



# The Interchange

Our 43rd Year  
Ottawa Valley Associated Railroaders — OVAR

March 2004

Issue 383



## The building of my Abitibi Shay

by Fernand Leroux

At the October meeting I displayed the A3-cylinder, 70-ton, 3-truck, class "C" Shay with the Abitibi logo. Some time ago I had inquired if Brian Earl had extra C-D-S dry transfers (Abitibi) that he had ordered for a special order. He said he had and volunteered to do the task I was hesitant to do. The model was delivered before the meeting began and quickly I filled out the information slip and put it on the display stand, but was unable to connect the universal assembly (the female and male drive shafts and the necessary square tubing). This you can easily see in the photograph.

Today I would like to trace a bit of the history of Abitibi Shay #70, followed with the assembly of the MDC/Roundhouse model.

### A brief history of Abitibi Shay #70

The information that I am providing is from the George R. Kadelak Collection:

**Builder:** Lima Locomotive Works  
**Built:** February 27, 1926  
**Class:** 70-3  
**Trucks:** 3  
**Cylinders:** (#-Dia. x Stroke) 3 -12x15  
**Gear Ratio:** 2.25  
**Wheel Dia.:** 36"  
**Gauge:** std  
**Boiler:** (style/dia.) E>W>T->-to .125"  
**Fuel Type:** coal  
**Fuel Cap:** 5 Tons  
**Water Cap:** 3000 Gallons

**Empty Wgt:** As built 142,800

**Owners:** Tallassee Power Co., #9 Calderwood, TN;  
Alco Power Co., Shipshaw, QC;  
(12-1930) Dominion Construction Co., #3298, Cochrane, Ont.;  
(4-1941) Standard Chemical Co., South River, Ont.;  
(1947) Abitibi Power & Paper Co., #70, Iroquois Falls, Ont.

**Disposition:** on display at Iroquois Falls, Ont.

### "Putting together" the model

The model kit is made by Roundhouse (#370). I added an Elesco Feedwater Heater System and water pipes by Cal-Scale. The kit came with a very well-illustrated instruction booklet. The instructions were easy to follow and offered different applications as to personal choices, i.e. smoke stack.

The actual assembly proved to be tedious as it was my first attempt at assembling a more complicated kit. I was very fortunate in having a good friend, Jae Loyst who had assembled many Shay models for Hobby House. He was very demanding and had me file, refile; assemble, disassemble and re-assemble the entire locomotive. I found it difficult but I would do it again today.

Once the kit came out several leading model railway magazines put out articles on how to improve the model, putting together another Shay I would certainly put into practice some of their suggestions. Here is a list

of the articles in my files:

- 1) RAILROAD MODEL CRAFTSMAN  
Jan. & Feb. 1991—Upgrading the MDC Shay by Jeff Johnston
- 2) MODEL RAILROADER  
Aug. 1985—Improved performance from an MDC Shay by Walter Ronfeldt
- 3) MODEL RAILROADING  
Sorry... no dates—Shay Spectacular! Assembly Tips for MDC's HO Scale Shay Kit by Robert Schleicher

Roundhouse/MDC has also published two historical type of books on the Shay:

- 1) MODELER'S HANDBOOK SERIES—SHAY CLASS B SHAY MODELS—Single Shot Gallery, Publishers
- 2) MODELER'S HANDBOOK SERIES—SHAY CLASS C SHAY MODELS—Single Shot Gallery, Publishers

In closing, I hope this will encourage model railroaders, new and experienced, to attempt and continue to put together models that, at a first glance, may appear to be difficult.

