



The Interchange Our 42nd Year

Ottawa Valley Associated Railroaders – OVAR

February 2003

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From the OTTAWA CITIZEN, March 12, 1960

GOING NOWHERE—BUT FILLING A PURPOSE: Looking much like a row of storm-stranded cars on the Britannia line a few years ago, these five old OTC street cars are being used as junk warehouses at Aylmer, Quebec. The Aylmer dealer bought 10 of them for \$300 each when the old vehicles were sold to make way for Ottawa's new buses. (OTTAWA CITIZEN file photo)

The streetcar restoration project

by Mike Hamer

My Friday night operating group was thrilled to have the opportunity recently to visit the car barn that OC Transpo has offered Mike Mueller, Barry Thomas et al for the reconstruction of the Ottawa streetcar. And what an eye-opening visit it was.

The car itself is in very sad shape due to years of neglect sitting out in good old Mother Nature. Much of the wood has rotten and anything metal is coated in rust. Does this deter this intrepid group of streetcar enthusiasts? Not a chance!

Perhaps the most daunting challenge in the rebuild is the fact that there are no blueprints around for the car. As a result, each individual piece of wood and metal has to be documented as it is ripped apart or removed. Each window and door opening has to be measured accurately. As Barry told us, it is like piecing together an ancient civilization in an archeological dig.

The team is made up of approximately a

half dozen individuals, each with their own strengths and insights they bring to the project... and as other employees from OC Transpo become aware of the jewel in their midst, they come on board.

Thus far, a complete set of blueprints has been rendered as a result of the meticulous attention to detail. Two binders on the workbench document every piece of wood and metal removed with photographs and information listed on each page.

Fortunately, some of the structures such as the numerous interior curved ribs up near the clerestory can be reproduced via mass-production technique as they are identical in shape and size. All window openings are identical down the length of the car as well.

One gent, a metal worker from OC, has offered his time to reproduce and shape delicate sections that require replacing. "It'll be a couple of evening's work!" he says.

So the ball is rolling and the fellas are doing a great job. Apart from their small team, there is a group in OC whose sole job it is

to locate funding for this project and advertise it. This leaves Mike, Barry and friends the time to do what they do best... the grunt work itself!

The building housing the streetcar is located on one of the back parking lots of this enormous complex. Afterwards, Barry offered the group the opportunity to see what goes on inside the main buildings at OC. Before heading across the parking lot, he explained how he came to be head of security.

Barry had retired from the RCMP. He had been a special investigator and had travelled world wide in his role with the force. He re-

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plus much more

From the Private Car

by Fern Leroux, *OVAR Chairman*

January with its cold weather is something we model railroaders can deal with. We retreat to our basements and get a great deal of work done on our layouts, construction of structures, sprucing up scenery and sitting down and reading that railroading book we got for Christmas.

Last month's meeting was worth coming in from the cold for. Revisiting L'Original was most interesting and informative, thank you Bill for the excellent presentation. The display "anything CP" showed the ingenuity and skills that our fellow members have, but, I do have one question: did anyone see that ONR piece of rolling stock on Bud's show and tell?

Modular Rally

Saturday morning, with my grandson in tow, I drove to St. Anthony's to take in the Modular Rally. The amount of work that the groups put in always amazes me. Hard work, effort, creativity and camaraderie was certainly evident. As with every visit I make to club, group and member layouts I go to I always come home with new ideas and enthusiasm, this year was no exception. Thank you Denis for coordinating this event.

OVAR and its Community Effort

As you will remember at the December meeting, a spontaneous auction took place, the "piece de resistance" was a locomotive

made of cookies and candies donated by Mr. and Mrs. Steve Watson raised the amount of \$55.00. I am pleased to report that a cheque to that amount has been mailed to CHEO. Thank you to the Watson family for the donation.

