



The Interchange *Our 45th Year*

Ottawa Valley Associated Railroaders — OVAR

February 2006

Issue 402



We are facing west toward Dunmore. A track gang joins the conductor in clearing the switch mechanism. Note that the diverging point on the right is not closed against the stock rail. The westbound coal train has to take the crossover and then the switch in front of the eastbound potash unit train to enter in Dunmore Yard.

There is always a prototype for everything

by Normand Levert
photos by the author

Her Majesty's pleasure sent me back to Suffield and Medicine Hat in November. It had been a while since I chased trains in the Hat and I'm happy to report that Canadian Pacific Railway is doing good enough business to invest in their capital plant. Dunmore is a very small locality just east of Medicine Hat, on the north edge of the Trans-Canadian Highway. It has a couple of streets on either side of Highway 1, a few houses, the obligatory junkyard and two sizable modern high capacity grain elevators served by two tracks each, though the second is "out on the mainline". Dunmore is also where the Taber Subdivision joins the

CPR mainline, so many trains change crews at Dunmore rather than Medicine Hat. CPR has a small yard east of the junction with the Taber Sub. This yard and a long passing track ran by the grain elevator and then became single track before crossing a provincial highway east of Dunmore.

When I visited in November, the crossing was now double track with very fresh ballast. East of the crossing two more tracks came off the south track. CPR crews were working on the new trackage and the supervisor came over to chat with me. Once he was satisfied that I was safety conscious and staying off the property, he explained that CP was adding a "second main" from the junction and extending the second main past

the highway crossing, with two "depot tracks" of 10,000 ft each. This will allow CP to park trains up to three kilometres long where they will change crews. So the first prototype for everything is that CPR uses "open staging" but they call it "depot tracks".

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plus much more

From the Librarian's Carrel

by Dave Knowles
C. Robert Craig Memorial Library

Memberships

Membership in the Library is based on the calendar year, so membership renewals are currently due. Don't forget, do it now. New memberships are welcome, so if you are not a member, join us now. Where else can you get such a great bargain for only \$15.00? Over a thousand books on Canadian and North American railways, some 36,000 images, both colour, and black and white, Many thousand magazines reaching back into the '80s, the '70s the '60s, the '50s, '40s and in some cases the '30s. We have recently also obtained the microform edition of the RAILWAY AND SHIPPING WORLD from its inception in March 1892 to December 1905. We also have some prints and drawings and a small collection of maps. Remember our book, magazine and black and white image collections are readily accessible on open shelves whenever the City Archives are open to the public. The colour slides, maps and prints are in controlled-atmosphere storage so if you contact us ahead of your visit they can be retrieved for you.

Catalogers Needed!

The Kalmbach Library of the National Model Railroad Association frequently boasts "With more than 20,000 images catalogued and more than 100,000 readily accessible, the NMRA library is your best source for prototype photographs." This sounds impressive until you realize that the CRCML has some 36,000 images catalogued. Our collection is growing and there are two teams currently working on the backlog. **Tony Pearce** and **Barry Innes** are currently working on the Baxter Collection, and **Ken Healy** and **Colin Churcher** will shortly begin work on the Frayne Collection. We would like to expand this work and are looking for volunteers to begin work on the Thomas Collection. This is interesting work and will expand your railway knowledge and enable others to locate the images they need for their research, and books that they are producing. If you are interested please contact one of the Directors, or our Photograph Curator, **Bruce Curry**.

Parking

Our old bug-a-boo has come back to bug us again!

On January 24, the City Archives was informed that there would be no public parking available beginning Thursday, January 26th and for at least the next four weeks. These restrictions may also apply on evenings and weekends. Apparently repairs have to be made to both P1 and P2. It is hoped that all repairs will be completed by the end of March but as yet there is no specific re-opening date. This will clearly be a real nuisance, particularly during winter snow conditions. The nearest public parking is in the New Edinburgh area, a short walk to the east. When you come to the Library be careful to pick a parking spot which will provide enough time to finish your research.

Did you know that the traditional -30- used by the media to mark the end of a story originated on the railways in telegraph era to indicate the end of a message?

