



The Interchange ^{Our 43rd Year}

Ottawa Valley Associated Railroaders — OVAR

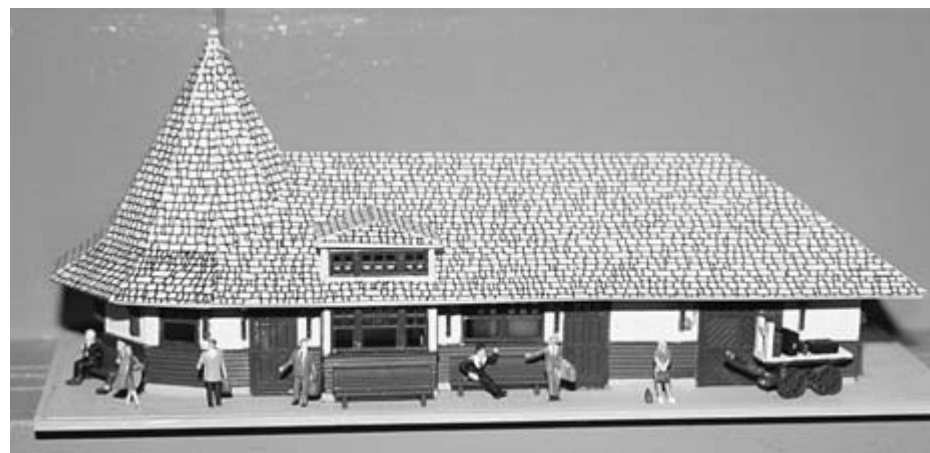
December 2004

Issue 390



CPR Holiday Train made its annual visit to Smiths Falls on the evening of December 5. (Ian Cranstone photo)

Building the Parry Sound CPR station



Ron Newby's Parry Sound station was on the OVAR display stand in September.

by Ron Newby
photos by the author

For those of you who do not know me, I model the western division of the Ottawa, Arnprior & Parry Sound Railway between Madawaska and Depot Harbour in N
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plus much more

RAILFAIR 27

Dave Venables,
RAILFAIR Organizing Committee

The highlight of October in the Ottawa area was RAILFAIR 27, held at Algonquin College Oct. 16-17. Attendance, at 2,373, was up 10% from last year. The raffle layout raised \$952 for CHEO which was somewhat less than the previous year. For the second time in a row, the layout was won by an OVARian, John Manson, which made the logistics of delivery again much simpler.

This year's show continued the tradition of balancing layouts in a variety of scales and gauges with trade stands to give visitors the broadest and most positive exposure possible to the hobby. Again, the layouts were both varied and of high quality and feedback from visitors was very positive.

This year, in addition to the raffle layout (HO), there were 15 other operating layouts. Three of them were new to RAILFAIR and were very well received: Two new layouts depicted Switzerland in miniature (Z) and demonstrated what can be accomplished in a small space with one in a small suitcase and the other in a guitar case.

The Indian Layout (O) that was featured in the GBTS 2004 had been expanded to provide continuous running attracted much attention. They, along with the other layouts from Thomas Branch (G), the huge, and revised, LEGO layout by the Par-lug-ment group, Cumberland third rail (O), Toy Train Workshop (O), Patrick Brompton (EM), Ottawa British (OO), Montreal British (OO), Traction-in-action (HO), NMRA time-saver (HO), N-Trak (N), Papa Kidz Trains (N) and Sleighholme (2mm) amply demonstrated the variety and interest in what is truly the world's greatest hobby.

Visitors were also treated to a variety of club information booths and trade stands that covered the entire spectrum of the hobby. Whether they were a casual visitor seeking some entertainment, a serious modeller looking for ideas or somewhere in between there was something for everyone and they received excellent value for their admission money.

To be a success, an event like RAILFAIR requires the participation of exhibitors and dealers, a large number of volunteers at the show to handle the logistics, and an organizing committee to plan and coordinate the whole thing. Without this such a show would be impossible. The organizing committee would like to express its sincere thanks and

From the Private Car

by Bud Nelson, OVAR Chairman

Thank you for your response to the plea to bring out your models for the display. Last month's was again a great testimonial to the high level of modelling we have in OVAR. Speaking of that, I have been asked by some, how can we tap into the vast knowledge and experience that is evident in OVAR. My first reaction is a clinic night with a light meal and a half a dozen clinics repeated in a round robin. What do you think? Let me know and of course please let me know if you have a skill you could share in a clinic. I do not intend to compete with any of the other organizations that conduct clinics either occasionally or regularly such as St. Lawrence Division NMRA. I know they have many clinic days and a very well-rounded program that I recommend to all. However, I do think with all the talent we have available there is room of a night of sharing through clinics at OVAR.