THE INTERCHANGE

I am told by our editor that our cupboard is getting bare. There are fine layouts out there, there are many groups operating, there are OVARIANS with knowledge, skills and tricks that other OVARIANS would appreciate. PLEASE take a few minutes and put on paper, include photos and send to Alex who will be happy to proofread and have Ian put it into THE INTERCHANGE. Remember THE INTERCHANGE is your club paper!

Busy Months Ahead

This month is Auction Month, I hope you have had an opportunity to look at your inventory of goodies and made decision to part with some of your "no longer useful to you but, useful to others" possession. It is also a good time to part with some of your Christmas money to bid and buy goodies that you can now put on that shelf you just finished cleaning.

In March OVAR will hold its OVAR Clothing Sale. This will be a one-time event as you will understand that it is unfair to our supplier to have to do piecemeal orders like

Help!

We are still looking for an individual or a group who would like to construct the raffle layout for RAILFAIR 2004. To find out what it entails please see Brian Earl and if you are interested please see me or Denis.

OVAR is also looking for a member who would serve on next year's RAILFAIR committee as vice-chairman. If you are interested please see me or Denis.

we did last year. PLEASE check your size, confirm it with your wife and bring your cheque book. Clothing ordered in March will be delivered in April. A listing of clothing available and prices will be on your dinner table in March.

In a few months you will be requested to submit names for the HERB MCEWEN AWARD. It is now time to think of people who have contributed to the making our organization what it is today. At the end of this OVAR year you will be requested to vote for next year's executive. As with every end of OVAR year some members decide to resign therefore an excellent opportunity for you to offer your services or nominate someone that will serve you well. Why wait until June, think about it now.

Within the next month or so your executive is planning a club outing in the latter part of June so if you have suggestions for a day trip please speak to any member of the executive.

New railway based tourism

Thanks to Paul Norton

The Canadian Tourism Commission and the Railway Association of Canada are pleased to announce the launch of www.canadabyrail.ca

Canada by Rail launched its one-stop resource to promote all rail-related tourist venues across Canada. Jointly funded by the Canadian Tourism Commission and the Railway Association of Canada (RAC), this initiative brings together for the first time railway tours, historic societies and sites with rail-related restaurants, excursions, and museums, etc. to promote rail tourism both domestically and internationally.

To date, this resource offers information and links, by province and interest to 90 museums, 31 rail excursions, 11 historical societies, nine other (B & B, restaurants, hotels),

and 14 RAC members offering tourist services.

All responses have been extremely positive calling the initiative "an excellent way to promote rail and we wish to be part of it."

The next tranche of partnering will be with tour agents. Items being considered for next year include further research and initiatives, a semi-annual newsletter, hosting a regional meeting for members, and attending a national product club meeting.

December 2002 Canada By Rail made a presentation to over 100 tour and tourist representatives at the annual CTC Product Club Conference, as well as participate actively in exploring marketing possibilities for the future.

As the Manager of Canada by Rail says: "We have been thrilled with the response.

Canada has so many varied and interesting rail-related tourist venues to bring to the attention of travellers, both within Canada and those travelling to Canada from other countries. The current resurgence of rail across the nation highlights this safe and environmentally friendly method of travelling and rail's importance to the history, economy, and fiber of the Canadian experience. We invite you all to join us in this exploration and to see Canada by Rail!"

Check out OVAR's Web Site
www.ovar.ca
and bookmark it!

Craig Library on the move

by Dave Knowles

At last! the C. Robert Craig Memorial Library is on the move. The City and PW&GSC finally got their acts together, and decided on dates for the move. Bits and pieces were all packed up and the mover will pack, move, unpack and shelve the books and magazines.

We are not actually leaving the old city hall location at 111 Sussex Drive. But we are moving from Whitton Hall (the original Council chamber) in the Sussex Pavilion (facing Sussex Drive) to the second floor of the Bytown Pavilion. This is the west wing of the extension.

