



The Interchange

Our 41st Year

Ottawa Valley Associated Railroaders – OVAR

February 2002

Issue 360

A restoration project for juice fans

photos provided by
Catherine Caron, OC Transpo

OVAR members who are into streetcars and electric trains have the opportunity to get involved in the restoration of a bit of Ottawa's history.

OC Transpo has acquired former city streetcar 696 and wants to restore it, the January OVAR meeting was told by Catherine Caron, who is co-ordinating the restoration project for OC Transpo. The following is part of her remarks to the meeting.

"I will not give you a course on this important piece of Ottawa's history. I'm sure that you all know more about it than me. Suffice it to say that it was built in 1916 by the Ottawa Car Company and was operated by the Ottawa Electric Railway. Streetcar 696 serviced the Britannia line until it was retired from service in 1954, a few years before the demise of streetcar service in Ottawa. It then spent close to 30 years sitting outside in a field, I was told, until OC Transpo brought it back to Ottawa in 1989.

"It has since then been sitting crumbling in one of our garages. It's looking really sad right now but hopefully with a lot of good



Car 696 peers sadly from OC Transpo garage.

will and hard work we can bring it back to its original glory.

"So what has happened since I volunteered to take on this project last summer?

- We have made many friends in the rail world who are extremely helpful and interested in seeing the streetcar come back to life;
- We have done a lot of research and found a description of the streetcar as well as photos but no detailed drawings;
- We have gathered an enthusiastic team of volunteers;
- We have timidly heard from potential sponsors and partners;
- We have reviewed the work plan and found that it is workable;
- We have found that the garage where the streetcar is resting is not adequate to work in and that another location must be found;
- We have discovered that before we could do anything we needed to remove the asbestos which was found in the car under the seats; and
- We had the asbestos removed.

"There you are: a progress report in a nutshell. Now what can you do?"

"You can get the word out and tell whoever has any information on this streetcar to contact me. Also, we are looking for help, for

contributions either in kind or money, we are looking for a large space to house the streetcar during the restoration, we are looking for someone who could do drawings of the streetcar. This list is long."

Caron would be glad to hear from anyone who can help. You can reach her at 842-3636 ext 2423, by fax at 741-7359 or e-mail Catherine.Caron@transpo.ottawa.on.ca



Ottawa Electric
Railway car 696
poses outside
carbarn in
happier days.

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Craig Library Report

by Dave Knowles, Library Chairman

The C. Robert Craig Memorial Library is alive and well at its accustomed location. As you know at the beginning of the year the old Ottawa City Hall passed into the hands of the Federal Public Works Department. Part of it will become offices for Foreign Affairs and part a Conference Centre.

However, the first two floors of the original building facing Sussex Drive had been designated by the former city council as a heritage site. This area which contained the former council chamber, renamed Whitton Hall, has been leased back to the City at least until the end of 2003. The City Archives are located in Whitton Hall and the C. Robert Craig Memorial Library is located there as one of the Archives' partners.

The other partners include the Ottawa Branch of the Ontario Genealogical Society, the United Church Archives for Ottawa, the Heraldry Society of Canada and the Société d'histoire et de généalogie d'Ottawa and the Société franco-ontarienne d'histoire et d'généalogie-Régionale Samuel-de-Champlain.

There are, of course, some changes and these include a new telephone number for the Archives. It is now 580-2424, ext. 13333. Mail should now be addressed to the C. Robert Craig Memorial Library, c/o City of Ottawa, Ottawa City Archives, 2nd floor, Sussex Pavilion, 111 Sussex Dr., K1N 5A1.

Now for some good news

by Vic Dohar

OVAR's financial situation continues to be in fine form due in part to increased monthly dinner attendance and \$1,500 received from RAILFAIR '01.

The program for the remainder of the year includes some notable presenters, for which the executive had decided to charge a dinner premium to offset expenses for these out-of-town speakers.

However, in light of our financial situation the executive has decided to absorb these expenses and monthly dinner meetings will remain at \$20 until June 2002. In addition, the video library will once again be refreshed with \$600 worth of new titles, partly funded by late fines and donations by members.

Parking facilities are located under the building and the privilege of one hour's free parking will be maintained, at least until the end of March and perhaps longer.

The Library needs help of various types. You could sign up as one of our volunteers to assist the City Archives staff and volunteers from the other partners in directing and assisting researchers working in all the collections. You do not have to know anything about the collections as training is available.