### On the inside:

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plus much more

# From the Carrel

by David Knowles

A recent donation of Drury, TRAIN WATCHER'S GUIDE TO NORTH AMERICAN RAILROADS; Lewis, AMERICAN SHORTLINE GUIDE, and McDonald, DIESEL LOCOMOTIVE ROSTERS: USA, Canada and Mexico reminded me of the value of this series of books published in recent years by Kalmbach. Their size is an awkward one being a horizontal 5.5" x 8". Originally intended for jacket pocket stowage some of them would now require thigh-length patch pockets due to their thickness. The bulk of the books deal with diesel rosters of North American Railroads under a number of different titles. However there are a number of other current reference titles covering current railway radio frequencies, and shortlines. Unfortunately they aren't cheap and because of their small height are not readily seen on book shelves. At the CR-CML we actually shelve them as a separate group, i.e. "ACK".

Also included in the series are some long-term reference titles such as Drury, GUIDE TO TOURIST RAILROADS AND RAILROAD MUSEUMS, Marre, DIESEL LOCOMOTIVES: THE FIRST 50 YEARS—A GUIDE TO DIESELS BUILT BEFORE 1972. Drury, GUIDE TO NORTH AMERICAN STEAM LOCOMOTIVES. and GUIDE TO NORTH AMERICAN RAILROAD HOT SPOTS. Perhaps the most unusual is Dubin, PULLMAN PAINT AND LETTERING NOTEBOOK—A GUIDE TO THE COLORS USED ON PULLMAN CARS FROM 1933 TO 1969. This one is based on the notes kept by a veteran employee of Pullman and includes photographs, diagrams and best of all large (3" x 1.25") paint chips. CN green of 1954 and SOO line maroon are included. The library does not have all of these and we are looking for the absent titles.

The three great names in the building of the Canadian Pacific Railway are George Stephen, his cousin Alexander Smith and William C. Van Horne. The first two are now better known as Lord Mount Stephen, and Lord Strathcona. Biographies of Mount Stephen and Strathcona have long been available. The two volume life of Mount Stephen by Heather Gilbert under the titles AWAKENING CONTINENT (1965) and THE END OF THE ROAD (1977) and LORD STRATHCONA (1996) by Donna McDonald. A biography of Van Horne has now been published by Dundurn Press in Toronto. By

Valerie Knowles, FROM TELEGRAPHER TO TITAN will be placed in the Library shortly. You can obtain your own copy at good bookstores.

The Library year is the calendar year so membership renewals are due now. New members are always welcome. It is the best \$15.00 value in town. In fact it is probably the only \$15.00 value left in town.

## Tracks Ahead on TV

Don Leger reports that he has received the following letter from Lynn Brown, director of programming and development for WPBS.

"I thought you may like to know that we'll be airing a new program on trains, which will air weekly beginning Tuesday, March 23 at 7:30 p.m. entitled: TRAIN TRACKING. I hope you'll enjoy it.

"Also, during our upcoming Spring into March Membership Drive, we will air a 175th anniversary special entitled: GREAT SCENIC RAILWAY JOURNEYS on March 9th at 8:00 p.m. We will be joined by special guest, Tim Record of Hudson River Valley. A lot of Train Track fun ahead on WPBS-TV!"

If you have any questions, talk to Don or e-mail: [lynn\\_brown@wpbs.pbs.org](mailto:lynn_brown@wpbs.pbs.org)

### The Famous Joke of the Day One Liner!

Railroad crossings are X-rated  
(Graffiti)

submitted by Jacques Huppé

Check out OVAR's Web Site  
[www.ovar.ca](http://www.ovar.ca)

**THE INTERCHANGE**  
wants to know what you're  
doing on your model railroad  
— or what your favourite  
prototype is doing!

## TIMETABLE

Upcoming events of particular interest to OVAR members

**March 13-14: TORONTO – TORONTO MODEL RAILWAY SHOW**, Toronto Congress Centre, 650 Dixon Road. Sat. 11 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: Gord Billingham (416) 536-2894.

[torontoyork.tripod.com/Modelshow2004/2004Model.htm](http://torontoyork.tripod.com/Modelshow2004/2004Model.htm)

**March 20-21: KINGSTON – RAIL-O-RAMA**, Portsmouth Olympic Harbour, 53 Yonge St. Sat. 11 a.m.-5 p.m., Sun. 10 a.m.-4 p.m.