Another way to share is for you to pull the information out of the experienced OVAR members is through THE INTERCHANGE. It works like this. Ask a question any way you wish to, no need to give your name if you do not want to. Just send any of the executives your question, by e-mail, letter, phone call, or just hand it to us at the meeting. We will find someone who can answer and publish the question and answer in the next INTERCHANGE.

A third way to share is to come out to the events planned for the New Year, the Modular Rally in January and the Flea Market in February are great places to meet and talk to folks with tons of knowledge and experience.

appreciation to all who participated in one or more of these roles to make RAILFAIR a success for the 27th time.

In a few short months attention will turn to planning for RAILFAIR 28 which will be held on October 15-16, 2005. Working on the organizing committee is an extremely rewarding experience. It offers a marvelous opportunity to put your knowledge and skills to yet another use or to acquire some new ones. An important objective of the organizing committee is to ensure that future RAILFAIRS are as viable and successful as their predecessors and one way to facilitate this is to engage new participants in their or-

ganization. More will be said at future BRMNA and OVAR meetings. However, in the meantime, please consider becoming a member of the committee; you won't regret it; and, more to the point, neither will the hobby.

Just when I think I may be getting closer to a little organization in my life along comes Christmas. It seems like the old year just wants to give one more push and make my life a little more hectic before the New Year comes around. At least around our house Christmas is always hectic and guess what, I don't have Christmas any better organized than my workshop, there is always lots to do and so little time to do it. All the planning for who is having the Christmas Eve gathering, who is doing the Christmas dinner, what about New Year's, the decorating, and of course getting the right gift for every one; Well you get the picture. After it is all over we usually look back and say, that was great but next year we will be better organized. Ya! That never happens. Just like my workbench and modelling time never seems to get organized but always seems to get done. Hey, ya got to love it. Hectic Christmas and then blow it all away with a great New Year's. At least that is what I will be doing, hopefully with a little modelling thrown in. I hope whatever you are doing will be as much fun.

So with that, I would like to take this opportunity on behalf of the OVAR executive to wish all of you a very Merry Christmas and a very happy and prosperous New Year. May there be under the tree that special "train related item" that you really don't need but will find a place for on the layout anyway.

Speaking of special, not only at this time of year but in particular during Christmas please take the time to make a difference in the life of someone less fortunate than you. It is really the best gift you can give.

For the Record

November Meeting:

139

Current membership:

180

Howie makes the big time

Editor's Note: Howard Scodras, known to the Friday Night Group as his Holiness Howard the First, has learned that an article about his layout will appear in the February 2005 MODEL RAILROADER. This is how Howard broke the news to his devotees.

A lesson from the book of Kalmbach

Though I buildeth nice models and doeth nice work, and though I haveth a nice layout that bringeth pleasure to many; but hath yet to see my layout article published in MR, I am nothing. Thus spake Pope Howard the First as He admireth his Creation. Suddenly He noticed a star rising in the East bathing the layout with bright light. He heareth thunder followed by a loud voice from the Heavens: Pope Howard, Pope Howard, wherefore art thou Pope Howard? Pope Howard was sore afraid!

Fear not said the Voice, It is I, Hediger of Kalmbach, and I bringeth glad tidings. For unto you this day will be a communication from Cody Grivno bringing Thou great joy.

The communication revealeth that His article will be published in the February 2005 issue of MR, and the universe will then discover the wonders of the Ontabec Central. So overcome with excitement, He experienced an excremental orgasm!

He then passeth on the good news to Cardinal Mike Hamer, who promptly lit a fire sending white smoke out of his chimney, thus bringing joy to both houses. Here endeth the Lesson.

Papa Bull One

I will now issue my first Papal Bull (after 36 years with Bell, I became pretty proficient at bull!). To help me cope with the demands on my time, I have put Cardinal Hamer in charge of arranging all layout visits, autograph sessions, and appointments for private audiences. Cardinals Stan Conley and Bill Meek will assist Cardinal Hamer.

