



The Interchange

Our 46th Year

Ottawa Valley Associated Railroaders — OVAR

April 2006

Issue 404

A Tale of Two Towers:

a historical perspective



This shot shows Maine Central F2 672 as it is about to pass behind the new interlocking tower where it will pierce a portal and enter the visible portion of Mike's layout from staging. The tower has yet to be "weathered".

by Mike Hamer
photos by the author

You may recall a recent OVAR meeting when I brought out my latest model-building assignment for the display table — an interlocking tower for my Boston and Maine/Maine Central model railroad. A short write-up appeared in the following month's Interchange detailing the steps I

took to assemble the tower. As I stated, the tower was a true joy to put together, but the choice of painting colours posed problematic. I have now learned that Depot buff from Floquil is a perfect match for the Rio Grande "Depot Buff" station colours but not for the B&M "Depot Buff" which is much lighter. I realized this error only after

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plus much more

From the Private Car

by Bud Nelson, OVAR Chairman

This month we celebrate the 45th anniversary of OVAR. From modest beginnings in April 1961 at a dinner meeting in the Prescott Hotel to a monthly average of around 120 folks sitting down to dinner at St Anthony's. We have come a long way. An interesting note is that we are currently meeting just down the street from the original meeting place, even though we have met in different places from one side of the city to another.

I have not been able to determine how many "Railroad Associated" clubs in Canada or North America for that matter have survived as long, but I do know there are not that many. So you are unique and are known all over North America.

Congratulations to all those members past and present who have made this club what it is. A special thank you and congratulations to the "Charter Members" who are still with us: **Tom Hood, Barry Innes, Dave Knowles, John LeBlanc, Fred Mills, Derek Moon, Peter Nesbitt, Graham Stremes,** and **David Strong.** Thank you for your in-

sight in forming the club and for your advice and assistance through the years in keeping it on track.

Why have we survived so long? There are as many theories to answer that as years we have survived. As an "umbrella" club in the Ottawa area, no layout, a simple format, minimum rules and regulations and above all there is a willingness by members to volunteer and keep it going all contribute. One thing is clear it survives because you the members want it to and therefore it serves a need. For that I thank you. We have lasted a long time and I am sure we will continue.

Here it is April with only two more months in our OVAR year. That brings us closer to the night of both elections and McEwan award. Please give thought to both and be prepared to nominate folks for the executive to start operations in September and to nominate for the McEwan award, deserving folks who have served our railroad community well over the years.

As spring approaches so does the urge to get on with spring cleaning, (so my wife

tells me). However, remember to take time and smell the roses, or should that be "Watch the Trains". Remember when doing so to take care both of you and your surroundings. I was reading the other day about railroads becoming increasingly vigilant with respect to train watchers. The article said originally they were watching more closely since 9/11 for obvious reasons, but lately the old reasons of injuries and vandalism have resurfaced. Remember railway property is private property so permission must be obtained before venturing forth.

Take care of yourself and come back for the next 45 OVAR birthday.

Bud

For the Record

March Meeting:

135

Current membership:

189

From the Carrel of the Librarian

by Dave Knowles

C. Robert Craig Memorial Library

In my last few columns I have explored a variety of library subjects, but have passed over recent additions to the book collection.

The additions include three books from Morning Sun Books Inc. in the United States. This firm publishes handsome books with excellent reproductions of colour photographs of the subjects in question. They are basically very good coffee table books, consisting of pictures and captions rather than text. Two books are by Kevin Holland, the second volume of **CANADIAN NATIONAL STEAM IN COLOR** and **CANADIAN PACIFIC STEAM IN COLOR VOL. 1.** Also from Morning Sun Books is **TRACKSIDE AROUND BRITISH COLUMBIA 1966-1982** by John Riddell. This book is composed of photographs by Matthew Herson, an American railfan. The pictures are excellent and set against the magnificent scenery of British Columbia provide a comprehensive coverage of railroading in that province. The only steam are a few shots of #2860.

We have now received the two indices of reviews of railway model products that I have referred to in previous columns. The **COMPOSITE PRODUCT REVIEW INDEX** and the **CLASSIFIED PRODUCT INDEX** from the Kalmbach Library of the NMRA, will help you run down the basics of any older models on your current roster or that may come your way.

Two locomotive books have now been catalogued and placed on the shelves. The **LOCOMOTIVE REFERENCE BOOK** was published by General Motors and is a delivery list of General Motors diesel locomotives up to 1991. It includes locomotives from General Motors in the United States, General Motors Diesel in London, Ontario, and locomotives made under licence in Europe and Australia.

