



The Interchange Our 41st Year

Ottawa Valley Associated Railroaders – OVAR

June 2002

Issue 364

Hugh Laing showed Aristocraft RDC-1 on display table at May meeting.



The inside track on large scale trains

by Grant Knowles

Large Scale Model Railroading can be enjoyed at all levels whether you are a purest, detail-focused, operational minded, unlimited or modest budget, or just want to have some fun.

The era of Large Scale model railroading, sometimes referred to as G scale, really began about 30 years ago when German manufacturer L.G.B. began producing large scale trains that could operate in an outdoor environment. North America was a little slower than Europe to embrace Large Scale railroading. The West Coast has the highest density of garden railroaders largely due to the warm year-round climate and lack of basements for indoor empires. Over the last 20 years, American manufacturers have joined the rush to produce a greater variety of steam and diesel locomotives, rolling stock and track, representing all eras of railroading.

Unlike the smaller scales, which derive their track gauge based on the scale, Large Scale has come at it from the opposite direction. All Large Scale trains are designed to run on the No. 1 gauge track which has a rail spacing of $1\frac{3}{4}$ inches or 45 mm. What this means is that the scale ratio is “adjusted” depending on the gauge you wish to model. The following scales (ratios) are currently being produced for this No. 1 track: 1:20, 1:22.5, 1:24, 1:29, and 1:32.

When LGB entered this market, it chose to replicate the 1 meter gauged trains found across Europe. That scaled out to 1:22.5 resulting in model with strong character and good physical size. Following this strategy

of using the No. 1 gauge track, a 3 foot narrow gauge model works out to 1:20.3 scale and standard gauge (4'8½" gauge) models would be 1:32, but some are scaled at 1:29 instead. 1:24 scale models should represent 42" gauge prototypes, but this scale is often used for 36" prototypes simply because scaling at ½" to the foot is much easier multiple to work with.

Prototype narrow gauge equipment is physically smaller than standard gauge equipment. A narrow gauge boxcar is typically 30' to 32' long. A standard gauge boxcar might be 40' to 50' long. When these models are scaled to run on 45 mm track, the physical size of the models often work out to be nearly the same so that when the models are run together, they look about the same size though there may be noticeable differences in style and era.

Complicated Scales

To further complicate the picture, each manufacturer largely builds to a specific scale but even at that, models in their portfolio may vary in scale also. LGB is primarily 1:22.5 (due to their European meter gauge heritage). Aristo is at 1:29 (due to a fudge to make models of standard gauge prototypes “look” better when placed next to 1:22.5 scale models) and Bachmann equipment scaled to be between 1:24 and 1:22.5 with 1:20.3 now making an appearance.

Bachmann is now leading the charge into the 1:20.3 scale with their exquisite shay, climax, 4-4-0, 2-6-0 and 2-8-0 outside frame models and with more on the way. With

time, more manufactures will be joining this “true” 3 ft. scale.

There is a variety of 1:32 scale models available but most of it is finescale equipment fabricated in brass. These models are highly detailed and VERY expensive. There are some plastic models that are close to 1:32 scale. USA Trains steel box cars and some MDC cars are acceptably close. But for the most part 1:32 scale modellers must either have very deep pockets or build their own.

1:29 scale is the defacto scale of choice for mainline standard gauge models simply because the vast majority of available relatively low cost plastic models are manufactured in that scale (Aristo and USA Trains). By measurements, most of the models are pretty self consistent in dimensions except that many of the Aristo models are too tall (due to excessive spacing between the trucks and the carbody) and most of the USA locomotives are too low (due to small wheels).

In addition to ready-to-run equipment, there are a number of manufactures that provide detail parts and rolling stock kits. Structure kits, both bridges and buildings are also available to the modeller.

...continued on page 5

On the inside:

More Ottawa Valley Names	3
Firkin Railroad Magazine Index	5
May Display Report	6

plus much more

The Craig Memorial Library report

by David Knowles

Recently I received a telephone call at home from the Burlington area seeking information about Lonestar 000 (Treble-0). The inquirer indicated that he hoped to be in town later in the week and would like to visit the library to do some research on the subject in the model magazines of the day.