They may keep all the fees and donations that they collect (as long as I get my cut). I will also be available to speak at banquets, weddings, funerals, wakes and bar-mitzvahs. I appointed Archbishop Peter Cunningham to look after these bookings. I will keep a percentage of any honorariums he collects.

It is important to note that proper protocol must be followed at all times. However, because of the flu season, you may opt to gen-

The Craig Library report

by Dave Knowles

The Annual General Meeting of the Library was held at the Ottawa City Archives on the evening of October 25. Reports on the year under review were received from the various officers. A number of notable events took place during the year. A review and update of the website was carried out, which is now located at:

www.ovar.ca/CraigLibrary/craiglib.htm

The library has begun the introduction of its new herald. The herald and its origins may be viewed on the website. Some 40 new titles were added to the book collection, and a substantial increase in the cataloging of photographs was made.

Al Craig, a director for some years, retired as of the meeting and the Board of Directors passed a unanimous vote of thanks to him for his contributions to the work of the Library. Tony Pearce was elected to the Board to succeed Al. The meeting renewed the appointment of the other members of the Board for a further two years. Tom Grumley has retired as Photograph Curator and the meeting also passed a motion of thanks to Tom for his work. Members of the Library who were unable to attend the meeting may obtain a copy of the full report from the Secretary, Dave Stremes.

In other news, Dave Venables has accepted the post of Vice-President of the Library, and Mick Shea has taken over the responsibilities of Photograph Curator.

The Library is on the move again. The City is in the process of moving the Archives from its present quarters in the for-

mer City Hall. The new location is likely to be at the corner of Blair and Innis Roads. There are, however, a number of steps to go through and for the moment researchers will be able to consult the collections at its present location at 111 Sussex Drive.

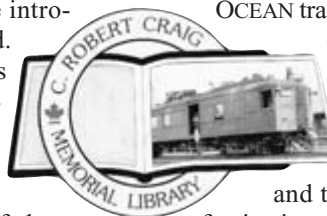
A number of new books have been acquired by the Library in the last month.

Doug Smith has produced two new volumes. One, a centennial history of the OCEAN traces its development from its inception as THE OCEAN LIMITED by the Intercolonial in 1904, through the CNR period and down to the present day under VIA. It is well-illustrated

and the text is supplemented with fascinating sidebars. The second book is also a centennial history. This time of travel on the Ontario Northland. It provides a comprehensive history of the ONR's passenger service and the equipment used to deliver that service. An Ottawa moment for the ONR was that one of its self-propelled cars was built by the Ottawa Car Manufacturing Company. These two books can be found at CT S8.1091 and S.ONR S8.1091 respectively.

Ian Wilson has published another of his comprehensive studies of CNR's steam operations on June 25, 1954. This time his focus is the Niagara Frontier Region. As with the others in this series, this is well-illustrated with crisp, clear black and white photographs, maps and diagrams. It can be found beside the others in this series at S.CNR W25.1089 The set now covers Allandale, Stratford, Palmerston, London and the Niagara Frontier.

See you in the reading room!



uffect thrice when in my presence, instead of kissing my ring. (Hey! Hamer is not the only guy who can use \$10 words).

There is no set fee to attend any of the above functions (except for what my Cardinals may con out of you — no limit there!) Freewill donations to the Ontabec Central Railroad will be accepted. A large (very large) container will be provided for those wishing to avail themselves of this privilege. (Suggested donations: a Broadway Limited Imports SW7 switcher with sound, any brass Overland diesel switcher, or for the cheapskates among us Kay-Dee ready to run boxcars, etc., etc.)

Papal Bull Two

Illegitimi non-carborundum (Don't let the bastards wear you down!)

His Holiness, Pope Howard the First

All kidding aside guys, I could not have done this without your encouragement especially Hamer who really pushed me to do this (he is responsible for some of those \$10 words in the article!) Peter Nesbitt's photos also contributed to the article's success. It was a team effort, my thanks to all of you. I hope you enjoy the article. Reserve your copy now.

