



# The Interchange

Our 47th Year  
Ottawa Valley Associated Railroaders — OVAR

December 2007

Issue 420

## Editor builds his first turnout

by Ian Cranstone

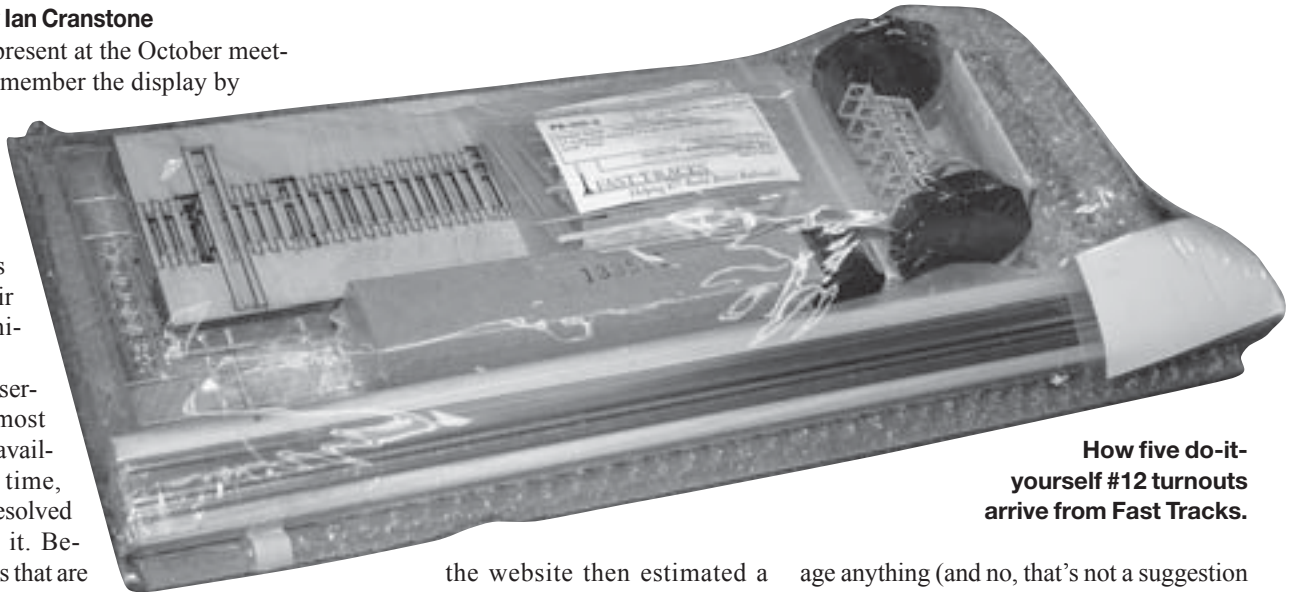
OVARIans present at the October meeting will remember the display by Tim Warris of Fast Tracks, showing off how easy it is to handlay your own turnouts by utilizing their machined aluminum fixtures.

I have had reservations about most of the turnouts available for some time, and hadn't yet resolved how to handle it. Between older ones that are not DCC-friendly (adjacent point and stock rails of different polarities can cause short circuits when bridged by wheels), or an insufficient range of turnout numbers being offered by a manufacturer, to the always-present "out-of-stock" problem and of course the price, I hadn't decided how to proceed for my layout. I have always been intrigued by handlaid track, but never had the guts to try it, but the Fast Tracks demo convinced me that I might have the answer to these problems.

I spent some time wandering through their website at

[www.handlaidtrack.com](http://www.handlaidtrack.com)

and came away very impressed at how easy it was to navigate through their products, and was able to peruse their downloadable templates for their trackwork products and the instruction manuals for working with them. I decided that I would throw caution to the winds, and proceeded to order the Code 83 #12 turnout kit (for those mainline cross-overs), complete with enough rail, pc board ties, and QuickSticks laser-cut ties sufficient for five turnouts. After \$200, they throw in free or reduced shipping, which does offer a temptation to spend a little more. After plunking down my credit card number,



How five do-it-yourself #12 turnouts arrive from Fast Tracks.

the website then estimated a shipping date of December 24th! Fortunately, both in terms of satisfying my impatience, and this much-needed article for the Interchange, the actual date turned out to be November 27th, which was a little over two weeks from the date I placed my order. I already had a small 40-watt soldering iron, and so only had to purchase a new mill file (which Fast Tracks strongly recommends) and some flux.

The package arrived Thursday, and it was packed well. The rail had been packaged in 18" lengths wrapped to a 1x2, which ensured that nothing was going to happen to it (Fast Tracks normally cuts rail shorter to keep shipping costs down — however, for longer turnouts such as #12s, this is a problem as the stock rails should be about 2" longer than the supplied 18" to match the template/QuickSticks ties). The filing jig is hardened steel with an inset laser-cut wooden label, and was carefully bubble-wrapped with its required allen key. It and the rest of the supplies (including pc board ties, Pliobond, QuickSticks ties, and even a small spool of solder) were placed on the aluminum turnout jig, and then the entire group was bubble-wrapped to a piece of corrugated cardboard. It would take serious effort by the post office to dam-

age anything (and no, that's not a suggestion that any testing is required!). When I turned over the aluminum jig, the date of manufacture had been etched on the bottom. There was even a surprise bonus item: a laser-cut billboard with a Fast Tracks advertisement, assembled and carefully packed in a plastic container. I don't know how long these will be offered, as I didn't see any reference to them on the website at all, but it is a nice little extra.