Entrance

The library can be reached from the main door of the building on Sussex Drive. This is in the small tower enclosing the glass triangle on Sussex Drive. The library is on this entry floor — straight down the corridor, along the balcony behind the window wall, turn left at the entrance to the elevator lobby. The City Archives/CRCML entrance is next to the elevators on the right.

Parking

The parking arrangements will change. The entrance at the east end of the Sussex Pavilion will remain the entrance, however, after collecting the ticket at the entrance, drive straight ahead into the main garage, where public parking will be available on the first floor. As previously it will be necessary to obtain an additional yellow ticket upstairs at the Archives entry desk. Access to the library will be via the elevator bank on the west (Bytown Pavilion) side of the garage. A short ride to the second floor will bring you to the elevator lobby beside the City Archives/CRCML entrance. Turn right, and then right again. On leaving take the two tickets, basic white and the yellow ticket to the machine by the elevator shaft in the garage, and punch out.

The Library workstation (for staff only) will be behind the entry desk near the outside window. Our stacks will begin on the fire exit aisle. We have placed the magazine collection on this aisle, as the magazine boxes will not extend out into the emergency exit aisle to be knocked on the floor as they might be by anyone exiting in a hurry.

The book aisle will be behind the magazine stack.

The Library will reopen on Tuesday, February 18. Saturday hours will commence February 22, 2003.

New Hours:

Tue.-Fri. 8:30-4:30 (Sept.-May)

Tue.-Fri. 8:30-4:00 (June-August)

Tue. evenings 6:30-9:00 (Sept.-May)

Sat. afternoons 12:00-5:00 (Sept.-May)

We are looking forward to seeing you soon in our new home!

Tips

Please remember to sign in at the entry desk and indicate that you are visiting us by ticking the CRCML column.

It saves time to check the on-line periodical index at:

www.index.mrmag.com

and our own website at:

www.ovar.ca/CraigLibrary/

to locate materials relevant to your research before you come to the library.

By the way it is time to renew your membership!

PROFILING: members of the executive
This month we are profiling two executive members.

Bud Nelson: Program Chair

Bud started his model railroading at the age of 5 when his father bought him an American Flyer train set in S scale with an oval track. His dad, though not a modeller in any way, thought the oval was boring and decided it needed a siding. With no experience he took apart a few pieces of the left over track and hand laid a turnout. This oval lasted a few years but the train lasted many more. Through his teenage years Bud added to the collection and continued to model in S scale until the mid-1960s.

With a growing family the S scale was traded in for HO, sorry Alex. Since then Bud has put together a number of layouts but when the army said move, which was fairly often, he dismantled them and started all over in the new location.

He has been in NMRA serving as the 6DIV VP for a number of years and as meet and convention chair for NMRA PNR. His current project is the Kipawa Interprovincial Railway, the 'KIP' line that roughly follows

the old CPR Temiskaming sub that runs out of Mattawa, Ontario. This project involves modelling the CPR circa 1950-60 era, a factual history of the line itself that follows the history of the line beginning with the narrow gauge Lake Temiskaming Colonization Railway, through the CPR era to the current Tembec turn operated by Ottawa Valley Rail Link. There has always been a link between the line and North Bay where the ONR is headquartered so the odd piece of ONR equipment can be found interchanging with KIP line. ONR will survive.

Bud is married to Carole and they have two sons, Craig and Rodney, Craig will be known to some OVAR members as he was a member until he moved to Toronto. Bud is currently the program coordinator for OVAR and looking for future programs. Give him a call if you have ideas.

Don Leger: Membership Chair

Don's love for trains goes back to that Christmas morning many years ago when, under the tree was a brand new toy, a train set. Don remembers pulling the engine along the floors and pushing the train over crude track to hear train sounds.

Don grew up in Moncton, New Brunswick, long ago the railway Hub in Atlantic Canada. Later, he joined the RCAF and once again his love for trains was rekindled when he was stationed in British Columbia. In 1957 he travelled aboard the Canadian to Vancouver, it was a three day journey from Ottawa.