TIMETABLE

Upcoming events of particular interest to OVAR members

February 18-19: GATINEAU – Exposition des Trains Miniatures, Mont-Bleu Ford, 375 Boul. Maloney Ouest. Sat. & Sun. 9 a.m.-5 p.m. Info: Marc (819) 246-0603 or Mario (819) 671-2354.

February 21: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

February 26: COPETOWN – CARM Copetown Train Show, Copetown & District Community Centre, 1950 Governor's Rd., just east of Hwy. 52. Sun. 10 a.m.-4 p.m.. Info: www.caorm.org/Pages/copetown.html

March 1: CORNWALL – Moccasin Model Railroad Club, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@co-geco.ca

March 7: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

March 18-19: KINGSTON – Rail-O-Ra-

Tracks Ahead

Jacques Huppé reports that WPBS-TV will begin airing brand new episodes of TRACKS AHEAD. The new episodes are slated to run on Saturdays at 9:30 a.m. beginning February 25, and Tuesdays at 7:30 p.m. beginning March 14.

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.

Unused copy of Trainz Railroad Simulator 2006 (6-CD version) \$50. Contact: jmanson@alumni.sfu.ca

ma Show, Ambassador Hotel, 1550 Princess St., Sat. & Sun. 10 a.m.-4 p.m.

March 25: OTTAWA – St. Lawrence Division Meet, NMRA, Emmanuel United Church, Smyth Road. Info: www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

March 25-26: MONTREAL – Sun Youth Train Show, 4251 St. Urbain.

April 1-2: KEMPTVILLE – Train & Toy Show, W.B. George Centre, Kemptville College, 4 km west of Hwy. 416, follow signs to college. 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 (eve.) or Frank Steele (613) 634-8225, email: vcr-trains@igs.net. www.027trains.com

May 19-21: MONTREAL – CARM/CRHA National Convention, McGill University New Residence Hall, 3625 Avenue du Parc. Info: www.caorm.org/Pages/copetown.html

THE INTERCHANGE

wants to know what you're doing on your model railroad

Keeping Railfair on the rails

by John Manson,
2006 RAILFAIR Chair

RAILFAIR does not just drop from the sky each October. To ensure that RAILFAIR comes together seamlessly, takes the work of many dedicated volunteers. The organizing committee meets once a month, starting in January, to review progress on all aspects of the work plan leading to a successful show in the fall. Being only in my second year with the group, I continue to be impressed by the skill and aplomb with which people go about their tasks.

However, as in all things, renewal is a constant necessity. Having new people on the committee keeps things fresh. It also allows long-time members to pass along their knowledge and contact lists. This year, the committee is specifically looking for a new Publicity/Advertising coordinator and for an understudy for Exhibitor Liaison coordinator. The first job involves distributing posters and flyers as well as making sure that advertising is placed in the media at the right times. The second job involves contacting regular and potential new vendors and exhibitors with an eye to making sure that a good balance of displays and products will be on hand for the show.

For the show itself many more volunteers are, of course, required on the days for things like set-up, ticket sales, door control, and final take down. It is crucial to the smooth running of the show that volunteers do the jobs on their times. In recognition of their efforts, all these many volunteers get free admission to the show and access to the canteen for coffee and donuts. This has proven a good bargain for all concerned.

Each year, we hope that RAILFAIR will be even better than last year's. That is a lofty ambition given previous success. It can only happen if people pitch in. Any one interested in working on this ongoing project, can contact me or any of the other committee members.

For the Record

January Meeting:
125

Current membership:
181



Looking east from East Dunmore. The new "second mainline" is on the right and the two "Depot Tracks" fan out behind the tampers. The train is stopped of course! Behind left of the loco is one of the modern monster grain elevators capable of filling unit trains.

Prototype for everything

continued from page 1

I explained to the supervisor I was from Ottawa and did not get to see many trains anymore. He told me I was in luck, because there were five trains lined up to go through the construction site. Indeed, as a hot west-bound intermodal came through, I could already see the empty coal train coming five minutes behind. (Yea, you can see that far in the Prairies!)

