



The Interchange

Our 42nd Year
Ottawa Valley Associated Railroaders – OVAR

June 2003

Issue 375

The little train (dream) that just wouldn't die!



by Ray Matthey

It started in Manotick about 1990. My wife Sue and I had just moved into our new home, which was extensively remodelled. I worked on finishing the “lower level” with the idea of building that super layout. Well, a caution to all you would-be home improvement types — you CAN make that area too beautiful in the eyes of the significant other — and end up having to find another location — as I had to do.

According to my Significant Other that unexcavated space under the new family room “would be just ideal, and, I know that with your imaginative artistic talents, it will provide a wonderful layout space”. What a smoooooth talker that girl was! So, I developed the space and joined OVAR.

Here, I met Dan Moffat who prepared a computer generated layout after my specs. After numerous revisions, I was ready to go. Work was proceeding well and then Sue's cancer took a turn for the worse. This caused me to give up my responsibilities as Program Chairman. I still wanted to get a train running and placed an ad in THE INTERCHANGE, something like this: “Septagenarian seeks help in completing layout before his last train leaves the station.”

Four volunteers, whose name escape me now, from OVAR spent numerous nights

...continued on page 4

Ray Matthey has proved that you can take it with you — to a senior's home that is! New Yard on his new layout takes shape. (Grant Knowles photo)

OVAR mourns Albert Cormier

John Mitchell reports that Albert Cormier died on Saturday, May 24. Many of you will recall the magnificent modular layout that Albert and Simone Cormier constructed, that was also featured in the pages of MODEL RAILROADER. OVAR fondly remembers a great man who showed everyone how to live life fully.

CORMIER, Ange-Albert

Born March 29, 1924 of Cumberland, Ontario on Saturday May 24, 2003 at age 79. Survived husband of Simone Leger (Gagnon); Son of Albert Cormier and Claire LaFleche. Dear father of Francois of Winnipeg and Jocelyn of Hull. Loving grandfather of Christopher, Jason, Jeremy, Zachari, Stephanie, Alex, Carolyn, Nicolas, Joelle and Sophie and great grandfather of Anthony. Remarked by Ange and Yvonne. Will be fondly remembered by brothers and sisters-in-law from the Gagnon, Cormier and LaFleche families; his nieces and nephews. The family wishes to express their appreciation to the staff of the Centre d'Accueil Papez Seguin. His numerous friends are also Father L.P. Hupe. Friends may visit at THE O'Rourke & Sons Funeral Home, 7415 Laurier Street, Rockland, Ontario, Tuesday 7:00 a.m. and Wednesday from 9:30 a.m. Funeral service Wednesday, May 28th at Most Holy Trinity Church, Rockland, Ontario at 11 a.m. Donations to the Papez Seguin Foundation, 135 Laurier Street, Clarence Creek, Ontario 40A 142 would be most appreciated. For more information call (613) 446-4551. Facsimile messages (613) 446-1422.

On the inside:

Improving Peco Turnouts	3
OCR Open House	3
Craig Library Report	4
May Display Report	6

plus much more

From the Private Car

by Fern Leroux, OVAR Chairman

September seems only like it was last month when I wrote my first column as chairman of OVAR. Writing this last column as chairman is no easier than the first one. What to say? I certainly will not talk of the weather as I usually do, maybe hockey, I shouldn't do that either because the secretary, Mike Shore, may not appreciate my comments. I'll simply say Thank you to the Senators for a good season and the entertaining hockey they provided their fans.

May meeting:

As many of you noticed our dinner chairman was doing a lot of pacing, counting and recounting. We were 20 members short, 20 members who had previously indicated they would be at the meeting. The math is simple: 20 times \$20 = \$400. \$400 out of our budget. Need I say more? The presentation by John Mitchell on Operating the Canada Southern was most enjoyable, I'm still amazed at the ingenuity and creativity that our members have. Fallen Flags the theme of our display was interesting. I was tempted to bring a piece bearing ONR but I have still have hope that it will not become a fallen flag. When Bud is asked to present the display does he dress to play the part? Was he watching when Boomer did his thing?

Herb McEwen Award

Tonight the Herb McEwen Award will be presented to an OVAR member who has contributed in one way or other to the betterment of our organization. I would like to, on behalf of the executive, congratulate that OVAR member for the commitment and contribution to OVAR.