For those of you who have never heard of "Lonestar Treble-0", it was a precursor of N gauge. Early model gauges were 3, 2, 1, 0, then 00 (i.e. double 0). The next size down would have been 000 or triple (treble) 0, this being a bit clumsy it became "N" gauge. Lonestar was a very early manufacturer that first produced simple unpowered diecast push trains. They soon turned to powered models and a new gauge was born. Other manufacturers entered the market and Lonestar's products disappeared, but there is now a group that collects the early powered models! Some years ago I had been asked to keep an eye out for Lonestar 000 models by a distant cousin in the UK. I remembered it but had not seen any for decades. He finally showed me some in September last year.

In order to prepare for our visitor, I turned to the Model Train Magazine Index on the internet. Now found on the Kalmbach Publishing Company site at:

<http://www.index.mrmag.com>

it lists some 55,807 articles in 5,595 individual magazines and 246 books. It indexes a comprehensive list of prototype and model magazines (not just Kalmbach publications). It is kept up-to-date and was updated on May 7! Some 1,899,374 researchers have visited it since March 1997. The search mechanism is simple to use and very effective. So much so that in minutes I had retrieved a copy of the February 1964 MODEL RAILROADER from my basement and was looking at an article by Ted Brandon describing this "new" model railway gauge.

Our visitor duly turned up and had indeed seen this article but he spent several hours leafing through magazine from the mid-'60s looking for advertisements etc. for Lonestar products, their prices, etc. He went away well-satisfied with his research efforts.

What is your current modeling or prototype research project? We would like to help

you find the information you need in the extensive collection which we are assembling for your use. It would be useful to research the Model Train Magazine index first and come down with a list of articles of interest to you. However, we have now had the city hall computer types allow us to access the site from a computer in the Archives so it is now possible to refine your search there. (The CRCML computer, however, is a stand-alone and not on the web.)

Tony Pearce manages the magazine collection of the Library. Incidentally if you go to the help page on the Model Train Magazine Index website you will find the following advice. "You might also try the C. Robert Craig Memorial Library, Whitton Hall, Ottawa City Hall, 111 Sussex Drive, Ottawa, Ontario, Canada. They have a large collection of reference materials for the railway enthusiast."

Check out OVAR's Web Site
www.ovar.ca

Locating all the McEwan Cars

Thanks to Barry Innes, we now know that all of the McEwan cars, except those listed below, are still with the original recipient.

The only car whose location remains unknown is No. 14 that was awarded to the late Odfried Wendler in 1981.

There are four other cars that were awarded to members who have passed away. Fortunately the cars are in the possession of other OVAR members:

- Ken Healy is the custodian of the No. 2 McEwan car awarded to Bob Craig in 1969;
- former OVAR member Alex Thum has No. 4 that was given to George "Toots" Eggert in 1971;
- the No. 18 car went to Ross Peever in 1985 and is now in the possession of Tony Pearce; and
- No. 19 awarded to Omér Lavalée in 1986 is now with Ron Ritchie.

Herb McEwan Car Recipients 1968-2002

(Year/Car #/Recipient)

1968 1 Joe Thomas	1980 13 Tony Chinery	1992 25 Dave Venables
1969 2 Bob Craig	1981 14 Odfried Wendler	1993 26 Ron Shurtliffe
1970 3 Adrian French	1982 15 Bill Scobie	1994 27 Carl Swail
1971 4 "Toots" Eggert	1983 16 Tony Mitchelson	1995 28 Ken Healy
1972 5 Bill Williams Sr.	1984 17 Jim Simpson	1996 29 Jim Nelson
1973 6 Doug MacKenzie	1985 18 Ross Peever	1997 30 Stew Waldron Sr.
1974 7 Tom Hood	1986 19 Omér Lavalée	1998 31 David Steer
1975 8 Dave Knowles	1987 20 Bill Erwin	1999 32 Marty Phillips
1976 9 Brian Ludlow	1988 21 Michel Boucher	2000 33 Steve Adamson
1977 10 Reg Bilodeau	1989 22 Bruce Curry	2001 34 Angus Palmer
1978 11 Jim Jarrett	1990 23 David Stremes	2002 35
1979 12 Al Craig	1991 24 Brian Earl	

TIMETABLE

Upcoming events of particular interest to OVAR members

July 13-20, 2003: 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>

INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1 per line, minimum \$5. Cheques or money orders should be made payable to OVAR. *Do not send cash.* Ads must include the advertiser's name and telephone number. Send copy to: Ian Cranstone (address on back page).