**March 27: OTTAWA – St. Lawrence Division NMRA Meet**, Emmanuel United Church, 691 Smyth Road (just east of CHEO). Info: Stan Conley (613) 523 - 8237, e-mail: [sconley@ccs.carleton.ca](mailto:sconley@ccs.carleton.ca)

[www.cyberus.ca/~g\\_knowles/sld/sld\\_index.htm](http://www.cyberus.ca/~g_knowles/sld/sld_index.htm)

**April 5-6: LAVAL – MODEL TRAIN EXPO**, Polyvalente George-Vanier, 3995 Boul. Levesque Est. Info: M. Piette (450) 625-4230.

[pages.infinet.net/hpassion/etm.html](http://pages.infinet.net/hpassion/etm.html)

**April 6: OTTAWA – Bytown Railway Society**, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info:

[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

**April 7: CORNWALL – Moccasin Model Railroad Club**, Nativity Hall, 7:30 p.m. Info: Jacques Thuot, e-mail: [jthuot@cnwl.igs.net](mailto:jthuot@cnwl.igs.net)

**April 23-25: LONDON – TRACKS TO LONDON**, NMRA NFR convention.

[www.drgwrr.com/nfr/pages/frameset.html](http://www.drgwrr.com/nfr/pages/frameset.html)

**October 16-17: NEPEAN – RAILFAIR**, Algonquin College Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10-4:30 p.m.

## For the Record

January Meeting:

123

Current membership:

180

REMEMBER IF YOU CAN'T  
MAKE THE DINNER PLEASE LET  
PETER JOYCE KNOW

# The New Kid on the Model Railway Block

by Garry Comber

As announced at the February AVAR meeting and in the February edition of Model Railroading magazine, a new Canadian model railway group was formed last October, the Canadian Association of Railway Modellers (CARM) which will focus solely on Canadian railway modelling.

Four founding members established CARM, all of whom have held, or currently hold, executive positions with the Niagara Frontier Region of NMRA. They were all involved in the NMRA MAPLE LEAF 2003 convention last July in Toronto and, while helping to organize ML2003, discovered that the great majority of Canadian model railroaders are not NMRA members and did not appear interested in becoming NMRA members. CARM was established to fill this Canadian niche and to meet the interests of Canadian modellers.

CARM's objectives are:

- to inspire;
- to foster fellowship among railway modellers throughout Canada;
- to provide a forum for the exchange of ideas and skills between model railroaders;
- to promote the hobby of railway modelling in Canada;
- to be inclusive of all scales and interests; and,
- to work in co-operation with other organizations.

As an avid Canadian railway modeller, I think such an organization is long overdue. At AVAR, we see, hear and discuss a broad range of Canadian modelling and prototype railway issues each month. Attending ML2003 opened my eyes to the wealth of talent, enthusiasm and subject matters that we, as Canadian modellers, prototype researchers, and railfans, have to offer each other. I view the creation of CARM in the same light as the decision 12 years ago to publish the CANADIAN RAILWAY MODELLER (CRM) magazine. Back then, many of us were happy with MODEL RAILROADER (and other RR magazines), but lamented the limited coverage given to Canadian rail-

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CARM's inaugural newsletter can be found at their website.

ways and themes. It took courage and determination to make CRM a reality and the result is a great little magazine that fills a Canadian need.

Now, some people have stepped up to the plate to once again bring a focus to Canadian model railroading. They hope to entice Canadian modellers with reasonable annual fees (\$35), a family membership program (\$40 per year) to bring more young people into the hobby, a different type of craftsman program, and reasonably priced and shorter conventions to attract more hobbyists to attend.

CARM does not see itself as being in



competition with the NMRA. As a complementary organization, CARM will offer something to those who have no interest in joining the NMRA. Many individuals will probably belong to both organizations, just as they now subscribe to both CANADIAN RAILWAY MODELLER and MODEL RAILROADER.

