



The Interchange

Our 46th Year
Ottawa Valley Associated Railroaders — OVAR

February 2007

Issue 412

Model Railroading and the Performing Arts!



Ntrak layout draws a crowd in the lobby of NAC's Southam Hall, during their Young People's Concert series.

by Mike Hamer

In late December I received a rather unusual request from Barbara Clark, the woman whose job it is to organize the pre-concert activities in the lobby for the Young People's Concert at the National Arts Centre of Canada. The NAC encourages families with children to come and experience a one-hour program put on by the orchestra that teaches the youngsters all about orchestral music. Barbara had seen my model railroad showcased on CJOH's Regional Contact a couple of years back and in an astute fashion she worded her request. "Mike, I know that your model railroad is permanently attached to the walls of your house, but you must know of some model train clubs that set up portable model railroads in local shopping malls and at train shows? What I need are a couple of these clubs to set up in the lobby of the NAC. Their efforts would tie in nicely with the musical theme of this year's event, 'The Rhythm of Life'."

A couple of phone calls later and I was back to Barbara with two groups who could

afford the time, our well-known Ntrak brethren and a good friend of Hughie Laing, a gentleman named Tony Chamberlain and his wife Carol who would be displaying an O-gauge Lionel setup. Both groups had to be ready in plenty of time before the 1,800 or so visitors to Southam Hall entered the lobby 45 minutes before the concerts were to begin. With two concerts scheduled in the afternoon, both clubs hosted a potential audience of 3,600 enthusiastic viewers — imagine if you will — the two full days of RAILFAIR condensed into a few short hours!

I indicated to Barbara that I would attend at the NAC to assist in any manner possible. Both teams were professional in their setup and take-down and my assistance here was not necessary. Instead, I helped with crowd control and offered to take a few pictures. What touched me most was the realization of the "hold" trains have on us all, no matter what age or gender. I recall fondly the sparkles in the eyes of the youngsters watching as the N-scale trains traversed the beautifully landscaped terrain and the reminiscing looks

of the elderly men and women as the Lionel trains circled the layout with passenger cars aglow with lit interiors. You certainly could tell that the seniors were reliving Christmases past and youngsters were hoping for trains under the train in Christmases future!

Indeed, this day proved highly beneficial to all in the hobby. I know that the Ntrak group handed out flyers which were gone in mere minutes! Thank you to Mike Hind and his Ntrak crew and to Hughie Laing for inviting Tony and Carol Chamberlain to display trains in a larger scale. All members of both groups acted as fantastic ambassadors on our behalf and for this they deserve our appreciation.

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plus much more

From the Librarian's Carrel

by Dave Knowles

The committee, the third in the last few years, reporting on future home of the City Archives, and coincidentally of the CRCML has delivered its report. It reviews two choices, one at Bayview and one at Centrepointe. It will be interesting to see which one City Council selects. They will have to take a decision soon. The current lease on 111 Sussex runs out at the end of this year! And the Federal government has indicated that it really wants possession of the present quarters by 2010. The message is clear, but don't hold your breath!

The Library has now taken possession of the railway materials from Ken Healy's estate. We are working on both evaluation and cataloguing of these materials and expect to have them available for consultation in the near future. Ken had an interest in the southern Quebec and New England railways and his collections will fill out the Library's collections in these fields.

Way, way back in the mid eighties, Derek Booth produced two books on the Railways of Southern Quebec. Volume 1, (1982) covered the Stanstead, Shefford and Chambly, the South Eastern, and the Missisquoi and Black Rivers Valley railways. Volume II, (1985) covered the Waterloo and Magog and the Orford Mountain railways with short notes on eighteen other railways in the area. These were contained in two neatly designed books with dimensions of 9¼" x 6½", In addition to the text they contained good clear maps and photographs. The latter were well chosen but were printed on smooth flat paper and consequently were rather soft looking. The end papers consisted of colour renditions of passes and tickets used on the railways. They were hard covered books with sewn signatures.

These two volumes have resided on my book shelves since publication and initial reading, and have been consulted from time to time as various questions arose. Unfortunately, I do not seem to have reviewed them when they came out, as I was unable to find any reviews during a ¾ of an hour search in the INTERCHANGES of the day.