REQUEST: old/unused video cameras and tv/monitors to set up monitoring of hidden staging areas, with more than one camera plugging into each tv/monitor. The cameras do not need to be able to record, only to transmit a picture. Contact Jacques by email at jhuppe@magma.ca or by phone at 591-0005.

The Interchange

Some more Ottawa Valley names

by Bruce Chapman

ALMONTE: named after a famous Mexican General.

APPLE HILL: Early settlers camped on a hill just north of the CP west switch where they found all apple trees. When the railroad was built, the station was named Apple Hill.

ARNPRIOR: named after a district in Scotland.

AVONMORE: Named after a Scottish River. When the name was chosen, 'more' was added to mean 'Big River' or Avonmore.

AYLMER (Quebec): named after Lord Aylmer.

BELLAMY: named for family of this name who operated a sawmill and woolen mill a short distance from the station.

BLUE SEA (Quebec): Named after a lake alongside the track.

BRAESIDE: Settled by followers of Laird McNabb, who founded Arnprior and White Lake, and scenery from the surrounding river reminded them of the highlands of Scotland, hence they called the place Braeside.

BRITANNIA: derived from the well-known name of the British Isles.

BROCKVILLE: First town incorporated in Upper Canada in 1832, and given the name by General Brock, who at that time was Commander of the British forces in Canada.

CAMPBELLS BAY (Quebec): Named in 1840 after Lt. D. Campbell who served in Queen Victoria's forces and was given land for services in India. A small bay near the village accounts for the latter part of the name.

CAMSPUR: for the spur leading into Camp Petawawa.

CHESTERVILLE: Originally called East Winchester until about 1902 when the name was changed to Chesterville after Chester Casselman, then-postmaster.

COBDEN: named after Richard Cobden who was an English Parliamentarian.

CORNWALL: named after Cornwall, England.

DAVIDSON (Quebec): named for a family of that name who owned a large sawmill located there.

DE BEAUJEU (Quebec): (Winchester Subdivision) named after a large landowner in the district.

DOUGLAS: named after Douglas Mallock, son of the earliest settler.

EGANVILLE: named after John Egan, a lumberman and farmer whose holdings

were situated there.

FINCH: named after James Finch, a former schoolmaster.

FORT COULONGE (Quebec): named by Gov. Coulonge of the North West Trading Co. who established a Fort and Trading Post a few miles from the station.

GREEN VALLEY: in 1840, Miss Mary McDonald named her new hotel 'Green Valley' Hotel, hence the name. Previously known as Basswood Corner.

HALEYS: named after a large landowner by the name of Haley.

HULL (Quebec): named after Hull, England, the birthplace of a first settler, Philemon Wright.

KATHMAE: derived from name Kathleen and Mae, daughters of former General Superintendent, J.K. Savage.

LOW (Quebec): named after Head Surveyor of the township.

MANOTICK: Indian name meaning 'Log Island'.

MESSINES (Quebec): name proposed by a French priest from Messines, France.

MONKLAND: named after Lord Monk, one-time Gov. Gen. of Canada.

MOUNTAIN: named in honour of Right Rev. Jacob Mountain, D.D., first Protestant Bishop of Quebec.

NORTH LANCASTER: named after Lancaster, England.

OSGOODE: named after a British nobleman connected with Colonial affairs.

OTTAWA: named by Queen Victoria and made capital of the Dominion of Canada by her. It was formerly Bytown after Col. John By, who built the Rideau Canal. Ottawa is an anglicization of Outaouais.

PAKENHAM: named for General Sir Edward M. Pakenham (1775-1815) killed while in command of the British forces at the Battle of New Orleans.

PEMBROKE: Immigrants from Pembroke, Wales, settled in what is now the Township of Pembroke, it having been named after their former home. The Village of Pembroke previously had names Miramichie, Moffatt and Sydenham before taking the Township's name.

PETAWAWA: Indian name meaning 'Murmuring Water'.

PRESCOTT: named in honor of a distinguished British Officer, Maj. Gen. Robert Prescott, who was Governor of Canada, Nova Scotia-New Brunswick (1796-1799).