In a little over four months, CARM has published and distributed their first newsletter, set up an impressive Website, announced two national conventions, started the development of a Canadian craftsman program, and attended several model railway shows in Southern Ontario. The rationale for starting CARM and activities so far have obviously hit the right chord with some modellers as they already have 359 members (as of mid-February) from Nova Scotia to British Columbia. They even have members from the U.S. and the U.K. who, presumably, model Canadian railways.

CARM's first convention will be held jointly with the Canadian Railroad Historical Association in St. Catharines, May 21-23. The second one is planned for Winnipeg in 2005 to be held jointly with the Winnipeg Model RR Club and (they hope) the CN and CP Special Interest Groups.

For more information, check the CARM Website at:

[www.caorm.org](http://www.caorm.org)

Contact can also be made through the Chairman: [john.johnston5@sympatico.ca](mailto:john.johnston5@sympatico.ca) or by mail at:

**Canadian Association of  
Railway Modellers  
Membership Director  
31-120 Quigley Road  
Hamilton, ON L8K 6L4**

Although I belong to far too many historical and model railroad groups, I joined CARM in January even though I didn't know anyone in the organization, had not seen their first Newsletter at that time, and will not be around for their first Convention. Since model railroading is a religion to so many of us, perhaps this was a typically Canadian act of faith, hope and charity.

# Superdetailing ONE flat cars

by Normand Levert  
photos by the author

I'm privileged to be part of Jacques Hupé's O.N.E. operating crew. So when Jacques asked for old flatcars to be used as spacer cars to reach onto the Ferry at Beauharnois, I was happy to make him a few "old" flatcars. So this is a story of both a simple upgrading and how to complicate life unnecessarily.

Three easy improvements really add to the realism of flat cars. They are fun upgrade projects and good practice before you tackle more complex rolling stock. Superdetailing may be a bit of an exaggeration; I do not believe in adding brake rigging to fish belly flatcars. These were meant to be good looking "working models" rather than contest models.

The first step is to improve the appearance of the wood decking, next is to replace cast grab irons and stirrups with free standing metal parts and last to weather the cars. You could skip some or all of the stirrups and grab irons replacement, but they are easy to do on a flat car. I also added lead to bring the cars' mass to NMRA recommended weight.

## Wood decking

My approach to plastic flatcar wood decking is brute force. I use very coarse carbide sandpaper, 40 grit I believe, and sand vigorously until all the paint is gone and then some. This will scar the plastic with a whole lot of fine grain marks. Most of the sanding must be parallel to the planking, so cross-wise to the flatcar deck. As these were to be old, abused and neglected flatcars, I then used a dentist cleaning tool to gouge a few boards and remove a bit of some boards near the edges of the flatcar. I also added a few strokes across some planks to leave the marks of a long ago loading damage. Here you have an advantage with the cheaper toy

flatcars; the plank detail is exaggerated and survives rough sanding. Painting and weathering then completes the effect, but first let's tackle the safety appliances.

## Grab Irons & Stirrups

Even if you decide not to replace cast grab irons, I think it is worth it to replace the stirrups. You can buy stirrups as detail parts and they look great, but for the flatcars I used office staples to better match the bolt spacing on the models. You can find small staples with a rectangular cross section. They bend easily and look very fine. It is a bit of fussing to get the first one or two right. I usually take a fine tip felt pen and mark the needle nose pliers where to bend the staple to obtain the correct stirrup width. It is simpler to use commercial detail parts for the grab irons.

I slice off the cast stirrups and grab irons with single edge razor blades. It works better if you use a slicing motion rather than a chisel. I found the trick is to rock the blade around the thumb holding the car. Once the blade started to slice, it goes through very nicely. Take a couple slices, leaving the bolt and washer details intact. A trick from carpentry is to make an incision into the cast detail just before the detail you want to save. This weak point will break before you slice into the wanted details. You can then scrape any little ridges with the blade held perpendicular to the surface. No need to be perfect if the car is to be weathered.