Following a stint in the military, Don got into broadcasting and spent more than 30 years in that career. He retired from CFRA in 1992. Model railroading played, again, an important role in Don's retirement. He decided to do what he enjoyed the most, trains. Don puts it this way: "trains, seem to tickle my fancy".

Don joined OVAR and met truly fascinating individuals who have helped him and continue to do so to this day. Model railroading offers a range of fun and excitement. At the moment Don is attempting to convince his grandson that model railroading is truly a lifetime hobby that teaches patience and gives one an opportunity to create something with your hands.

Don is a member of the NMRA-NFR and SLD. When he is not modeling trains, you can find him on the Golf course at Hylands.

You might be a model railroader if . . .

From an unknown Internet commentator

- You walk into your favorite hobby shop, and the employees immediately say, “Hi, (your name), we’ll get the boss for you.”
- You’ve ever plunked down half your paycheck for equipment in your favorite scale, and then wondered what it would be like to model in a different scale.
- You’ve ever sold a perfectly good freight or passenger car, only because the new super-detailed one you just bought makes the old one look bland.
- You really agonize over decisions like, “Should I buy flowers for my wife or a pair of turnouts for my new staging yard?”
- You talk about your favorite scale with the zeal and fervor of an evangelist promoting his religion.
- You see a piece of plywood, and your first thought is to imagine what kind of layout could be built on it.
- You haven’t let your son play with his trains since last Christmas.
- You honestly feel that, if your wife buys a new videotape, that entitles you to buy a freight car, and a new outfit for her means an engine for you. Fair is fair.
- You’ve ever gotten into a debate over whether Kato is pronounced “kay-to” or “kah-to.”
- You name the places on your railroad after your wife and children, mostly out of guilt for spending so much time on the layout instead of with them.
- You’ve ever traced the route of a wire under your layout by pulling on it.
- Brass isn’t something you polish, it’s something you paint and weather.
- You spend more on your model trains in a year than most Third World nations spend on the real thing.
- The latest issue of MODEL RAILROADER arrives on the same day as your tax refund check, and you open the magazine first.
- The latest issue of Model Railroader arrives on the same day as your state tax refund check, and the only reason you open the check first is so you’ll know how much you can afford to spend as you read the ads in the magazine.
- You’ve ever bought a freight car you had no use for, just because it looked so nice, and then bought more just like it, so it wouldn’t look out of place.
- Have you’ve ever been tempted to send flame e-mail to someone whose only wrongdoing was outbidding you for that special engine on eBay.
- Your wife buys you a bag of ground foam and a box of Hydrocal for your birthday, and you’re speechless with joy.
- You hate watching The Addams Family because of what Gomez does to those gorgeous, rare tinplate trains.
- You’ve ever suggested that your wife’s ceramic Christmas village needs a train running through it.
- Someone says he’s finished his model railroad, and you sadly shake your head and say he’s missed the point of the entire hobby.
- Your model trains run closer to schedule than CSX’s do in real life.
- You have a manila folder (or a subdirectory on your computer) full of home-drawn track plans that you know you’ll never build, but they’re too good to get rid of.
- You look forward to the latest announcements from your favorite engine maker with more enthusiasm than a six-year-old looks forward to Christmas.
- You think that three hours forming and mounting wire grab-irons on a caboose is time well spent.
- You never miss a chance to try and interest your children in your hobby, even your teenage son who’s in the cars stage.
- You’ve ever poured your heart into showing off your layout for friends, and their only questions are, “How much did all this cost?” and “How fast can the engine go?”
- You sincerely believe that the concept of limited-run engines and cars was dreamed up by the Devil himself.
- You’re setting up a simple Lionel train set to run around the Christmas tree, and you’re mentally planning the scenery and structures you’ll need “to make it look right.”
- You hate collectors, because they drive up the prices of the equipment you’re trying to collect. (But you’re going to run yours, and that’s different.)
- Your wife assumes you can fix toasters, radios, and vacuum cleaners because “you know all about that wiring stuff from working on your trains, right?”
- You’ve ever told yourself, “Never again will I try to mount tiny coupler springs while working over a shag rug!%o
- You’ve ever felt smug because you found an inaccuracy in a published photo of somebody else’s gorgeous layout. Not that you’d ever say anything about it, of course.
- You’ve ever refused to buy a model freight car because the stenciled build date (which you had to squint to read) is a year off from the era you’re modeling.
- You’ve visited a hobby shop on a busy day, and wound up answering detailed questions for the customers.
- You justify the money you spent at a train show as “just doing my part to improve the nation’s economy.”
- Your wife gives you something expensive but inappropriate, like an articulated stack car when you model the ‘50s, and you run it to avoid hurting her feelings, but the whole time, you’re squirming inside.
- You can recite the plot line from at least five Thomas the Tank Engine episodes.
- You grumble through the entire family vacation trip because there wasn’t time to stop at Northlandz.
- You refuse to buy an inexpensive, beautifully-detailed boxcar lettered for your favorite railroad, because the real thing had fourteen ribs and the model has sixteen.
- You feel compelled to browse in the local mall’s hobby shop every time you go near it, even though you know they charge list price and have nothing you need.
- You’ve ever run two or more identical cars in a train, and hoped no one else noticed that the road numbers were the same.
- You’ve ever tried to justify bringing home a new freight car on the grounds that it’s your wife’s favorite color.
- You talk about the merits of DCC versus cab control at parties.
- Hardly a day goes by without you making progress on planning the layout you’re going to build someday.
- Your family has ever eaten in the den because the kitchen table was buried in decals, tools, and detail parts for your latest project.
- You’ve ever gotten defensive with your railroading friends about buying a model engine or car from a manufacturer they hold in contempt.
- You’ve ever calculated how long your layout is in scale miles, and padded the number by adding the lengths of the sidings and spurs.
- It constantly annoys you that the kits for model airplanes, cars, and boats in the hobby shop aren’t made to useful scales, like 1:87 or 1:160.
- You’ve ever told anyone, “I can quit buying freight cars any time I want!”

