



The Interchange *Our 43rd Year*

Ottawa Valley Associated Railroaders — OVAR

May 2004

Issue 385

Oh... the life of a TV star



Boston and Maine S1 number 1170 is spotted crossing the Salmon River on the outskirts of North Dover.

by Mike Hamer
photos by ?

So here I was sitting back lazily enjoying the March Break looking forward to reading a few books when the telephone rang. "Mike, it's Joel Haslam from CJOH's REGIONAL CONTACT. You're a school teacher, right? You're on your spring break? Any family plans?"

Yes, I'm a school teacher and, yes, it's my weeklong holiday... and no, there are no family plans as all other members of the Hamer clan have other commitments.

"Great!" Joel went on. "We'd like to come over and do a piece on your model railroad for our TV show. We've heard that your trains were recently featured on the cover of one of the leading magazines in the hobby!"

"But, Joel you haven't even seen my layout. I'm not so sure this is the type of thing that would interest your viewers. There are only a small number of model railroaders in the region!" I offered.

"But... everybody loves life in miniature," Joel continued. "Dollhouses and miniature gardens fascinate people of all ages... I'm sure our viewers would love to see what you've got in your basement."

What, with Joel's convincing and that little voice inside my head whispering, "You only live once!" I relented and invited his crew over for the next two days... and two full days it was!

Before hanging up, Joel informed me that he had already made plans for the crew to film me walking between the "real steam-

ers" in the train bay at the Museum of Science and Technology. "This should make for a wonderful opening piece," he added. "And we'll also get some footage of you in the classroom, Mike, maybe teaching a little about the railway."

All these plans changed within five minutes of their arrival. Once Joel and his cam-

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plus much more

CPR 2816 to lead luxury train through area

*Editor's Note: this report was posted at:
www.railroadforums.com*

Trip tentative schedule & consist:

On May 12, 2004, CPR Hudson type 4-6-4 class H1b #2816 will leave Vancouver, B.C. with the following consist:

Engines:

CPR 4-6-4 Hudson 2816;
second tender CPR 5508 (ex-D&H);
CPR FP9A 1401;
CPR F9B 1900.

Cars:

Stage Car 401753, (former box car);
Tool Car 29114, (former box car);
Power Car 96, (ex-VIA 15442);
Club Car 101, DOMINION;
Coach 102, ERNEST SMOKY SMITH VC;
Sleeper BCOL 1711, H.B. BOWEN;
Business Car 83, LACOMBE;
Generator Baggage Car 95,
(ex-Baggage Express car);
Business Car #71, KILLARNEY;
Stateroom Car #79, N.R. CRUMP;
Business Car #82, STRATHCONA;
Business Car #77, VAN HORNE;
Stateroom Car #84, BANFFSHIRE;
Business Car #78, ROYAL WENTWORTH;
Dining Car #85, CRAIGELLACHIE;
Business Car #74 MOUNT STEVEN.

The liberal schedule: May 12 Vancouver–Kamloops; May 13 Kamloops–Revelstoke; May 14 Revelstoke–Banff; May 15 Banff–Calgary; May 17 Calgary–Medicine Hat; May 18 Medicine Hat–Moose Jaw; May 19 Moose Jaw–Brandon; May 20 Brandon–Kenora; May 22 Kenora–Thunder Bay; May 23 Thunder Bay–Marathon; May 24 Marathon–Chapleau; May 25 Chapleau–

Parry Sound; May 26 Parry Sound–Toronto; May 28 Toronto–Smiths Falls; May 29 Smiths Falls–Montreal. The fare was US\$26,000 for double occupancy and the trip was sold out months ago.

To the U.S.A.:

2816 will remain in Montreal from May 29th until June 11th, and will operate to Toronto on June 11th (with the consist listed above): 2816 will haul Stage Car 401753, to Business Car LACOMBE only for a total of seven cars. On June 12th the train will operate from Toronto to Welland, and on June 13th from Welland to Buffalo via CSXT and from Buffalo to Cleveland via NS, with an NS diesel leading while on all NS trackage stateside. On June 14th the train will continue from Cleveland to Chicago via NS and will remain in Chicago on June 15th. On June 16th, it will operate from Chicago to Milwaukee via Portage and then it is expected to operate a number of small excursions on the SOO Line up until July 4th. Milwaukee Road 4-8-4 #261 will be operating in the same vicinity on CPR from June 22nd to July 4th, and on July 3rd the locomotives are expected to be double-headed!

