



# The Interchange

*Our 43rd Year*  
Ottawa Valley Associated Railroaders — OVAR

February 2004

Issue 382



## Riding the Skytrain

by Normand Levert  
photos by the author



If you go to Vancouver, you can ride in the sky, the Skytrain. I was in Vancouver on the last week of September, which gave me some great railfanning opportunities, what with Vancouver being a very busy rail to ocean transfer port. Last time I was in Vancouver, the last Skytrain station was in New Westminster, but the cable-stayed bridge that would carry the line over the Fraser River and on to Surrey was well under construction. Today, there are two Skytrain lines, Expo and Millennium, going through Vancouver, Burnaby, New Westminster and Surrey. They actually share the same rail line until Columbia Station, in New Westminster, where they go their separate ways. The Millennium line runs to Commercial

*...continued on page 3*

### On the inside:

Ottawa Car Company Follow-up	3
Streetcar 696 Rebuild	5
January Display Report	6

*plus much more*



Jeff Trew explains Lark Spur Line switch list to Tom Badenoch and Paul Anderson, as they prepare to work Simcoe Yard during November's Operations Weekend organized by John Mitchell. On page 4 Denis Rule describes how his layout has been modified recently, inspired by lessons learned that weekend by his crews.

## From the Craig Librarian's Carrel

by Dave Knowles

Books recently acquired by the Library include Greg McDonnell's new book on the CPR entitled *CANADIAN PACIFIC, STAND FAST, CRAIGELLACHIE*. Published by Boston Mills Press, this is a nostalgic and very colourful look at CP covering a variety of different subjects. The colour photographs are truly amazing, and OVARian Bruce Chapman has achieved his 15 seconds of fame by being depicted at work on page 174. If you expect to browse this one while watching TV out of the corner of your eye, you will end up totally ignoring the boob tube!

In a different class altogether is Jerry Pinkepank's *GRAND TRUNK WESTERN*. This is one of the series of full-colour books published by Morning Sun Books. Perhaps better known as the author of a series of guides to the diesel-electric locomotives on North American rails, Pinkepank has assembled a comprehensive collection of colour photographs of CN's midwest American subsidiary.

Another acquisition is *TRAINSHED CYCLOPEDIA #78*. This one is a collection of pages, photographs and diagrams dealing with Electric Locos and Motor Cars from the 1912 Locomotive Dictionary. Definitely must reading for "juice" fans.

The Bytown Railway Society has donated to the Library the July/August 2003 issue of

the *OFFICIAL RAILWAY GUIDE* and the July 2003 issue of the *OFFICIAL RAILWAY EQUIPMENT REGISTER*. The *OFFICIAL RAILWAY GUIDE* is a useful compilation of the railways currently operating in North America. Individual railway listings contain diagrams of the railway lines as well as information about the railway's locations and officers. There are a number of regional diagrams depicted at the head of each regions' individual railway listings. There is also a comprehensive listing of companies, associations and regulatory bodies in the railway industry. The *OFFICIAL RAILWAY EQUIPMENT REGISTER* is a massive volume listing the numbers, classifications etc. of all railway equipment in use in North America. These are listed by the railway owner or private owner. These two publications are serials and one can track outline histories of the railways and their cars through them.

On the personnel side of the library, Dave Venables, a current director, has also taken up the post of Vice-President.

### THE INTERCHANGE

wants to know what you're doing on your model railroad — or what your favourite prototype is doing!

## TIMETABLE

Upcoming events of particular interest to OVAR members

**February 17: OTTAWA – Bytown Railway Society**, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info:

[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

**February 21-22: CONSTANCE BAY – N-TRAK DISPLAY**, Constance Bay Community Centre. Sat. & Sun. 10 a.m.-4 p.m. Info: Mike Hind (613) 821-3741.