LPD Publishers has embarked on a program of reproducing the CN Diesel data books of the '50s '60s, '70s and '80s. The 1973 edition **DIESEL LOCOMOTIVE DIAGRAMS** was issued in an 8.5" x 14" spiral-bound format in December. The diagrams have been redrawn on a computer by Don-

ald C. Lewis. LPD apparently is willing to "produce a custom master set so that clubs or groups may reproduce a set for their membership on a specified volume basis". See the LPD web site for details:

www.lpdpublishing.com

The pages have a variety of data in sidebars surrounding the diagrams and will be useful in identifying sub-classes when super-detailing locomotives.

The only traditional style railway book to come our way recently is Jay Underwood's **BUILT FOR WAR: CANADA'S INTERCOLONIAL RAILWAY.** This unfortunately is not the very much needed overall history of the Intercolonial Railway but is an account of the military pressures that helped to bring about the railway's construction and its role in transporting soldiers and munitions in two World Wars. The Intercolonial is one of the more important railways that have had an impact on Canadian history and a comprehensive account of its construction and contribution to confederation, the maritime economy, and the linking of the Maritimes to the rest of Canada is sorely needed.

Off the Mainline

by Barry Innes

After an absence of many years, I think it is time to revive OFF THE MAINLINE. This column, which was rated number one in a survey taken by THE INTERCHANGE several years ago, is dedicated to news about your model railroad. After all, OVAR is first and foremost a model railroad club. It is not my intention to make this a monthly column, but to publish it on an adhoc basis three or four times during the OVAR season. Your editor deserves your support (and mine) as it is a struggle to put together THE INTERCHANGE each month with little or no copy. Take it from me, I've been there having helped Joe Thomas, along with the rest of the executive at the time, put an issue together. So here we go!

The Leaming and Southern of **Tony Pearce** continues to operate as a smaller version of the Rideau Valley and Finch (late **Joe Thomas**). This is a fine-running layout, although at the last operating session the Ottawa operator had a problem with the turnout that leads to the passenger station and the engine terminal. The operator resorted to the 0-5-0 switcher to get engines, etc. in and out of this area. Tony says that the problem (which appears to be a short, not an open) will be fixed before the next scheduled operating session there.

Frank Milotte's Ottawa, Northern and Western is one of the older layouts in the Ottawa area. This is another layout that operates well. Recently added to this layout is a dispatchers panel which controls turnout and block power on the mainline. Frank has also been busy working on scenery between Ottawa and Hull and plans are to install a signal bridge to control traffic arriving in Ottawa. This will include the use of detectors to sense trains that are approaching Ottawa from Hull and give an indication on which track they will be arriving.

The Saint Francis Valley (**Ken Healy**) continues to operate every second Wednesday night. Since OFF THE MAINLINE was last published several years ago, the areas of Sorel, Windsor and Sherbrooke have been completed. Seen recently on the SFV is a steam special which is known a times to carry the fixings for poutine. This is normally dropped off at Drummondville for the local operator there.

April 2006

Paul Therien's Orleans and Northfield continues to operate every second Monday night. He too is making progress on scenery for this layout. Work in progress for this layout is a full signal interlocking for trains arriving and departing Orleans. This is a two track to a one track (mainline) transition. This interlocking will give an indication if the route for the selected track is set and if there is any opposing traffic.

Signal work continues on the Bourget Cornwall Railway (**Barry Innes**). To be completed is the interlocking at Dunvegan South and Martintown South. Also added to the BCR is a dispatchers panel which controls all mainline turnouts. With this panel in operation the inadvertent throwing of turnouts under trains has stopped which could result in cars being put into the great void with the sudden stop at the bottom know as the floor. The panel also has occupancy lights which tells the dispatcher where trains are on the layout. These lights operate from the block detectors which also control the signal system.

During a recent operation of the BCR, a business car from the Great Western Railway (**Colin Churcher**) was tacked on the back end of the southbound WEST WIND passenger train at Bourget and a complete tour of the railroad followed. The car was sent back to Bourget on the northbound WEST WIND. This business car was also seen on a tour of the Leaming and Southern recently.

It should also be noted at this point that the Eastern Ontario of the late **Bob Craig** continues to operate once a month with the Thomas-Craig Operating Group (TCOG) doing the honours. Very little has changed on this layout since Bob's death, but the TCOG is doing regular maintenance to keep the railroad operating.