Derek has now produced the third volume of the series which covers the QUEBEC CENTRAL RAILWAY. This is a very handsome production. Published by RAILFARE as were the originals, this time a 10½" x 8" format was chosen. Unfortunately a soft cover "Perfect" binding was chosen which is

not an improvement! The text is well written and the narrative is well arranged with rather more context than is usually found in railway books. The picture that emerges is that of a successful regional railway that opened up a new area of natural resources. Its decline and eventual demise brought about by the depletion of the natural resources, the growth of cheaper competition from high-way system and the lack of bridge traffic is clearly chronicled. The rolling stock, and infrastructure are all well covered and all in all it is a fascinating story. The last chapter #7 "Retrospective", contains both the lessons he draws and his reflections, it is a must read for all Canadian railway fans.

The narrative is fleshed out and well supported by the maps and illustrations. The pictures are crisp, clear and well chosen. The quality of reproduction is excellent and a major improvement can be seen where the photos have occasionally been repeated from the earlier volumes. The only colour photos are on the front and back covers, but the lack of colour is not apparent as the black and whites provide a colour of their own in the richness of their subject matter. The book is a first class addition to Canadian railway history. Thank you Derek!

As a last thought, during WWII pilots commemorated the number of their missions or their victories by painting a small symbol under the side windshields of their cockpits. Ian Cranstone should be painting small book symbols under the driver's side window of his car these days as he completes each of the book he designs. Yes, this one is another of his successes. Congratulations Ian.

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.

FOR SALE: W. R. Brown air compressor, Model HS410C; Badger double-action air brush, model 350; Badger re-coil air hose #50-4011; Badger in-jar paint filter #50-2016. All new, never used. \$225. Contact Barry Innes (613) 723-8562 or see me at OVAR.

TIMETABLE

Upcoming events of particular interest to OVAR members

February 17-18: GATINEAU – Exposition des Trains Miniature. Sponsored by Club Ferroviaire En Voiture and Mont Bleu Ford. Mont-Bleu Ford, 375 Boul. Maloney Ouest. Sat. & Sun. 10 a.m.-4 p.m. Info: Mario (819) 671-2354

February 20: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

February 25: COPETOWN – CARM Copetown Train Show, Copetown & District Community Centre, 1950 Governor's Rd., just east of Hwy. 52. 10 a.m.-4 p.m.. Info: www.caorm.org

March 1: MORRISBURG – Morrisburg Model Railroad Club, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry stvskserry@personainternet.com

March 3: COBOURG – Cobourg Model Train Show. Presented by Cobourg Model Railroaders. Cobourg Lions Centre, Elgin St. Sat. 10 a.m.-4 p.m.

March 6: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

March 7: CORNWALL – Moccasin Model Railroad Club, RCAF Association Wing 424, 240 Water St. W. 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

March 16-18: ROCHESTER, N.Y. – NFR Convention: FLOWER CITY FLYER, Convention Location: RIT Model Railroad Club, Student-Alumni Union (Building 4), Rochester Institute of Technology, 127 Lomb Memorial Dr., (585) 615-4862. Info:

www.nfr-nmra.org/convention/index.htm

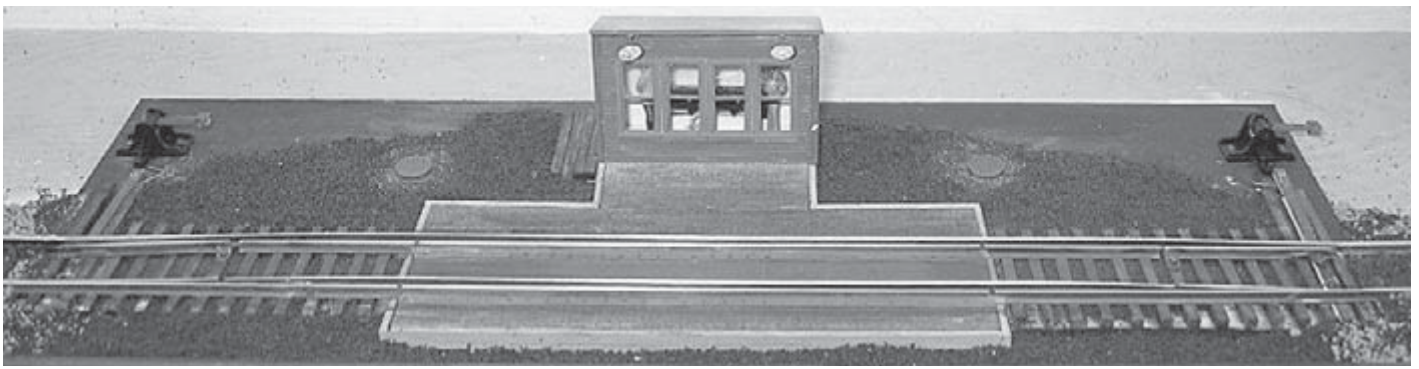
For the Record

January Meeting:

129

Current membership:

195



The weigh scale at Tahawus is waiting for the next train. Meanwhile, the Company Engineer and the Scale Master are discussing scale adjustments.

Running the gauntlet

by Normand Levert

I'm convinced most of humankind's great realisations came about because the people who started them had no idea of the amount of trouble they would run into while doing their projects. One needs only to think of the Panama Canal or Canadian Pacific Railway. My story is far more modest. Michel Boucher asked his crew members to build structure kits to fill his expanded D&H. The project left me with a spare lean-to. I had three walls already, all I needed was a front wall with many windows and we have a scale house. How complex could that be?

So take four window castings, remove half the muttins, add spacers, glue together and use clapboard siding to fill in a front wall. Ta da! We have a scale house. Ah, all these windows let us see on the empty inside. . . . Pas de problème, I find an interesting bit of discard in the scrap box. Glue it on a bit of styrene, glue the "balance beam" to the floor, add two figures and we have a railway scale house in business. I added two floodlights to the edge of the roof, which is removable so some day we can spruce up the interior.

Of course, a railroad scale house needs a railroad scale. The old mechanical balance beam scales could not handle the weight of locomotives. So they would have gauntlet rails. One set of "dead" rails, resting on concrete supports and one set of "live" rails resting on the scale balance beam. All I have to do is lay a set of gauntlet rails across a weigh scale platform. So I look around for a suitable base "I've got just the piece I need. It is "aircraft plywood" about 11½ by 5 inches, which I've bought to test build custom turnouts. I painted the bottom and sides first.

The plywood dictates that our gauntlet can't be more than 11 inches, so I decide the scale will handle 34-foot hoppers. Gauntlet

tracks need longer ties, but I have just what I need in my supplies. I print my Fast Track™ #6 templates to get the correct tie spacing and point geometry. Then I get some rails and file them to receive points, one straight running rail, one with "S" curves for the gauntlet, and a pair of shorter matching rails to go between the points. All I have to do is spike them in place. Darn! The spikes won't go into the plywood! Let's see if I can cut the spikes shorter and get them in. No, that won't work. Time to glue with Goo.

Well, now we need two sets of points to switch the locomotives on the dead rails. Ah, yes, well, the plot thickens. The points cannot be too long because they need to be thrown while the engine is on the dead rails, but before the wheels of first hopper reach the points. That turns out to be 130 HO inches between a GP9 and a 34-foot hopper. OK, but we are using code 100 rail — Michel builds for reliability — so we won't be able to bend the rails too easily on that short a lever. No problem, let's cut the points 128 HO inches long and pivot them. So now I get a strip of brass and file the bottom of the heels of the points so I can solder tabs under them. Drill the tabs for 00-90 screws, and use the screws as pivots for the points. Good! The points move freely without any side resistance. Now we need throw bars.