The instructions were provided on a CD, rather than in printed form, and a covering letter notes that possibly more up-to-date documentation can be found on the website. I recommend downloading the instructions in advance, so you can dive right in.

On Friday I assembled everything that I needed to start work on my first turnout, and after about two hours, it had come together.

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plus much more

# OVAR 2008 Program

by Normand Levert

I believe we are going to have a very interesting program for the remainder of the 2007-08 season. It is a mixture of traditional and new presentations.

In January, **Ron Clerk** from the Canada Transport Safety Board will discuss rail transport safety. We should gain authoritative insights in the safety challenges of rail-roading in Canada.

February will bring back **Brian Ludlow** with **Ken Chivers'** slides of railroading 50 years ago. It should be quite nostalgic to see so many "Fallen Flags" and the early first generation diesels in rainbows of colours, though I'm sure we will be regaled by many steamers as well.

March will bring a look at today and tomorrow. **Railpower Technologies Inc.**, makers of the Green Goat, Green Kid and Genset Locomotives will give us a presentation on the newest diesel locomotive technologies.

April will bring back **Daniel Laurendeau** of **Exporail** who will treat us to an advance preview of the IMAX film made with Canadian Pacific 2816, and discuss significant artefacts of the Canadian Railway Historical Association.

In May, **Peter Paul Kraft** will present the modern Deutch Bahn (German Railway) and the splendid new Berlin Main Station. It is said to be absolutely splendid. Peter was visiting Germany recently.

Finally, we will witness the recent past with **Bob Meldrum** closing our season with Railroading in China.

## INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1.00 per line, minimum \$5.00. Cheques/money orders should be made payable to **OVAR**. Ads must include the advertiser's name and telephone number. Send to Ian Cranstone at address on last page.

**MUSICIANS WANTED FOR SPECIAL PROJECT.** If you can play any musical instrument and want to take part in a special project (railroad related), please contact Brian Earl at (613) 692-2371 or e-mail at: [brian.earl@sympatico.ca](mailto:brian.earl@sympatico.ca)

## So you want to be Program Chair?

What does it involve? About two hours a month to chase presenters, ensure they are ready and to have their plaque engraved in time. One also needs a few minutes at each OVAR meeting to introduce the speaker. In exchange you get to eat before anyone else!

It used to be that I carried a lot of equipment to the meetings, such as the projector, and the stand and the extension. Now we keep the heavy stand stored in St. Anthony's, and of course we have St. Anthony's screen and projector. The set up has become very quick and simple. I'm still bringing OVAR's own projector, just to have a backup plan.

The main thing is to keep well ahead of the schedule and to have some short-notice presenters, or a program of your own to cover last-minute cancellations. I'd be more than happy to have anyone join me as understudy or Program Chair in waiting.

## STRONG, W.H. David

Suddenly at home, in Perth on Wednesday, November 14th, 2007 W.H. David Strong (former teacher at Lisgar Collegiate and Highland Park High school in Ottawa and Stewart School in Perth) in his 80th year. Loved husband of Phyllis (McLaren) Strong. Dearly loved father of Christopher (Patricia Greer) of Perth, Elaine (Tom Dakin) of Sidney, B.C. and Andrew (Deanne) of Perth; predeceased by daughter Catherine in infancy. Cherished grandfather of Nicholas, Sarah, Alexander, Lilli and Davidson. Dear brother of Jim and Allan (Linda). David was an original member of OVAR — Ottawa Valley Associated Railroaders in Ottawa, an active founding member of the Smiths Falls Railway Museum, former member of the Eastern Ontario Pleasure Driving Society and an avid horseman. Friends may pay their respects at the Blair & Son Funeral Home, 15 Gore St. W., Perth on Friday, November 16th, 2007 from 2 to 4 and 7 to 9 P.M. Funeral service will be held in the Chapel on Saturday at 1:00 PM. In remembrance, contributions to the Smiths Falls Railway Museum or the Great War Memorial Hospital Foundation would be appreciated.

## TIMETABLE

Upcoming events of particular interest to OVAR members

**January 2: CORNWALL – Moccasin Model Railroad Club**, St. Matthew's Evangelical Lutheran Church Hall, 1509 Second St. W. 7:30 p.m. Info: Chris Patrick, e-mail: [cpatrick1@cogeco.ca](mailto:cpatrick1@cogeco.ca)

**January 3: MORRISBURG – Morrisburg Model Railroad Club**, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry [stvskserry@personainternet.com](mailto:stvskserry@personainternet.com)

**January 5-6: OTTAWA – OVAR Modular Rally**, St. Anthony's Soccer Club Hall. Sat. 10 a.m.-4 p.m., Sun. 9 a.m.-3 p.m. Info: Gary Baillargeon (613) 774-2380

**January 15: OTTAWA – Bytown Railway Society**, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: [www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

**January 26-27: WEST SPRINGFIELD, MA – Amherst Railway Society Big Railroad Hobby Show**, Sat. 9 a.m.-5 p.m., Sun. 10 a.m.-5 p.m. Info.