So there you have it. I know I've covered the railroads of the Thursday night operating group (which by the way has been in existence for over 40 years), but that was all the news I had available. So let's hear the news from the Mike Hamer's, Michel Boucher's et al of OVAR. Send your news to me at:

innes3@sympatico.ca

or give it to me at an OVAR meeting. Remember, let's hear what your railroad is doing!!!

Weblog Really "Makes a Difference!"

by Mike Hamer

I was really excited the other day when I received a personal e-mail from Mike Sherpak, a U.S. Navy captain on deployment in Baghdad, Iraq. Mike had discovered my Boston and Maine weblog while perusing the yahoo.groups website where fellow B&M modeller David Haney posted a "heads up" to other New England modellers about its existence. Captain Sherpak indicated that he models the B&M and Maine Central railroads from his home outside Atlanta, Georgia when not stationed overseas.

In the e-mail he indicated that the "down" time can drag on pretty slowly in Iraq when you are so far away from your family and friends. He told me that he now looks forward to checking out future postings on my blog and keeping in touch as it helps make the time go faster, although, as he said... he has 160 days to go... but who's counting?!

Now, that's what I call "Making a Difference!"

www.bostonandmaine.blogspot.com

TIMETABLE

Upcoming events of particular interest to OVAR members

April 22-23: IROQUOIS – Model Railroad Show & Sale, Seaway District High School, Hwy. 401 to exit #738, south to Hwy. 2, turn left on Hwy. 2. Sat. 10 a.m.-5 p.m., Sun. 11 a.m.-4 p.m. Info: Jason Edge (613) 657-1392, email: cuttingedge@rip-net.com

April 28-30: CHATHAM – NMRA Niagara Frontier Convention, Wheels Inn. Info:

www.nfr-nmra.org

May 2: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.:

www.bytownrailwaysociety.ca

May 19-21: MONTREAL – CARM/CRHA National Convention, McGill University New Residence Hall, 3625 Avenue du Parc. Info:

www.caorm.org

Tale of Two Towers

continued from page 1

the tower was assembled and was in its prominent place on the layout. Lesson learned... when painting specified colours for structures at the workbench, check with diligence (under the lighting from your layout room) to ensure a proper match. My mistake was to trust my judgement that depot buff would be a “universal colour”.

Well, the tower was disassembled (very carefully) and repainted with “Americana Sand” which proved to be a better match for B&M depots. Go figure! The tower now looks fabulous standing as “sentry” at the duck-under entrance to the layout room as it is the first structure a visitor sees when they enter the layout room.

This story is a study in human nature. I began my layout in July of 1996 when I hired an electrician to install a bunch of incandescent lights and a bank of fluorescent lighting to offer me interesting lighting options for the train room. In August, my friend Marty Phillips and I installed a ceiling and completed all benchwork over the course of three days. The lighting and wood “ate up” my entire budget for that year and I waited patiently for my next installment of train money (read wife-as-banker) in order to purchase track and turnouts. The financing came through at Christmas of that year and, thanks to Jeff Trew at Lark Spur Line all track was “in my little hands” and ready to be laid.

Track laying began on New Year’s Day of 1997 with my other good buddy, Trevor Marshall, in attendance as “track-laying tutor”. I must say Trevor taught me well, instilling the notion that your trackwork is the cardiovascular system of your layout. “If the trains don’t stay on the track, then your layout doesn’t function!” Indeed, Trevor taught me how to “sight down the lines” to ensure no rail kinks. Thanks to Trevor’s guidance, I was able to complete the remaining 80% or so of the job in one month and, to this day, after over 250 operating sessions and over 1,000 different visitors to the layout, there has never been a train derailment except for the “odd” operator error in crossing a wrongly-thrown switch.

Trevor provided me with another piece of good advice in the planning phase of the layout. I had wanted to squeeze more track and industries into the plan. I still recall his sage advice. “Think about what the real railroad would do!... and, in your case, Mike... the B&M was a poorer railroad... they



We spot B&M FT 4217 in care of a train outbound from Boston where it meets Maine Central train #391 "The Oil Can". The interlocking tower, an old Atlas kit, had graced Mike's layout in this prominent location for nine years before being razed.

wouldn’t put track somewhere unless it was absolutely needed!” Trevor also warned that he’d seen many a model railroad across the province where the modeller tried to squeeze in more track than was necessary at the expense of proper running... the result being track kinks which compromised efficient train running.