The normal way is to use a PC tie as throw bar and solder the points to the PC tie. This works well with long points, but there is still a lot of stress on the solder joints because the points try to rotate a little bit as they are thrown one way or the other. I'll use a variant of a trick I saw in Vienna, VA: solder the points to a wire that can flex as the points are thrown. With DCC, I kept each point the same polarity as the running rail. I used #18 or 20 solid copper wire, wrapped one and a

quarter turns around a small drill (360 + 90 degrees), put in a small offset kink on the high side of the helix, and soldered the high portion to the point, and the low to the PC throw bar. With this arrangement, the one and quarter turns of wire acts as a spring and allows the point to rotate. I made about six of these to obtain four good ones. One has to wrap the wire clockwise for one side of the switch, and counter clockwise for the other.

I slipped a PC throw bar under each set of points, and soldered the wires to the points and the throw bar. I made sure the gap in the copper foil between the points did not fill in and cause a short circuit. One of the "live" rails is electrically dead. If anyone tries to sneak a loco straight through the scale, the engine dies. Oh, yea! This time I remembered to stain the ties before I glued them in place. Fortunately, the scale mechanism is covered to prevent weather and loose materials from damaging it. I used scribed wood sheeting for the scale, surrounded by .040" x .100" styrene strips representing the concrete pit. I shimmed the scribed sheeting with .040" styrene to match the height of the ties. I cut the top half of the "live" rails with a Dremel™ cutting disk, then I filled the cut with black paint. This gives the illusions that the scale rails are free to float up and down, while keeping everything solidly together.

I painted every part of the plywood not already sealed with glue, then I ballasted the scale track and around the scale with cinders. The two manholes on either side of the scale house are bases for Walthers™ lamp posts — weighing goes on when it is dark. The lamp posts fit right in.

Michel Boucher removed enough track and cork ballast to be able to drop in the scale in his Tahawus yard, and he added the two hand throws.

Product review:

Woodland Scenics foam trackbed

by Eric Halpin

Having recently moved to the valley area (Perth) and joining OVAR I thought I would submit an article or three to the INTERCHANGE as a way of introducing myself to other members. Hopefully some members who are just building or expanding/renovating a section of layout can gain some useful information from the following. I should explain that I am returning to the hobby after an absence of about twenty years and boy have things changed! Having a basement that has lots of room and high ceilings I couldn't resist starting up a layout again. Fortunately, two local, highly experienced and keen railroad buffs have joined me in construction of this club layout, namely David Strong and Yogi Sepp. Our HO layout is about 20' x 12' x 23' (an overlapping loop to loop with a walk-in construction).

The foam track bed is somewhat new to me having never used it before but it has been around for a number of years. Traditionally we modelers have used 3" cork track bed with years of success. Yes, it does dry out and get hard over time as well as crumble on the edges with age. There is sometimes an issue with sound transmission from the operating trains through the cork into the model structure. This sound transmission may have become more of a recent concern with more modelers having sound on the locomotives. But it does flex well, holds track nails well, looks good, is easy to use, etc. It costs about 66 cents per foot.

So how does the foam compare? The foam will not dry out, get hard or crumble. It flexes, even better than cork, when split in half, looks good, has at least in my opinion a 50% reduction in sound transmission from the locomotives. It costs only about 48 cents per foot. It comes in a 24' roll. However, it does not hold nails well and therefore must be glued to the sub roadbed. It is not quite as easy to use but still readily doable. The foam is about 1mm less thick than the cork and I suggest it looks a bit more prototypical than cork at least until the ballast is applied. Since it can take quite awhile for us to get around to ballasting the track bed the foam has the edge in better appearance. The 1 mm difference should not prevent you from trying this product on an extension to your existing cork trackbed.

Woodland Scenics have good products and I think this trackbed is no exception.

However, the installation instructions (both written and illustrated) leave much to be desired. Not that it takes any genius to install this stuff but I quickly learned to do it my way and better. So let's take it one step at a time. They suggest the trackbed can be laid in one piece except on tight curves. However, even on our 30 radii curves (our minimum) the foam would buckle unless it was split in half like cork. Since they scribe the foam to facilitate this splitting process it was easy to do. It can be just pulled apart if you go slowly but I found it better to cut in half with a sharp knife and get a better joining edge. I have noticed however, that the scribe line varies in accuracy from box to box. Sometimes it is about 1/8" off center which can cause a slight irregularity on roadbed edging. I also did not use their Foam Tack Glue. I experimented with various glues and found that carpenters' (yellow) glue holds it very well. Another primary reason to split the foam and lay the track bed is so one can readily see the track centre line that has been drawn on the subroadbed. The instructions actually say to place the glue on the plaster cloth where the track bed will lay!! I can't imagine why anyone would be using plaster cloth at this stage of layout construction especially under the trackbed!