Election

Tonight is also election night, I know that I have said this for the past few months, but I believe that an organization is as strong as its leadership team and that members have the responsibility to elect those that will best represent them. As you are aware there are two vacancies announced to date, if you feel up to it go for it.

Final comments

Where to start? Let me comment on the organization, I would like to think that OVAR is still viable organization, attendance has increased, more rolling stock and memorabilia have graced the display stand, the pro-

grams have been most educational, entertaining and enjoyable, the Interchange has produced many interesting articles, our video library continues its popularity, the flea market had a varied amount of train stuff to sell, the modular rally attracted more participants and viewers, the auction showed a renewed interest and the camaraderie was more than ever overwhelming. OVAR is also viable in terms of budget, a sound budget permitted the purchase, after much debate, a new piece of technology for our presentation, proof of that was John's presentation last month.

Thank You

I, first of all, would like to thank the members of the executive who have more than fulfilled their mandate. I would like to thank Denis, our vice-chairman for asking me to be his co-chair two years ago, and also for being my co-chair this year. I would like to thank Denis for the advice and support he has given me during my term as chair. I would also like to thank him for his outstanding contribution to our organization. I would like to thank the members of the executive for having to put up with the chairman who often requested all members to express their opinion and points of view on many topics, for putting up with the chairman who often sounded, like one said, "like a school teacher" and for accomplishing the business of OVAR with a sense of responsibility.

Finally, thank you to the many members who said Grace, who presented superb programs, who put up and took down the display stand, who manned the tables when requested to do so, who set up the presentation part of the program, who helped the video librarian to bring in and take out the boxes of videos, who took time to introduce new members to the organization, who helped with the auction, the modular rally and the flea market and, finally, to all those that I have not remembered to thank. Thank you for making my year as chair a most interesting one.

For the Record

May Meeting:
110

Current membership:
182

Profiling: a member of the executive

Ian Cranstone, INTERCHANGE staff

Ian's interest in railroading goes back further than he can remember, being fascinated with trains as a toddler to such an extent that he received his first electric train set at the age of 4! It was a Lionel, but by 1967 an HO set. The locomotive from that set still runs, and appeared on the OVAR display table in December 2000.

He traces his interest in serious model railroading to the early 1970s, when Boys Life ran a series on building a model railroad, and he realized that his train set could be so much more.

He is a freight car enthusiast, who spends a great deal of time researching Canadian freight cars. He has been an Associate Editor of CN LINES since 1995, taking an active part in writing for and producing the CN Lines SIG's publication. Ian has also been active in working on books for others, notably Ian Wilson's STEAM AT ALLAN-DALE, TO STRATFORD UNDER STEAM, STEAM OVER PALMERSTON and STEAM THROUGH LONDON, Railfare's CANADIAN NATIONAL'S WESTERN STATIONS, and Bytown Railway Society's MONTREAL STREETCARS VOLUME 1 and OTTAWA CAR COMPANY. He has also assisted in the preparation of freight car volumes by John Riddell for Morning Sun on both CP and CN, and Richard Yaremko's CANADIAN RAIL CAR PICTORIAL series published by H&D Hobby. His information on the Canadian freight car fleet can be found on the web at:

freightcars.nakina.net

Ian is currently living the sequel to the movie MY BIG FAT GREEK WEDDING, and will wed Katherina Nantsios on September 13th — with the reception to be held on the Hull-Chelsea-Wakefield Steam Train! Ian also shares his life with three Siberian Huskies (Nakina, Jack and Ceba), and spends the winter on the dog sledding circuit with them — and reports that they are a fast team!

He is currently modelling the CNR operations through Winnipeg in 1967. Because of a pending move, his layout is currently dismantled, but Ian hopes to start construction on his dream layout just as soon as a new basement is acquired. In the interim, he is a member of Jeff Trew's operating group, and has naturally gravitated to the freight cars.

Ian has been a member of OVAR since 1997.

Profiling: your local merchant

Custom Trains

Charls Gendron, prop.
384 Oaklawn Cr.
Orleans, ON
834-4632
www.customtrains-canada.com

In 1985, after 15 years of painting his own model trains, Charls Gendron walked into George's Trains in Toronto to see if they could use his services. They said yes and within a year, his business, Custom Trains, was launched. 13 years later, Charls has painted, kitbashed more than 2,800 models for other businesses and clients. This clientele extends from Canada and the U.S. to Japan, New Zealand and Luxembourg.

