



Our 48th Year

The Interchange

Ottawa Valley Associated Railroaders—OVAR

January 2009

Issue 431

Okay, you're dead; now what?

Part 2

By Eric Halpern, Algoma and Rideau Railway

Last month, we left off with suggestions as to what your model railway inventory could look like for detail. We had discussed the very real need to decide NOW what you would like done with your layout and its components. So let's assume you have done that (I know it's a big assumption).

If you do the inventory while you still can and make the necessary arrangements for its dispersal while you can, your estate will likely benefit from your pre-planning. I am going to assume for a moment that the layout is still assembled and up and running. I believe that this is the best scenario for the final liquidation as 1) all components can be seen to their best advantage 2) locos can be readily test operated and evaluated 3) the multitude of small detail components can be readily seen.

While it is highly unlikely that your layout will survive intact, its full significance, scope and value can be appreciated, understood and properly appraised. Once a layout is disassembled and boxed up, it may be handy for the purchaser to move it, but the seller will not likely get a fully appropriate value because it is too difficult to assess each item once apart and placed in boxes. **So my recommendation is the layout should remain intact until it is sold.**

It has been stated by some that it is advantageous to save all the boxes that your rolling stock came in. I can see that this is of benefit to the potential buyer,

however, other than my loco boxes, all the rest hit the recycle bin.

It is possible, very unlikely but possible, that your layout could be donated to an organization and continue to be enjoyed by others. The only group that I can think off that would even consider such an offer is the Smiths Falls Railway Museum of Eastern Ontario. That group wants to have a permanent layout in the former express baggage room (approx. 30' x 30'). But they could only handle one layout and after that it would be extremely difficult to donate your layout to anyone! Let's face it, the task of dismantling a layout can be quite challenging and time consuming especially if the intent is to re-assemble it again.

So who do you or your survivors call to arrange for your layout's liquidation?

Well let's look at Canada first. There are likely others but I can't find them. In alphabetical order there is:

1. Al Spriggs from Carp Ontario, an MVAR member and long time hobbyist and dealer in used train collections. (613)256-1453. Al is in the business as a hobby, but he does buy and sell used equipment. He can be regularly seen at the OVAR flea sale and Kemptville shows to name a few.
2. Jeff and Pat Trew from Merrickville, Ontario (613) 269-3690 are very well known retailers in the hobby as well as hobbyists themselves and members of OVAR. The Trews **do not**, as a rule, actively seek collections but will usually consider buying a layout once contacted, if appropriate for them. At one time the Trews would handle a collection on consignment but the paper

work associated with that often-protracted process became too onerous.

There is another person in Ottawa that will consider handling estates but only for BRMNA members. He is presently inundated with stock and isn't pursuing any further near-term acquisitions.

There are several USA dealers that advertise regularly in Model Railroader magazine. Rather than list them, I will tell you a common thread in my conversations with four of them. First off, buying a Canadian collection is not an issue for them. One buyer told me he just returned from Toronto after buying a 350+ brass loco collection. They all value Canadian locos of any style. DC is just as desirable as DCC to them. Structures are not so valued due to the complexity of proper handling without damage especially if they sell them and have to remail the item to a new owner. The profit margin is too small to usually make it worth their while. Rolling stock is also of value to them and Canadian roadnames don't seem to be an issue. They pay in US dollars. But guess what! **They all want an inventory in order to assess if they are interested in the collection/layout.** On a bigger collection, they are prepared to pay an upfront deposit on the collection.

So, you see you may as well get busy and write up that inventory yourself. Do it right and you or your estate will reap the benefits. But how much will you get?

continued on page 2

On the Inside

Interchange Yard Page 2

Boomer Page 3

Dec Display Page 2

and much more

From the Editor

At the beginning of 2009 we wish everyone a Happy New Year. We also pause to remember our members lost in 2008. Most shockingly amongst that number is Brian (Boomer) Ludlow who was such a large presence in our gatherings. Dave Knowles has written a moving recollection which appears on page 3.

The timeliness of Eric Halpern's two-part article on the need to think about what happens to your layout after you're gone has been brought home forcefully by Brian's death.