Streetcar restoration

continued from page 1

tired, moved to Ottawa, and decided to spend some of his time driving the buses to give him something to do... as he is still a very young lad!

Immediately following the shooting at OC where a disgruntled employee took the lives of four workers, the commission's recommendations called for improved security in this maze of buildings as well as procedures in place to improve employee morale.

With Barry's background, he was the man for the job. One day he was called from his bus and asked to take on the role of head of security. He had only been with the company a very short time, so his promotion was the highest and fastest in OC history!

Let's revisit the day of the incident when police and paramedics arrived on the scene. They knew that there had been a shooting. They did not know the whereabouts of the gunman (if he was still on the premises). The entire complex is a labyrinth of twisting hallways and rooms of all sizes and if the gunman was still inside the building, he could be hiding anywhere... inside a bus, behind a workbench... etc. They did know the general area of the complex where some of the victims were, but they were still faced with the daunting challenge of locating them in such a large section. The fact that rooms were not numbered meant that greater time was wasted.

One of Barry's first actions in his job was to have every room numbered. He went further and had every bus lane inside the complex numbered as well. As Barry said... if a bus driver was having a heart attack after parking his bus, he could telephone his location saying he was in the north barn... well, there would be hundreds of buses in the north barn that paramedics would have to search for in a trial-and-error basis. Today,



Car 856 and companion rest beside NRC annex at John and Sussex Streets on January 1, 1943. (OTTAWA CITIZEN file photo)

with the bus lanes numbered, that driver could tell his location and paramedics could pinpoint it right away... "lane 3208 in the north bay".