[members.rogers.com/ovnt/index.html](http://members.rogers.com/ovnt/index.html)

**February 22: COPETOWN – CANADIAN RAILWAY MODELLING SHOW**, Copetown & District Community Centre, 1950 Governor's Rd. (QEW/403 from Toronto, exit north on Hwy. 52, right at lights at Governor's Rd.). 10 a.m.-4 p.m. Admission: \$5. Info: Richard Dilley, e-mail: [rdilley@sympatico.ca](mailto:rdilley@sympatico.ca)

**February 28: OTTAWA – MODEL TRAIN FLEA MARKET**, St. Anthony's Soccer Club Hall. 10 a.m.-2 p.m. Admission: donation at the door, tables \$5. Info: Denis Rule (613) 823-3440, e-mail: [derule@sympatico.ca](mailto:derule@sympatico.ca)

**March 2: OTTAWA – Bytown Railway Society**, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info:

[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

**March 3: CORNWALL – Moccasin Model Railroad Club**, Nativity Hall, 7:30 p.m. Info: Jacques Thuot, e-mail: [jthuot@cnwl.igs.net](mailto:jthuot@cnwl.igs.net)

**March 6-7: NEPEAN – TRAIN AND TOY SHOW**, Nepean Sportsplex, 1701 Woodroffe Ave., Salons A&B. Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: Hugh Laing (613) 592-9402 or Frank Steele (613) 387-1361, e-mail: [vcrrains@igs.net](mailto:vcrrains@igs.net)

### For the Record

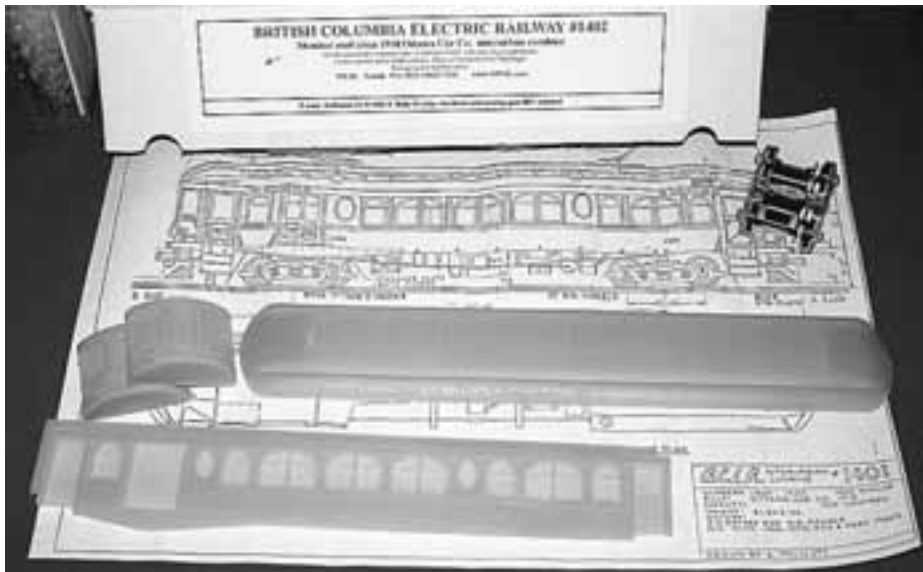
January Meeting:

139

Current membership:

180

REMEMBER IF YOU CAN'T MAKE THE DINNER PLEASE LET PETER JOYCE KNOW



David Steer responded to Ottawa Car Company presentation with as-yet unbuilt O scale resin model of British Columbia Electric Railway #1402.

## The Ottawa Car Company — a follow-up note

by Dave Knowles

During my presentation on the Ottawa Car Company I noted one or two cars which I thought might make interesting models such as the *Duchess of Cornwall and York* (1901) and the mail cars of 1906.

The first Ottawa Car product to attract modeller's attention was apparently the articulated oil-electric built for CNR in 1925. THE MODEL CRAFTSMAN (predecessor of the RAILROAD MODEL CRAFTSMAN of today) of June 1935 contained plans for this car, CNR #15817. Interestingly, the dimensions given on the plans are not the full size prototype dimensions, as is the common practice today, but those actually needed to build an O gauge model. Over the years a number of other plans have appeared in various magazines and books.

The only kit that I have come across is of BCER #1402, shown by Dave Steer at the meeting. The O Gauge resin castings looked very clean. Unfortunately I didn't have time to examine them closely but the heavy reinforcement under the baggage compartment suggests that BCER rebuilt the original unit at some time. I am not aware of any other model kits that have been produced of OCC products. However, Peter Joyce's excellent conversions of Labelle wooden interurban kits show what can be achieved with work and imagination. Labelle's website is a useful place to see the kits.