CPR diesel units 1401 and 1990 will take nine cars; from Generator Baggage Car #95 to Business Car #74 MOUNT STEPHEN and on June 3rd will leave Montreal-Windsor Station at 11:30 a.m. and arrive in Toronto at 18:25. On June the 4th the train will go from Toronto to Windsor, and on June 5th from Windsor to Hamilton, and then to Guelph Junction. On June 6th, the train will travel from Guelph Junction to Havelock and then to Toronto, and on June 7th, from Toronto to Sudbury. The passengers will all detrain in Sudbury, Ontario and the train will dead-head back to Calgary.

McEwan correction

The given name of “Toots” Eggert, winner of car No. 4 was Gunther, not George. I knew “Toots” well and he rarely, if ever used this name. When something more formal than “Toots” was required, he used his initials, G.M.

This was perhaps fitting, given his well-known fondness for diesels, or as he called them, “growlers”.

Bill Crago

Eldon Rathburn CD

I purchased the CD by going to Google and entering Eldon’s name — from there I followed the links to his distributor.

John Shipman

TIMETABLE

Upcoming events of particular interest to OVAR members

May 21-23: ST. CATHARINES – “Golden Horseshoe Mixed Convention”, Canadian Association of Railway Modellers, 1st National Convention (held jointly with Canadian Railway Historical Association), Brock University. Info:

www.caorm.org/convention/index.html

May 29: OTTAWA – St. Lawrence Division NMRA Meet, location t.b.a. Info: Stan Conley (613) 523 - 8237, e-mail: sconley@ccs.carleton.ca

www.cyberus.ca/~g_knowles/sld/sld_index.htm

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

June 15: OTTAWA – Bytown Railway Society, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info:

www.bytownrailwaysociety.ca

August 14-15: GANANOQUE – Thousand Islands Model Railroad Show, Gananoque Recreation Center 600 King St. W. Sat. & Sun. 10 a.m.-4 p.m. Info: Bill Bowman (613) 382-7575, e-mail: timrailroaders@aol.com

An industry you could model

by Normand Levert

The banks of the South Saskatchewan River at Medicine Hat provide fine clays, so there used to be at least two china factories served by the railway. Both are turning into museums.

The Hycroft China Ltd. factory was opened in 1938. The siding is rather below grade, as if the building came first and then the siding was installed so car floors would be at factory floor level. I do not know if both buildings were built at the same time, or if the one on the left came second.

If you look closely beyond the window to the left of the Hycroft sign, there is a drawbridge in the retracted position (the balance of the siding has been filled in). This could be an interesting operational feature. The drawbridge would have to be raised to let railway cars in and out of the siding.

As you can see to some extent, the siding is located between two retaining walls. There is an access lane to the rest of the complex, which ramps down to track level then up again (behind me in the photo).



From the Librarian's Carrel

by David Knowles
President,

C. Robert Craig Memorial Library

The new parking set-up at the Library seems to be working well these days, with lots of room — most days. The area allocated to Public Parking has been expanded and is located under the Bytown and Rideau pavilions. This means that after taking your ticket you drive straight ahead and down the ramp.

Use the pedestrian exit to the Bytown Pavilion and the elevator will take you up to the Library level. The floor is marked with a yellow label indicating the location of the parking pay machine. On exiting the elevator, turn left and there you are at the Archives/Library door. Occasionally, during the day the machine will not issue a ticket. This means that either all public parking spaces are taken or the machine is not working!

New books added to library recently include Jerry Pinkpank's GRAND TRUNK WESTERN IN COLOR Volume 2. This covers the wet noodle period and follows up the earlier volume on the gold and green era.

May 2004

Definitely worth a look.