Pope Howard the First

CPR Parry Sound station

continued from page 1

scale. My version of the railway is set in the summer of 1959 and the future looks bright. The OAPS has obtained trackage rights into Parry Sound and does the local switching for the CNR in Parry Sound in exchange for buying and operating the line between Golden Lake and Pembroke that the CNR wanted to abandon but was not allowed to by the government.

In actual fact I wanted to build a module that would also be part of my home layout. So why did I kitbash the CPR station when I'm modeling a line that was part of the CNR? Well the simple fact was I had pictures of the CPR station but none of the CNR station. As usual, since I have built this station I have come across some pictures of the CNR station so a new station will be built to replace the CPR one.

First a little bit of history on the station, the Grand Trunk Railway was the first railway to arrive into Parry Sound in 1906 with the first official CPR train arriving on the morning of June 12, 1908. The CPR also built an octagonal water tower and small yard at the station site. The yard consisted of two passing tracks and a spur.

The station ceased being used when VIA Rail took over passenger operations and used the CNR station as its terminus in Parry Sound. The station sat neglected until the town of Parry Sound had it designated as a historic building and purchased it from the railway in 1997. The community restored the station and in 2001 it was reopened as the Parry Sound Station Gallery containing art studios and galleries. Today the Parry Sound Station Gallery is a not-for-profit public art gallery. The tracks have also been removed and the only evidence that the CPR was there is the station itself.

Close but not exact

As I wanted to build a model of the station quickly I decided to kitbash the station. I wasn't looking to model an exact copy, I just wanted to get a feel for the building, so close enough was good for me. Looking through the Walthers catalogue for suitable kits that I could use determined that the Atlas Passenger Kit (Atlas #2841) had potential, so two were purchased for this kitbash. The first step was to throw away the instructions and make a few sketches using the wall sections as a guide to see how to arrange the window and door locations and to figure out the cut lines that would give a good approximation



of the original. As only the trackside wall and the two ends would only be seen by normal sight lines I wasn't concerned about the wall opposite trackside, whatever was left over would be used to construct that wall. Once the layout was determined, it was time to start operating on the wall sections.

As the round end of the station was going to be the most difficult part of the kitbash I started with that first. I decided to build this as a 10-sided polygon. The size of each side was determined on the window width of the single windows supplied with the kit that were installed in this section of the building. The diameter of the polygon also dictated the width of the building. In order to aid in the placement of the walls for the polygon I made a floor plan template of the polygon and constructed a foundation using .060" x .060" styrene.

This was done by placing a piece of wax paper on the template and gluing the styrene pieces together on the wax paper. The glue does not stick to the wax paper and this method takes all guesswork out of fitting the pieces together. As I have a problem painting crisp lines between colours I paint my models as I build them, so I painted the foundation a concrete colour.

There are two methods I use in cutting up kit components. If there are no window or door openings near the cut line, I use the score and snap method. If there are window or door openings near the cut line I score the line and use that as a guide to finish cutting the wall with a razor saw. Once the wall sections for the polygon all the components were painted the appropriate colour they were assembled on the foundation once the paint was dry. This painting method was

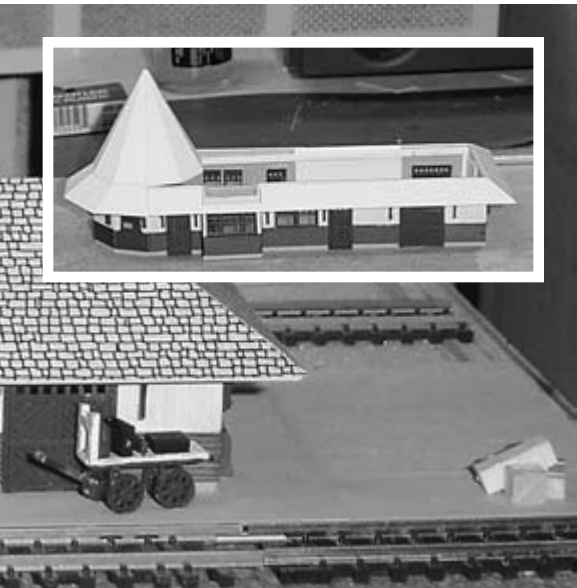
done during the entire building process.