Well, the coal train comes to a halt before

the highway crossing and the conductor goes ahead on foot to the crossover west of the highway. Then he starts to dig at the ballast and is soon joined by more track maintenance crews. Remember the warning to cover turnout points when ballasting, so we don't foul the mechanism? Well, it also applies to full scale trackwork! Some ballast was fouling the switch points, which would not close and lock properly, so the signals would not clear. It took five men about ten minutes before they could clear the problem!

Switching Corinth on Michel Boucher's Dela

Corinth is the first town on Michel Boucher's D&H branch to North Creek and Tahawus. The town has a station, a large paper mill, a regional fuel depot and a good size feed mill. There is a long passing siding, a small yard and many spurs to switch in Corinth. Train SC3 is the Corinth Turn. It comes into town during the night, ahead of the trains heading north to the mine in Tahawus or to North Creek. SC3's crew must switch Corinth and return to Saratoga as SC4, while making sure that the passenger and freight trains can go through without delays.

Better still, the Corinth Turn has connections to make. The last task on arrival at night is to spot empty bulkhead flats for northbound SC7. Let's join SC3 conductor Normand Levert while he works Corinth...

by Normand Levert

photos from Michel Boucher's website

When I switch Corinth, I consider two track location factors. One is whether the spurs are worked from the main line or from the siding and the other is the orientation of the spurs, whether they are worked from the North (All Paper Mill spurs) or from the South. (Feed Mill, Fuel and Team Track). I normally drill all the north facing spurs first and then the south facing spurs.

Since there is traffic through Corinth, one has to keep either the siding or the main line free for the dispatcher. It helps to keep track of the schedule (though I usually lose track) to know when certain trains come through as some trains must use the siding and one passenger train must use the siding and crossover (at feed mill) northbound, and vice versa. I inform the dispatcher when I want to work from the main, and tell him

which of the siding or main is clear through Corinth.

At the beginning of the day, train SC3 is in the yard, with the engines at the North end. The first train coming through Corinth, SC7 1st, picks up bulkhead flats spotted on drop. SC7 1st must come through on the siding and be able to drill the drop track. The next few trains have no work in Corinth or must stop at the station, so they use the main.

It is easier to fill an empty bucket, so the first order is to empty the spurs of the outbound cars. I start with the clay tracks and chemical track, as required. Often at this point it is convenient to spot all the cars going to clay and chemical tracks. This frees up space in the yard to spot the cars just lifted. Clear your use of the main with the dispatcher and go to the main bringing with you all the boxcars for the paper docks. The crossover at the feed mill is useful to complete this move within yard limits and to save time. One can either spot the inbound empty boxcars on the main beside the paper docks and then lift the loaded boxcars, or one can use the empty boxcars to lift the loaded boxcars. The first is preferable because the new cars go to the end of the spur, and the ones that remain in loading are now spotted at the front of the spurs where they will be easier to reach next time. At the end of the process, you have the lifted loaded boxcars coupled south of the locos.

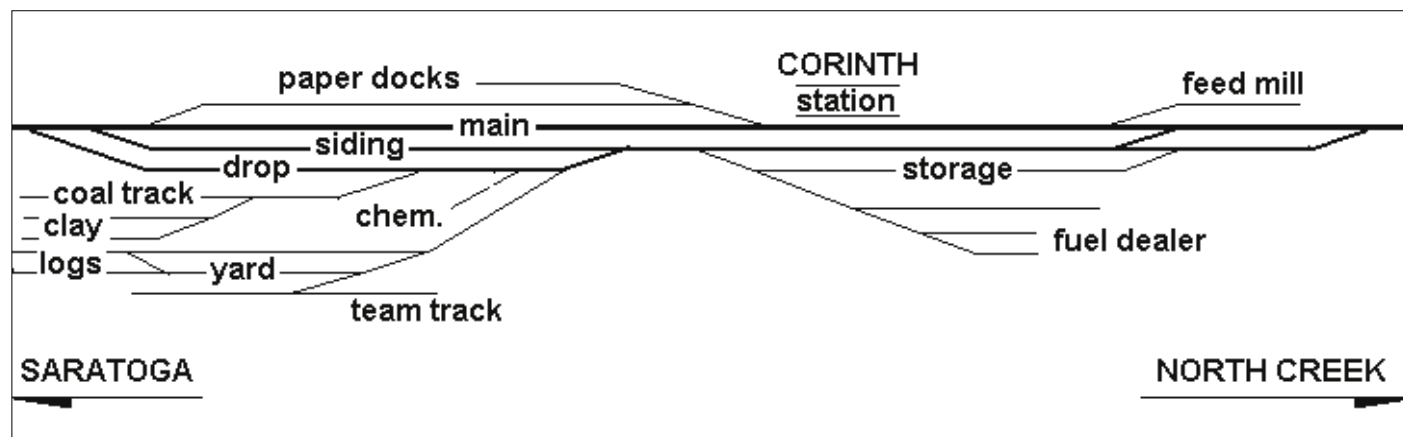
At this point, you have completed all the trailing moves for locos at the north end, save the spotting of empty coal cars from the coal track. Those are best done later, but you have to keep track of when the coal trains serving Corinth will show up.