[www.amherstrail.org/show/show.htm](http://www.amherstrail.org/show/show.htm)

**January 26: OTTAWA – St. Lawrence Division Meet, NMRA.** Emmanuel United Church, Smyth Rd. 9:30 a.m. Info:

[www3.sympatico.ca/gd.knowles/sld/sld\\_meets.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_meets.htm)

**January 26-27: GATINEAU – Exposition des Trains Miniatures**, Mont Bleu Ford, 375 Boul. Maloney Ouest. Sat. & Sun. 10 a.m.-4 p.m. Info: Mario (819) 671-2354.

**February 9-10: PORT HOPE – Ganaraska Railway Modellers 15th Annual Model Railway Show**, Port Hope Lions Recreation Centre, Gifford St. Sat. 10 a.m.-4:30 p.m., Sun. 10 a.m.-4 p.m. Info: Dave (905) 885-7190, e-mail: [ganaraskarailwaymodellerr@hotmail.com](mailto:ganaraskarailwaymodellerr@hotmail.com)

**February 23: OTTAWA – Model Train Flea Market**, St. Anthony's Soccer Club Hall, 10 a.m.-2 p.m.. Tables \$5. Info: Gary Baillargeon (613) 774-2380.

**May 16-18: HAMILTON – CRHA/ CARM National Convention:** [www.caorm.org/Pages/convention.html](http://www.caorm.org/Pages/convention.html)

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

# Model railway speedometer

by Eric Halpin

I begin writing this article with a heavy heart. You see it was the influence of the late David Strong that the question of train speeds even arose. David had a lifelong interest in trains, their history and operation and this carried forward with his love of model railroading. When operating on the Algoma and Rideau in Perth, David liked to stop trains slowly, start them even slower and take at least one scale mile to come up to running speed. Neither one of us liked to see trains run too fast at any time.

When I mentioned that I had read about the availability of a speedometer for model trains David was interested and so was I. Both of us were looking forward to seeing this gadget in place. Unfortunately, I installed it today without my good friends valued help. So in David's memory, let's look at this gadget.

There are several ways to determine train speeds including but not limited to experience, best guess, timing train movement over a specific distance, etc. The latter example would be to use the formula for HO on a measured ten-foot track distance (10 divided by the time in seconds for the train to move the ten feet times 59.4 equals scale MPH from the web site

[www.nh.south.com](http://www.nh.south.com)

or Google ("The Work Bench"). Also the Saskatoon Model Railroaders home page site has a good article on train speeds. The model train speedometer eliminates all that aforementioned stuff and provides an exact and illuminated digital speed readout. No more guesswork or calculations. The product is made by TDP and Associates

[www.trainspeed.com](http://www.trainspeed.com)

It can be ordered direct or from a number of retail dealers especially ones that handle DCC products. It costs approximately \$48 and I think it is a nice addition on any layout. It functions equally well on DC.

Basically the unit uses optical sensors placed inside the track rails a specific distance apart, using overhead layout lighting as a light source. It works on all scales and can read in either MPH or KPH. It is most useful for determining prototypical operating speeds and for matching locomotive speeds for MU'ing, etc. Power is supplied from any AC or DC source of a 6 volts minimum to 18 volts maximum and only draws 300 mA. Thus power can be readily obtained

from your auxiliary power pack or even a separate plug-in transformer.

The unit comes with a sixteen-page installation, test and trouble-shooting pamphlet. It is written relatively clearly and concisely with the accompanying photos being a bit on the fuzzy side but still usable.

So how is it installed? The quick and dirty explanation is as follows:

1. Determine your optimum scale optical distance from the provided charts.
2. Drill distance holes *very accurately* into and through the roadbed and subroad bed. I used a  $\frac{5}{32}$ " bit. If you fail to measure accurately, the speed indication will have some level of error in it but even a rough measurement will likely provide only an error of <2%.
3. Insert optical sensors gently into the drilled holes *after ensuring* that the bulb will easily slide into the opening. Use another similarly-sized object to guarantee that there is no binding, as you do not want to end up with a jammed sensor stuck in the hole. If the bulb is too loose, it can be held in position with tape underneath the table.
4. Plug provided ribbon cable into circuit board.
5. Install your low-voltage AC/DC power to circuit board.
6. Using paper template provided and cut your opening into the fascia to allow for the digital readout face to be seen.
7. Drill mounting screw holes and install circuit board.
8. Ensure optical sensor heads are below rail top height to avoid damage when cleaning rail in the future.
9. Test and enjoy.

Sounds like a fifteen-minute job but I was being careful, as I didn't want any problems. So I suppose it took about four hours of reading and installation to finish the job.