The instructions with the commercial grab irons call for drilling holes with #80 bits. I used #77, they drill faster, they break less often and the larger holes give you a bit of leeway. Use dividers with two needles to punch the two starting holes at the same time. This ensures your two holes for each grab iron or stirrup are spaced correctly every time. For the stirrups, I drilled up into the car sides, behind the cast bolt heads. If

the car sides are too thin, either use a smaller drill bit or glue the staple stirrups behind the car sides. If you elect to glue behind the car side casting, you will need to notch the car floor to clear the stirrups. I used medium gap-filling CA glue. Make a puddle of glue and dip the grab iron or stirrup in the glue and slip in place.

For grab irons, use a small stick of .030" styrene as a spacer. This ensures your grab irons are all spaced the same recommended distance from the car body. After the CA glue has thoroughly cured, use flush cutting pliers to remove excess grab iron projections inside the car body. If you add free-standing grabs, you may want to add uncoupling levers. Use commercial detail parts, but you have to wait until the car is assembled to add the uncoupling levers, since they rest on the coupler boxes.

## Painting & weathering

These cars are supposed to be retired from active service, so their paint and deck are faded. I removed the existing lettering with a combination of erasers, fine sanding with flexible nail files (a bargain at 3 for \$1) and soaking with Letraset™, then rubbing with a Q Tip. The basic painting technique is to use many thin washes over a base colour. The first two cars I did had suitable boxcar brown/red base colour. I gave the next two a base coat of oxide red primer from a spray can. I used water based Polly S flat black and rust and Tamiya™ NATO Brown flat paints for this project. I kept a couple of cut-down, small plastic glasses of distilled water on hand. Put a bit of paint on your brush; transfer most of the paint to the side of the glass and dip the brush in water. You can either wet the entire surface to be treated beforehand or quickly spread the wash over the side. Either way, I then spread the wash with vertical brush strokes. It actually works better if the car is on its side and the surface being painted is almost horizontal. It is best to thin the paint considerably and build up the colours slowly. I would start at about 25% dilution and if the colour was too strong, wet the brush in water and then dilute the wash on the car side itself. This gives you colour variations, but don't complete the paint job yet.

## Trucks, wheels and couplers

I painted the trucks to match the car sides (oxide red primer) and weathered them with some dry brushing. Essentially, clean your





paintbrush on the trucks. I did the axles and wheels in NATO brown. As these old cars have friction bearings, the wheels outside faces could use a wash of black to represent oil staining. Roller bearing wheels are rusty as there is no oil dripping.

While you have the brown and rust on your paintbrush, dry brush the couplers. No need to achieve uniform colour, only to break the shiny black to grungy brown/rust. Put some flat black on the Kadee "air hose" and a bit of rust on the end to simulate the glad hands.

### Less is more, or faking it

Just after you have a basic car colour of your liking is the time to add lettering. Jacques does not have "Ontario New England – O.N.E" decals or dry transfers. For one car, I used bits of C-D-S "Ontario Northland" that I already raided for "Nor+d". I laid out Ontario New England on a piece of paper to obtain the correct spacing, and transferred Ontario + lan where they should be for a correct full lettering. I then painted out the missing letters area with oxide red primer, giving the impression that someone covered the worst rust with primer, without re-sten-

cilling the company name. I also used individual letters for "O.N.E" or just a white line on other cars. Since these cars are not in interchange service, they do not get reporting marks. For a car in regular service, I would have used a complete lettering set.

### Weathering & aging

Once the car sides are lettered, repeat the thin wash treatment to tone down the stark white. I used the NATO brown (boxcar red would be just as good) wash to darken and grimy the letters and the whole car. I did rust effects at about this time. Again use thin washes and let the rust stains run over the lettering. The final washes were very thin black. The overall effect is grimy, rusty and faded rail car brown.