Well, I am happy to say that I followed Trevor’s advice and created my version of the B&M that reflects the year of my birth, 1958. All scenery was completed within one calendar year. I was fortunate to have been a member of OVAR in the years of those ceiling tile “diorama” contests where I had entered many models in contests. This meant I had some interesting structures and scenes ready to “plant” on the layout.

Over that single year of scenery making I took great care to provide visitors the “feel” that they were in B&M territory. The station in town (a gift from another great friend from the Boston area, Dave Haney), flange markers, milepost markers, all those little extra details that put a “time and place signature” to the layout ensured guests that, indeed, they were in New England.

To this day, train operations on the layout continue to offer all the challenges and rewards I had hoped to have from day one when I conceptualized the layout.

What does this have to do with the “tale of two towers”, you ask? Well, I had built a layout with my classroom pupils to commemorate CANADA 125 in the 1991-92 school

year. One of the first structures we built as a class was the standard Atlas tower. The class had taken great pride in how we painted and weathered the structure... so, after disbanding the layout and spreading the wealth around to all the students, I kept the tower as my one single souvenir from this experience. This was the event that kindled my interest in model railroading. Our layout was featured in MODEL RAILROADER in July 1994.

Early in the life of my B&M layout, I realized I needed a tower at the junction near the duckunder entrance to the room so I brought my school-based souvenir down from off the shelf and placed it in that prominent location. Sure, it was that \$6.99 Atlas kit, but it looked good and did the job. Only recently have I been thinking about that tower. I’ve set up a weblog where other New England modellers can visit my layout and it began to bother me that the tower protecting that interlocking wasn’t a true B&M structure. When I spotted the latest New England prototype offering by American Model Builders, I simply had to have it... and voila... after a day of construction and a second repaint, the new structure towers over the junction.

It’s interesting how in every step of the way during layout construction and in all aspects of detailing, my practices had to adhere to those of the prototype, that is, except for one single structure, a building that managed to survive years of service solely for sentimental reasons!

Passenger equipment on display in February

by Bud Nelson
Bud Nelson photos

Early O Gauge Passenger train hand made by **Ralph Dipple** with the coaches made with paper sides.

Brian Ludlow brought in four O Scale Express Reefers; 50-foot Scale Craft, 45-foot CPR Juneco Kit, 50-foot MILW Main-line Models and a 40-foot PFE by Intermountain, all with complete underbody.

Alex Binkley showed us a Canada Southern heavyweight and a smooth side coach painted by **John Licharson**; both were American models in S scale.

Gary Baillargeon had a GP38-2 painted in Vermont Railway and brought in the RAILROAD EXPLORER magazine with the same engine on the cover.

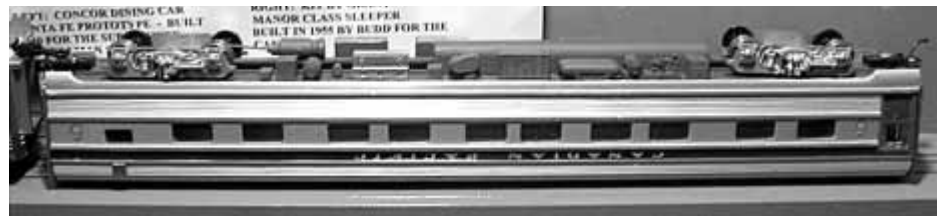
By far the heaviest weight was **George Mackay's** true O scale die-cast Mini-Scale 1939 passenger car weighing 2 Kilos.

Dave Knowles' nine passenger cars were wood kits by Labelle each with at least 400 pieces per car.

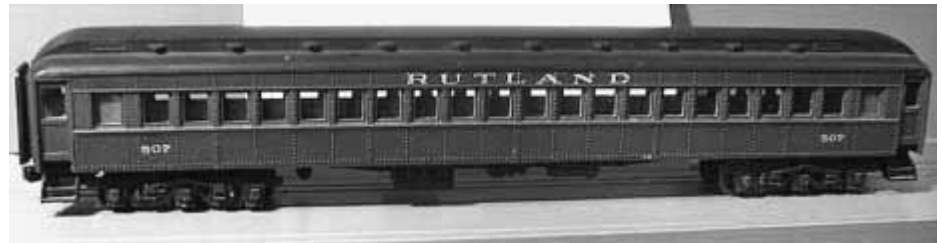
Bud Nelson displayed his CPR 2100- & 2200- series brass GROVE cars along with a series of AHM passenger cars, painted what else of course – CPR!

Grant Miles added a touch of British Rail with his Ivatt Class 4 Mogul and coaches, all by Bachmann.