— John Manson

OVAR numbers

Dec dinner attendance: 81

You're dead

continued from page 1

First off, you or your survivor is going to be selling what you bought at retail for wholesale prices. It is a lot of work to appraise, dismantle, box up, cart, store, advertise, and resell the layout's components. In most cases your layout frame will be used as firewood or placed in the landfill. Your labouriously laid track and turnouts with weathered rail, and beautifully ballasted roadbed will be quite quickly cut/torn and lifted from the layout. Your forest will be thrown into a box marked trees. The rolling stock will be stacked one on top of the other in boxes. Locos will get gentler handling. Structures will be placed as many as possible in boxes. There will be one box where all those nice details like wood skids, people, platforms, ramps, vents, chains, trucks, scrap piles, loads, turnout throws, work equipment, ladders, crates, carts, etc. will be tossed. Wires will be quickly cut from track and power supplies. It would be a heart breaking scene to watch but a necessary one eventually.

So how much can you expect? Let's assume that your inventory indicates that you have spent somewhere around \$10,000. If that seems high, I expect you are in for a surprise when you do the inventory. On some layouts the aforementioned figure is very low for value. The potential buyer now has to do all the aforementioned work before they can

December Display

Editor's Note: There is some irony that the month in which one of our most eloquent display presenters has been lost, a winter whiteout obscured the display. Weather prevented many from attending so the display was small and no photographers were there to record it. We are fortunate that a brief description has been provided to *The Interchange*.

Tom Hood brought two cars:

36' *New Haven Boxcar*. A Funaro and Camerlingo(spell?) kit. Tom noted New Haven had only this type of boxcar until after the depression when they could afford a new one

50' *Great Northern Boxcar*, a Westerfield kit, built by David Steer and painted and lettered by Tom.

continued next page

resell your components and they must make a reasonable profit for their efforts. You should also keep in mind that there are now and will soon be many more sellers than buyers. So I am going to say that if you can acquire about 50% of your expenditure you are getting a very fair deal. In some cases, you may get more on certain items but likely even less on others. Anything less than 30% of your inventory is cause to pause and maybe seek another opinion. I am assuming here of course that when you did the inventory you were noting reasonable prices for all your components. If you inflated the prices, your inventory work becomes virtually useless.

Regardless, the significance of the inventory is that it provides your survivors and potential buyers a solid starting point so each party has a feeling of comfort on any transaction. I encourage you to discuss this issue with whoever is going to have to decide what to do with your layout.

As a bit of an aside comment, I believe there is a very lucrative potential for a person to commence a good business of buying and selling model railway estates. It would require advertising and regularly held liquidation sales of stock to keep the cash flow moving.

I hope this series of two articles has been of some use to you. In the mean time, let's go run some trains. 🚂

Interchange yard

For Sale: The first three books from Ian Wilson: *Allandale*, *Palmerston* and *Stratford*.

All three are in very good shape, like new.

Asking price is \$55.00 negotiable.

Jacques Thuot

1004 Riverdale Ave
Cornwall ON K6J 2L4

613-938-3677

jthuot@cnwl.igs.net

For Sale: Epson Stylus Photo 960 photo printer with two full sets of replacement ink cartridges.

Printer is a discontinued model and does not have drivers for Windows Vista, but works with older systems. Replacement ink cartridges are sealed, but past best before dates. Asking \$60 OBO.

John Manson

613-839-4368

interchange@ovar.ca

For Sale: Bachmann On30 2-4-4T Forney with decoder and almost new at less than half price \$65.00.



Contact **Ralph** at 613-823-5856; cell 613-614-1148 or rcdipple@hotmail.com

OVAR member services

DCC supply & installation.

Installation of decoder and sound.

Different brands diagnostic and programming.

DCC set up and troubleshooting.

Jacques Thuot

1004 Riverdale Ave
Cornwall ON K6J 2L4

613-938-3677

jthuot@cnwl.igs.net

Remembering Boomer



By Dave Knowles

I first met Brian in 1968 when he joined OVAR. Being the railfan that he was, I expect that one of the first things he did when he arrived in Ottawa was to search out OVAR. Since that time forty years ago, I have had many contacts with him. The dinner and executive meetings of OVAR, Railfairs, and, in recent years, the directors' meetings of the C. Robert Craig Memorial Library. I saw him regularly on Friday mornings when he came to the Library where we touched base on every-day Library matters.