QUYON (Quebec): (pronounced Kwee

oh). Indian name meaning muddy water.

RENFREW: named after Renfrew, Scotland.

SAND POINT: Derived its name from a long sand point or bar which extends for a considerable distance out into Chat's Lake (a widening of the Ottawa River). When the railway was being built in the early 1880s, Sand Point was the westernmost point for a time.

SHAWVILLE (Quebec): named after James Shaw, an early landowner in the community.

SMITHS FALLS: (additional) Originally named for Maj. Thomas Smyth, a United Empire Loyalist, who, in 1784, was given a grant of 400 acres of raw timber land in this section as a compensation of his losses on leaving the U.S.A. In 1823, Maj. Smyth built a rough sawmill and log dam at the falls on the Rideau River, and the location became known as Smyth's Falls. This property was torn down in 1827 to make way for the Rideau Canal. Years later, the spelling changed to Smiths Falls with the apostrophe first, then disappearing later.

STITTVILLE: (Stittsville to the unrailway types), named after Jackson Stitt, retired military man who settled in this district.

SPENCERVILLE: named for the Spencer family, who operated a combined flour, feed and sawmill.

WILLIAMSTOWN: named after William Johnston, one of the first settlers.

WINCHESTER: named after Winchester, England.

WALTHAM (Quebec): named after the City of Waltham, England.

Just a couple of comments on the May OVAR article "Where did those names come from?" The names on the old CP Maniwaki Sub. included a variety of explanations. The article mentioned Larrimac, formerly known as "LaCharite". The CBC radio morning host John LaCharite is a descendent of the that family. Larrimac itself is a contraction of Larry McCoe, a local cottager who founded the golf course of that name. Another stop was Gleneagle, named after the famous golf course in Scotland. Re Farm Point, one of the locals who once worked at the Alcan quarry at Farm Point once told me that it was a source of brucite, rather than bauxite, apparently something to do with magnesium. But who knows.

Stan Carlson, Wakefield, Quebec

HO-Trak looks for a new location

Andy Cowan photo

HO-Trak needs a new location for its meets. What we're looking for is a location that ideally is located between Kanata and Orleans, more distant locations possible if well serviced by road. Here are the particulars:

HOW OFTEN: Beginning in September 2002, about every six weeks, September to May. Doesn't need to be regularly available space; even a single use in a year would be helpful.

<u>Hours:</u>	<u>Ideal</u>	<u>Minimum</u>
Friday	1600-2200	none
Saturday	0800-2200	0800-1700
Sunday	0800-1800	0900-1600

SPACE: largely open space totalling ideally about 4,000-5,000 square feet. Pillars and some obstruction from non-continuous walls can be worked around.

STANDARD: clean industrial, warehouse or better

FLOOR: hard surface (hard nap carpet may be possible if space humidified)

LIGHTING: ceiling direct or indirect, bright enough to support reading

HYDRO: minimum two 15-amp circuits; access to circuit breakers desirable

PLUMBING: access to toilet and hand basin, unisex or segregated

LOADING ACCESS: space to unload minimum one full-size passenger vehicle, elevator or not more than one flight of stairs from unloading door to setup room; stairs, doors and/or elevators able to accommodate boxes 6' x 2' x 2'.

PARKING: Public or street parking for 20 cars typically available within one block

SECURITY: ability for group to restrict access to its area during operations, no access by others (except security) to set-up area overnight Friday and Saturday. List of member names approved for access can be supplied in advance.

Other points:

- HOTRAK will not advertise location; access is for members and personal guests only.
- HOTRAK would agree to visitors from host organization.
- HOTRAK undertakes to leave space clean and in



Flexibility of HO Trak setup is evident in this setup.

same condition as on arrival.

- HOTRAK doesn't allow smoking in the set-up area.

What our club does:

We set up model railroad modules in a free-form layout which winds around the room (every layout is different and can accommodate different shaped spaces). Typically the "mainline" length of the layout is up to 300 feet! We have a 30-foot long model of Ottawa Union Station, a 7-track freight yard and industries and towns all along the line.