Don't use too much glue, as the glue will take too long to start getting sticky and ready for foam roadbed application (about 5 minutes). I ran a 1/4" bead of glue along the track plan line and spread it with my fingers (not the brush shown on the package which would be useless with glue) to about one inch on either side of the center track plan line. If you do about eight feet at a time, by the time the glue has been spread it will be very tacky where you started and ready for the foam. I have glued and laid as much as 15' at a time but it gets a bit cumbersome.

Lay the first foam strip furthest away from you and line the separated edge along the track plan line, which readily shows through the glue. You can pin this first foam section in place if you want to hold it while you very carefully lay the adjacent section of foam against the first. If you push this second piece into the first it can move the original foam. The pins help hold it in place. Use common bulletin board pins, not the ones suggested (a Woodlands Scenic product) as the latter are not strong enough to penetrate plywood subroadbed. After your section is

laid, I went around the trackbed with a small piece of wood and pressed it down to ensure the roadbed was smooth. When the foam is applied to the tacky glue it really holds well and can be difficult to shift.

Woodland Scenics suggest that for greater adhesion, the foam can be given a light rub with 120 grit sandpaper. This is not a necessary step. They go on further to suggest that once the track bed is dry you can proceed to glue your track onto the foam. This is definitely a ridiculous recommendation and should be ignored. Nail your track as you normally would.

Despite the poor instructions, I think this is a good product and we are using it exclusively on our layout. Hope this provides some of you useful information.

OVAR traditions


by Barry Innes

This is a second in a series of articles that explain the traditions of OVAR as written by Dave Knowles in the 25th anniversary edition of THE INTERCHANGE. I have updated a few things to reflect the current status of OVAR.

The Constitution

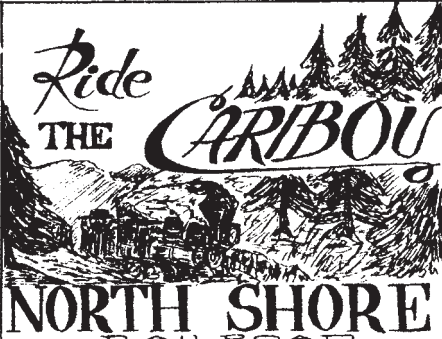
One of the more interesting features of OVAR is that for 46 years it has been able to exist without a constitution. From time to time newer members have become worried about this absence of a formal document. This is probably inevitable in a civil service town. However, the lack of a formal constitution has eliminated any number of wrangles over procedures and formalities and has enabled OVAR to concentrate on the basic purpose of the organization — the enjoyment of model railroading with a group of fellow hobbyists. Actually a constitution does exist, but it is tradition! Each year an executive is elected to lead OVAR through the year, the membership gives its authority to order affairs, to arrange programs and handle the finances of the organization. As changes and ideas have come, the organization has been able to adapt without endless debates and time wasted on rewriting constitutional clauses and by-laws. Over the forty-six years the organization has stayed in tune with the wishes of the members by being adaptable and concentrating on its basic purpose.

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TO
VERMONT



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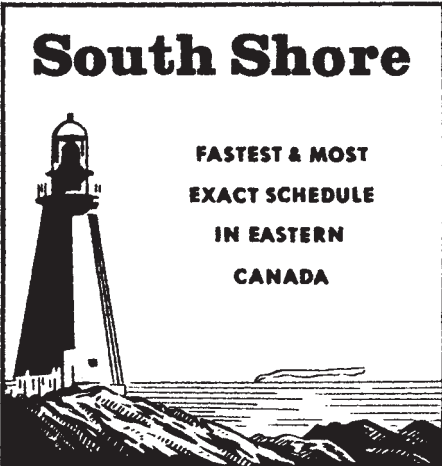