There are other opportunities to work with us in building a first class railway reference library in Ottawa. We have a number of interesting fields for which we need assistance. The library's activities include acqui-

sition, cataloguing, maintaining books, photographs, periodicals, disposal of duplicate materials, the development and maintenance of computer operations and the website. We also need people to research and answer questions referred to us from local and overseas sources. If you have any expertise or are willing to learn and develop in these fields, we need you. If you would like to learn and provide a service to other railfans, here in Ottawa, talk to me or any one of the executive and directors.

January is the beginning of our membership year. Join (or rejoin) the library now. Support our efforts to build a first class railway research facility right here in Ottawa.

Putting that extra challenge into finishing the layout room

by Rob Rolfe

(Editor's Note: All the model railway books tell us to finish the layout room before starting the benchwork. However, not all of us are that patient so here's some timely advice for those who like to do it the harder way.)

I came up with these easy steps for the benefit of those contemplating adding a suspended ceiling.

I have put up a suspended ceiling over the part of my layout, which has been hitherto ceiling-less. For those who may be contemplating this step, here are some tips that may help smooth the job.

Finish your layout as much as possible beforehand. It's part of model railroading fun to pick all the bits of fibreglass, wood bits, sawdust etc out of your scenicked areas. Leave all the buildings and rolling stock in place. Repairing these is also fun after you knock them over with the metal ceiling rails.

If you must forgo the pleasures stated in para 1, cover your layout with newspaper or some other light material. That provides an excellent workbench to lay your drill, ceiling tiles, and other items down. Heavy objects cannot possibly cause harm to that little pick-et fenced farm you put in the night before.

Ensure that your coffee cup is placed immediately below wherever you are working. Fibreglass, wood fibres, dust and dead spiders are well known flavour enhancers.

Install all the lights in advance. That way you can be amused by having to change

every one of their locations and heights. Ensure that you place lights exactly at the junction of four tiles and cut the wire just long enough that you have to splice it when you move the fixture.

Make sure that you do not have the tools and parts on hand before you start the job. Trips to the garage, second floor, hardware store, etc. are great exercise.

If you are extending an existing ceiling, do not take samples of the tile with you to the store. The several dozen different tile patterns sold will provide a good memory effort for you, and the mismatched tiles you buy should be a good conversation starter when your friends see it at the next operating session.

Make sure that you don't look at the metal painted ceiling rails at the store until you get home. Then you can enjoy the challenge of finding a good paint match for them once you discover they are all scratched up. Build shelves, hang pictures, relocate wires, etc. beforehand in such a way as to extend above the finished ceiling height. It is lots of fun moving these later or cutting out all the little bits of tile to make it fit.

Work in your socks, or better yet bare feet. Drop lots of screws, tools, metal parts and ends of suspending wire on the floor. You will find all this stuff real quick, I promise.

Well that's all for now on suspended ceilings. Next time we will discuss putting up drywall after most of the benchwork is already in place.

Modular Rally remains popular

Ian Cranstone photos, from HO-Trak setup at the CAPITAL EXPRESS convention

While there were fewer layouts on display at this year's OVAR Modular Rally held on the first weekend after the Christmas holidays, those operating and attending all seemed to enjoy themselves.

There were large setups by HOTrak, N-Trak and Z scale and a steady stream of people passing through St. Anthony's to watch and in some cases take a turn running a train.

For a while on the Sunday, computer bugs had the HOTrak set up looking like the HO stood for hardly operates. But Jacques Thuot and the other computer/technical gurus finally ironed out the problems and the layout was back in business. It was a great opportunity for sound-equipped locomotives to show their stuff.

The HOTrak set involves several long loops with many well-detailed scenes that afford operators some switching possibilities. By contrast, N-Trak runs three main lines that provide for plenty of train running. The Ottawa group sets up in a squared figure 8 so with a large yard in the middle. There's one track that runs the entire layout while the two inside mains cover half. That setup allows for a steady parade of trains.

Many of us have been unable to get our sons involved in the hobby. However Normand Levert's daughter was at the show with him and showed she knows how to operate a throttle.



Derailment is tended to by CN crews.



This junkyard obviously has other business as a sideline, given crane loading crated flat, and lumber flat spotted within yard.



CP C630M passes Wilkes Crossing and CNR doodlebugs.
February 2002



Ontario Portland cement facility receives covered hoppers.