Barry also placed 911 telephone access in every room of the complex and where employees are working on noisy engines, a red strobe light hangs on the wall to get their attention. Barry mentioned that when he ran his first fire drill it was very emotional for the employees. The same alarm bells rang that had gone off the day of the incident. Today the employees see such things as necessary and helpful, as it could mean life or death.

The disgruntled man who went berserk that day worked in the tool and parts warehouse. All mechanics come to work at OC with their own tools they keep in a "personalized" tool box and workbench. However, each mechanic must take a number when they require a specific part for the job (or a specialty tool they would not normally carry) and they line up at a wicket where the warehouse guy fetches their component. So, the perpetrator of the crime was one of the fetchers or a go-for or gopher boy. He was teased a lot... etc.

In-services and seminars have been given, and today, each employee feels that their job, no matter how big or small, is just as important a cog in the machine known as OC Transpo as any other's.

And morale has improved. It seemed certainly high the night we visited. We were offered the opportunity to board a bus and follow it through its maintenance routine following a day's work. Going through the carwash... oops... buswash was kinda a blast!

It was fun watching a guy (Barry) who truly enjoys the work that he does. There is a sense of pride in his voice as he certainly can (visibly) see the fruits of his labour as he walks around the complex. All employees, from those in the tire section, the engine repair room, to those in the paint booth... and what a big paint booth it was!... smiled when Barry passed by.

And they were equally friendly to us... a group of strangers. We all agreed that we will now look at our local city buses in a whole new light!

If you want more information on the project, call Barry Thomas at 260-5119 or Mike Mueller at 822-2879.

CRHA acquisitions

Now that we are in the 21st Century the Canadian Railway Museum in Delson has moved into the latter part of the 20th Century in its preservation efforts.

They have added two ex CPR RDC's to their collection, with 9250 being their first stainless steel car received. (You read it here, first!)

RDC-1 9069 donated by CPR This is the most common RDC being an all-coach model.

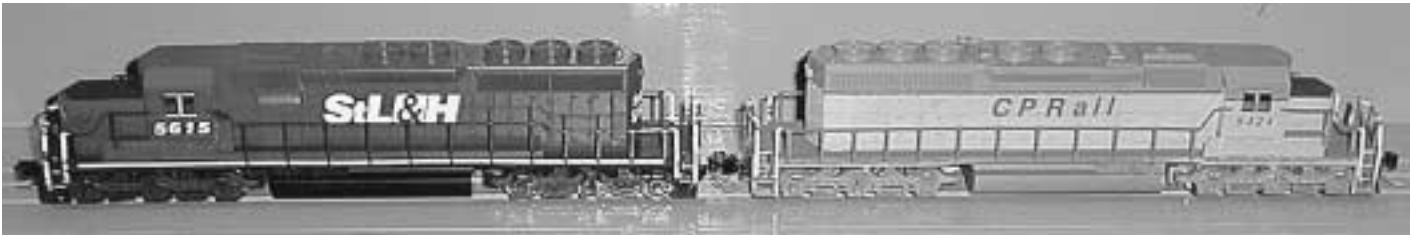
RDC-4 9250 donated by D.A. Walmsley, dealer in railway equipment. This is a rare all-baggage model.

Both cars are near-runnable and with some work will be able to provide rides at the museum or possibly excursions.

TIMETABLE

Upcoming events of particular interest to OVAR members

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>



Bernie Goodman painted and lettered Kato SD40-2s for St. Lawrence & Hudson, and ex-UP unit to win CHAIRMAN'S CHOICE.

CPR clearly popular with OVAR members



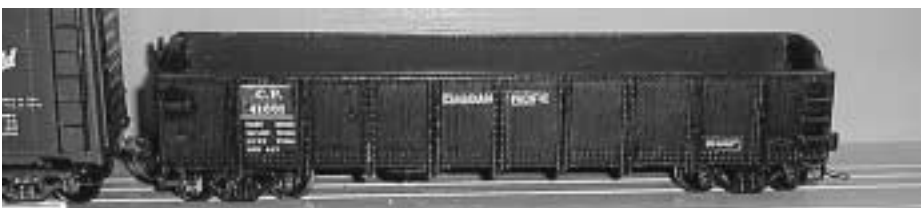
David Knowles showed that he's ready for winter with fleet of snowplows.



