along with his ORIENT EXPRESS.



Eric Smith displayed South African boxcar with a different version of double doors.



Mike Hind showed tiny DER ADLER, Germany's 1835 introduction to rail transportation.

Euro trains dominate display

Ian Cranstone photos

There are obviously a lot of OVAR members who like collecting European trains as could plainly be seen on the OVAR display stand at the March meeting.

Grant Miles won the CHAIRMAN'S CHOICE for his IVATT 2-6-2 steamer and clay wagon from Bachmann.

Dave Knowles displayed a Lima 00 1973-built electric loco from class 87 87/1, a Lima Netherlands Railways 1951 class 1200 electric, a Swiss 1950 electric loco also from Lima and a French 5,000 h.p. electric from Hornby AcHoo. To show his tastes aren't entirely European, he brought out a Japanese 1923 ED-17 electric loco that was built in Britain and a South African 1958 class 6E 6E1 that was also made in Britain. To complete the circle he had a NYNH&H EP-5 built in 1954 by General Electric. Also made the model. Quite the collection.

Another impressive collection came courtesy of **Eric Smith**. He had an ORIENT EXPRESS consist as it might have looked leaving Paris for Istanbul in the 1930s. The models were from Rivarossi and Joueff. Eric also displayed a Paris, Lyon & Mediterane Pacific built in 1912 and a French postal car. The model was by Joueff. He also had a Fleischmann model of a Belgian B-B diesel electric built by a European consortium under license from General Motors. As well, he had a South African steel boxcar and hopper used on that country's 3 foot 6 inch gauge line. Eric noted the models of the 1970s cars were built for HO and not HO42.) He also had a Swedish State Railways electric built in 1925 that used jackshaft drive.

Mike Hind showed some N scale Euro trains. They included the Lufthansa Airport Express from Lima, the France-Switzerland TGV from Kato, the British A4 Pacific SIR



John LeBlanc's Airfix tank wagon.

The Interchange

NIGEL GRESLEY and the DER ADLER (the Eagle), the first loco to run in Germany back in 1835. The model was by Trix.

Bob DeBellefeuille showed three models of German State Railways locos including a 2-6-0 and a 4-6-2 steamer and a V200 diesel, all from Marklin.

Jacques Huppé had a baggage car and some Pullman coaches from the Orient Express. When we going to see 'em on the ONE?

Peter Cunningham displayed two cute (his word) tank engines: an Airfix Great Western 0-4-2 1400 class; and a Hornby Kent & East Sussex (ex Brighton Terrier) 0-6-0.

Mark Walton brought out a Fleischmann HO Touropa sleeper from the 1950s and '60s. The cars were privately owned and chartered at times. He also had German V200 locos that were used to pull Touropa cars and other trains on non-electrified lines.

John LeBlanc had two 00-scale models on display. One was a Parkgate 10-ton 8-plank gon from Slater's; the other was an Esso Class B tank car from Airfix.

Bernie Goodman displayed British Rail 34089 which began life as Southern Railway BATTLE OF BRITAIN class loco.

Normand Levert is also known for his eclectic taste in model trains. He brought out a South African gasoline tank car that got in an OVAR auction grab bag. He finds the car interesting because it has air tanks at both ends.

Charls Gendron displayed a model of one of the Rapido Trains LRC cars that he built and lettered. He says the LRC has a European look to them.

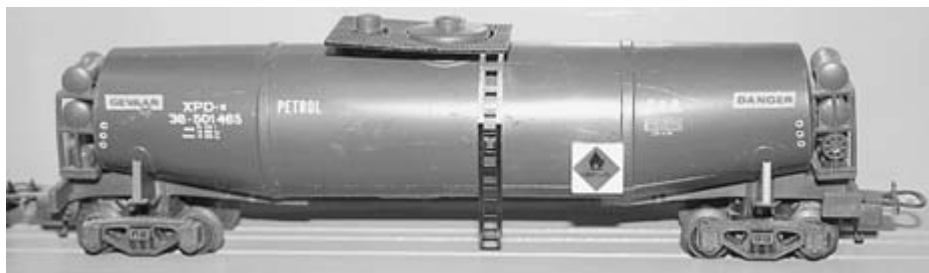
Bill Scobie showed off a CPR 1939 Royal Hudson. How to argue against that at any time?



German State Railways 2-6-0 was one of three Bob DeBellefeuille locos on display.



Mark Walton showed Fleischmann Touropa sleeper.



Normand Levert displayed South African petrol tank car obtained at OVAR auction.

Andrew Batchelor showed off the McCabe Lumber engine house he has built for Peter Nesbitt.

Jean-François Milotte displayed a gon full of Jean Chretien golf balls. They probably don't even roll straight.

David Strong showed off a medallion he has from the Soviet Union that was awarded to all deserving members of the railway fraternity. Should we be calling you Comrade David?



"Comrade" David Strong displayed his Soviet railway fraternity medallion.



Bernie Goodman showed BATTLE OF BRITAIN class loco 34089.



Charls Gendron returned his Rapido resin LRC coach 3456 to the display, this time after completing painting and lettering.



Next Meeting

Anything But Diesels

presented by

Dave Stremes

The wide variety of revenue and non-revenue equipment pulled by diesels.

Display

End of the train —
Cabooses, Vans and even Freds

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



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2004-2005

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Submission of Articles:

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

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