What can I criticize about the device? Well, they suggest using a #20 drill bit which is too small in my book. Also, they provide  $\frac{1}{4}$ " mounting bolts, which are way too short for any fascia mounting. I used  $\frac{3}{4}$ "-#40 machine bolts. And finally, I think the device would look nicer with a fascia dress plate, which isn't provided. One can be made readily and I likely will do that soon.

If you want to take the guesswork out of your railway's speed operation, this is the device to use.

# Videos for sale

by Paul Anderson

The following Videos from the OVAR Library will be for sale from Mike Shore at the December and January meetings. The price is \$2.00 each.

- TAP037 ALL ABOARD SERIES VOL. 4
- TAP038 AMTRAK NORTHEAST CORRIDOR
- TAP057 CN AUTUMN ON THE YORK AND KINGSTON SUBS
- TAP083 MANITOBA STEAM — IN THE 50'S
- TAP120 THE ALASKA RAILROAD
- TAP130 TODAY'S EMD DIESELS
- TAP135 TRAINS OF THE ST. LAWRENCE VALLEY VOL. 3
- TAP158 BASICS OF MODEL RAILROADING MODEL RAILROADER
- TAP162 BUILDING THE RIO GRANDE SOUTHERN
- TAP165 C&T IN 73 CUMBERS AND TOLTEC
- TAP185 RIO GRANDE SOUTHERN
- TAP196 WORLDS GREATEST HOBBY
- TAP034 ALL ABOARD SERIES VOL. 1
- TAP035 ALL ABOARD SERIES VOL. 2
- TAP039 AMTRAK NORTHEAST CORRIDOR
- TAP040 APPALACHIAN CONQUEST
- TAP043 BC RAIL STARLIGHT TO BUDWEISER
- TAP055 CASS SCENIC RAILROAD
- TAP056 CASS SCENIC RAILWAY/ILLINOIS RAILWAY MUSEUM
- TAP058 CN FALL ON THE DUNDAS AND STRATHROY SUBDIVISIONS
- TAP067 DAYLIGHT DELIGHT
- TAP068 DAYLIGHT TO SACRAMENTO
- TAP075 GEORGETOWN LOOP RAILROAD
- TAP076 GRAND CANYON RAILWAY/ CALIFORNIA WESTERN RAILWAY
- TAP114 SOUTH SIMCOE STEAM
- TAP134 TRAINS OF THE ST. LAWRENCE VALLEY VOL. 2
- TAP138 TROLLEY
- TAP143 WAREHOUSE ON WHEELS
- TAP147 WORLD STEAM VOL. 1
- TAP178 MODEL RAILROADER VIDEO LAYOUT TOUR 2
- TAP182 REBIRTH OF A LOCO
- TAP197 WORLD STEAM VOL. 2
- TAP198 MODEL RAILROAD OPERATION VOL. II HELPERS

## For the Record

November Meeting:

141

Current membership:

195

## Editor builds first turnout

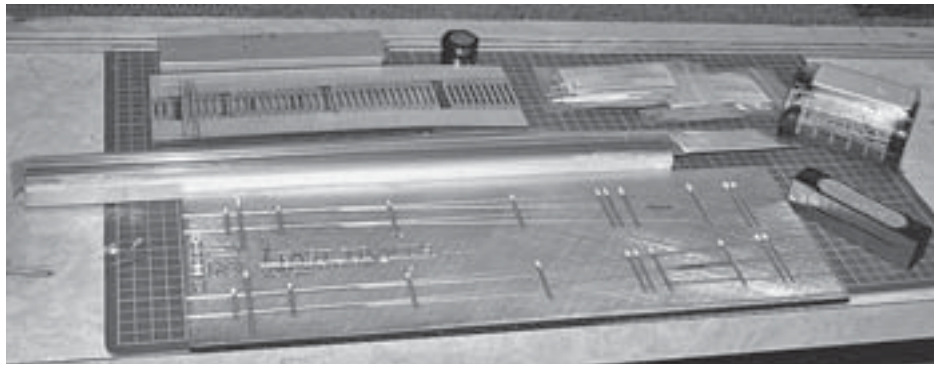
*continued from page 1*

I didn't use the acid flux recommended by Fast Tracks, but still had no problems with the solder joints. There are a couple of glitches caused by operator error: I missed the section in the instructions suggesting that a small bend be placed in the curved stock rail at the points, and then I seem to have inadvertently used the wrong end of the filing jig on that particular point as well (the frog angle doesn't work nearly as well). Other than that, this is a solid piece of trackwork, and I expect that my next effort will be far better, and will come together more quickly.

I will note that I was very impressed by the instructions, which are well-illustrated, and carefully walk the modeller through every step of the sequence. I had printed them out in advance to have available at the workbench as I went, and it's hard to go wrong if they are followed carefully.

Subsequently perusing the forums on the Fast Tracks website also turned up some interesting little tidbits: first, that since Micro Engineering code 70 and code 83 rail are nearly identical in base width, the jigs for one should work for the other rail as well (apparently code 70 jigs will work with code 83 rail, and it appears that the opposite is also true — I'll have to find some code 70 rail to verify this). Secondly, one responder suggested that he didn't like the copper colour visible on the throwbar at the points, and since paint simply wore off, that chemically blackening the throwbar was very effective. Finally, many noted that their first turnout probably wouldn't see the layout, which made me feel much better about the flaws with my first one!