### Wood deck

I used Floquil's foundation for the first two cars, but switched to Polly S sand for the other two. It is simpler to use water-based paint. The paint should be brushed on rather thin, as you don't want to fill the scratches and scrapes. Pale grey would probably be an even better choice of base coat since we are striving for old wood look. Go over with a

very thin wash of black. This highlights the wood grain. Gradually add a bit more grey by painting planks randomly. This gives more variations. Work quickly with thin washes again to blend the variations somewhat. Once the deck is dried, add chalk weathering. I used grey chalk. I file some chalk on the deck, brush most of it off to clean in between the boards and repeat three or four times. Use some of the chalk on the bush to add dust to the car sides as well.

### Making life complicated

When I converted the toy market flatcars to idlers, I discarded the toy market trucks with talgo couplers. Next, I glued a Kadee box in place for #5 couplers. I sat the flatcar frames on Athearn friction bearing trucks and everything worked out perfectly with the coupler gauge. Bingo, piece of cake! So add lead weight, reassemble the body to the frame and go for the maiden run. Well, I think the car body sits too high. No problem! Shave the bolsters, replace the #5 with offset shank #27 and all is well. Except that the wheels are rubbing on the underframe floor, so now we shave the underframe floor.

Once I had done all this, it dawned on me: "Why keep the underframe at all?" so, next time, I'll just build up bolsters, notch the end sills and install the coupler boxes higher. And the flat underside of the body casting will make it easier to add lead.

Good looking results So with a bit of effort and time, you have flatcars with free-standing grabs and stirrups, well weathered old wood decks, "years" of fading, grime and rust on their bodies. You can apply much the same treatments to any car with all the regular lettering and get a hard working car still earning its keep.





Bernie Goodman's 1950s CNR way freight was February's CHAIRMAN'S CHOICE winner.

## 1950s equipment featured in February



Tichy flat car kit was part of Bill Crago's CPR way freight.



Toby CPR Ten-Wheeler led Bud Nelson's way freight.



Peter Cunningham showed mini-branchline train, powered by B&M switcher.



John LeBlanc purchased this PRR hopper in 1953 for \$3.50.

Ian Cranstone photos

**Bernie Goodman's** N scale way freight with an Atlas CNR GP9 at the head end was the CHAIRMAN'S CHOICE for the February display. Bernie added spark arrestors and a winterization hatch to give the loco a truly Canadian look. He had an attractive string of weathered freight cars behind the loco along with a CN van.

**Bill Crago** went for the branchline look with an HO CPR consist. It was headed by No. 472, a class D4g 4-6-0, a brass model imported by Pacific Pike that Bill bought for \$70 back in 1970. It was pulling CP 225348, a Funaro & Camerlengo cast resin kit of a 1932 AAR boxcar with a Hutchins roof and 4/5 dreadnaught ends. Behind it was CP 307705, a close enough flat car made from a Tichy kit. TH&B 4574 was a USRA double-sheathed boxcar. Bill says the TH&B acquired these cars from an U.S. road possibly the NYC. Bringing up the rear was CP 436553, a brass van from Van Hobbies that Bill acquired for \$25 in the early 1970s.

**Bud Nelson** also went the way freight route with a CPR 10 wheeler, a bunch of mainly freight Athearn freight cars and a CPR van imported by Van Hobbies.

**Peter Cunningham** had a mini branchline train — a well-weathered B&M switcher and crummie with a brand new State of Maine boxcar. Peter said it was circa 1953.

**John LeBlanc** displayed an HO PRR hopper 220301 made from a Varney kit that he acquired in 1953 for \$3.50. John says that 50 years ago, \$3.50 was a lot of money. Anyone know what that would equate to in contemporary dollars?

**Eric Smith** also displayed a vintage HO model. It was a 1956 kit by Grant Hobbycraft of a CPR Manor Class sleeper from Budd Car. The car was used on the CANADIAN. Eric says the kit is being rebuilt in the P&NW Shops here in Ottawa.

Now that we have pointed out the wee trains, we will move onto the proper scales.

**The Interchange**



Charlie Shrubsole scratchbuilt this CNR boxcar.