There are three brass models of OCC products. The first of these to be imported was of NStC&T #620 (formerly WE&LSRR #500 series and M&SC #620s). THE BROWN BOOK OF BRASS LOCOMOTIVES, Third Edition 1994, shows two runs of this car (M&SC) the first of unknown numbers for Model Tramways Systems in 1961. The second (NStC&T) in 1964, when Suydam imported 200.

In 1982 Van Hobbies of Vancouver imported 290 models of CNR's 1925 oil-electric #15824. This is a model of the car that is currently in the Canadian Railway Museum at Delson/St-Constant. It models the car as it is today, after a Cummins diesel had been substituted for the original Beardmore engine.

A third model has been imported by Van Hobbies, but I have been unable to find it listed in Brown. Its absence suggests that it was imported after 1994. It does exist, I have one. It is a model of the EMC design gas-electric built for CPR in 1931 by OCC, CPR #9005 & 9006.

I have now accumulated a variety of plans and diagrams covering some two dozen cars. In some cases I have plans for the same car from different draughtsmen. The cars date from 1895 to 1930, and show wood, steel, city, radial and main line cars. I am on the lookout for more and would appreciate learning about any you may know of.

## Riding the Skytrain

continued from page 1

Station, which is linked the Broadway Station on the shared line. As a railfan, you can follow the Millennium line in a terminal to loop fashion with minimum doubling back. The Vancouver mass transit web site is:

<http://www.translink.bc.ca>

Mass transit light rail might not be your cup of railfan tea, but there is more to see when riding Vancouver's Skytrain. Most of the right of way is either above a dormant rail line (ironically the former interurban BC Hydro), or right along major rail lines. You would ride alongside BNSF for much of the New Millennium line. So the Skytrain can be your ticket to good railfanning spots. Braid Station in New Westminster is a very good station for railfanning. It is built almost right on top of the interchange junction between BNSF and CPR. New Westminster is also a good choice to see Southern Railway of British Columbia, CP and CN side by side, and there are plenty of good restaurants to choose from close to the tracks.

The Skytrain is a technological marvel. The trains are fully automatic; there is no crew on board. Skytrain sets operate very smoothly without jerky acceleration or braking and at very close headways. At rush hour, one can observe the next train entering the station just as the preceding one is leaving. Best of all, the trains all provide a front looking window for railfans young and old. Because of their linear induction motor technology, Skytrain follow the undulations of the ground quite easily. While not a true roller coaster ride, the elevated right of way marches up and down hill on steep gradient and can change elevation quickly when needed. Skytrain can take very sharp curves, which comes useful in built-up Vancouver where the line follows many streets or boulevards.

What struck me was how much of a different feel for neighbourhoods one gets from riding above ground and rooftops. The selection of the line was probably more dictated by the presence of rail rights of way than many other factors. Some neighbourhoods are either thinly populated or very industrialized, but using an existing right of way more than likely eliminated or greatly reduced opposition and expropriations. In a similar fashion, the elevated rail line runs above public roads. It is always great fun to ride unimpeded above snarled traffic! I do recommend very much a tour of the Skytrain lines in Vancouver.

# Expanding the Bentbrook and Berkshire

by Denis Rule  
photo by the author

I've been hosting regular operating sessions on the railroad for three years now all the time striving to improve the efficiency of the layout as well as challenging the operating crew. The last major improvement was changing the operating system from colour dots to car cards.

One aspect on the railroad was really starting to bother me; the large yard at Long Gate was not being used to its full potential. This was even pointed out by a guest operator of the yard when I hosted an OVAR operating session organized by John Mitchell in November of last year. I finally decided to do something about it.

I put pencil to paper and came up with a plan to make Long Gate a major hub for freight and passenger service. A place where cars are interchanged, passengers transfer from train to train and local traffic makes its way to the main line.

## History

Long Gate was originally designed as a mid point yard sending and receiving traffic both eastbound and westbound. This was changed when I switched the operation from 2 interchanging railroads to 1 mainline type railroad. From then on Long Gate became the layout's western terminus.

The expansion was simple just convert an industry spur to a

main line, take out the structures, cut a hole in the wall add a little track on the other side of the wall and presto a new town is born. Repeat the hole in another wall and add some more track and boom hidden staging in the workshop that can be a town or as many places beyond the layout as I want it to be. The expansion adds 20 feet to the main line bringing it to a total of 150 feet.