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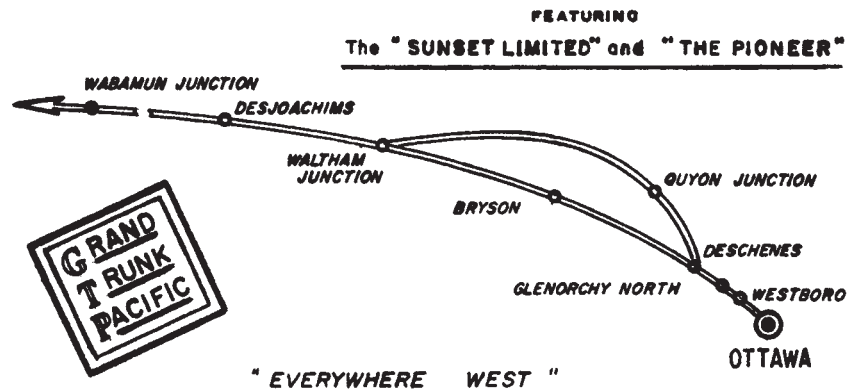
In the last issue we printed a selection of early 1960s OVAR pike ads — we continue this issue with an additional group. Are there any familiar names to the OVAR veterans?

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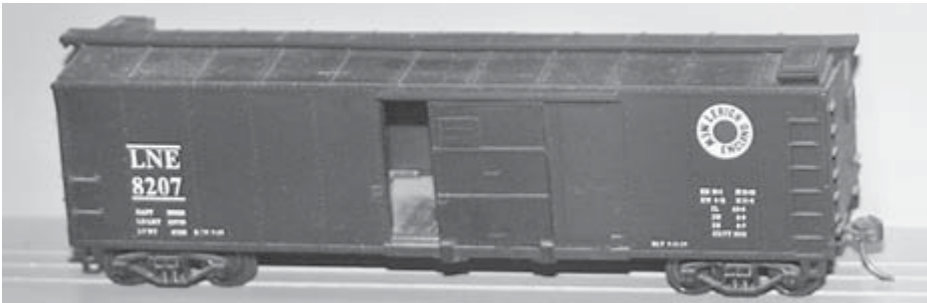
DOUG COUZENS,
PRESIDENT.

ELLEN COUZANS,
CHAIRMAN OF THE
BOARD.





Frank Milotte's 'four and a quarter' leads the WALTHAM MIXED on the lines of the former Ottawa Northern & Western Railway.



Old Train Miniature LNE boxcar was displayed by Graham Stremes.



Normand Levert displayed this Proto 1000 C&CV Thrall door boxcar.



John Chambers built Intermountain car with Branchline roof and Athearn doors.



David Moat used Humbrol paints and Bragdon chalks for this impressive model.

Shortlines featured in January

Ian Cranstone photos

The WALTHAM MIXED was displayed by Frank Milotte, powered by Pacific Fast Mail D-4g 4-6-0 425 (the 'four and a quarter'). The train consisted of an Athearn box-baggage and a combine. In keeping with the shortline theme, Frank notes that this train worked the lines of the former Ottawa Northern & Western Railway Company, formed by the amalgamation of the Ottawa & Gatineau Valley Railway Company and the Pontiac Pacific Junction Railway Company in 1902, only to be leased to the CPR for 999 years on November 1, 1902.

Graham Stremes displayed LNE boxcar 8207, noting that he added Lindberg sprung trucks and Kadee couplers. Graham's car dates back 30-40 years or more, and he is unsure as to whether the kit was purchased before the Train Master name was changed to Train Miniature since he no longer has the box.

Normand Levert showed his Proto 1000 Thrall door boxcar lettered for the Cooperstown & Charlotte Valley (but with D&H reporting marks). Like many shortlines, Normand bought his car secondhand.

John Chambers displayed a model of a prototype kitbash — constructed from an Intermountain PS-1 with Branchline and Athearn components, his model of Vermont Railway 5246 was built from former 40-foot Rutland boxcars by the Reading for the Vermont in 1974.