Since you are on the main, in front of the station, this is a good time to empty the feed

mill of cars to be lifted. However, if you have too many boxcars, or if the dispatcher wants the main, use the crossover and go spot the loaded boxcars in the yard. There is room, since you spotted the empty boxcars at the paper docks. If you lifted grain hoppers from the feed mill, your locos will be sandwiched between them and the boxcars. A good touch is to re-spot the still unloading grain cars at the front of the new inbound grain cars when you come back. However, you could save time now by re-spotting the still unloading cars and keeping the mill in production. The choice is yours.

You must now work spurs from the south, which means runarounds at some time. You can now use the short space between the crossover and the north switch to runaround the grain cars. You need to get at the north end of the outbound grain cars to spot them in the yard against your outbound cars. Otherwise, use the trick later when you drill the feed mill. Spot the outbound cars in the yard.

Pull all the inbound cars for the south-facing spurs on the siding so you can run around them. One tactic is to runaround first, and use the inbound cars as handles to lift the outbound cars from the fuel dealer. Another is to spot the inbound cars on the siding in front of the station, runaround using the storage track, lift the outbound cars and use them as a handle to drop inbound cars. If you pay attention to dangerous cargo rules, you should not really spot tank cars of flammables across from the station, but I think you can use storage track quite correctly to do so and use the siding to run around. If you don't have too many cars inbound, use storage to leave the siding clear — this may become very important. With



(South switches)

(North switch)

ware & Hudson

more cars, use storage and the siding between the crossover and north switch. This still allows the siding to be used between the south switch and crossover.

I have no hard set sequence to drill the fuel dealer and feed mill. It depends on how cars were blocked on SC3, but usually, I will do the fuel dealer first, even if I lifted the outbound grain cars from the feed mill when I came back from the paper docks. At this point, the main should be clear for through movements. You may feel that good customer service requires you to re-spot the still unloading grain cars and the inbound grain cars tout de suite after lifting the empties. Just make sure you don't tie up both main and siding without checking with the dispatcher. Drilling the feed mill works better if you take only the grain cars to be spotted there. Advise the dispatcher that you need the main and go drop the grain cars. Now all your main line spurs are done.

Drilling the fuel dealer is straightforward. If you pay attention to dangerous goods, you need to figure out how to block your southbound train as you build it in the yard. I do the team track last because you need to have as few cars as possible to work this track. By now, you may need to run around again to spot any cars lifted at the team track in the southbound SC4 train.

Depending on your speed and efficiency, you did all of the above before the southbound coal train needed the empty coal cars from the coal track. The instructions say to spot the empty coal cars at storage, but the southbound can pick them up from the drop as well. The northbound coal train will have four cars for the paper mill, but normally he does not spot them at the coal track, he leaves them at the drop. If he is a good buddy and you have cars on the siding beside the drop, you can get him to come through the drop and leave the cars on the lead to the coal and clay tracks.