Canadian Pacific draws out the models



Brian Ludlow showed O-scale 4-4-0, and took CHAIRMAN'S CHOICE.



Large selection of N-scale CPR motive power was displayed by Bernie Goodman, including Kato SD40 5556 and Kato GP30 5000.



Bill Scobie brought out his "what if" GE Dash-9 painted in maroon & grey.



Hugh Laing showed pair of O-scale E8A's, famous for eastern assignments.



John Mitchell emptied his layout to bring Train 19 (bottom three shelves) and Train 629 (upper shelf), with RDC's in consist.

Western farmers may grow "God damn the CPR" but OVAR members certainly have an affection for the railway. The January display was anything CPRish and lots of models and other railroadians came out for show and tell. It was the best turnout in a long time.

Brian Ludlow took the CHAIRMAN'S CHOICE for his nifty 4-4-0 and two passenger cars. The 4-4-0 is a brass model imported by Max Gray in 1958 and deftly touched out to look like a loco that earns its keep. It was pulling a CPR coach that Brian says is a modified LaBelle kit with detailed interior and underbody as well as CPR combine 3125. It is another modified LaBelle kit with detailed underbody and interior. Both cars were lettered with C-D-S transfers.

John Mitchell and **Jack Scott** teamed up to show us a couple of long CPR passenger trains. One was the *Real Canadian*, train 19 Toronto-Chicago. In the consist was a former silk car and good selection of head cars. The other train was 629, a normally a three-car RDC operation that served the heavy weekend travel between Toronto and Windsor/Detroit. This night the RDC's were tucked in behind John's new 4-4-4 and had standard coaches for company. Well done gents. Your display attracted a lot of interest and generated plenty of discussion.

Bernie Goodman brought out a collection of N scale CPR diesels, some of which he had custom painted. They were 5000, a Kato GP30 in action red with a small multi-mark, 5556, a Kato SD40 in the gray and maroon with script lettering, 5500, an SD40 in action red with a large multimark, 5493, a SD40M-2, a former D&RGW SD45 painted in CP candy apple red with dual flags, 5424, a short nose SD40-2 still in its UP yellow scheme with red CP Rail lettering, 5532, a SD40-2 snoot in candy apple red with StL&H lettering, 6049, a Soo Line GP60 in

candy apple red and the biggest of them all, 9122, a an SD90MAC in the Golden Rodent scheme. Great display of power, Bernie.

Still on CPR diesels, **Bill Scobie** had a HO Dash 9 painted in the gray and maroon. Still looks like the best paint scheme.

Hugh Laing had two O-scale E-8's painted in the CPR scheme. These units ran in many places but were probably best known for hauling the Montreal–Saint John trains.

Pierre Bouvier had a CP SD40M and Soo SD60 that he has souped up with DCC, ditch lights, backup lights, a strobe and headlights. It would be hard to miss these guys coming down the track.

Greg Adams brought out two cabooses, a coal gon and 40-ft. box all in 1/29 scale from Aristo that were painted and lettered with C-D-S for CPR.

Jim Baxter had three N scale boxcars and a van all from Micro-Trains that showed four different CP lettering styles.

Peter McGuire read the December THE INTERCHANGE and decided to join in the fun. He had an HO CPR caboose which he says is an Overland Steel Centre Cupola that was painted by **Charls Gendron**.

John LeBlanc had a Roundhouse HO CPR hopper 354269.

Rod Goodwin, who was attending his first OVAR meeting after a long absence, brought out an unpainted CPR gas-electric that was imported by Van Hobbies.

Alex Binkley had an S scale CPR 40-ft. boxcar built from a Pacific Rail kit.

Denis Rule had a new Atlas Alco RS-3 painted in the CP multimark scheme to which he has added a DCC decoder.

Bud Nelson displayed some CPR paraphernalia that he had received as Christmas presents. At the meeting, Bud was asking what was the purpose of a small shovel that he had. He received a lot of suggestions.

Bob Winter showed off some paint brush and pen holders he makes recycled plastic containers. The holders were decorated with CPR locos and C-D-S and Microscale lettering. It wasn't clear whether Bob does these for fun or sells them.



Pierre Bouvier showed SOO SD60, souped up with DCC and lights.



Greg Adams painted Aristo van for CPR using C-D-S dry transfers.



Jim Baxter displayed cut of CPR boxcars, with attached van.



HO3 ditcher train was displayed by Grant Knowles.