Our 30 members bring in their modules (typically four foot sections) and set up in about four hours on Friday evening, includ-

ing running low voltage wiring and control cables along the layout from a central computer. We operate trains (with digital controls and radio traffic dispatching) during the day Saturday and Sunday; we shut down about 4 p.m. on Sunday and it takes barely an hour to take things apart and load them in members' vehicles. After that, you'd never know we'd been there.

One of our approximately eight setups a year is held at a local club. Until now we have been fortunate to use a local college building for the other setups, but it is closing and we need a new home — or homes, because we don't mind using a location only once or twice if that's all the time it's available.

Our set-ups are not normally open to the public; friends may come by invitation only.

Of course we'd consider hosting visitors from a group in exchange for the use of their space.

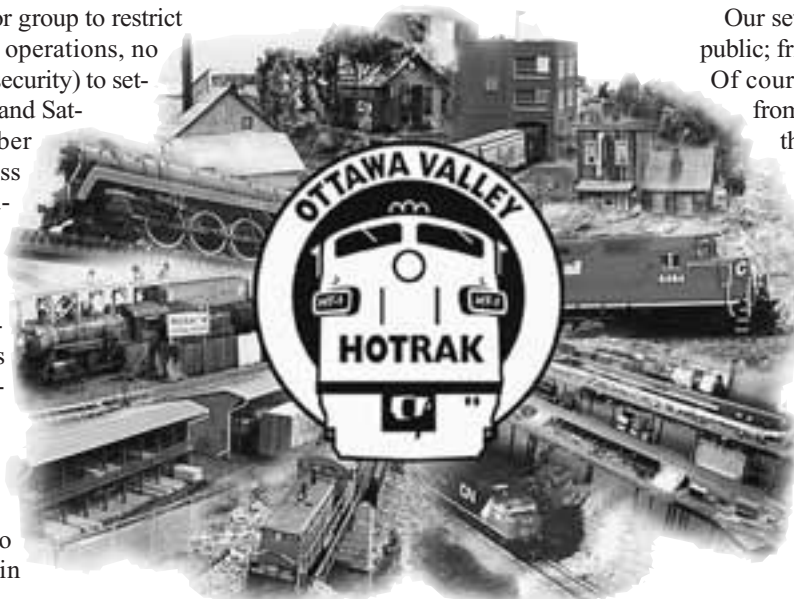
Our members are 18 to 78; in our real lives we are consultants, electrical engineers, transport drivers, bankers, military officers, entrepreneurs and civil servants.

For more information, please contact:

Charles Spencer, Vice President
Ottawa Valley HOTRAK Club
office: 613-782-8999
home: 613-230-0598

Check out our club website:

www.hotrak.ca



Firkin Railroad Magazine Index

Editor's Note: THE INTERCHANGE would like to get reviews or comments from anyone who tries the system described in the accompanying article. It sounds like a real boon to we modellers.

by Rod Goodwin

The Firkin Railroad Magazine Index is a research tool, a collection of index entries describing articles, photos, etc., found in various railroad magazines, and runs under the various forms of the Windows operating system. It has a unique interface, which was designed for maximum flexibility, and to be very easy to use.

Anyway, back to the beginning. On the Internet railroad forums, I encountered some discussion of the relative merits of some of the products on the market. One of the things the people there seemed to be looking for was something that would tell them where the photos were. That was like waving a red flag in front of a bull. Out came the note pads and pens, and I started to design a database, which would do the job for them. I checked out the ones advertised in the magazines, which all seemed to me to be considerably lacking in the user interface. With some of them, you had to be a database person to get much out of them, which is understandable, as they were designed by database people. Also, some suffer somewhat in regard to accuracy. I tried to put myself in the other guy's shoes, and went at it from "your" perspective.

Searching the database is done by selecting various "pointers" for the search. There are pointers for many, many ways in which you might want to look for an item. As each pointer is selected, the database is automatically searched and the result displayed for you, so you can see where you are headed.

The challenge was to keep the index simple to use, and at the same time keeping it extremely flexible. There is a natural conflict between these two goals. Usually, if it is easy to use it is rigid, and if it's flexible it's hard to use. Following is an example of how I got around this problem.