I have never been much good at dates and I had to turn to the 25th Anniversary of the Interchange to tie down significant dates in Brian's life as a railfan. As I noted above, he arrived in 1968 and even then he was already a railfan as a member of the Boomers club in southwestern Ontario. He sought out OVAR and became an active member. He was Secretary in 1970-71, Special Events Director in 1972-73, Vice Chairman in 1973-74 and Chairman in 1974-76. In 1976 his overall contributions were recognized by the award of the Herb McEwan Car #9.

Brian was one of the early animators of the monthly display, describing and commenting on the models on view at the regular OVAR meetings for several seasons in the mid '90s. This he undertook in order to hone the techniques he was acquiring as a Toastmaster.

When OVAR and BRMNA began sponsoring Railfair, Brian joined the

workshop group demonstrating and explaining railway model building techniques to visitors. He also assisted in manning the C. Robert Craig Memorial Library booth which was next door to the workshops.

In the 25th Anniversary edition of *The Interchange*, he is listed as the owner operator of two model railways, the O-scale Lake Erie and Northern and the HO-scale Bessemer and Lake Erie. The latter, if I remember correctly was one of the early HO Trak modules.

After Bob Craig's death in 1993, a committee of the former chairmen of OVAR decided to commemorate Bob's life by establishing a library in his name. Brian became a director of the library and has served as its first and only treasurer.

Brian joined fully in the life and work of the library his participation in the deliberations on the board were well thought out, forward looking and a positive contribution. His assistance in answering the research questions that came to us were thoughtful and helpful.

During Brian's and Joan's funeral on a Friday, I suddenly realized that it was about that time that I would see Brian entering the Library for our regular get together on Library business. Mind you, it was another ten to fifteen minutes before he reached the Library desk as he stopped to say hello and exchange a word or two with everyone at the other desks before he reached our desk.

There are far too many memories to recount from the four decades that I knew Brian, but one unusual one occurred in Bermuda where I was astonished to find his picture on the wall of the hotel showing him and the prize blue marlin that he had caught a month or two earlier.

He was also a member of the St Lawrence Division of the National Model Railroad Association.

Brian was someone who enriched the lives of all those who knew him. Brian's

and Joan's deaths were sudden and tragic. On behalf of OVAR, the Craig Library and indeed the whole railfan community, we offer our sincere condolences to his family.

We miss him. He is irreplaceable!



December Display

continued from page 2

Clement Richard:

Canadian Pacific sand and gravel car
Old MDC Metal model with metal horn hook couplers.

David Moat brought two cars:

Erie 78825 boxcar. Representative of AAR 1937 design, ordered in significant numbers by many roads as the Great Depression waned. The kit was built straight up from a Branchline Yardmaster (R) kit and was weathered with Humbrol paint and Bragdon chalks to depict a recently shopped car that in 1956 was in good enough shape for top-grade loadings.

C&O 409 This car is representative of the first group of covered hoppers placed in service by the C&O in the late 1930s. It was built from a Bowser kit and has been fitted with KayDee #5 couplers and Trueline wheel sets. It was weathered with Humbrol paint and Bragdon chalks to depict a car assigned to hauling dehydrated crushed limestone.

Bruce Morgan

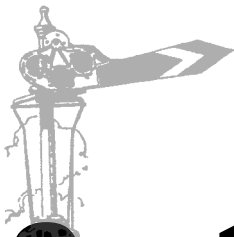
Atlas O scale. Special run by Atlas - out of the box except for Kaydee like couplers. Car came with two car numbers
Car was a double sheathed wood boxcar, painted in the yellow and black TH&B scheme.

Bruce reported someone told him no wood TH&B car received the yellow scheme. Looked good anyway

Fred Adams disappeared with his card.

Tom believed he had brought the sand and gravel car, but it was Clément who did.





Continuing journeys of Ken Chivers (1959)

by

Bob Meldrum

Display

Passenger Equipment

Tuesday, February 10

**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
2007-2008**

Chair/Special Projects:

Gary Baillargeon 613-774-2380
Vice Chair: Normand Levert 613-834-6798
Secretary: Mike Shore 613-829-8867
Treasurer: Ralph Dipple 613-823-5856
Membership: Bernie Goodman 613-720-5650
Program: Normand Levert 613-834-6798
Dinner: Fred Mills 613-723-1911
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