The Bachmann Boston & Maine EMC gas-electric belongs to **Peter Cunningham**



Although this may appear to be an unfortunate accident on the display stand, Eric Smith was showcasing the underbody improvements made to this Con-Cor car.



Tenshodo model of Rutland heavyweights coach was displayed by Graham Stremes.



Peter Cunningham displayed this Bachmann B&M gas-electric.

who also brought in a new Roundhouse (At-hearn) 40-foot wood milk car painted for Borden's.

The TGV Thalys by Kato modeled by **Wolfgang Lemre** and was shown by **Mike Hind**.

Eric Smith showed his successful efforts to make the underbodies of a Con-Cor dining car and Grant kit MANOR-class sleeper more realistic.

We were treated to two prints of paintings by Terence Cuned, owned by TRANSPORT 2000 and displayed by **David Jeanes**.

Five brass Kettle Valley cars, a CPR GLEN-series sleeper, an R-series car combined with a string of Tenshodo shorty Canadian cars made an impressive display by **David Strong**.

Barry Innes brought in his scratchbuilt HO scale gas-electric painted Bourget Cornwall #15. This used parts from an At-hearn GP7 and is powered by a 'SPUD'.

We saw another Tenshodo model in **Graham Stremes'** Rutland #507 Heavyweights passenger coach which appears to have been made from bakelite.



Above: Brian Ludlow brought in four express reefers, including this Intermountain O scale PFE car.

Left: Gary Baillargeon displayed this Vermont Railway GP38-2, and the RAILROAD EXPLORER cover showing the prototype.



Dave Strong constructed these cars from MODEL RAILROADER/INTERCHANGE articles (left), and a CRM kit (right).



Sylvan CNR automobile box was constructed by Bill Crago.



Well weathered Accurail hoppers were displayed by David Moat.



Engraved 4-4-0 was brought in by Bruce Morgan.



CN Pointe St. Charles caboose was shown by Chris Lyons



Greg Stubbings had NorWest caboose on his wayfreight.

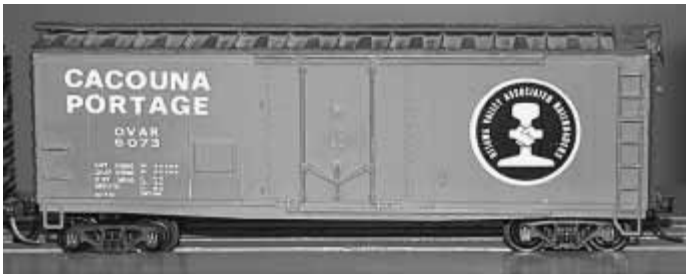
Canadian roads featured in March display

Ian Cranstone photos

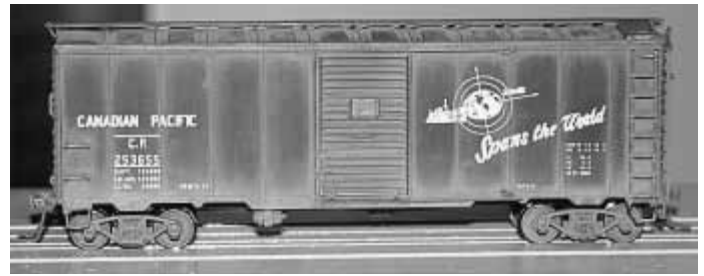
Chris Lyon displayed a Van Hobbies CN Pointe St. Charles caboose which he painted with hand-mixed Tamiya orange and black paint. Chris then weathered the caboose with a mix of hull red and flat black.

Greg Stubbings brought in a typical branchline wayfreight out of Lindsay in 1957. His train consisted of: CNR N-4-a Consolidation #2580 (Overland brass import painted by Winnipeg's John Morris); Westerfield resin kit of a Dominion/Fowler boxcar; Life-Like/Proto Dominion car with added brake details; Sylvan Scale Models steel side box rebuilt from a steel frame car in 1936; Intermountain modified AAR boxcar; and a NorWest resin CNR van (built by London's Pierre Oliver). Greg notes that "purists will note that markers are needed to make this a train!"

A short train was displayed by **Bill Crago**, powered by a Con-Cor (ex Revell) NW2 lettered for CNR 7964. The consist included a Sylvan 1929 CNR boxcar, Sylvan 1949 CNR auto boxcar, Eastern Car Works



Cars from three OVAR roads were displayed by David Knowles, including this Cacouna Portage insulated boxcar.