Right! Check with the dispatcher. Tell him SC4 is ready to go in a short time. Pull your southbound cars from the yard (you did make sure your van was at the north end of one cut of cars of course) and put your train together on the siding. Run around to the south end, get your clearance and leave Corinth as SC4.

For more on Michel Boucher's D&H, see his website at:

www.delaware-hudson.com

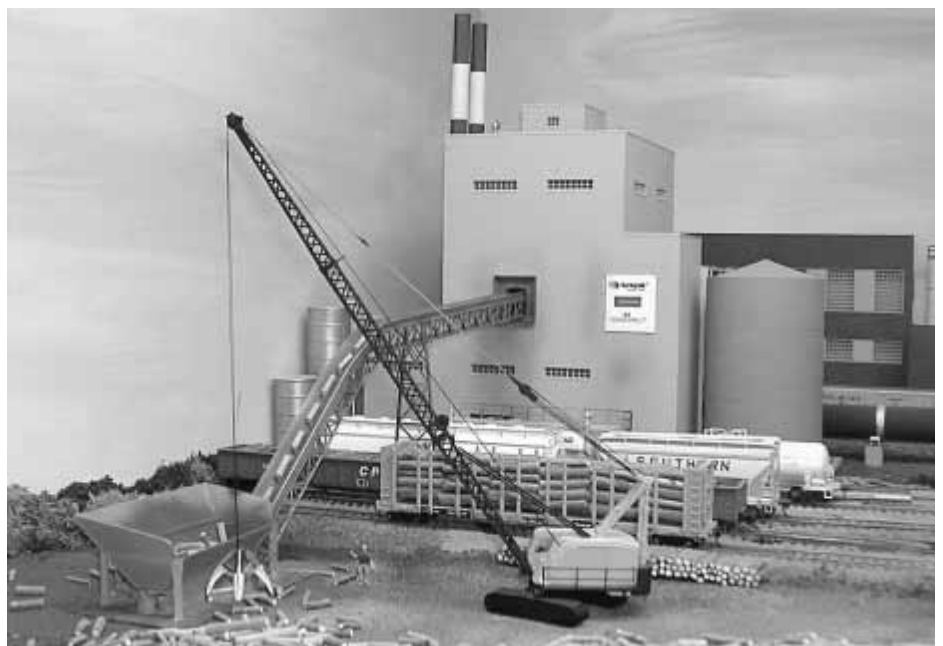
February 2006



The left (south) side of Corinth can be seen in this view, with the paper plant dominating the south end of town.



The north side of Corinth contains the feed mill and fuel dealer, tucked in behind the town of Thurman Junction.



Pulpwood unloader does its thing in front of paper plant setout tracks.

Shortlines theme of January display



Two of six cars displayed by Charlie Shrubsole. D&H gondola at left features paper ends fabricated by Charlie.



Exquisite N scale Shay will be lettered for Ron Newby's Beaver Creek Lumber Co.



Peter Cunningham displayed the remnants of the Stonerith Light Railway. In the background the railway can be seen in its glory days at a previous RAILFAIR.



Rob Rolfe converted USA Trains GP9 to match Ontario Northland prototype.



Two Intermountain RTR Pfaudler milk cars were displayed by Mike Hamer and Peter Cunningham.

Ian Cranstone photos

In keeping with the shortline theme of January's display, **Barry Innes** presented an entire NYSW train, with an Atlas caboose lettered as NYSW 0119, along with a custom-painted Ahearn NYSW boxcar that he purchased at Gilberts Hobby Shop in Gettysburg, Pennsylvania. He also had a Bev-Bel boxcar and hopper and a Proto 2000 GP18 to power it.

Two O gauge wagons, one kit, one scratch-built, were shown by **Peter Cunningham**, which he notes are all that remains of the Stonerith Light Railway built by Peter and Jim Jones in the 1990s and exhibited at three RAILFAIRS.

Ron Newby showed a 2-truck Atlas shay, which he says will become Beaver Creek Lumber Co. #2. Ron notes that "even the gears work."

Mike Hamer and **Peter Cunningham** combined on a pair of Intermountain Pfaudler milk cars, which were seen on milk trains throughout New England (and doubtless now on Mike's Boston & Maine).