As the glue was drying on the round section of the building, I proceeded to cut the required sections for the other walls of the building. Once the sections were cut and painted they were glued to a painted .060" x .060" styrene foundation. This strip was left long and trimmed to size once the walls were assembled. As the back wall was constructed last with leftovers I was short about 2" of wall. This void was filled in with a piece of tongue-and-groove siding that closely matched the kit sides that was in my styrene sheet supply. Once all the walls were assembled they were glued together and the pre-painted windows and doors were glued in place.

Installing main roof panels

The roof for the station is scratchbuilt as the one that comes with the kit could not be used to match the lines required. Although the roof looks complicated it isn't if it is done in steps. The first step in making the roof was to install the eave brackets that came with the kits as they determined the pitch of the roof and the flared part of the rotunda roof. As there was a slight gap where the eave brackets meet the top of the wall section, I used board and batten siding to finish the underside of the roof overhang. The bottom of the "round" section of the roof is flared to match the eave brackets that came with the kit main building lines so I took care of that after I built the roof for the rotunda.

The first step in constructing the roof was to make the 10 triangular panels for the tower on the rotunda end of the building out of .020" styrene sheet. Nothing fancy here, the bottom is the same height is the wall section



Parry Sound station in its new module home, and under construction (inset).

and the height determined by what looked right. Once this was completed I made some cardboard templates for the main roof panels. I did this as it was easy to modify to make them butt up against the slope and sides of the turret. It took me three tries to get it right and once I was satisfied with the templates I made the roof panels out of .020" styrene and glued them in place. The next step in the station construction was to make the dormer window over the bay window. The sides were made from scraps left over from the wall construction and the front was made by cutting down the extra bay window wall and window. The dormer roof was made out of .020" styrene cut to suit. The last step in the roof construction was to shingle it. I used sheets made by JAKS Industries that I had on hand. I used the templates I made for the main roof to cut the shingles for the main roof to match the turret.

The last step was to make the station platform and to add the details. The platform was made from .060" styrene cut to size to fit the space where the station would be installed, with a .060" x .060" border to give the platform a curb. This was painted a concrete colour. For details I used parts that came with the kits and what I had on hand.

If you have never tried kitbashing, give it a try. I rarely build a kit out of the box as I build a building to fit the space available. It might be as simple as changing the dimensions or as complicated as the Parry Sound station where the kit's origin is not apparent. With a little imagination you will get a unique building that no one else will have.

Our first song selection

Editor's note: At the November meeting, Mike Shore suggested publishing our favourite railway songs in THE INTERCHANGE. Our first selection comes from Andrew Batchelor:

Big Rock Candy Mountain

Harry McClintock, 1928

One evening as the sun went down and the jungle fires were burning,

Down the track came a hobo hiking, and he said "Boys, I'm not turning."

"I'm heading for a land that's far away beside the crystal fountains;"

"So come with me, we'll go and see the Big Rock Candy Mountains."

In the Big Rock Candy Mountains, there's a land that's fair and bright,

The handouts grow on bushes and you sleep out every night

Where the boxcars all are empty and the sun shines every day

On the birds and the bees and the cigarette trees,

The lemonade springs where the bluebird sings

In the Big Rock Candy Mountains

In the Big Rock Candy Mountains, all the cops have wooden legs

And the bulldogs all have rubber teeth and the hens lay soft-boiled eggs

The farmer's trees are full of fruit and the barns are full of hay

Oh I'm bound to go where there ain't no snow

Where the rain don't fall, the wind don't blow

In the Big Rock Candy Mountains

In the Big Rock Candy Mountains, you never change your socks

And little streams of alcohol come a-trickling down the rocks

The brakemen have to tip their hats and the railroad bulls are blind

There's a lake of stew and of whiskey too

And you can paddle all around 'em in a big canoe

In the Big Rock Candy Mountains

In the Big Rock Candy Mountains the jails are made of tin,

And you can walk right out again as soon as you are in

There ain't no short-handled shovels, no axes, saws or picks,

I'm a-goin' to stay where you sleep all day

Where they hung the jerk that invented work

In the Big Rock Candy Mountains

I'll see you all this comin' fall in the Big Rock Candy Mountains!