Norm Lev ert had a large mounted photo of a military equipment train being hauled by CPR locomotives, taken at Donnacona near Quebec City. Normand also had a Pacific Canadian GP7 on display. It was a Santa Fe blue & yellow unit that had its main blue panel painted green and lettered with C-D-S newsprint boxcar transfers.

And finally the only item of the night not related to the CPR was **Grant Knowles'** HO3 model of an American Hoist ditcher that was used by Rio Grande Southern. It was painted by **Dave Steer**. Grant says the ditcher will be operated on his Colorado & Southern when help with the roadwork is needed.



CPR twin hopper was displayed by John LeBlanc.
February 2002



Charls Gendron painted Overland caboose for Peter McGuire.

How to build a laser kit

by Grant Knowles

(This article continues Grant's explanation of laser kits, what they are and how best to build them that he began in the December issue of THE INTERCHANGE. He first presented this at a meeting of the St. Lawrence Division of the NMRA.)

One of the beauties of model railroading as a hobby is that there are many ways to do something. This article has been assembled based on my many years of experience building structure kits and scratch building. Since this is the first time I've put pen to paper on this topic, these notes may not be all inclusive nor the final say, but are intended to promote your building enthusiasm and guide you through the process.

What's In The Box?

Upon opening the kit box, you are encountered with a number of delights. Here is a short listing of what may confront you.

- Poly Bags. Often the contents are placed in sealed poly bags. These are sometimes labeled and sorted by sub assemblies. Ultimately the bags ensure nothing has been lost during shipment.
- Wood Siding. Largely made from milled siding and depending on the manufacturer and era of kit, these wall sections may be pre prepared by either of these methods:
 - Laser cut — Depending on the kit design, some parts may have self-adhesive backing as well.
 - Die cut — More traditional method.
 - Not cut — The modeller is required to cut out the openings for the doors and windows.
- Strip wood. Not everything can be made with laser cut sheet wood. Hence you will often encounter strip wood. Different manufactures use different means of identifying the strip wood. Before you start building, make sure you have accurately identified each piece and where it goes. Here are some of the more common identification methods used in kits;
 - Ends may be colour coded
 - Identified by size & length — Instructions refer to pieces by their dimensions.
 - Poly Bags — Strip wood packaged according to sub assembly.
 - Instructions. This is where the men are



separated from the boys! You MUST break the male cardinal rule, and READ THEM THOROUGHLY BEFORE STARTING. There may be some tricks you need to know about in advance.

- Vary in quality — Surprise, surprise!
- Poor photo copies, bad English, errors
- Block of text, poor illustrations.
- Recommended sequence of assembly.
- Neatly organized step by step.
- Miscellaneous Pieces. The best part! Depending on the type of kit, you may receive a few or tons of bits and pieces that will add to the structure.
 - Cardboard — for roofs, floors
 - Corrugated roofing/shingles/window acetate/thread
 - Plaster — Is often used to duplicate brick and stone components.
 - Wrapped in padding, vacuumed to cardboard.
 - Metal castings — Usually detail parts
 - Packaged in poly bags.
 - Photographs — Some higher-end kits include colour photos of the finished model.

Project Sequence

The sequence you follow in building your structure kit will be one that you are comfortable with. As with most things in life, one follows the instructions provided with the product until you are familiar enough with things to branch out on your own. I have a habit of doing the latter, but only after I have read the instructions from end to end first as some kits can only be assembled in one sequence.

Assembly Sequence

Typically, the manufacturer will have you assemble the bare walls first then add the finer details such as windows & doors. Though this is a sound practice, I find it easier to add as much as you can to the walls while they are flat then assemble the structure. This is more personal taste than gospel. You be your own judge.

Here is the general sequence I follow:

Step 1 — Prepare Yourself

- Read The Instructions!
- Identify the pieces
- Like the home shows with the Dow Corning ad, "there is a method to this"
- Lay Pieces Out
- Shallow trays work well.
- Work Area
- Set up a place where things will not be disturbed during the project.
- Talk about this in detail.

Step 2 — Part Preparation

- Scratch wood grain/texture
- Distress — add texture.
- Saw blade
- BBQ brush
- Sand off fibres/fuss.
- Clean Castings (metal, plastic)
- Wash in vinegar, rinse with water and air dry. Spray with primer.
- Plaster
- Repair any damage
- Stain, or Seal and paint.

Step 3 — Cut Random Boards

- Align with studs, rafters, joists.
- Simulate nails holes
- Pin in Pin Vise.