Bytown Railway Society has donated a copy of the 2004 CANADIAN TRACKSIDE GUIDE. While I know all of you have acquired your own copies, the Library copy is there for quick reference when you are doing research in our collections. So are all the other editions back to the the original very thin first issue.

Michael Rhodes has produced a well illustrated and colourful account of NORTH AMERICAN RAILYARDS. Mr. Rhodes has visited and photographed a substantial number of the remaining hump classification yards in North America. Most of them east of the Mississippi River (the one in the U.S.A). Believe it or not the hump yard is a disappearing facility. The intrusion of door to door trucking, the introduction of unit trains for coal and other bulk commodities, the switch to containers for higher class commodities along with railway consolidations all have reduced the need for hump classification yards and the yards are actually being ripped up. This book complements John Droege's FREIGHT TERMINALS AND TRAINS (1925) which is also in our collection. Two older books recently added are

Graham Wilson's WHITE PASS AND YUKON ROUTE RAILWAY a collection of b&w photographs and captions to mark the centenary of this railway, and REMEMBERING RAILROADING ON PRINCE EDWARD ISLAND by Harold Gaudet.

Val Knowles' biography of Van Horne, FROM TELEGRAPHER TO TITAN can now be found, at Leishman books, Chapters and the CRCML.

See you at the Library!

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

For the Record

April Meeting:
123

Current membership:
180

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



Extra 1503, in care one of one the earliest RS-2's seen on the B&M, pierces Marshall Cut on its approach to North Dover.

Life of a TV star

continued from page 1

eraman Randy descended the stairs to the crew lounge and entered the train room, Joel immediately turned to his cameraman saying, "Randy, I don't think we need to get that footage at the museum and Mike, we really don't need to get shots of you working in the classroom... let's devote the entire segment to this magnificent work of art!"

I'll never forget the look on both their faces when they saw the layout for the first time. It was priceless!

As we busied ourselves setting up the equipment for the interview, Joel asked me how I got started in this interesting hobby. I began telling him a few stories when he suddenly stopped me, saying, "Don't say any more, Mike!"

"Why?" I asked, somewhat confused.

"Because many of our guests talk a blue streak as we are setting up and as soon as they see that red light come on on the camera... they freeze... they clam up!"

"You don't know me," I reassured Joel with laughter. "Remember, I'm a school teacher. You can't shut me up!"

So, the interview began. We spent the first half hour sitting in chairs in the crew lounge with Joel asking a series of questions while

my responses were recorded. I was asked to not look at the camera, just at Joel. I was most amazed at the number of details he recalled from the short five-minute conversation we had while setting up. And, it is only in retrospect that I understand the true brilliance of this man. After viewing the tape a number of times, I am able to see just how creative and quick his brain works. It is now apparent to me that he asked specific questions to elicit responses that would support the targeted storyline he developed as a result of knowing me for but a few short minutes. Indeed, a brilliant man he is... a consummate professional!

Randy Maahs, the trusted cameraman impressed me as well, and Joel later tells me that he has won awards for his camera work over the years. Randy calls himself a "production cameraman" and he prefers working the "REGIONAL CONTACT" shift as opposed to doing the regular jobs such as news and sports. The two days of filming allow him to devote the proper amount of time necessary for him to reach "the bar" he sets for himself each episode. It becomes apparent to me early in the filming that Randy is very excited in meeting the challenges of bringing my scaled down railroad to life on the big screen.

With the interview done, Joel is keen to

run some trains, so I decide it would be best to present him with the challenges faced by the local switch crew in North Dover aboard the B&M black and red S1 switcher #1170. With Joel at the throttle, we switch out the very busy Phillips Furniture Factory. He is amazed at the amount of planning necessary before making these car movements. "I haven't done this since I was about ten," he is heard to say. "And my trains weren't like this!" he adds in amazement.

On day two Randy returns to film more trains running and to capture me working on some of my models. Joel is not needed this second day and stays home with his kids who are also on their March Break.