In the final analysis, I really enjoyed building this turnout, and have already ordered another jig (this time a Code 70 #6),



**How five turnouts look after unpacked (above), and the final result (bottom).**

currently expected to ship on December 17th — and I expect to try a code 83 version with this new jig as well. More jigs will doubtless follow as I determine just exactly what my railroad will require.

### Pros:

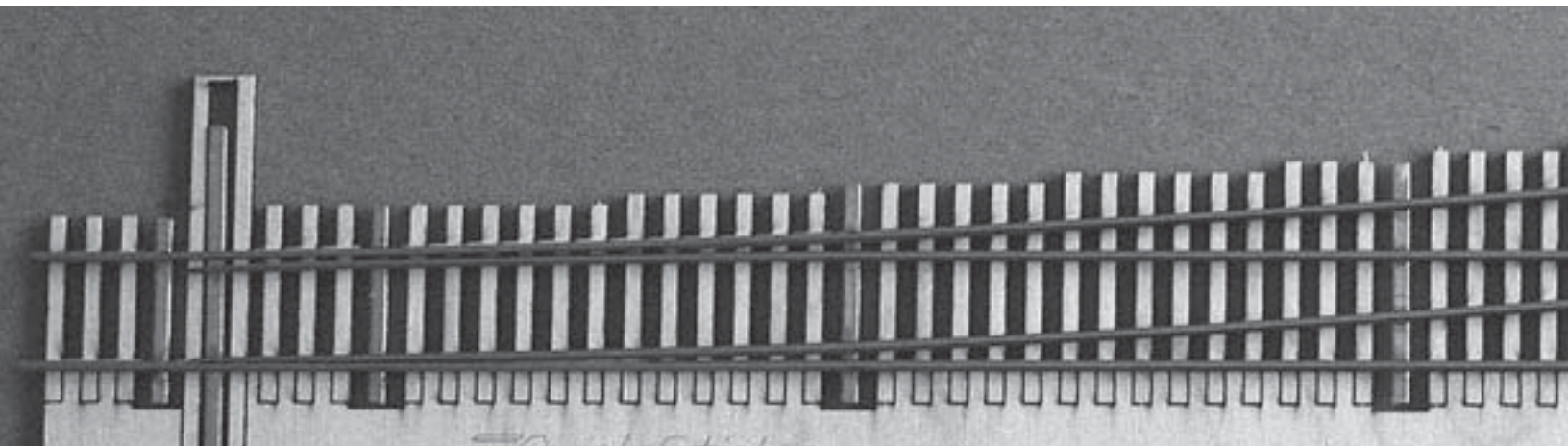
- Sense of accomplishment — it is a good feeling to be able to point to something seemingly this complex and say “I built that!”
- Cost & Availability: although the entire package cost \$267.09 (plus a little extra for a new file and flux), this is spread out over five turnouts — and building more will amortize the jigs even further. However, when one considers that a Walther's Code 83 #12 turnout is \$29.98 each (and is currently out of stock according to their website) versus the Fast Tracks estimate of \$13.19 for required supplies for their #12 (not including jigs), the ability to build just about anything on demand using a common stock of rail and pc board ties is useful (QuickSticks ties however are unique to each turnout, but are both left/right handed). Fast Tracks offers a discount on the package starter kits, and quantity discounts are also available on ties and rail. Keep the basic supplies on

hand (rail, pc board ties, regular ties) and anything can be built at any time — no trip to the hobby shop and no back orders. Works for me!

- DCC friendly as built, and only the frog area depends upon potentially troublesome auxiliary contacts from switch machines.
- Provided proper care is taken during their assembly, I anticipate these turnouts being as derailment free as they come due to their smooth flowing nature.

### Cons:

- There is a considerable investment in jigs, as each different turnout requires a different jig (\$100+ each), and each different turnout # will require a different frog/point filing jig (\$45+ each). Of course, since many turnouts can be built from each jig, a modelling group could share jigs, with each member purchasing a different size and trading as necessary.
- Most commercial turnouts come with spike and tieplate detail that these hand-laid ones lack. I may try using Central Valley moulded plastic tie strips, which come with all of this detail, on a future effort rather than Fast Tracks' Quicksticks ties to see how well that works out.



# December Carrel

by Dave Knowles

The Library held its Annual General Meeting on November 20th. The usual reports were delivered and accepted and the president was reelected for another two-year term. A copy of the annual report may be obtained from the secretary of the Library.