Brian Ludlow brought in O scale train powered by GP7 8410.



Bud Nelson displayed train headed by Toby D-10.



CP gondola was brought in by John LeBlanc.

There is an obvious soft spot for the Canadian Pacific Railway among OVAR members. If one needed any evidence, the flock of CPR locomotives and cars that graced the display stand for the January meeting would have erased any doubts.

The CHAIRMAN'S CHOICE award went to **Bernie Goodman** for a pair of N scale locomotives that he painted and lettered himself. Both Kato SD40-2s, one was decorated for the St. Lawrence & Hudson Railway, the short-lived eastern arm of the CPR that was so successful in the 1990s that it created envy at the CPR headquarters in Calgary and was terminated. The other was painted in UP Yellow with CP Rail red lettering to represent a member of group of used locomotives that CPR acquired. Bernie also displayed an out of the box Atlas H24-66 Train Master painted in CPR gray and maroon.

Among the biggest CPR aficionados within OVAR have to be **Brian Ludlow** and **Dave Knowles** based on the models the two of them on the display stand.

Dave's HO collection included a D-10 2-6-0 from United that Dave painted himself and lettered with C-D-S. He also had an SD40 from Alco Models that he painted himself and an RS-18 from Alco Models painted by Brian Earl. He also three vans — a steel standard model from Van Hobbies that he painted himself and a wide vision unit also from Van Hobbies that he painted. He also had a Samhonga model of a standard CPR wood van. Dave also brought out a wooden flanger from Van Hobbies, a double track snowplow from Totem Models and two different models of single-track snowplows. One was from Kemtron and the other from Van Hobbies.

Brian brought an entire O scale train of CPR equipment starting with GP7 8410, a Kemtron brass kit to which he added a host of details. In his train were a 40-foot stock car built from an Atlas kit to which Brian made numerous improvements, a 40-foot



Norm Levert displayed five-pack of Athearn twin-hoppers, which he detailed and weathered.

standard box car built from an All-Nation kit, a PS-1 40-foot boxcar also from an All-Nation kit that was upgraded, a 40-foot auto boxcar from an improved Intermountain kit and a caboose No. 436059, which he built from a Russ Briggs Designs kit.

Bud Nelson dug into his pile of HO models to bring out a nice string of equipment as well. He had a Toby D-10 that no longer runs but enjoys a prominent place in his display case. He also had a Pacific Fast Mail brass CPR wood van, some Athearn box cars with different CP lettering, an Athearn 10,000 gallon tank car that is in the process of being weathered, an Athearn two-bay hopper and an ONR boxcar of unknown origin. That mischievous Bud claimed not to know how this car got into a CPR collection.

John LeBlanc's collection of HO models was represented by an Athearn metal box car, a CPR gondola from a Selley metal car and a flat car that John thinks was a Roundhouse wood and metal kit. John advises that the model wouldn't pass muster in a railway inspection as it lacks longitudinal bracing and blocking.

Charls Gendron got a lot of attention for the new HO model of a CPR RS-10 factory painted from Proto 1000. He also had an E&N division GP38AC factory painted by Atlas. He also had a Van Hobbies brass caboose modified to model one of two vans CPR has kept for monitoring track quality and MOW duty.

Normand Levert had two CP items — a Soo Line 53-foot insulated reefer and a five-pack of Athearn 34-foot twin hoppers. Normand has made a number of improvements to these cars as well as weathering them.