A military career has, over the years, moved his home business from Borden to Trenton to Ottawa. While mail order is a big part of business, clients are always welcome to drop in after a quick call to see if Charls is a home. Custom Trains is a full pledged hobby shop offering a full line of products from most manufacturers on the market today. Charls tries to put an emphasis on Canadian models which have grown immensely in offering in the last few years. DCC sale and installation is also available from Digitrax, NCE and Soundtraxx. Custom Train's website at:

www.customtrains-canada.com

is updated weekly with the latest offering and upcoming products.

Custom Trains is a regular participant at RAILFAIR and many regional train shows such as Toronto and Montreal.

National Train Show victim of SARS

The NMRA has advised that they have cancelled the National Train Show which was to have been held in conjunction with the MAPLE LEAF 2003 NMRA National Convention. This does not affect the convention which continues to offer a full program. The organizing committee is currently investigating other options including operating a local train show, and/or offering hobby shop tours to convention registrants.

For more info and updates, see:

www.ml2003.com

June 2003

Improving Peco turnouts

by Paul Anderson

Peco long turnouts have a minor problem in the frog area. The exit rails coming out of the frog are very close together in the frog and the wheel tread of an engine can bridge the gap.

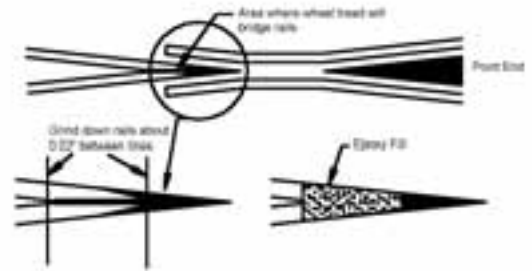
For analog and most DCC equipped locos this is not a problem. There is a small spark but the short is so brief that it does not trip the short protection of the power supply and the loco carries on with no problem.

For some sound equipped locos it is a different story. The slightest glitch in the power and the decoder resets to the beginning. You now wait for the engine to start, then finally you can apply some power to get moving (very slowly if you have a lot of momentum applied) only to move an inch and have the next wheel short. Probably now the loco didn't have enough revs in the fly wheels to carry you off the short so it is now out with the 0-5-0 switcher to move your train.

My solution is grind down the offending portion of the frog and build it up again with good quality epoxy.

The diagram below shows where the offending portion of the frog is.

Grind down the rails about 20 thousandths of an inch between the two lines in-



dicated.

Next fill this area with a good quality epoxy. Don't worry about a lump above the rails but take care that the sides are smooth and there is no epoxy in the flangeway. A slow set epoxy is usually very good. What you want is an epoxy that hardens to a glass like texture. Some epoxies never get very hard and tend to wear down easily. Don't rush this step, let the epoxy cure for a few days before filing.

To file, wrap a strip of writing paper (single layer) around each end of the file leaving a one-inch gap in the centre. The paper will protect the stock rails as you file. Carefully file down the epoxy until it is level with the rails and the diverging point of the frog. File the sides of the filler to smooth out and square up the edge.

You should now have a very DCC friendly turnout.

OCR Open House

The Ottawa Central Railway (OCR) and the Railway Association of Canada's Operation Lifesaver program will bring the latest in safety to both the professional community and the general public on June 13 and 14.

"Ottawa's emergency services personnel will be involved in special safety workshops and a hands-on demo here at our yards on the Friday," stated James Allen, General Manager of the OCR. "The next day, Saturday, June 14th, the public is invited to come in, learn about those same safety issues and initiatives, and have some fun at the same time. We hosted an Open House last October, and because of the incredible reaction, we're bringing it back."

With free admission, the OCR Safety Expo and Open House runs on Saturday from 9 a.m. to 3 p.m. at the OCR yards on Albion Road South, just north of Johnston Road.

The information and demos will be a timely learning opportunity for elementary age kids and their parents. "We're focusing on the trains, yards, crossings and rights-of-way," Allen added. The specially-outfitted Canadian Chemical Producers Association (CCPA)/TransCAER® tank-car will be on site, and other popular activities are back.

OCR will offer locomotive rides across the yard facilities, OC Transpo commuter O-Train returns to welcome visitors, and VIA Rail will have a static display. Vintage rail equipment from the Bytown Railway Society will also be on hand.

In addition, Open House visitors can inspect model rail displays, and enjoy a barbecue all afternoon, courtesy of M&M Meat Shops on Montreal Road. Two model train sets will be raffled off. Proceeds from the day will go to the Boys and Girls Club of Ottawa.