The Bytown Railway Society released its latest book at RAILFAIR 30. It is the second posthumous book by Omer Lavallée to be released this year (the earlier volume was a joint effort with Tony Clegg entitled CORNWALL STREET RAILWAY). Omer Lavallée's last book, CANADIAN PACIFIC TO THE EAST: THE INTERNATIONAL OF MAINE DIVISION is a comprehensive account of the myriad of railways that were absorbed and connected by new construction to form the CP's eastern network. Omer has sorted out the various components and their histories and welded them into a coherent whole. The eastern divisions have not attracted the attention of railbuffs and historians in the same way that the transcontinental lines have, but this book remedies this deficiency in a very positive fashion. The text is comprehensive, and is fully supported by clearly drawn maps, and elevation profiles. It is also supplemented by seven appendices, a bibliography, endnotes, a glossary and an index. The book is fully illustrated... unusually these days, the pictures are not integrated into the text, but collected into eight "galleries" appropriately placed between the relevant text chapters. The colour pictures are grouped together close to the middle of the book, and there is a gallery devoted to the "Men of the Road" at the end of the basic text. The photographs are very effective

in bringing the line to life and both b&w and colour photographs are well printed in sizes that enable the artistry and detail to be appreciated. We have waited a considerable time to see this, Omer's last book, and it has been worth the wait. Interestingly the tremendous development in printing techniques in the last decade have resulted in a much superior physical presentation than would have been possible if it had been printed in his lifetime. Bytown brought together a substantial team to bring the manuscript to publication and the team is to be complimented on a job very well done. The book will be found on the CRCML shelves at S.CPR L2

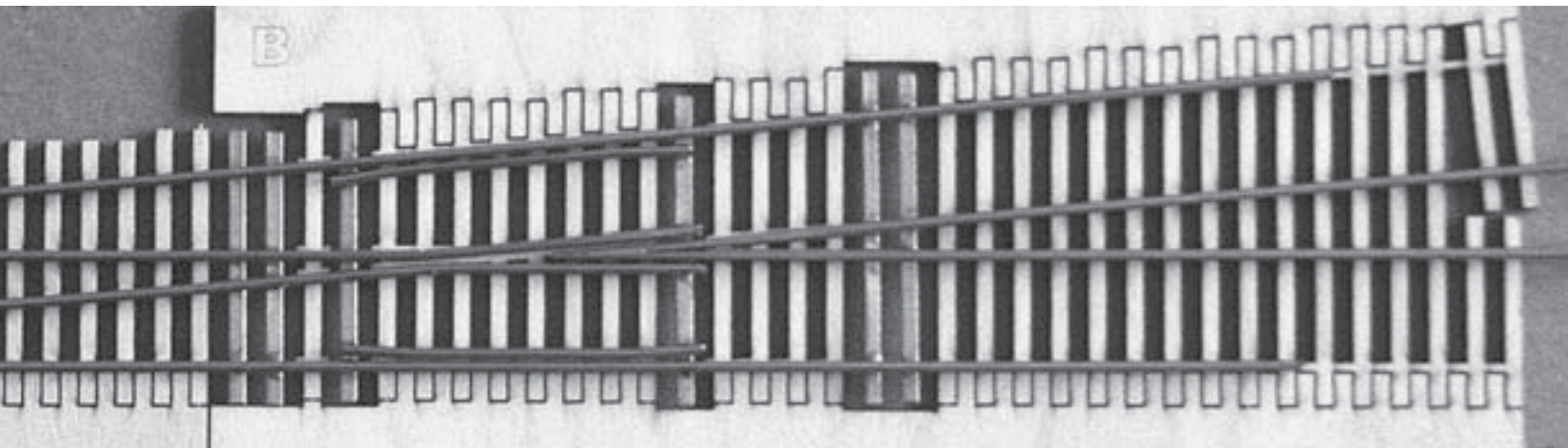
Recently added to the CRCML shelves is Peel Steven, Jr.'s book TRACKSIDE AROUND MONTREAL 1955-1979 WITH PEEL STEVEN, SR. This is a colourful collection of locomotive photographs in and around Montreal in the transition period from steam to diesel. The locomotives are front and centre, and only rarely do the photographs contain enough background for the viewer to identify the location — fortunately Peel has often identified the location in the caption. As you have probably guessed, this is a Morning Sun Book, and consequently suffers from both the good and bad qualities of its formula. It will be found at RG.PQ

Michael Leduc has recently released another of his profiles of railway facilities in the Montreal Area. It is a short but very interesting study of THE GRAND TRUNK/CANADIAN NATIONAL POINTE ST. CHARLES SHOPS. Truly a small book, it retains the 6"x9" format of his earlier volumes. The type face is very small and the pictures are also on the small side. The paper is flat and consequently the pictures lack definition. This is most unfortunate as they appear to be well chosen to provide an overview of the shops and its products. It is an interesting read at a modest price of \$15 postpaid from

the author. It will be found in the pamphlet box for "E" at EB 112.