To film each train running, we use four takes... three of the train from a variety of creative camera angles and a fourth of me following the train around the layout with throttle in hand. Randy's camera work truly brings the layout to life. While shooting a specific train, he begins with the camera focussed on some scenic element either below or above track level and then "pans" the camera towards the train. Likewise, when filming a structure, a billboard, a rock cut or a stand of trees, he either begins with a tight shot and pulls back or begins with a wide shot and zooms in on the scene.

Joel wanted me to show how trees and



The North Dover crew is spotted switching out traffic in front of the passenger station. Note the team track in the foreground.

freight cars are made, how people are painted and how everything is weathered, a scenic device he realized “pulled the entire layout together”. So, Randy and I spent a considerable amount of time at my workbench. With each modelling segment we once again shot the action from three or four different angles taking about 15 minutes each to create about 20 seconds of real time on the show. Randy explained that he always gives the producer and editor “a lot” to work with and this certainly showed in the finished product.

Joel was impressed with my guitar collection, being a musician himself. He asked if I could play a railroad song for the show, so I selected Gordon Lightfoot’s “Canadian Railroad Trilogy” and plucked a personal version of the tune.

I must admit that I am amazed with the finished quality of the program. I was very concerned that something like this being done by a local television station might turn out hokey and do a disservice to the hobby. On the contrary, the finished product was very professional. I was amazed at the dissolves from one scene to the next, especially the footage of me playing the guitar with the trains appearing ghostlike in the background.

Would I do it again? You bet, in a heartbeat.

Oh yes, Joel asked if I wanted to have my telephone number put up on the screen for anybody with questions about the hobby or for potential visitors. I asked him how many people view the show each week. His response was 125,000! No, I would not like

my phone number to be given out. My wife, however, came up with the brilliant idea of creating a hotmail account for the purposes of the show. Man, the many interesting e-mail hits I’ve received and from all over but, that’s for another story!

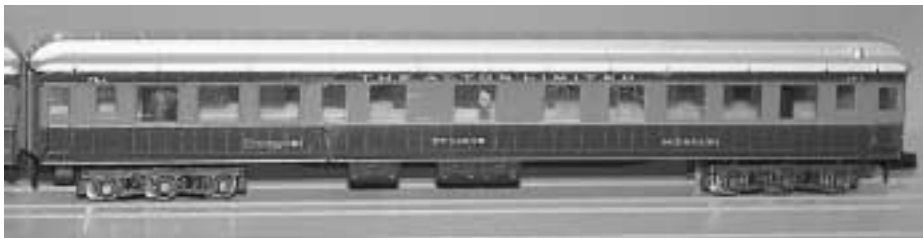


Train #23, “The Pine Tree”, approaches the North Dover platform on its outbound journey from Boston to Portland, Maine.

Excursion equipment featured in April



Mike Hamer took CHAIRMAN'S CHOICE with Ottawa Valley Railroad Club station.



Dan Moffet kitbashed Alton Limited excursion car from two combines.



Brian Earl's excursion train was powered by 4-6-2 #1047.



Alex Binkley showed gondola kitbashed by Bill Ferguson.

Ian Cranstone photos

Mike Hamer won the CHAIRMAN'S CHOICE award at the April meeting for his diorama of a structure that included a model railway club in the top floor. The roof of the superbly rendered building was removed so we could see the operating session. The diorama allowed Mike to display his skills at making trees from local plants.

The theme of the evening was excursion trains and it is obviously a popular topic amongst OVAR members.

Dan Moffet brought out a really big N scale excursion train. It was headed by a Trix CNR Pacific 5132, a UP Big Boy (ex Marty Phillips) and an SD45 that Dan said provides dynamic braking for the train. It was followed by a CNR baggage car, which serves as a tool car. In order from there were 15 full-length cars in CNR, Milwaukee, Pennsy, B&O and Alton Ltd. colours. The cars all have a purpose in Dan's world including ones designated as a souvenir shop, a photography car and a snack car (that's where you would find the OVAR members). Dan notes he made the Alton Ltd. baggage car by splicing the baggage sections from two combine cars together giving it brake wheels on both ends. The left over sections of the combines were combined of course into an excursion car with additional window openings added. Naturally its brake wheels are inside which is where the term an inside job comes from. Well done Dan.

