



The Interchange *Our 46th Year*

Ottawa Valley Associated Railroaders — OVAR

June 2006

Issue 406

A visit to CP's Weston Shops



CP technicians at work on CP SD40-2 6006, about to be interrupted by our tour group.

by Ian Cranstone
photos by the author

As part of the CARM's Second Annual National Convention (Winnipeg 2005), one of the tours offered was a tour of Canadian Pacific Railway's Weston Diesel Shop.

Naturally I couldn't resist an opportunity such as that — nor could many others, because this tour quickly sold out, even though the transportation offered turned out to be a pair of school buses, which are not well-suited for the size of the average railfan!

It was a good day for an indoor tour, because it just poured all day, and we were told that it had been a very wet spring in Winnipeg.

Upon arrival at the shop we all filed off of

the bus, and then were outfitted with safety glasses and hardhats, making us all into rather an interesting spectacle.

Our guide was a CPR electrician (whose name now escapes me) who was very knowledgeable about the electrical aspects of the diesels that he worked on, and noted that the 6000-hp 9300-series units (SD90MAC-H) were proving rather troublesome in service. To illustrate his point, 9302 was in the shop in pieces, and another 9300-series unit was waiting outside.

Inside the shop were several units, ranging from control cab 1127 (a former GP35) and its mated GP38-2 3027, GP9u 1596, SD40-2 6006, SD90MAC 9142 and SD90MAC-H 9302.

Overall the shop was rather quiet, with only one group of technicians working on CP 6006 — well, at least it was quiet until they started that unit up!

All in all, a fascinating glimpse into a kind of facility that we railfans seldom get to see.

More photos on pages 4 & 5

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plus much more



This photo arrived too late to be included in last month's INTERCHANGE note about the 45-year plaques presented to our nine remaining charter members: Front row (left to right): Derek Moon, Graham Stremes, David Strong, Fred Mills; Back row: Barry Innes, Tom Hood, Peter Nesbitt, Dave Knowles, John LeBlanc. (Gord Bellamy photo)

From the Private Car

by Bud Nelson, OVAR Chairman

Here we are at the last meeting of the season. This is when we wrap things up and go merrily on our way to spend a summer of railfanning, Oh yes, it would be a good idea if you remember to take the family on that vacation with you. But before we do go off in search of the elusive fantastic photograph of a train coming out of the sunrise (or sunset as you wish), we must finish our business here.

This is the month of elections. I do hope all of you will have a chance to read this before the call for nominations from the floor. Please remember, this is not a joke, it is a serious business. You trust the folks you elect to do a good and effective job of running your club. Do not jokingly nominate someone just to try to be funny and stick them with a job, take your responsibility seriously and nominate who you will think can do a good job and is willing to put in the time and effort to look after your interests. For those of you who are nominated, before you agree to stand for office, think it over. It is an honour to serve this club and you are expected to pull your weight in the assigned tasks. If you feel this way then agree to stand for election, if you do not then do the honourable thing and decline the nomination. All past executives have met the high calling

that we required as an executive of OVAR and I know you, the members, will look for the same to come as a result of this election.

The next wrap up is as serious but is definitely more fun, the MCEWAN AWARD. You had the chance to submit a name in nomination, now we shall see who the deserving person is to be awarded the prestigious McEwan Car for 2006. This will be handled by Barry Innes, as the executive does not handle this award nor are they eligible to receive it. Oh ya, here is a suggestion — let's fire Barry so we can nominate him for the award. Congratulations to the recipient of the award — as of writing this I don't know who you are but you deserve it.

The last wrap up item is my thanks to you. I have served on the executive for the past five years in the positions of Program Chair, Vice Chair and for the last two years as Chair. I will step down at the end of the June meeting and pass the reins to Paul Norton. Even though I will not be chair, as I have always said it is a pleasure to meet and talk to you so please do continue to come up, introduce yourself and say hi.

It has been an honour and privilege to serve you on the executive and for that I thank you.

Bud

TIMETABLE

Upcoming events of particular interest to OVAR members

July 2-9: PHILADELPHIA – INDEPENDENCE JUNCTION NMRA National Convention & National Train Show. Info:

www.ij2006.com

www.nationaltrainshow.org

August 12-13: GANANOQUE – Thousand Islands Model Railroad Show.

Gananoque Recreation Centre, 600 King St. W. Sat. & Sun. 10 a.m.-4 p.m. Info: Bill Bowman (613) 382-7575, email: timrailroaders@aol.com

August 19-20: ST-CONSTANT – A GREAT PASSION FOR SMALL TRAINS.