Step 4 — Stain/Paint Wood parts

- Diluted black leather dye. A-West
- Dry under weights for panels.

Step 5 — Apply Final Colour

- Dry brushing technique
- Paper towel
- Grey shows through
- Darker under eaves.
- Paint windows, doors, trim while on frets.

Step 6 — Assembly

PARTA — WINDOWS

- Windows — Peel & Stick
- Free the part from the fret.
- Peel off paper backing to reveal an adhesive surface. Much like using a Band-Aid.
- Apply to another piece — no additional glues are required.
- Layers appr. 4 — sash, frame, mullions, trim
- Peel & stick backing
- Lightly press pieces together, adjust
- Burnish — so “set” adhesive.
- Add additional layers
- Open windows can be created.
- Add laser cut acetate.

PARTB — WALL ASSEMBLY

- Assemble walls together.
- Add floors — squares up building.
- Locking tabs
- Rubber bands, bar clamps.
- May require internal bracing.
- Add interior details.

PART C — LIGHTING

- Structure lighting.
- Add and test.

PARTD — ROOF INSTALLATION

- Add Roof Panels
- May require internal bracing.
- Flashing
- Roofing materials

PART E — ADD BUILDING TRIM

- Add Corner Trim
- Front piece overlaps side so the joint doesn't show.

PART F — ADD BUILDING DETAILS

- Add Details
- Rafter Tails — align with laser marks.
- Chimney.



Street scene built from American Model Builder's kits.



Banta Model Works offers kits from structures to furniture and baggage wagons.



Crystal River Products line includes D&RGW water tank and pump house.

Customization

The biggest complaint I have about model railroad layouts is that all too often the structures have been built as per the kit. There has been no attempt to individualize the building or tailor it to the specific layout, environment or era.

With a small amount of effort, you can transform the “standard” structure into something you can call your own that reflects something about yourself or the railroad you are replicating in miniature. Remember that all kits will benefit from some “added value”.

TIMETABLE

Upcoming events of particular interest to OVAR members

Feb. 24: COPET OWN – CANADIAN MODEL RAILWAY SHOW, Copetown and District Community Centre, 1950 Governor's Road, just east of Hwy. 52. Take Hwy. 403, exit at Hwy. 52, proceed north to CNR main line. 10 a.m. to 4 p.m.

Mar. 2 & 3: NEPEAN – TOY & TRAIN SHOW, Nepean Sportsplex, Salons A&B, 1701 Woodroffe Ave. Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: Hugh Laing (613) 592-9402 (day) or (613) 592-5824 (evening) or website at:

www.capcyber.com/trains

Mar. 23 & 24: TORONTO – TORONTO MODEL RAILWAY SHOW, Toronto Congress Centre, 650 Dixon Road. Sat. 11 a.m.-5 p.m., Sun. 10 a.m.-5 p.m. Info: Jack Bell (416) 249-4563

www.interlog.com/~af/crha/modelrs.htm

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

INTERCHANGE YARD

Classified advertising in the Interchange Yard is free to all OVAR members. Non-OVAR members: \$1.00 per line, minimum \$5.00. Cheques or money orders should be made payable to **OVAR**. *Do not send cash*. Ads must include the advertiser's name and telephone number. Send copy to: Ian Cranstone, 34 Baneberry Cres., Kanata, ON K2L 2Y4 or via e-mail at lamontc@nakina.net

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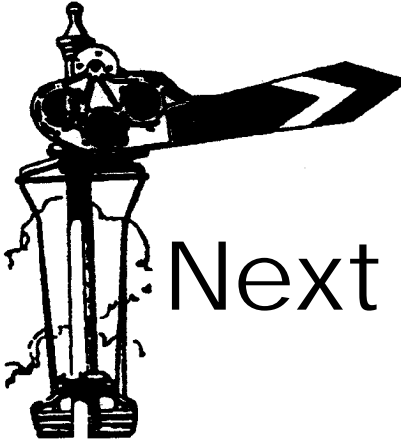
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Next Meeting

Toronto Passenger Trains, '70s and '80s

presented by

Bill McArthur

Display

Your favourite structure

Tuesday, March 12

St. Anthony Soccer Club Hall
523 St. Anthony Street, Ottawa
(just off Preston Street at the Queensway)

Doors open at 5:30 p.m.
Dinner served at 6:30 p.m.

Admission: \$20.00

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

Please note:

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



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2001-2002

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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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