Theo van Vliet displayed two short HO CPR cabooses that he built by kitbashing Juneco kits and adding parts from Minia-



Theo van Vliet kitbashed shorty van.
February 2003

tures by Eric and H&D. The trucks were Kadees.

John Chambers had a superdetailed HO PS-1 boxcar modified to represent a International of Maine Division car as delivered in 1949. He replaced the roof, fixed the ends, changed the stirrup steps and reworked the underframe. That's a lot of attention for one lowly boxcar.

Mike Shchepanek brought out a HO Atlas C424 that he detailed and had Charls Gendron paint.

David Strong had an HO hayrack observation car that was built by Totem. Dave also brought out some extra information on the car.

David McLellan had an HO CPR 2-bay hopper to which he added slope sheet braces, a train line and properly painted underframe.

Greg Gee brought out an HO Kato SD90/43 Mac. As someone noted recently, these big diesels convey the same impression of raw brute power and beauty as the big steamers did. Seeing them trackside is quite a sight.

Hugh Laing had an O scale CP Pinetree boxcar that he says will be his next custom run coming this spring.

Jean-François Milotte brought out an HO 44-tonner that was produced by Keystone Models. Bill Scobie did the paint job and Reg Bilodeau supplied the side rods and

counterweights.

Andrew Batchelor brought a Bachmann HO CP Rail train, which he says was first set. It was purchased in 1977 and was in storage for 20 years. Yet the engine runs just fine.

John Mitchell had a HO Walthers 10-6 Budd passenger car that he says ran on CPR Train No. 20 from Detroit to Toronto, some of the same territory John models on his Canada Southern layout.

Jack Scott had a Con Cor baggage car that he modified for CPR service.

Rod Goodwin had a HO Bachmann Spectrum FM H16-44.

Bruce Morgan had a HO Atlas RS-3 that he painted 15 years ago when "I could still see the small stuff."

A few non-CPR items were on display as well. **Peter Cunningham** had a HO B&M caboose that he modified from a Roundhouse kit.

Grant Miles had a British Princess Pacific LMS that contains a new Hornby loco drive. He also displayed a standard tank 4MT from Bachmann that he says is the standard British Rail tank car.

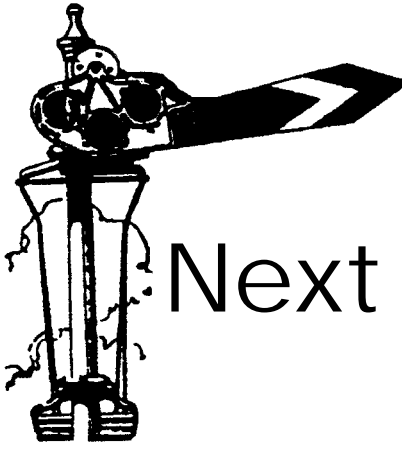
John Adams had a Hornby OO Merchant Navy BR 4-6-2. It was used on former Southern Ry. lines from London to southwest England. John said it an example of newer Hornby models that are tooled in China.



Jack Scott modified Con Cor baggage car into CPR replica.



Grant Miles showed Princess Pacific.



Next Meeting

RAILFAIRS of the past

presented by

Bill Scobie

Display

Ontario Northland, Algoma Central
and other Canadian shortlines

Tuesday, March 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.



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2002-2003

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THE INTERCHANGE

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Editorial Staff

**Features, Story Ideas,
Comments and Complaints**

Alex Binkley
152 Ivy Cres., Ottawa, ON K1M 1X6
Phone: 613-749-7633
e-mail: alex.binkley@sympatico.ca

**Prototype Railroadng, Photographs,
Regular Departments:**

Ian Cranstone
34 Baneberry Cres., Kanata, ON K2L 2Y4
Phone: 613-831-0883
e-mail: lamontc@nakina.net

Distribution and Mailing:

Stan Conley
2194 Valley Drive, Ottawa, ON K1G 2P8
Phone: 613-523-8237
e-mail: stanley_conley@carleton.ca

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