Exporail, 110 St-Pierre. Sat. & Sun. 10 a.m.-6 p.m. Info:

www.exporail.org/

musee/animation/info_crm.htm

August 26-27: SMITHS FALLS – RAILFEST 2006. Smiths Falls Railway Museum.

Sat. & Sun. 10 a.m.-4:30 p.m. Vendor/Exhibitor info: Hugh Laing (613) 592-9402, email: vcrrains@igs.net or Frank Steele (613) 378-0309, fax (613) 378-1361.

www.sfrmeo.ca/event.htm

September 1: MORRISBURG – Morrisburg Model Railroad Club, McIntosh

Country Inn. 7:30 p.m. Info: Steve Skerry stvskserry@personainternet.com

September 5: OTTAWA – Bytown Railway Society, Canada Science & Technology

Museum, 1867 St. Laurent Blvd. 7:30 p.m.:

www.bytownrailwaysociety.ca

September 6: 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

September 30: OTTAWA – St. Lawrence Division Meet, NMRA, location t/b/a. Info:

www3.sympatico.ca/gd.knowles/

sld/sld_meets.htm

October 14-15: OTTAWA – RAILFAIR 2006. Algonquin College Woodroffe Campus.

Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-4:30 p.m.

home.ca.inter.net/~brmna/poster.pdf

From the Carrel of the Librarian

by Dave Knowles

C. Robert Craig Memorial Library

The publication of Bill McKeown's book on the Ottawa Electric Railway, OTTAWA'S STREETCARS, (Railfare DC Books, 2006) fills an important gap in the history of Canada's streetcar systems. It has been a long time coming, but is well worth the wait.

Bill died in 2004 and the book has been prepared for publication by Fred Angus and other members of the Canadian Railroad Historical Association. In addition two members of OVAR played important roles. Bruce Dudley has contributed a substantial memoir on what the system was like when he worked for the OER (Appendix D) and Ian Cranstone was called in to "pull all the book production materials together" when Fred Angus fell ill. When I first thumbed through the book I found that I was familiar with a considerable number of the photographs from my own research on the Ottawa Car Company. I also realized that someone had done a real job of working them over for publication. I understand that along with his many other contributions to the publication of the book it was Fred Angus who had reworked the photographs. All who were concerned in its publication deserve a really substantial round of applause. This book's purchase should be a major priority — second only to your renewal of your C. Robert Craig Memorial Library membership for this year!

I found the extensive collection of colour and b&w photographs, very comprehensive and well chosen. I recognized many locales and felt that they fleshed out the text in a substantive way. The photos provide a major picture of how Ottawans moved around town in the six decades in which streetcars traveled our streets.

The book is well mapped. These include maps of the horse car system 1870-90, the overlap of horse and electric cars in 1891, and the OER in 1895, 1929, 1950 and 1954. The dust jacket is striking, and unusually it is printed on both sides. One rarely if ever sees foldout maps included in books these days and printing the 1929 OER route map in colour on the inside cover of the dust jacket was a truly inspired solution. I'm going to crop it top and bottom and attach it inside the back cover to protect it.

I do have a number of comments, however, on both arrangement and content. Believe it or not one of the first things I do is

check the reference section to gauge the author's research sources, in an effort to expand my own. This led me to the back of the book where it took me a few minutes to find the references and bibliography, (in appendices E & F, rather than in the more traditional location at the end of the substantive text). I was surprised at the limited number of endnotes — only 157 for a volume of this scope is unfortunate. I would have liked to explore some of the sources more fully. The remaining appendices are useful and important additions to the book. The material on "The Missing Sevens" might better have been included as an appendix rather than as a one page chapter fleshed out with pictures of snow removal equipment. Given that Ottawa was where it was proved that streetcars could operate all year round in our climate, the latter deserve a more comprehensive treatment and an appendix of their own.

A very important feature of any streetcar system book is a roster of the equipment. This can be found as appendix "L". It covers the Ottawa City Passenger Railway as well as the OER/OTC equipment. This roster is very complex due to rebuildings and renumberings and it takes patience to decipher. The inclusion of capsule photos of the equipment provides a good break from the lines and columns which inevitably are used to provide the data, and the highlighting of alternate lines is excellent. I was interested to see that the mail cars are included in the "work car" group, other listings I have seen have treated them as non-revenue equipment. Certainly the OER viewed them as revenue producing and numbering them in the #400 series perhaps reflects this.

The absence of an index, let alone the comprehensive one that this book deserves, is most unfortunate.