Val and I recently returned from a ten-day trip to Victoria. On our return I found four magazines awaiting my attention. BRANCHLINE, CANADIAN RAIL, SCALE RAILS, and RAILROAD HISTORY. They have all undergone major growth in recent years and are an impressive group. All now have 11"x 8½" format with multi-colour covers and interior colour. BRANCHLINE started out as a locally-focused multilith black and white newsletter, CANADIAN RAIL from the Canadian railroad Historical Association had its origins in 1932, also as a locally-focused newsletter-type publication. It became CANADIAN RAIL in 1961 with a 9"x6" format. The current issue commemorates the CRHA's 75th year and the memory of Fred Angus, the editor for the last 26 years. SCALE RAILS began as a black and white newsletter for the NMRA and is currently in its 74th volume. The full colour pages focus on railway modelling. The last magazine, RAILROAD HISTORY, is the learned journal of railway historians and is published twice a year by the Railway and Locomotive History Society in the United States. The articles tend to be more substantive than most other railway based magazines. It has recently moved from its original 9"x6" format to the larger full colour page and uses much more illustration than formerly. Substantial runs of the first three Magazines are available at the CRCML, but our collection of Railroad History is limited to a few scattered volumes.

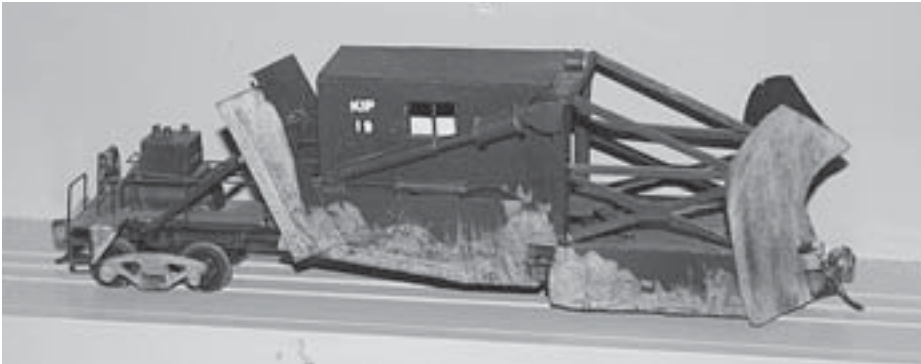
A last note for this year is that Omer's VAN HORNE'S ROAD has been reissued. This classic, well-illustrated volume on the construction of CPR's transcontinental line should be in every Canadian railfan's library. It is not a reprint, as it has been completely reset and the pictures moved around. Frankly I found the new design disappointing.





White metal MoW equipment and figures were built and painted by Steve and Seanna Watson.

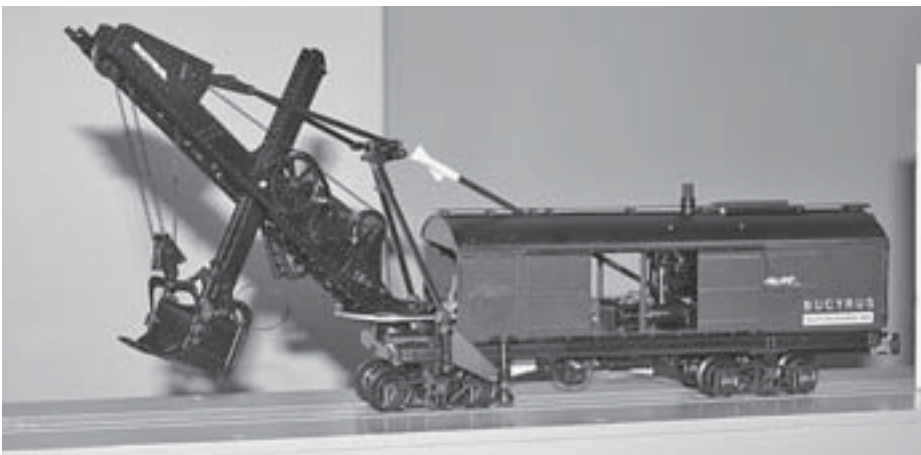
## MoW equipment theme of November display



Bud Nelson displayed a string of snow-clearing equipment, including this modified Walthers Jordan spreader lettered for his Kipawa Interprovincial Railway.



Mike Hamer showed off his latest Bar Mills kit construction, the "Shack Pack".



One can see why Hugh Laing terms this O-scale Bucyrus steam shovel built by Toy Trucker as "just a nice RR model".

### Ian Cranstone photos

In keeping with November's MoW theme, **Steve Watson** displayed MoW vehicles, built from white metal kits offered by Railway Express Miniatures. Steve's wife Seanna painted the vehicle details and the Preiser figures. Steve also had a slide show running showing a BNSF track crew working on the mainline in Galesburg, IL in August, and MoW equipment on the Boone & Scenic Valley Railroad in Iowa.

**Bud Nelson** showed a string of MoW equipment, starting with a Roundhouse tie and rail car, painted and lettered for his Kipawa Interprovincial Railway. Bud also displayed Van Hobbies brass single-track snowplow; Model Builders Supply resin CPR double-track snowplow; modified Walthers Jordan spreader; Model Builders Supply resin model J Jordan spreader with raised rear deck and front cab; and Ajin brass model of an early scissors type Jordan spreader. Most are still being refurbished and painted by the KIP shops.

**Mike Hamer** returned with his Bar Mills Waterfront Willy's kit (shown on page 2 of the November Interchange), having now completed it with numerous details, even though most of us thought that it was complete in October. Mike also displayed his "Shack Pack", again Bar Mills kits, inspired by the fabulous job **Stan Conley** did on N-scale versions for the CHEO raffle layout.