The little train (dream)

continued from page 1

wiring and tracklaying and I owe them a great debt of gratitude. However, progressively, work slowed down to a halt on the layout when Sue's last train left on April 14th, 1994. In 1996 I moved to Kanata where a 10' x 25' space in the basement promised to be the ideal space for the layout I had dismantled and moved and wanted to reconstruct in her memory.

Fast forward to November 2001. At this time, having been diagnosed with prostate cancer, I sold all my HO equipment — except one piece — the Balaclava Mill, which I had so lovingly modelled, along with Sue's encouragement and help. Then, in January of 2002, Dan asked me to an OVAR meeting where the display featured one's favourite model. The Balaclava Mill won the CHAIRMAN'S CHOICE award! I took this as a sign that I was to proceed with the layout, with the Mill as it's central theme. Again, I called on Dan to prepare a layout to fit this new area. Then, Grant Knowles came on board to work on the benchwork, track and wiring. I also enlisted the help of Peter Nesbitt to equip my rolling stock with this new-fangled DCC. All the while, I was determined to help, but, in March, after undergoing severe back pains, I was told my cancer had spread to the bone which made it impossible



Balaclava Mill today. (Grant Knowles photo)

for me to participate in any of the construction. Fortunately, both Grant and Peter understood my situation, and they proceeded without me and the layout took shape.

My disability, however, continued to worsen and I reluctantly decided that I would have to go to a seniors' home. I visited six, and, at each one, I placed a condition on my being accepted — that they would agree to my bringing the layout, which I was prepared to donate to the home for the benefit of all residents. Not one refused! In January 2003, I had selected the Empress Seniors Residence in Kanata, where they graciously offered me some space. After a visit to my home by the owner, she said that the original space would not do justice to the project and they cleared out a room some 12x25 feet for the T H & B (T'Helle and Backe — a name I chose some time ago and which, as circumstances developed, seemed most appropriate).

I moved to the home on March 3, 2003, and, with the help of a friend (my house-

keeper, 74) who painted the walls, I just managed to put in the clouds. We were ready for the layout. In April, Grant and some helpmates began disassembling the benchwork. Fortunately, when it was built, it was built in sections because, even then, I foresaw a move — but not to a home. On a Sunday morning, Grant, with a party of three other helpers from OVAR — Peter Nesbitt, David Steer and Tom Badenoch, moved all from my home to the layout's new home — in under four hours! That's what I call organization and dedication. Since then, Grant has proceeded with reconnecting and, since we had the opportunity to fix a few quirky curves, rearrange track, with help from his "crew" from time to time.

By the end of June, we expect to have all trackwork finished. Already, residents and visitors have shown a great interest, and I am slowly recruiting residents as well as staff in helping with scenery. People are amazed when I tell them how they can be part of the project. Shortly, I will be holding information sessions for those interested and I expect a fair turnout of men — and ladies! My heartfelt thanks to OVAR and its members who have shown that they care to help me realize my dream. And, of course, management of The Empress for their enthusiastic support. Without you, I could not say tune in for my next report in OVAR's new year!

Railroader wedding vows

Editor's note: in recognition of INTERCHANGE staffer Ian Cranstone's upcoming nuptials, we thought we'd offer the following suggested vows...

Deary Beloved, We are gathered here today in accordance with the FRA, AAR, ICC and other regulatory bodies to unite these two units in M.U. service. If anyone takes exception, file your grievance or get in the clear.

(Groom's name) Do you take this woman to be your trailing unit, tying down your pin lifter forever, and permanently restricting yourself from interchange service, even with newer, freshly-painted units, remaining coupled despite flat wheels, sticking brakes, even unto bad orders and major derailments, until you are both rendered unto scrap? If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

And, (Groom's name), do you promise to pull this unit up ruling grade, using throttle

and brake wisely to prevent rough train handling, broken knuckles, and pulled drawbars, applying sand as necessary to prevent wheel slip, so that you both crest the hill together, regardless of the trailing tonnage? If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

And do you also promise not to cut away from your trailing unit, even when her side sheets have rusted through, and her paint job has faded? If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

Now, (Bride's name), do you take this man to be your lead unit, tying down your pin-lifter forever, and permanently removing yourself from interchange service, even with newer series, high-adhesion, high-horsepower units, remaining coupled despite flat wheels, sticking brakes, even unto bad orders and major derailments, until you are both rendered unto scrap? If so, signify by sounding your whistle as prescribed by

GCOR Rule 5.8.2, example 4.