Brian Earl also displayed an N scale excursion train featuring his GREAT WESTERN President's car. It is a Rivarossi observation car with Gold Medal Models railing and steps added. It is pulled by a Model Power 4-6-2 that is DCC equipped.

Alex Binkley displayed an S scale excursion train pulled by a Canada Southern FP7 from American Models. It consisted of an American Models ex-UP parlour car and a former CNR coach and for the adventurous traveller who likes the open air environment there was a high-sided gondola they could ride in. It was made by the late Bill Ferguson of Toronto who spliced a couple of Marx gons together. This one was lettered for CNR.

Steam locomotives are often associated with excursion trains so it was no surprise to see quite a few of them in the April display. **Dave Steer** had an Sn3 D&RGW K28 No. 476, an excursion locomotive that still operates today.



Dave Steer displayed D&RGW K28 #476.



John LeBlanc recalls RDC excursion with Athearn RDC3.

Greg Stubbings brought out a Van Hobbies HO brass model of CNR Northern No. 6153 which spent two years in excursion service in the early 1960s before being put on display at the Delson Museum.

Among the successors to that loco on fantrips was CNR Northern No. 6218. **Bill Crago** brought out a Toby-Pacific Fast Mail HO brass import of this loco that he purchased in 1972 for \$199.

Barry Innes displayed the last of the CNR steam excursion locos No. 6060, a Samhonga HO brass model of the 4-8-2 that is now operated by an Alberta railway museum which also has a former CNR 4-6-0.

Also in an excursion theme, **John LeBlanc** brought out a model of an Athearn RDC3. John recalled a February 1963 fan trip to Manawaki and back on an RDC that the late Bill Williams had organized. While the model has a soft spot with John, it doesn't have the same operational quality as the new RDC models on many layouts across town.

Ian Cranstone displayed an HO model of a Branchline coach painted in CNR green and black. The paint was CN Lines SIG Scalecoat colours. The lettering was done with CN SIG decals. See Ian for more details especially the admirable job he did in getting the striping straight.

Grant Knowles brought out a narrow gauge excursion car. C&S car No. 150 was built back in 1885. Grant said the kit consisted of a bag of styrene and plastic detail parts but that didn't stop him from producing his usual superb model work in about a week.

Charlie Shrubsole displayed another chapter in his saga on getting freight cars detailed correctly. Working in S scale with readily-available 40-foot box cars from Pacific Rail Shops and American Models, Charlie has been trying to the correct details on CNR, NYC, C&EI, DL&W and NH box cars. On the CNR car for example, Charlie added a real wood roofwalk, an eight-rung ladder and jacking pads and the proper trucks. He used Canadian Tire red primer to colour it and C-D-S lettering. On the other four cars, he used a variety of parts to get the models closer to the prototype. A lot of interesting modelling.

May 2004



Greg Stubbings displayed CNR excursion locomotive 6153.



Bill Crago showed successor excursion locomotive 6218.



Barry Innes showed sister to final excursion locomotive 6060.



Ian Cranstone provided excursion coach, built and painted from a Branchline kit.



Charls Gendron built SW1200RS from custom resin kit made for his store.

Charls Gendron brought out a finished model of the SW1200RS resin kit has commissioned from Point One Models. There are six versions of the kit and you get everything from the chassis, couplers and paint job. If you are intimidated by the all the

pieces in the box, Charls does custom assembling.

Hugh Laing brought out a G scale Custom Trains NW2. It had a Lionel electronics package installed and Hugh showed us on a short demo track that the unit could make itself be heard.

Rob Rolfe brought out a nicely done diorama entitled the end of steam showing three steamers in a deadline awaiting the inevitable.

For the traveller, **Normand Levert** brought out a German guide to trips along the Rhine River in Germany. There's a 200-kilometre trip along it that passes castles, forts and a wine-growing region.



Next Meeting

Operations & Industries You Can Model

presented by

Ian McCord

Display

McEwan Cars

Tuesday, June 8

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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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.

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