CGTX tank car was displayed by Alex Binkley.

Charlie Shrubsole brought out several S scale models. One was an American Models PRR hopper that Charlie is planning to upgrade with KD couplers, a more realistic interior color (he prefers Humbrol #260 German camouflage red/brown) and highlight the steps with a fine felt black pen. He also had a CNR boxcar that he scratchbuilt and decorated with C-D-S lettering. He also had a Pacific Rail Shops C&EI boxcar and an Erie Lackawanna box car that he has yet to complete. He also had a P&LE hopper that he converted from an American Flyer car. He made the herald by hand.

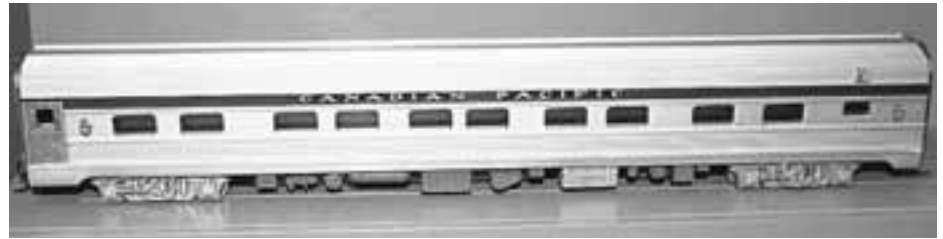
Alex Binkley also displayed some 1950s era freight cars in S scale. They included a S scale American tank car lettered for Canadian General Transit, a Downs Models tank car also lettered with C-D-S for CGTX, a 40-foot steel boxcar from S Helper Service lettered for the Canada Southern Railway using C-D-S transfers. (This car is now in MOW service). As well, there was an American Models 40-foot flat car also lettered with C-D-S and in MOW service.

Brian Ludlow brought out two highly detailed O scale freight cars. One was CP 403318, a service flat car that Brian built from a LaBelle kit. He added full underbody detail. He also had CP 403257, another LaBelle kit with a scratchbuilt functioning deck winch.

Hugh Laing had an O scale RS-11 from Weaver painted and lettered for the CNR. He says he knows that Canadian RS-18s didn't have the end notches like the RS-11 but that's the way the unit comes. He also had a two-truck Shay from Bachmann Spectrum. A cutie for sure.

Jim David from Kemptville displayed a G scale USRA Pacific painted and lettered for CNR. It would sure be quite the sight thumping around a layout. Fellow G scaler Paul Norton had an Aristo-Craft CNR FA-1 that is equipped with plus for radio control and battery use. He also had an USA Trains CNR GP9 and equipped similarly to the FA-1. As well, Paul displayed a USA Trains wood van painted for CNR.

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Vintage Grant Hobbycraft CPR sleeper was shown by Eric Smith.



Brian Ludlow built CP Road Repair car from LaBelle kit.



Hugh Laing brought in RS-11, lettered in classic CNR green & yellow.



Paul Norton and Jim David combined for large scale CNR presence.



# Next Meeting

## North American Steam

*and*

## Rise & Fall of the Steam Railroad

*presented by*

**Doug Sheldrick & Eldon Rathburn**

### Display

Excursion equipment

**Tuesday, April 13**

St. Anthony Soccer Club Hall  
523 St. Anthony Street, Ottawa  
(just off Preston Street at the Queensway)

**Doors open at 5:30 p.m.  
Dinner served at 6:30 p.m.**

**Admission: \$20.00**

Includes dinner, facilities, program expense, taxes and gratuities.  
Free parking.

**Please note:**

If you cannot attend the meeting after saying you would, please call Peter Joyce at 841-1950. Thank you.



## OVAR Directory

**2003-2004**

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<b>Treasurer:</b>	Gord Bellamy	613-725-6979
<b>Membership:</b>	John Shipman	613-237-0707
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### THE INTERCHANGE March 2004 — Issue 383

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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:**

April March 20

**Printing and Copying:**

Impression Printing, Smiths Falls

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