## How it works

The easiest way to explain this is to show the old and the new layout block diagram of traffic flow:

- Old:** —Long Gate  
—Marystown Junction  
—Marystown  
—Berkshire  
—Berkshire Junction  
—Bentbrook  
—Rolfetown
- New:** —South Point  
—Twin Falls  
—Rolfetown

- Long Gate  
—Marystown Junction  
—Marystown  
—Berkshire  
—Berkshire Junction  
—Bentbrook

You can now see Long Gate has now become a central hub on the layout. In addition to local switching, the crew there must now deal with daily freight and passenger trains arriving and departing in both directions increasing the traffic considerably.

On a normal evening before an operating session I head downstairs and spend approximately an hour and a half flipping waybills, re spotting cars, cleaning locomotive wheels and track for a smooth operating session. Due to all the changes and re routing of traffic this took a little over 6 hours for the inaugural run held on Saturday, January 24, 2004. Regular runs from now on should take about an hour and a half preparation time.

On the big day, the crew arrived for a 9:30 a.m. briefing. We were set to go by 10:00.

Present for the occasion were Rob Rolfe, Dave Copeland Sr., Chuck Larabie, Geoff Chase, Jeff Hill, Tom Badenoch, Michel Boucher, David Copeland Jr. and myself. Success, the layout ran smoothly and the operators quickly adapted to their new roles, the long Gate crew was noticeably busier but not too overworked. The successful operation ended at 1:00 p.m. and a good time was had by all.



The new home of Copeland Fuels in Twin Falls.



## Modular Rally

Paul Anderson submitted these photos extracted from time-lapse video he took over the weekend. At left is Friday evening, at right two views from Saturday morning.

Paul also offers the following statistics on the HO-Track setup: 500' of mainline, 52' of branchline, 600' of sidings, with room for 500+ cars, although realistically 300 would be more manageable since you need space to maneuver and place cars being delivered.



The Interchange

# Streetcar 696 rebuild moving ahead

by Peter Joyce  
photos by the author

The year 2004 has started with a bang for Streetcar 696! The complete front cab area and supporting structure has been removed. On January 7, the upper cab superstructure was removed: sparks were flying and the welding tanks ran out of gas!

On January 14, the rivets holding the front floor beams on the streetcar frame were burned out. It was hard work but eventually the support beams were successfully removed and the structure was stored outside the shed.

On January 21, in only 45 minutes Streetcar 696 was jacked up off its supports, then lowered onto wheeled dollies, and using only "people power" easily rolled three feet sideways like it weighed nothing! Now the group is ready and has the spare working space to start re-fabrication of the new steel frame, which will support the old superstructure as the car is rebuilt.

The 696 restoration project has entered a new phase, as rebuilding has begun. Material will be brought into the shop and during the next few weeks a team will start to lay out the groundwork for the new frame, with another volunteer team removing rivets so pieces can be either rebuilt or cleaned up and moved to the new assembly. The new frame will allow the group to construct a firm foundation upon which to rebuild the remainder of the streetcar — with the original 696 along side as a full-size template.

Since the CITIZEN's newspaper article appeared in November the restoration group



Upper left: Volunteers getting ready to push the car sideways. Above: Blocking the car rested on. Left: Dollies used as wheels to move the car.

has been joined by four new volunteers, several with good metal and mechanical experience. In addition, the National Research Council (NRC) has decided to become a sponsor and volunteer group to assist us. The NCR's first project is a rebuild of the Streetcar's large air compressor. Loucon Metal has been active as well by supplying the metal beams used in supporting the car during the sideways move, and will help with the rebuilding of the frame.

Also, a note has been received from Phil Jago, feature editor of BRANCHLINE Magazine. It publishes 11 times a year and is read nationally. Phil will be writing about the Streetcar 696 Project in the next edition. This was a welcome surprise as it appears

this project is becoming more and more noticeable in Ottawa. With BRANCHLINE's interest, who knows what will develop from their readers learning about this Heritage Project. Many might have items in their basements or sheds that could be used to help restore 696.