There is a short five-paragraph nod to the Ottawa Car Company. This is a very limited recognition of the close relationship between the OER and the OCC over the six decades of their existence. McKeown avoids the usual urban myth that the OCC was a subsidiary of the OER. There is a single reference to the fact that for a time the OER was a subsidiary of the Ottawa Traction Company. OCC was a subsidiary of neither OER or Ottawa Traction. McKeown notes that Wylie, the owner of the carriage works was a larger shareholder of the OCC than Ahearn and Soper together. His statement that the initial capitalization was \$50,000 is

incorrect. The initial incorporation papers in the Ontario Archives stated it as \$25,000 of which Wylie owned \$8,000 (represented by the value of his carriage works which formed the core of the OCC).

In the discussion of the Royal car of 1901 McKeown indicates that it was a conversion of one of the closed Britannia cars. The newspapers of the day quite clearly indicate that it was a new build specifically for the visit, and built in 1901 not 1900 as suggested in the roster. The story of the Britannia line cars is in fact complicated and has not yet been fully uncovered.

As a librarian, while I do like the colour endplates, I regret that the designers have not left space for a library book plate. Such plates can be used to indicate ownership, acknowledge donations of books, and to hide the electronic flags that activate alarm systems. I also like the reverse of the title page, to be solely dedicated to the cataloging, copyright and publishing information etc.

Notwithstanding any of the foregoing comments, this is an excellent book and certainly all Ottawans should have it on their bookshelves.

For the Record

May Meeting:

128

Current membership:

189

Check out OVAR's Web Site

www.ovar.ca

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: New Tortoise switch machines — \$18 each or \$105 for a 6-pack, while quantities last. Call Terry Firth at 613-931-2570 or e-mail at jtffirth@sympatico.ca



Above: Our guide waits as we inspect CP 6006, with GP9u 1596 standing behind him.

Left: Control stand of CP 6006.

Right: SD90MAC-H 9302 is seen through jumble of railings and support posts.

Below: GP38-2 3027, control cab 1127, GP9u 1596 and SD40-2 6006 occupy two tracks on south side of the shop.





Several units rested outside, including AC4400CW 8579, Control Cab 1128 (another former GP35) & GP38-2 3028.

OVAR Interim Treasurer's Report 2005-2006 (not audited)

by Gord Bellamy, Treasurer

This is an interim summary of account balances of the Ottawa Valley Associated Railroaders over the Fiscal Year 01 July 2004 to 19 May 2006.

The Opening and Closing Balances shown are quoted from the Bank of Montreal (BMO) Statements/Reports.

CASH ON HAND

Float	\$	100.00
Petty Cash	\$	10.00
Current Cash On Hand	\$	110.00

BANK OF MONTREAL BUSINESS ACCOUNT (CHEQUING)

Opening Balance	01 July 2005	\$	6,334.02
Total Income		\$	29,345.89
Total Expenses		\$	-27,830.04
Chequing Account Current Balance		\$	7,789.32

BANK OF MONTREAL INVESTMENT ACCOUNT (T-BILL)

Opening Balance	01 July 2005	\$	4,974.26
Interest Income		\$	60.55
T-Bill Account Current Balance		\$	5,034.81
Current Combined Bank Balance		\$	12,824.13

INCOME

Banking:	
Chequing Interest	\$ 3.29
Investment Interest	\$ 60.55
TOTAL Interest Earned	\$ 63.84
Communications:	
Website Advertising	\$ 180.00
Dinner	\$ 22,320.00
Membership:	
Current Year	\$ 2,770.00
Multi-Year	\$ 1,330.00
TOTAL Membership	\$ 4,100.00
Other:	
Flea Market	\$ 160.00
RailFair	\$ 2,400.00
Video Library	\$ 122.05
TOTAL INCOME	\$ 29,345.89
OVERALL NET TOTAL	\$ 1,515.85

EXPENSES

Communications:	
Web Site	\$ -232.12
Dinner Expenses	\$ -22,544.00
Interchange	\$ 1,868.75
Membership:	
Expenses	\$ -246.29
Operating	\$ -156.52
Program	\$ -1,009.07
Special Projects:	
45 Year Plaque	\$ -152.67
Free Dinner Draw	\$ -221.00
McEwan Cars	\$ -4.00
RailFair	\$ -1,000.00
TOTAL Special Projects	\$ -1,377.67
Video Expenses	\$ -395.62
TOTAL EXPENSES	\$ -27,830.04



Grant Knowles is obviously very fond of Tiffany Insulated cars, because he has built models in three different scales.

Non-Canadian equipment featured in May

Ian Cranstone photos



Accurail MoPac car was built, modified and weathered by David Moat.



John LeBlanc displayed reefer he believes was a 1960s convention special.



Mike Hamer's B&M milk train was led by Proto 2000 E7A no. 3804.