**Hugh Laing** displayed a Toy Trucker O-scale Bucyrus steam shovel, a fully-operational, non-powered model with full interior detail. Hugh says "just a nice RR model."

**John Chambers** showed his Vermont Railway 50' boxcar. Berwick Forge stretched a 40' car in this prototype kitbash.

**Grant Knowles** constructed a MNT Princeton Station stripwood kit. He notes this C&S narrow-gauge prototype is "to be installed next week!"



**MNT Princeton station kit built by Grant Knowles should now be installed in its permanent home.**

HO Northern Timber Co. crane & boom car was constructed by **Jacques Thuot** from OMI crane and scratchbuilt car, with assorted details added.

**Tom Hood** displayed Westerfield CS boxcar constructed by Mike Schepanek for service on his Canadian Northern. Tom also displayed a Funaro & Camerlengo LV “wrong-way” boxcar.

**Craig Nelson** showed his ONR crane train, complete with Kato GP9, crane, tender and Roundhouse van.

**John LeBlanc** displayed his wooden Silver Streak cars CN 56172 tool car and CN 53048 bunk car. John notes that these were later reissued in plastic — “much to my disgust.”

An unidentified member showed two RGS work cars in “gentleman’s scale” — RGS 0255 is a Cimarron kit out of the box, while RGS 0258 is a much reworked 0255. Also on display were 2102, a reworked TSM C&S reefer, and PFM private car Rico, now work car 021. To power this train is Hon 3 K-27 class 464.

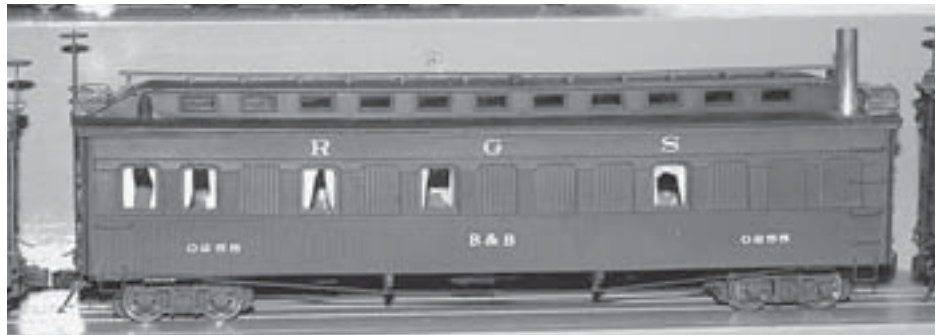
*Editor’s note: having finally turned up the display cards from October, I can now note for last month’s display report that EOR no. 50 is a former Bob Craig locomotive reworked by Bill Scobie to work the EOR interchange on Tom Hood’s Canadian Northern.*



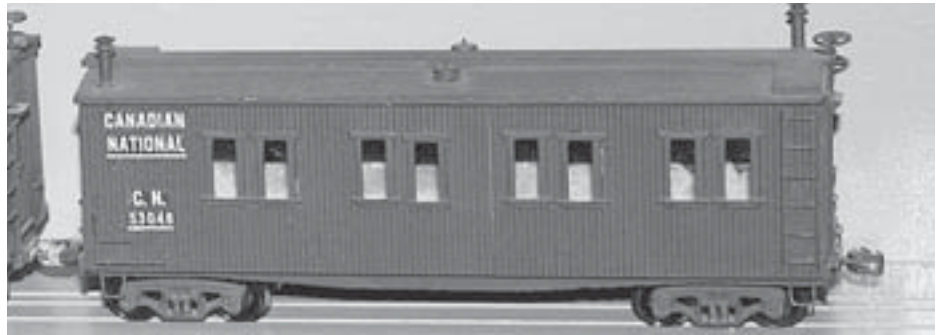
**John Chambers modelled stretched 40' VTR car after transfer to MoW service.**



**Jacques Thuot paired OMI crane with scratchbuilt flat.**



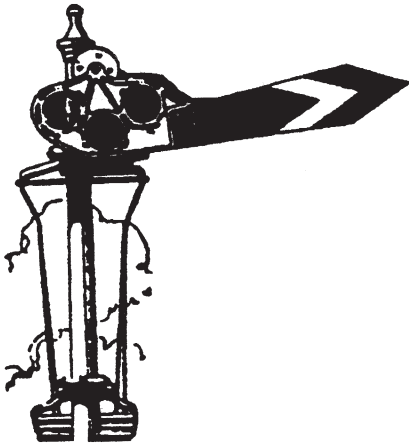
**RGS 0255 was constructed from a “gentleman’s scale” Cimarron kit.**



**John LeBlanc built CN bunk car 53048 from a Silver Streak wooden kit.**



**Mike Schepanek and Tom Hood combined to build these two cars for Tom’s Canadian Northern.**



Transportation Safety Board of Canada

# Railway Accident Investigations

*presented by*

**Ron Clerk**

**Display**

Shortlines

**Tuesday, January 8**

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

2007-2008

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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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