Sales of the promotional video continue well, and both an original 1940 streetcar seat and an 1930 antique cash box have been donated. People have called to offer old pictures that have been handed down to them of the streetcar era: many have never been published. One gentleman offered an opportunity to look at a 1904-05 book on streetcars that will likely assist in rebuilding areas of 696. As you can see the project continues to move ahead. As the new framework is assembled and people can see new elements added to the streetcar, it is hoped that more volunteers and local companies will join the team.



# A juiced up display

Ian Cranstone photos

Juice fans had a night to strut their stuff at the January meeting and the display was packed with far more models of electric prototype trains than many were expecting.

**Theo van Vliet** won the CHAIRMAN'S CHOICE for his Indian River Electric No. W3. The car was scratchbuilt back in the late 1960s and is powered by a Suydam drive. Theo had several other HO electrics including freight motor No. 51, which was built in the late '60s from a LaBelle kit with a Suydam drive. He also had a training car constructed from a Paul Moore kit, powered with a Mantua drive. As well, there was a traction boxcar. Once again it was built from a LaBelle kit in the late '60s.

**Doug Lake's** HO models were prominent on the display stand both in quantity and quality. Among them were a Canadian Northern electric motor and trailer car from Nickel Plate Products and a Suydam brass CNR boxcab electric towing a couple of CN Rivarossi heavyweight coaches as used to cruise through the Mt. Royal tunnel. He also had several Montreal & Southern Counties cars including interurban No. 622. It was a brass model of a car built by the Ottawa Car Co. Doug has the model on loan from Andy Douglas of Toronto. An MS&C combine came was on loan from another Toronto pal, Dave Lawler, who kitbashed the car. He also had a brass Kidder suburban car. Doug also displayed two cars acquired from Dave Mehew of Peterborough (originally kitbashed by Theo van Vliet in the late '60s)—one was Indian River combine 107, a LaBelle kit along with Indian River interurban, another LaBelle kit. As well, Doug had an LVT Liberty Bell car painted for No. 132 of the Niagara, St. Catharines & Toronto. It was made from a metal casting produced by Bowser. He also showed a 4-wheel snow sweeper, a brass product from Fairfield Models and a Bachmann PCC trolley painted for the Toronto Transit Commission. In addition, Doug brought out a couple of Pacific Electric plastic boxcars made by Roundhouse. Quite the show. It would take quite the layout to run all of these models.

**Pete Joyce** displayed some of his O scale traction. There was MS&C single-end express motor No. 504 scratchbuilt using wood and styrene and Q-Car and Walthers parts.



Theo van Vliet's Indian River Electric motor W3 was awarded CHAIRMAN'S CHOICE.



Doug lake displayed an unpainted brass sweeper by Fairfield Models.



Brass model of M&SC 622 was shown by Doug Lake.



Model of M&SC 504 was kitbashed by Peter Joyce.

He also had double-end combine motor No. 107 and double-end passenger motor No. 104. Peter started with LaBelle kits of Sacramento Northern cars and artfully re-shaped them to M&SC configuration. Wheel sets from Q-Car and parts from Q-Car and Walthers. The cutest model of the evening was Peter's large scale 2-6-2T No. 1752 that featured "tethered DCC" with steam and track sound and whistle and bell.

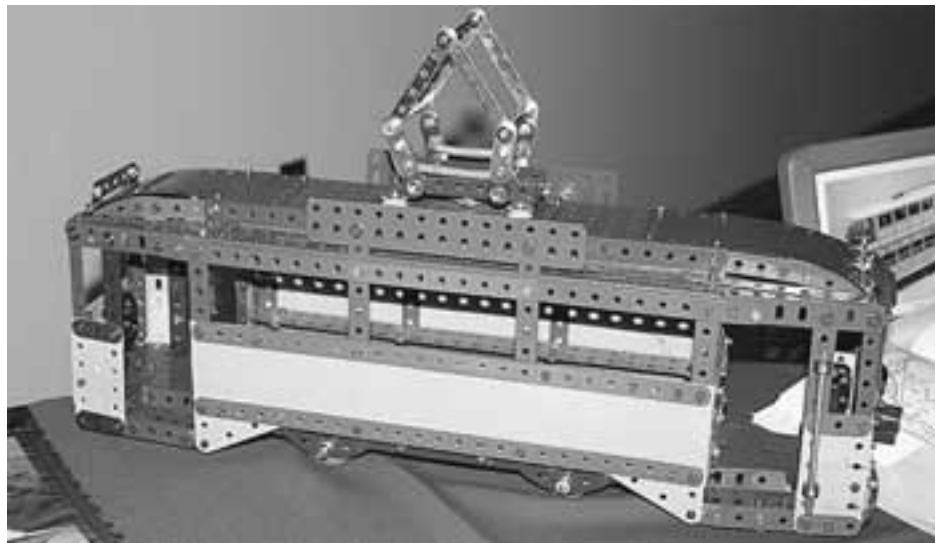
**Charlie Shrubsole** had several European electrics including a 1960s German tram from Meccano and a friction toy tram that offered some interesting kitbashing possibilities. He also had an old-time European tram that he has recently added an anti-climber to. He also displayed a Lake Erie & Northern combine car that he built in HO before he saw the light and switched to S scale. He said he couldn't find reasonable looking trolley polls to go with the model.