Jim Jarett modified Rowell model to produce LMS DUCHESS OF ABERCORN.

Grant Knowles showed his master car-building skills in three scales with his models of Tiffany Summer & Winter cars. Grant notes that these cars were an early ice-less version of refrigerator cars built by Tiffany, and that the Denver, South Park & Pacific RR used these cars to move perishables out to the mining communities surrounding Denver in the late 1800s. Grant's first car was scratchbuilt in 1/2" scale from wood, later he constructed an HO_{N3} Clear Creek Models styrene kit, and finally an On3 Cimarron Works resin kit.

Charlie Shrubsole displayed several S scale freight cars including: a Pacific Rail DL&W car with C-D-S lettering; a highly-modified D&H gondola rebuilt from an American Flyer car following an HO-scale kitbashing article in RMC; a Pacific Rail NH boxcar; a Pacific Rail CEI boxcar modified after a picture; S Helper Service USRA hopper; and an Ambroid ventilated box (which Charlie notes is his first S scale car).

MoPac boxcar 90430 was constructed from an Accurail kit by David Moat. David fitted it with Intermountain steel wheels and a slightly shortened brake staff, and then used Bragdon chalks to depict the car as it might have appeared in the summer of 1956, having run in the "dust bowl" of Oklahoma and Texas since shopping.

John LeBlanc displayed Genesee Brewing Company 40' reefer. He thinks that this model was produced as a special car for a regional at Rochester in the early '60s when regionals took place twice a year, once yearly in the USA.

Jim Jarrett provided a Rowell model of the DUCHESS OF ABERCORN, which he notes as the most powerful engine, matched only by BR's DUKE OF GLOUCESTER. He has modified the model to have both blast pipes and a double chimney.



Arnold N-scale model of unique German world speed record holder Type 5 locomotive #05 002 was shown by Mike Hind.

Pat Brewer displayed an Accurail PS-1 that HOTrak produced for their 10th anniversary, with artwork done by club member Marc Dubois. He notes that there are a few left for sale.

Bill Lovatt displayed his Tower Models Blackpool 0-6-0T “Jinty” lettered London, Midland & Scottish no. 1301, along with Midland 4-wheeler brake van. He notes over 300 Jinties were built from 1924 to 1931.

Bill Lovatt and **Steve Hockenull** combined to display the CAMBRIAN COAST EXPRESS. They note that KING hauled the train from London to Wolverhampton, it was then doubleheaded to Machynlleth (as they displayed it), where MANOR hauled part to Aberystwyth and DUKEDOG the remainder to Pwllheli.

David Strong displayed three Athearn HO 40' boxcars: WM #27034, WP 59017, and C&NW #65160; GN #6739; North American Despatch #3054. David says he is trying to determine how many roadnames had “Western” and/or “Northern” and says he has more to come.

Pete Joyce displayed what he terms an “Oh” scale first pre-production San Francisco Cable Car. No sound, motor, etc. He notes it was “rejected”. He also showed two subsequent versions — he says version two was better but still “rejected”, with the third version stashed “to follow”.

Mike Hamer brought in a B&M milk train led by Proto 2000 E7A, five milk cars, and an Athearn passenger car. The milk cars ranged from out-of-the-box Intermountain,



LMS 0-6-0T and brake van was shown by Bill Lovatt.



Peter Joyce brought in “rejected” “Oh” scale cable cars.

Roundhouse and Walthers cars, to a resin kit constructed by Trevor Marshall to a Mike Mueller scratchbuilt car.

A German presence was provided by **Mike Hind** with an Arnold N-scale model of Type 5 locomotive #05 002. Mike notes that these locomotives were built in 1934-35 to provide scheduled service at 175 km/h — one set a world speed record at 200.4 km/h on May 11, 1936. Mike also displayed an Arnold model of Bavarian State Railroad Heavy Mallet Tender locomotive Gt2x4/4. To show his more modern side, Mike also

displayed a Lima model of the Lufthansa Airport Shuttle.

Eric Smith displayed the typical off-holiday season consist of the well-known British Manchester–Bournemouth Express before World War II, using various models from Hornby, Bachmann, Airfix and Farish.

Hugh Laing featured 1:29 scale Aristo-craft CPR 2-8-2 No. 5063.

Stanley Conley displayed his BGR Group CNR combine model with the note “Finally got it done!” — your reviewer wishes he could say the same!



Stanley Conley displayed his BGR Group model of CNR combine 71xx, which is an impressive display of craftsmanship.



Next Meeting

Virtual Trains

presented by

Russ Midland

Display

Your summer project(s)

Tuesday, September 12

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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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:

September August 20

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