This version was used in "O Brother, Where Art Thou?" a Coen brothers movie starring George Clooney. Full lyrics (plus a warning that the hobo lifestyle may be hazardous to your health) can be found at:

www.niehs.nih.gov/kids/lyrics/bigrock.htm

This site:

www.slangcity.com/songs/big_rock_candy_mountain.htm

has an explanation of the "slang" used in the lyrics, and it is pretty funny too . . .

TIMETABLE

Upcoming events of particular interest to OVAR members

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

www.bytownrailwaysociety.ca

January 5: CORNWALL – Moccasin Model Railroad Club, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

January 29: OTTAWA – St. Lawrence Division NMRA Meet, Emmanuel United Church. Info: Stan Conley (613) 523 - 8237, e-mail: sconley@ccs.carleton.ca

www.cyberus.ca/~g_knowles/sld/sld_index.htm

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!



Jacques Thuot received CHAIRMAN'S CHOICE for his steam-powered donkey engine.



Frank Milotte showed CPR 0-6-0 yard engine 6293.



John LeBlanc displayed three steamers including CNR 4-6-0.



CNR 2-8-2 3547 was displayed by Greg Stubbings.



Unusual 2-8-6 steam engine of DSP&P was brought in by Bill Meredith.

An OVAR kind of display

Ian Cranstone photos

After a paltry showing in October, OVAR members got back into the display mode in style in November filling the display stand and the overflow table. Nothing like a popular theme to get everyone "steamed up".

There were steam engines aplenty including Frank Milotte's HO scale model of CPR Hudson 2816, painted by Bill Scobie, that he acquired long before the real 2816 made her triumphal return to operation. Frank also displayed a CPR 0-6-0 switcher.

John LeBlanc brought out a handsome trio of HO CNR steamers — Pacific Pike 2-8-0, Varney 4-6-0 and an Akane Light Mike. John CNRized the front end of this loco.

Bob Winter displayed an N scale CNR Northern 6200 (the prototype is on the front lawn of the Science and Tech Museum). Bob says he kitbashed the unit from a Bachmann engine to display the loco near the end of regular steam operations but spruced up for excursion service. He also brought another Bachmann Northern so we could appreciate the amount of work he had done.

Another CNR steamer on display was Greg Stubbings' HO Mikado 3547. CNR had 497 2-8-2's on its roster. This unit was from the S-2-a class built in 1923. While many were converted to oil firing, No. 3547 stayed in Southern Ontario and burned coal for its operating life. The model is a Van Hobbies import from more than 25 years ago and Greg has had a lot of work done on the unit. The S-2 class was the only class on the CNR that had a Belpaire firebox.

On the more exotic side of steam engines, Bill Meredith displayed some of his Denver, South Park and Pacific Sn3 locos. One was a 2-8-6 Alpine that was equipped with a power truck. It was scrapped after eight years of service. Painting the unit required eight different Scalecoat colours, Bill noted, as well as a custom set of decals now available through C-D-S. Bill also had DSP&P No. 44, a 2-6-6 built in 1879 and scrapped in the 1890s. Bill says the unit ran well but wasn't powerful enough. It too had power trucks so it could negotiate tight curves. Bill built the unit from spare parts from Berlyn Loco

The Interchange

works kits. It was also painted with Scalecoat and lettered with C-D-S. Bill also brought out DSP&P waycar No. 72. The model was built in styrene and has working windows, doors and brakes.

Still in the exotic steam category, **Mike Hind** brought out two N scale British steamers — the MALLARD and the SIR NIGEL GRESLEY. These are MiniTrix models. The MALLARD set a land speed record of 126.4 mph back in 1938. Mike also displayed the first German steamer known as DER ADLER (The Eagle). It too is a MiniTrix product.

Bob DeBellefeuille also brought out some German steamers. These were Märklin models of a 4-6-2 steamer used in express service and a 2-6-0 loco used in passenger and freight operations.

Peter Cunningham had a Bachmann 2-8-0 in Boston and Maine livery. He has weathered the loco with airbrushed Floquil paints and powdered artists pastels.

John Chambers had an HO CPR T-1a loco 2-10-4, No. 5904. There were 20 locos in this first of three classes of Selkirks, which were the largest and heaviest steamers in the Commonwealth. The model was imported by Van Hobbies from Samhonga. The Selkirks, especially the T-1c's, were among the beauties of steam power.

Brian Earl brought in several steamers to showcase the type of power that works his Great Western. He has equipped them all for DCC operation.