David Moat applied his weathering skills to a Stewart/Bowser TH&B 70-ton triple hopper kit. He used Humbrol paints and Bragdon chalks to represent a fairly new but well-used car, already rusting from the in-



side out as a result of carrying the corrosive loads such as coal or limestone gravel with which these cars were typically loaded.

John LeBlanc showed what he termed his nearest thing to a regional railway: an Athearn/Bev-Bel 40-foot boxcar lettered for the Ontario Northland, with McKean underbody detail.

Peter Cunningham displayed his Funaro & Camerlengo resin model of a Mystic Terminal Co. XM-1 steel frame boxcar (as close to a shortline as he has!), and mated it with a B&M 44-tonner, power of choice for more than a few shortlines.

Not to be outdone, **Dave Knowles** also displayed a kitbashed effort of his Cacouna Car Company, which took two Tyco cabooses to construct the Cacouna Portage's test car 101. Dave also showed a Bachmann Spectrum Amtrak Acela HHP-8, which he notes is leased to the Cacouna Portage for testing.

Bernie Goodman worked in two scales this month — in N scale he displayed a TH&B passenger train, with a Con-Cor ex-NYC Hudson, with express reefer and two passenger cars, which he painted and lettered. In HO, he had a Roberval Saguenay RS-2 with a Rivarossi RS triple hopper, which he bought in 1965 at North York Hobbies.

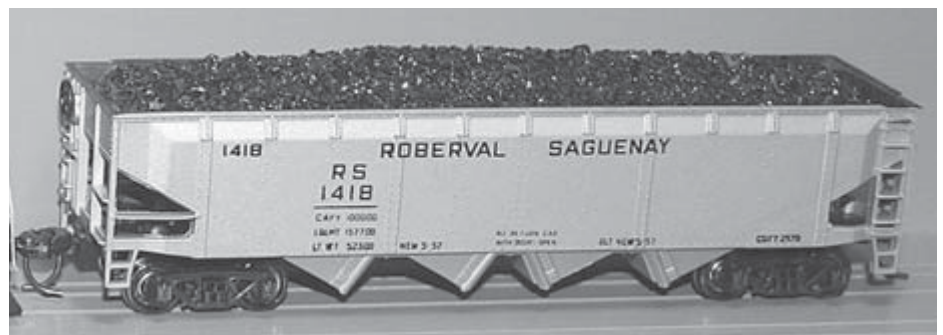
Ron Newby showed a pair of On30 cars: DRG&W 7216 is a Bachmann flat car weathered with acrylic paint and chalk, and a lowered body to sit closer to the trucks; and Clearwater Valley gondola 203 was built from a Chivers kit, again weathered with acrylic paint and chalk.



Mystic Terminal boxcar was constructed from Funaro kit by Peter Cunningham.



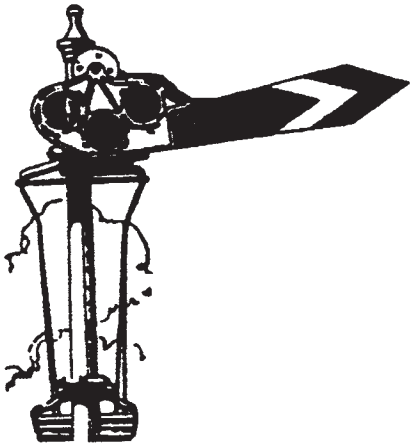
Shortline-style kitbash was performed by Dave Knowles on Tyco cabooses.



Bernie Goodman displayed this Rivarossi model lettered for Roberval Saguenay.



Athearn 50' boxcar was one of three P&NW cars painted by Eric Smith.



Railways of Paraguay

presented by

Colin Churcher

Display

Canadian roads

Tuesday, March 13

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

2006-2007

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Web Site: www.ovar.ca

THE INTERCHANGE

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Submission of Articles:

THE INTERCHANGE welcomes your submissions that may be of interest to club members. Please send them to one of the departments listed above. Material submitted can be handwritten, typewritten, on floppy diskette, or sent via e-mail.

Copy Deadline:

February February 20

Printing and Copying:

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Smiths Falls

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