And do you promise to respond promptly to throttle and brake commands from your lead unit, handling your share of the tonnage, and helping your lead unit up ruling grade when necessary, being ever cautious to avoid unnecessary drawbar buff? If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

Do you also promise to remain coupled to your lead unit, even when he has a couple of traction motors cut out, and can no longer develop full horsepower? If so, signify by sounding your whistle as prescribed by GCOR Rule 5.8.2, example 4.

Now, (Bride and Groom), as a token of your intent to M.U., make the joint and stretch the slack.

By the power invested in me by the General Manager, Superintendent of Operations, and the Road Foreman of Engines, I now pronounce you permanently coupled.

You may cut in the air.

The Librarian's Carrel

by David Knowles

Please note: Our postal address has changed to:

C. Robert Craig Memorial Library.
c/o City Of Ottawa Archives
City of Ottawa (mail code 19-49)
111 Sussex Drive
Ottawa, ON K1N 1J1

The City has added a mail code and the Canada Postal code has changed.

Summer Hours

Summer Hours will be in effect at the Archives from June to September. This means that the Library will not be open on Tuesday evenings or Saturdays.

CP TRACKS

The CP SIG (Canadian Pacific Special Interest Group) has very kindly donated a subscription of its magazine CP TRACKS to the Library, and will also provide us with a file of its back issues.

William Middleton

William Middleton has recently published a fourth volume to his earlier three volumes covering the history of electric railways in North America. Thoroughly researched, comprehensively illustrated, and well designed the earlier three volumes have been reprinted several times and have become true classics.

THE INTERURBAN ERA* (1961) dealt with the light electrical railways which stretched into the countryside outside cities and towns. THE TIME OF THE TROLLEY* (1967) covered urban streetcar systems. A second edition appeared in 1987 to mark the centennial of the "Trolley" however, most of the material dealing with streetcars beyond the borders of the United States was removed from this edition. WHEN THE STEAM RAILROADS ELECTRIFIED* (1974) covered the history of mainline railways, a second revised and updated edition appeared in 2001.

In the 1980s his TRACTION CLASSICS series examined specific classes of rolling stock in some detail. The three volumes in the series were: VOLUME ONE, THE GREAT WOOD AND STEEL CARS, (1983); VOLUME TWO, EXTRA FAST AND EXTRA FARE (1985); and VOLUME THREE, INTERURBAN FREIGHT (1985) All six of these books have very useful appendices providing comprehensive pictures and diagrams of the electri-

June 2003

cal equipment used on the rolling stock.

Middleton's latest volume METROPOLITAN RAILWAYS, RAPID TRANSIT IN AMERICA (2002) explores the field of light rail and rapid transit in his usual comprehensive style, even the O-Train gets a picture and a mention. It is a very useful and interesting compliment to his earlier volumes. The extensive text is supplemented by comprehensive appendices similar to those found in the earlier volumes, and the system maps are clean attractive, and informative. Unfortunately, however, this book's designer been less imaginative with the pictures using smaller sizes with a thin black line surrounding them. This results in a very tight closed feel for the book as opposed to the open and attractive designs of the earlier volumes. In addition there are pages where the captions and the text are not clearly defined. As the captions tend to repeat the text this can be very confusing. While I recommend this book, unfortunately the exchange rates make this one a very expensive book in Canada.

Middleton's total production constitutes some 18 books all told. While his prime focus is electrified railways, He has also written two other books worthy of notice, his LANDMARKS ON THE IRON ROAD* (1999) is sub-titled "Two centuries of North American Railroad Engineering". It deals with the great bridges, tunnels, yards, docks and terminals (non-passenger) built by the railways. It does include Canadian developments in these fields. THE BRIDGE AT QUEBEC* (2001) is a thorough examination of the construction of the Quebec Bridge. It is a very readable account of the initial tragedy and subsequent success in the construction of this very important link in the Canadian railway network. This is definitely a book that belongs in the library of every Canadian railfan.

Titles marked with an asterisk* can be consulted at the C. Robert Craig Memorial Library.

...

(A "carrel" is a desk, often with shelves attached, in a library which is assigned to someone doing research).