Intermountain kit was constructed by Peter Cunningham, and then weathered to show years of service.

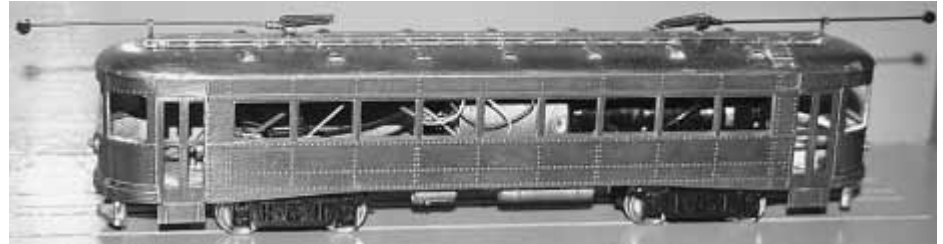
CNR 113000-series covered hopper, and three Intermountain cylindrical covered hoppers lettered for the Government of Canada, Alberta Heritage Fund and IGP. The train exhibited Bill's usual fine craftsmanship, and most cars were nicely weathered.

Three Reading 55-ton twin hoppers constructed from Accurail kits were shown by **David Moat**. David notes that although these cars were not Canadian, they were a common sight at retail anthracite dealers in the Scarborough Junction area of east-side Toronto during the early 1950s. David fitted these cars with Proto 2000 wheelsets and weathered them with a selection of Scalecoat paints and Bragdon chinks, primarily grime, medium rust and light dirt. David fabricated loads using real coal glued to styrofoam forms on lauan plywood bases.

Several older models were displayed by **David Strong**. CPR ice reefer #182914 was built from a CRM kit (Don Mills, Toronto), and features vertical wood siding and underfloor detailing including early truss rods. CNR reefer 202545 was built from a Silver Streak wood kit. David's third ice reefer was Kingston & Pembroke #289, which he notes is an early Mantua (not Tyco) kit featuring paper sides bonded to aluminum subsides, although David bonded his own scratchbuilt siding and had his own letterset material produced by Al Craig. David built double-sheathed wood boxcar GTR 15638 in 1999, again featuring underfloor detail and truss rods. David's final car is K&P wood hopper #512, scratchbuilt from prototype plans by Jack Work in the October 1958 MODEL RAILROADER. **Joe Thomas** wrote an article on scratchbuilding this car in the October 1964 INTERCHANGE, which was the inspiration for this model.

Dave Knowles showed three "interchange cars": an insulated boxcar from Tom Hood's Canadian Northern; a reefer from Graham Stremes' Green Mountain Line; and a plug door boxcar from his own Cacouna Portage.

April 2006



M&SC electric will be painted for subsequent owner NSTC&T by Walter Weart.



Large scale CNR S-4 will soon be working on Paul Norton's lines.

Peter Cunningham constructed a CPR "Spans The World" 40-foot boxcar from an Intermountain kit, and added metal wheels, Kadee #58 couplers and a fine weathering job.

USA Trains large scale CNR S-4 #8144 was shown by **Paul Norton**. So far he has only installed Kadee couplers, but plans to "Nortonize" it in future.

Walter Weart noted that he wasn't here in February for passenger cars, and so displayed his brass model of M&SC #620. He says he'll paint it for NSTC&T, which is where he saw it.

Bruce Morgan brought in an unusual

piece — a 4-4-0 engraved in a crystal block, which he describes as "virtual N" and asks "does anyone know how these are made?"

Charlie Shrubsole ensured an S scale presence with a train of freight cars including: a scratchbuilt Dominion/Fowler boxcar; a Pacific Rail CNR boxcar; Scenery Unlimited TH&B USRA boxcar; American Models TH&B twin hopper following a kitbashing article in RAILROAD MODEL CRAFTSMAN; a partially scratchbuilt Pere Marquette boxcar; and a kitbashed CNR boxcar constructed from parts left over from other projects including a Lionel roof and Pacific Rail doors and Ajax brake.



TH&B USRA boxcar was built by Charlie Shrubsole from Scenery Unlimited kit.



Next Meeting

Smiths Falls Railway Museum — Then and Now

An update on what's been happening

presented by

Bob Moore

Display

Non-Canadian

Tuesday, May 9

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

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Program:	Norm Levert	613-834-6798
Dinner:	Fred Mills	613-723-1911
Special Projects:	Gary Baillargeon	613-774-2380
Archives:	Dave Knowles	613-722-4473
Webmaster:	Steve Watson	613-592-3609
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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.

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