Hugh Laing brought in an O scale die-cast USRA Pacific painted in CPR colours. Hugh is certain CPR would have painted USRA Pacifics the same way if it had had any of them.

Al Craig had a Gauge 1 live steamer — a British 0-6-0 tank engine. The loco was built by Richard Caldwell and burns alcohol, which explains why there are so many Al Craig sightings around LCBOs! The model is a Southern Rwy. C-2-X goods engine.

Tom Hood displayed an LMB Norfolk & Western 2-8-0, which he has modified to mesh with Canadian Northern practices.

Ken Baines displayed a CNR 4-8-4 that he painted himself. It was nicely done. Next time Ken tells us the number. The reviewer's memory is nearly that good.

Peter Nesbitt brought out a Bachmann On30 Shay that he has converted to an On3 loco for operation on his railway.

Bill Crago had a Gem 2-4-4-2, which he says is perhaps the smallest articulated ever built. He acquired the unit back in the 1970s and it remains in the same condition today.



Ken Baines displayed CNR 6133 (the number that slipped our reviewer's memory).



Charlie Shrubsole kitbashed this C&O hopper from an old American Flyer car.



Andrew Batchelor's crane was paired with **Normand Levert's** work caboose.



Bill Crago showed Gem model of the White River Lumber Co.'s 2-4-4-2 SKOOKUM.

John Mitchell brought out the new and improved Broadway Hudson and string of the Walthers streamline cars for it to pull. Sharp looking train.

Still on the subject of steam power, **Jacques Thuot** had a steam-powered donkey engine for which he scratchbuilt a skidder and a tank (and for which he was also presented with the CHAIRMAN'S CHOICE). He also had a portable sawmill on a flatcar. The car was built from a Juneco kit while the mill comes from Woodland Scenics.

Andrew Batchelor displayed an HO steam-powered crane that had converted from a diesel unit and spare parts. A very effective model.

Normand Levert brought out a work caboose, which had served as an early Beta unit for his airbrush. The car also serves as his transition car with a KD coupler at one and a X2F at the other. He also had a Euro steam calendar and a shot of an SNCF steam-

er, which overshot the end of track and went out the station wall to the roadway below.

Charlie Shrubsole had an S scale model of a C&O hopper that is upgrading from an old American Flyer car. He is adding new corner posts and ladders and upgrading the brake system.

Alex Binkley had an S scale CNR 2-6-0 No. 86 from Simon Parent models and four S scale modern freight cars. One was the S Scale America BNSF bathtub gon; another was the SSA CNW 62-foot RBL boxcar; an old SSA Canada Southern three-bay open hopper and a three-bay hopper that started as On3 East Broadtop car, with new trucks, ladders, brake wheel, etc. and lettered for the Ottawa Valley Lines (from an N scale decal set) and S scale freight car data.

Last and least but worth a chuckle from all us was a tinplate train set that **Paul Anderson** won as a door prize at the Syracuse show. It is cute Paul.



Next Meeting

Canada Atlantic Railway & Ottawa's Railway Heritage

presented by

Ron Newby

The CAR was the largest privately owned railway in North America in its time. It was one of the fastest and the first to offer "mile a minute" service between Ottawa & Montreal. Ron will take us through history and from Depot Harbour to Ottawa.

Display

Turn of the century, preferably Canadian.

Tuesday, January 11

St. Anthony Soccer Club Hall
523 St. Anthony Street, Ottawa

(just off Preston Street at the Queensway)

Doors open at 5:30 p.m.

Dinner served at 6:30 p.m.

Admission: \$20.00

Includes dinner, facilities, program expense, taxes and gratuities.
Free parking.

Please note:

If you cannot attend the meeting after saying you would, please call Peter Joyce at 841-1950. Thank you.



OVAR Directory

2004-2005

Chairman:	Bud Nelson	819-837-3350
Vice-Chairman:	Fern Leroux	613-830-9979
Secretary:	Mike Shore	613-829-8867
Treasurer:	Gord Bellamy	613-725-6979
Membership:	Bill Meek	613-521-3234
Program:	Norm Levert	613-834-6798
Dinner:	Peter Joyce	613-841-1950
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THE INTERCHANGE

December 2004 — Issue 390

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