Large scale trains

continued from page 1

There is talk about establishing a designation system for Large Scale trains that would remove some of the confusion the public is experiencing regarding the scales. The LSOL designations (currently a proposal) are as follows;

- LS20 = 1/20.3 scale,
- LS22 = 1/22.5 scale,
- LS24 = 1/24 scale,
- LS29 = 1/29 scale and
- LS32 = 1/32 scale.

Note all of which operate on gauge 1 track.

Buyers Will Decide

As evidenced by the proliferation of scales/ratios available in Large Scale, there are many interpretations of what is the "ideal" scale. Each of the scales are based on justifiable arguments yet are not necessarily inter-comparable, especially to the purist. This mirrors the HO Scale market of years ago before the NMRA stepped in and established industry standards. Should the NMRA intervene here also? I suspect not, just as long the buyer is aware of the scales and ramifications there of. With time, the market will stabilize on the scales that make sense.

The 1:22.5 and 1:24 scales remain the chosen ones for narrow gauge equipment though 1:20 is quickly gaining ground in North America and will no doubt become the reigning scale. 1:29 will likely remain the Standard gauge scale despite 1:29 being

Prototype photos are indexed by location. The problem is to integrate items identified by place and province/state, place only, or province/state only, while catering to the guy who may have any of these bits of information and want to find photos. To accomplish this, I am indexing items with place and province/state as separate pointers.

Let's assume you are looking for CPR photos taken in Kingston, ON. First, select the pointer for CNR. You will see a long list. Then, as you are looking for photos, select the pointer for "photograph (any)". The list will be shorter. Next, select the pointer for "Kingston". A still shorter list, and this may be as far as you have to go. If the list is too long, then select the pointer for "Ontario". Any individual pointer may be removed from the search, so that you don't have to go back to square one to change the search. For instance, you may want only colour photos, or only locomotives, or only rolling stock, or only structures, or only photos by a specific

the correct scale translation.

Much of the equipment currently available was originally designed more for the toy market than the serious modellers though this is changing as more scale modellers join the move to Large Scale and demand the higher quality that manufacturers such as Bachmann and Hartford are responding to.

Since most railroad equipment is large it doesn't take much of a scale difference to add up quickly even in linear measurement. The difference for a foot for instance, in LS24 is 1/2", in LS22 is 1/32" and in LS20 is 1/32". Doesn't seem like much but it can add up quickly. Examining a 30' boxcar which is 15" in LS24, it goes to almost 16" in LS22 and to 17 3/4" in LS20. Even using the often quoted 10 foot rule, a 2 3/4" difference can be detected if two cars supposedly of the same length are operated next to each other.

Compromise is with us regardless of what scale one chooses to model. With the exception of those modeling to extra fine scale standards all scales typically use oversized wheels, couplers and rail. If for instance "N" scale wheel parameters were increased to large-scale size they would be even more grossly oversized than what is typical for large scale. Small-scale locomotives typically have compromised dimensions to allow for oversized wheel flanges and the need to operate on tighter than prototype curves. In large scale these types of compromises are more easily noticed due to the larger size of the models and hence may be more objectionable.

photographer, or ...

As you can see, the combinations seem to be endless. That's the flexibility part. Simply selecting pointers that define what you want is the easy-to-use part. Powerful, yet easy to use.

Anyway, this project seems to have taken on a life of its own. Entering all the pointers that provide the flexibility is a lot of work. It's a FULL day's work to index an issue of Trains Magazine, because of all the prototype photos. On 4 Apr 2002, at 10:45 am, the database reached 10,000 items. And then there are the inevitable changes. This is a living index, and it tends to change itself as we go along. However, if it is useful to you, then it is all worthwhile.

A demo database is available for download at:

firkin-soft.ca

ENJOY! If you have questions or comments, email me at wingood@compuserve.com, or phone me at (613) 256-0551.

Ron Newby took Chairman's Choice with rotary snowplow and auxiliary water car.



Non-revenue equipment featured in May

Ian Cranstone photos

Ron Newby won the CHAIRMAN'S CHOICE for May with his gorgeous rotary snowplow and auxiliary water car. The two pieces were well-constructed and superbly weathered. Ron says the cars were assembled during a brief foray into modelling in HO (Horribly Oversized, he called it) scale but he has gone back to the 'N'ormal scale. The units were kitbashed using parts from Roundhouse, Athearn and Details Associates. Well done, Ron.