TIMETABLE

Upcoming events of particular interest to OVAR members

June 14: OTTAWA – Ottawa Central Railway Safety Expo and Open House, Walkley Yard, Sat. 9 a.m.-3 p.m. Access the yard from the south side via Albion Road just east of Bank Street. For more details see story on page 3.

July 13-20: TORONTO – MAPLE LEAF 2003 NMRA National, International Plaza Hotel, 655 Dixon Rd. Info: David King (905) 560-6414, e-mail: dlking@wchat.on.ca
<http://www.ml2003.com>

September 2: OTTAWA – Bytown Railway Society Regular Meeting, 7:30 p.m. Info:

www.ovar.ca/bytown

September 3: CORNWALL – Moccasin Model Railroad Club Monthly Meeting, 7:30 p.m. Info: Jacques Thuot, e-mail: jthuot@cnwl.igs.net

September 28: CORNWALL – St. Lawrence Division NMRA Meet, location t.b.a. Info: Stan Conley (613) 523 - 8237, e-mail: sconley@ccs.carleton.ca
http://www.cyberus.ca/~g_knowles/sld/sld_index.htm

October 18-19: NEPEAN – RAILFAIR, Algonquin College, Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-5p.m. Info: Tom Patterson (613) 831-1133, e-mail: trp99@magma.ca

October 18-19, 25-26 & November 1-2: ABERFOYLE – Aberfoyle Junction Model Railway Open House, Sat. & Sun. 10 a.m.-5 p.m.. Info: Craig Webb (905) 527-5474, website:
www.aberfoylejunction.com

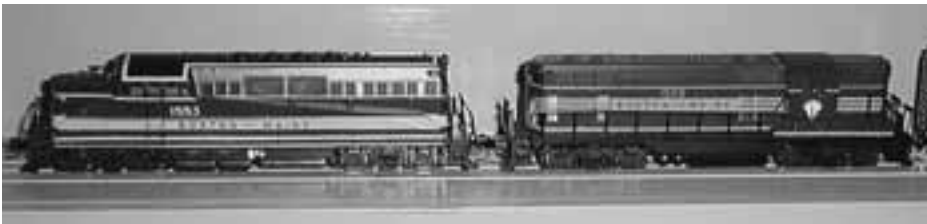
November 15: OTTAWA – MODEL TRAIN FLEA MARKET, St. Anthony's Soccer Club Hall. 10 a.m.-2 p.m. Info: Denis Rule 613 823-3440, e-mail: derule@sympatico.ca

THE INTERCHANGE

wants to know what you're doing on your model railroad — or what your favourite prototype is doing! Don't be shy — write!



Ron Newby displayed Ottawa, Arnprior & Parry Sound caboose, and scratchbuilt Canada Atlantic boxcar.



Bernie Goodman displayed B&M diesels and assorted boxcars, including Western Maryland and Maine Central (both above photos).



Brian Earl lettered a train of boxcars including Chesapeake & Ohio, Delaware & Hudson, Buffalo Creek, Southern Pacific, Central of New Jersey and Vermont Railway (above three photos).

Fallen flags shown in May

Ian Cranstone photos

The theme of the May display was fallen flags. All those road names that are just a memory reminds one of how much the railway scene has changed over the years. There could soon be a couple more fallen flags in Canada as Ontario Northland will likely soon be part of the Canadian National. And the British Columbia government is pushing ahead with plans to find a private sector operator for BC Rail.

The CHAIRMAN'S CHOICE was Alex Binkley's S scale Conrail three-bay covered hopper built by S Helper Service. The unit was weathered with chalks. As well, Alex displayed an out of the box Denver & Rio Grande Western (now UP) three-bay hopper.

Not all the fallen flags were of such a recent vintage. Bernie Goodman had a string of N scale 40-foot boxcars behind his Life Like BL-2 painted for the Boston & Maine as well as an Atlas B&M GP-7. The box cars were painted for the Western Maryland, Maine Central, Leigh Valley, the Susquehanna and the Reading.

Brian Earl dipped into his N scale inventory of fallen flag boxcars that he said he painted and then lettered with C-D-S transfers to produce cars for the Chesapeake & Ohio, Delaware & Hudson, Reading, Chicago & Eastern Illinois, a Southern Pacific, a Central New Jersey and Vermont Railway. What was the BCK, Brian?