A USA Trains G scale GP9 was modified and painted with Tamiya paint by **Rob Rolfe** to match the ONR unit "reasonably" close. Rob also showed a Comet cardstock side 40-foot auto boxcar which he picked up at the OVAR flea market one year. Rob wonders how old this kit might be.

Hugh Laing brought in a photo of CN's newest power (SD70M-2 no. 8000), but says that apparently crews don't like them! Hugh also displayed a Lionel NAR bay window



Barry Innes presented an entire NYSW train, led by this GP18.



Bill Lovatt displayed this Hornby 0-6-0ST.

caboose, the prototype for which is now used as an information centre.

Bruce Kerr showed a CPR D10 which he plans to letter for a unit assigned to the International of Maine, and he wonders if anyone can comment on the oil burner tender.

The usual string of **Charlie Shrubsole's** S scale cars were on display. PRR H21a hopper 677063 was converted from an American Models car with new ends and inner hoppers reversed. Charlie notes that these were the world's largest class of freight car and should appear on any 1930s through 1950s railway in the northeastern U.S. or southern Ontario. He also had a THB twin hopper, a THB USRA boxcar, PM boxcar with scratchbuilt Hutchins roof and D&H gondola with moulded paper ends.

Charls Gendron kept us up to date with some new releases, an E&N boxcar from Athearn, and an Intermountain ONR boxcar.

A Hornby OO 0-6-0ST "Austerity" locomotive was shown by **Bill Lovatt**. He notes that the prototype was built for a colliery shortline in Yorkshire, U.K. in the 1940s.

Stanley Conley displayed a Branchline laserkit for a two-storey house, which he describes as a "nice typical 'suburban' house based on a catalog plan from the 1920s." and notes "much fiddling to get this result."



Branchline laserkit house was displayed by Stanley Conley.



This D10 will be assigned to Bruce Kerr's International of Maine Division.

Boston and Maine Interlocking Tower

by Mike Hamer

This American Model Builders "laserkit" is a fabulous rendition of towers found throughout the northeast.

It belies the term "craftsman kit" in its incredible ease of assembly. I've told friends that you basically remove the pieces from the shipped sections... paint the individual parts, sneeze once (or perhaps twice) and, voila, you have an interlocking tower for your layout!

A computer-designed kit such as this not only makes for ease of assembly, but results in one heckuva great-looking model. There are a few words of caution when putting one together:

1. As my buddy, Stanley, advised... paint both sides of all wall sections to discourage warping (and cover with a small stack of books or magazines between coats).
2. While possibly not required on a small building such as the tower, it would be advisable to support the interior wall joints with lengths of wood... particularly on larger structures with larger wall pieces. (I did add supports).
3. Check to ensure that the colour of paint you will be using actually matches the prototype. I learned the hard way. Perhaps it was because I was painting on wood and not white styrene, my "depot buff" took on the



appearance of a drab olive green... yuck! So I had to repaint with a sand colour (which actually looks more like the B&M depot buff! Go figure!)

4. I was able to use the cheaper acrylic paints purchased at Michael's, the craft store chain for this assignment. One bottle cost \$1.69... and it holds about twice as much paint as smaller modelling bottles do. Take care, because depending on the application, you may want to thin these paints.

This project began in the morning and was completed by midnight! (I didn't say midnight of which day!) Seriously, a one-day assignment!



Next Meeting

50 Years of Railfanning

presented by

Graham Stremes

Display

Canadian Roads

Tuesday, March 14

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

2005-2006

Chair:	Bud Nelson	613-837-3350
Vice-Chair:	Paul Norton	613-825-4113
Secretary:	Mike Shore	613-829-8867
Treasurer:	Gord Bellamy	613-725-6979
Membership:	Bill Meek	613-521-3234
Program:	Norm Levert	613-834-6798
Dinner:	Fred Mills	613-723-1911
Special Projects:	Gary Baillargeon	613-774-2380
Archives:	Dave Knowles	613-722-4473
Webmaster:	Steve Watson	613-592-3609
Video Library:	Bernie Goodman	613-834-7431
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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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