Another attractive model on display was **Peter Nesbitt**'s B&B plow flanger that he built from a Durango Press kit. This On3 beauty was well painted and lettered.

John LeBlanc once again delved into his collection of HO equipment to produce four gems from the past. He had a crew bunk car that was built from a Silver Streak wood kit in the early 1960s. He also had a supply car built from a Silver Streak wood kit from the early '60s. John says this car had K-2 brakes. He notes both of these kits were later issued in plastic. John also had a boom car built from a Silver Streak kit and a 25-ton diesel locomotive crane produced by Tru-Scale in the early '60s for \$5.95.

Bobby Farquhar displayed an HO water car that was an award-winner at the NMRA meet in Kitchener. It is part of a 10-piece logging work train set he is assembling. The



Unusual single truck tank car was built by Bob Farquhar as part of a 10-piece logging work train, and won NMRA award at Kitchener.



Peter Nesbitt built On3 B&B plow/flanger from Durango Press kit.



John LeBlanc constructed bunk and supply cars from Silver Streak kits.

frame is metal and the tank cast in resin. Bob also brought out a CPR Atlas S-2 that he described as a work in progress. He has plans to add number boards and other details. He has already installed a new NWSL can motor and an Alco Soundtraxx sound unit.

Grant Knowles brought out his two award-winning models from Kitchener — the Westside Lumber Co. No. 1 caboose in On3 and the Jefferson Store. The caboose was built from a Russ Simpson wood and styrene kit. It has a scratchbuilt interior, fully-detailed brake rigging and scads of other details. The store came from a laser cut kit that underwent the customary Knowlesian upgrading including a scratchbuilt roof and window details.

Stan Conley displayed his HO fire hall model that was also a winner in Kitchener. It was made from an American Model Builders laser kit and will be seen on the SLD's switching module.

Jacques Thuot showed us some more of his deft modelling with his HO scale auxiliary train cars. In the consist were a crane and boom car by Tichy, a generator car and an R.P.O. tool car, both from Athearn, a tender from MDC, a brass tank car and some Juneco flat cars. All were well weathered.

Alex Binkley displayed two work train cars from his S scale Canada Southern. One was an American Models 46-foot flat car and the other an S Scale America 10,000 gallon tank car used in work service and also as an auxiliary water car for the CSR's tourist train steam engines.

Charls Gendron brought an Overland Models HO scale test car that was modified to reassemble the CNR version of this little beaut and lightly weathered.

Don Leger had an HO model of the Ottawa Central chopnosed RS-18's. Charls Gendron chopped the nose and added a slew of details, Don says, including a new horn, numberboards, front headlight, hose clusters and pilot. He also painted and lettered it for the OCR. A very nice model.

Hugh Laing brought out an Aristocraft RDC-1 in G scale that by anyone's standards was a massive model but well executed.

Jim Jarrett had a N scale 3-car Sprinter set, a British train. The model was originally produced by Graham Farrish but is now being produced by Bachmann in China.

Eric Smith won the whimsy award for his dynamometer car which he uses to measure the tractive power of his HO locomotives. It would also be handy in the kitchen or on a fishing trip!

June 2002



NMRA award-winning caboose was displayed by Grant Knowles.



Charls Gendron displayed scale test car.

Stan Conley constructed firehall for use on SLD switching module.



Charls Gendron kitbashed and painted OCR RS-18 for Don Leger.



Jim Jarrett brought in British 3-car Sprinter.



Eric Smith showed his home-built functional "dynamometer car".



Next Meeting

Long Island Railroad

presented by

Gene Collota

Display

Your summer project

Tuesday, September 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 Peter Joyce at 841-1950. Thank you.



OVAR Directory

2001-2002

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Vice Chairman:	Fern Leroux	613-830-9979
Secretary:	Mike Shore	613-829-8867
Treasurer:	Vic Dohar	613-825-7328
Membership:	Don Leger	613-727-0609
Program:	Pat Brennan	819-682-5859
Dinner:	Peter Joyce	613-841-1950
Video Library:	Paul Therien	613-824-8477
Archives:	Dave Knowles	613-722-4473
Webmaster:	Denis Rule	613-823-3440
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THE INTERCHANGE

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