**Andrew Batchelor** displayed a couple of HO trolley cars he found in a free box at a garage sale and a building he constructed from a DPM learning kit. He went beyond the instructions by filling in the side and back windows, building a chimney using plaster leftovers and using bird grit to simulate gravel in a tar roof. He also had a model of a CPR shed he built from a Fallowfield Station kit and used to test his scenicking skills. He has also built a Hamilton Model Works scale house adding details from Woodland Scenics and Alder Models. A lot of nice touches, Andrew.

**Jacques Thuot** brought out several baggage wagons he built from Jordan kits and added some details ie model baggage.

**Roger Eaton** had a meter gauge Duwag built HO articulated trolley from Basel, Switzerland.

**Peter Cunningham** noted about his steam tram: "Although it looks like a garden shed, it is actually an 0-4-0 steam tram locomotive with outside cylinders, built in 1883 and scrapped in 1931. Because it ran on street trackage the wheels and motion were covered by a metal 'skirt', so as not to frighten the horses, and it sports a pilot (cowcatcher, uncommon in the U.K.). It could be operated from either end but was restricted to 12 m.p.h. when on the open road sections of the line. The O scale model was built for David Smith, an OVAR member who passed away a few years ago, by Brian Ludlow from an etched brass kit. I acquired it from David, and have finished it off and painted and lined it in original condition. There is interior detail of the boiler and the controls at either end. It was very hot



**Charlie Shrubsole** brought in this unusual Meccano streetcar model.



**Grant Knowles** constructed **Stone Cherry** building from a **C.C. Crow** kit

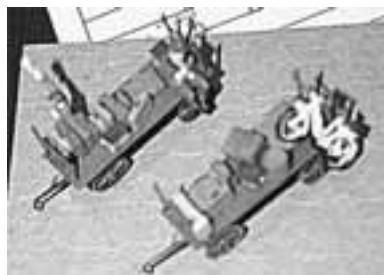
work for the crews and the engines are usually seen with all the windows open. Although this is a strange looking locomotive some may find it familiar. The Reverend W. Awdry (whose parish was close by) wrote the Thomas the Tank engine children's stories and based the character Toby the Tram engine on the GER class G15 tram loco."

**Mike Hind** displayed Erith Tram No. 12. He hails from Erith and lived 200 metres from the tram barn.

**Tom Hood** is going into the hotel business. He had a model of the Ambassador Hotel from a Spectrum kit that Bill Scobie rejiggered.

Also in the structures category, **Grant Knowles** brought out an HO C.C. Crow kit called the Stone Cherry that he received from Santa and two weeks later had finished. The very modest chap said it took only a couple of leisurely nights to assemble. It is combo of plaster walls, Grandt line castings scratchbuilt doors and platforms and Builders in Scale roofing and shingles. It would stand out on any HO layout.

Chairman **Denis Rule**, looked tanned and filled out from his Christmas cruise, brought some pictures of the railroad operations he saw passing through the Panama Canal. We may be hearing more about all of this later.



**Jacques Thuot** constructed baggage wagons from Jordan kits, with additional details.



Steam tram displayed by Peter Cunningham.



# Next Meeting

# Diesel Locomotives and their Components

*presented by*

**Dennis Moore**

## Display

Ontario Shortlines

**Tuesday, March 9**

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

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

**Admission: \$20.00**

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

**Please note:**

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



## OVAR Directory

**2003-2004**

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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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