Ronald Newby displayed a couple of names out of the history of Canadian railroading. One was an N scale Canada Atlantic boxcar, a scratchbuilt double-sheathed car. Ron used only commercial brake rigging, trucks and MT couplers on the car. As well, he had a caboose painted



John LeBlanc displayed Athearn metal Pennsylvania boxcar, and AHM stock car lettered for the NYC.

for the Ottawa, Arnprior & Parry Sound that was made by repainting an Atlas caboose and adding low profile wheels and MT couplers. Ron called this a resurrected flag. Nice modeling, Ron.

Hugh Laing had two O scale 40 foot AAR boxcars painted for the CPR International of Maine Division and the Pacific Great Eastern. Hugh says it was known by its initials as the "Please Go Easy" (amongst others).

John LeBlanc had an HO AHM New York Central stock car. He noted that the NYC went on to be the Penn Central, then Conrail and finally CSX and Norfolk Southern. In the splitting of the assets of Conrail, cars were lettered for the NYC or the PRR. (Is AHM a fallen flag as well?). John also brought out an Athearn metal boxcar lettered for the Pennsylvania, the other half of the Penn Central merger.

Norm Levert had three HO fallen flags. First was a Fruit Growers Express 40-foot ice reefer produced in HO by Athearn and weathered with Norm's makeup technique. As well, there was a Toronto, Hamilton & Buffalo (To Hell and Back) 40-foot boxcar from TLA Models, also weathered with makeup. Norm also had a Burlington 86-foot hicube boxcar from Athearn which he says is still toiling away two mergers later for the Burlington Northern Santa Fe.

Charls Gendron displayed a factory painted P1K NSC newsprint car that comes complete with the graffiti.

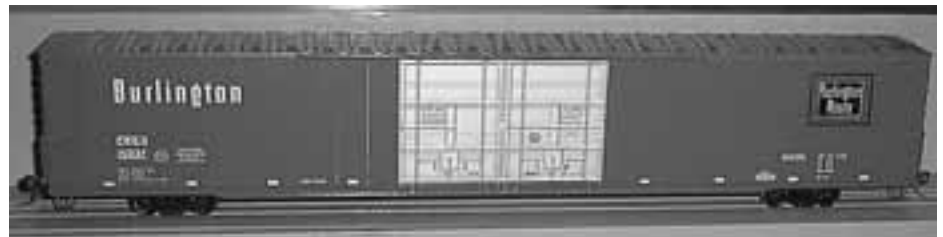
Don Leger had an Atlas GP38 in HO, which he says is the latest run from Atlas, and has been modified to CP Rail standards. Don says a decoder will go into the unit and then it will be weathered for use on his home pike.

Denis Rule showed off his railfan side with some photos of the ONR taken in April. I guess this will help Fern remember. Maybe there is an OVAR presentation in this.

June 2003



O scale PGE car was brought in by Hugh Laing.



Norm Levert displayed Burlington car which has outlasted its owner for many years.



Charls Gendron showed latest NSC newsprint car, complete with graffiti.



Don Leger modified Atlas GP38 to CP standards, with DCC and weathering to come.



Next Meeting

t.b.a.

presented by

t.b.a.

Display

Your summer project

Tuesday, September 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

2002-2003

Chairman:	Fern Leroux	613-830-9979
Vice-Chairman:	Denis Rule	613-823-3440
Secretary:	Mike Shore	613-829-8867
Treasurer:	Gord Bellamy	613-725-6979
Membership:	Don Leger	613-727-0609
Program:	Bud Nelson	819-837-3350
Dinner:	Peter Joyce	613-841-1950
Video Library:	Paul Therien	613-824-8477
Archives:	Dave Knowles	613-722-4473
Webmaster:	Steve Watson	613-592-3609
Web Site:	www.ovar.ca	

THE INTERCHANGE

June 2003 — Issue 375

Editorial Staff

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

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

**Prototype Railroading, Photographs,
Regular Departments:**

Ian Cranstone
67 Saxton Private, Ottawa, ON K2H 9P3
Phone: 613-721-3952
e-mail: lamontc@nakina.net

Distribution and Mailing:

Mike Shore
25 Bainbridge Ave., Ottawa, ON K2G 3T1
Phone: 613-829-8867
e-mail: mshore1@rogers.com

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:

Summer June 20

Printing and Copying:

Impression Printing, Smiths Falls

THE INTERCHANGE is published eleven times a year, September through June and Summer, by the Ottawa Valley Associated Railroaders. Opinions expressed in THE INTERCHANGE are those of the Editors or individual authors, and are not necessarily those of OVAR. © 2003