



The Interchange

Our 46th Year

Ottawa Valley Associated Railroaders — OVAR

May 2006

Issue 405

The SFPR is no more



Dave Copeland works Fallowfield yard while young 'un David acknowledges photographer documenting the last run.

by Rob Rolfe
photos by the author

And tell me you wouldn't cry too. After 12 years, several rebuilds, and not nearly enough ops I had to abandon my home railway; the Strandherd, Fallowfield and Pacific due to an upcoming move.

The SFPR was originated to allow me to

hide in the basement thus escaping the now-former wife. After a while it turned into a whack of fun, especially after meeting up with the SNOBs (South Nepean Operating Bunch).

In the far west lay the town of Strandherd. Its yard traffic consisted of products like

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plus much more

From the Carrel of the Librarian

by Dave Knowles

C. Robert Craig Memorial Library

Since its founding in 1994 the library has received a great many donations of books, magazines and photographs from many sources, starting of course with Bob Craig's own library donated by Joan Craig. For the most part we know who the donors are but occasionally items are left on our desk in the City Archives with no note or other indication of who they are from which makes it difficult to acknowledge the gift with our grateful thanks.

Recently I found a small volume (8" x 5" x 1"), bound in dark blue leather on the Library's desk at the Archives. Fortunately it had a very brief note from the donor. The book was passed over in a recent sale held by the "friends" of a somewhat larger library, and one of the sales' organizers felt that the CRML might be interested. It is a short, but comprehensive account of the establishment and growth of the Canadian railway network from the CHRONICLES OF CANADA series entitled THE RAILWAY BUILDERS. A landmark book in Canadian Railway history, I had already photocopied it for the CRCML from my own copy. Now I will be able to replace it with the real thing, once I have repaired the somewhat battered cover.

The book provides an overall picture of the railways just before they became caught-up in the failures that led to the collapse of the Grand Trunk, and Canadian Northern railways and their inclusion with the Intercolonial Railway in the Canadian National Railways system.

It was originally published, by Glasgow, Brook and Company, of Toronto, as one of the CHRONICLES OF CANADA. This was a series of thirty-two tersely-written narratives for popular reading, designed to set forth, in historic continuity, the principal events and movements in Canada from the earliest Explorers to the Railway Builders." As some copies can also be found with dates of 1920 and 1924 on the title page, it appears to have been reissued in those years (perhaps as new titles in the series were issued?). In 1964 the "unbound stock" of the CHRONICLES OF CANADA series was purchased by the University of Toronto Press and offered in a special limited edition. Unfortunately, in this most recent release the

foldout maps of the earlier releases were not included. In some of these latter issues the "tersely written" phrase has been replaced by the much less imaginative "freshly written".

The author was O.D. Skelton. Born July 13, 1878, at Orangeville, Ontario, he graduated from Queens with a B.A. in 1899, and a PhD from the University of Chicago, returning to Queens in 1908. He became head of the department of Political and Economic Science in 1909, and became Dean of the Faculty of Arts in 1919. In 1925 he was appointed Undersecretary of State for External Affairs where he remained until his death in 1941. He apparently had a heart attack while driving to work and collided with a streetcar.

In recent months the Library has received two other important donations. The first is the late John Frayne's photograph collection, and the second are the drawings of Frank Dubery. There is some work to be done on sorting and cataloguing both of these collections before we can open them to library members. To give you some idea of the power of donations to the library you should know that only about 30 issues of the MODEL RAILROADER are missing from a complete run (approximately 750 issues) of the magazine from its initial issue in 1934. With the exception of the most recent years which have been provided by MR itself, the back issues have been obtained from donations!

For the Record

April Meeting:

114

Current membership:

189

THE INTERCHANGE

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

TIMETABLE

Upcoming events of particular interest to OVAR members

May 19-21: MONTREAL – CARM/CRHA National Convention, McGill University New Residence Hall, 3625 Avenue du Parc. Info:

www.caorm.org

May 27: OTTAWA – St. Lawrence Division Meet, NMRA, Emmanuel United Church, Smyth Road. Info:

www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

June 7: 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

June 20: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.:

www.bytownrailwaysociety.ca

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: vrtrains@igs.net or Frank Steele (613) 378-0309, fax (613) 378-1361.

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

In honour of OVAR's 45th anniversary, St. Anthony's prepared this special cake. In addition, OVAR honoured our nine charter members (Tom Hood, Barry Innes, Dave Knowles, John LeBlanc, Fred Mills, Derek Moon, Peter Nesbitt, Graham Stremes and David Strong) with 45-year plaques.

Graham Stremes photo.



Railway museum picks up steam:

Expansion in the works for Capreol tourist draw

by Laura Stradiotto
The Sudbury Star
printed on
March 9, 2006

submitted by John Chambers

Plans to expand the park surrounding The Northern Ontario Railroad Museum and Heritage Centre will be unveiled Thursday.

The expansion at Prescott Park will accommodate two electric locomotives donated by Inco Limited, a steel caboose and an antique snow plow cart.

"We've been acquiring these exhibits over the years," said Bob Michelutti, president of the board of directors.

"The problem is to bring them to where our current exhibits are, we have to lay some tracks down, place them on the tracks and then build some security perimeter fence around them."

The project will cost about \$75,000.

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The museum is also set to inherit a molten copper car, used by Inco to transport molten copper from the smelter to the refinery in Copper Cliff.

"It's like a large thermos bottle, 60-feet long, that transports molten copper back and forth," said Michelutti.

The exhibits are being stored by NRE-Alco Locomotives of Canada in Capreol.

The museum secured \$5,000 from Arts Vest, The Council for Business and the Arts in Canada, which matched the railroad track and ties donated by CN Rail.

"We'd like to get this started, at least lay the tracks when the snow goes,"

said Michelutti. "We'll hire a contractor to start putting the tracks down."

The museum has also applied for a Trillium Foundation grant.

The Prescott Park expansion is one of the

ideas that resulted from a \$75,000 feasibility study, funded primarily by FedNor, conducted two years ago.

The museum gets about 1,600 visitors a year. The study, however, said the museum could draw 22,500 visitors a year if it took on a \$5-million expansion project.

"We haven't given up on the project," said Michelutti. The board of directors intend on completing the project in small steps.

"After this, our next push is to try and restore some of our rolling stock, especially our 6077 locomotive," said Michelutti.

The steam engine rests outside and, consequently, the surface has deteriorated over the years. Michelutti said it will cost about \$150,000 to "make it look brand new again."

The high price tag is due to the removal of asbestos.

Michelutti is hoping not only Greater Sudbury, but communities across Northern Ontario, will take ownership of the project.

"The railroad is the reason why we have mining here today and why Sudbury exists," he said.



Chuck Larabie and Geoff Chase work at Strandherd.



Work begins at the hastily-renamed Pacific Railcar and Scrapyard (previously known as Pacific Railcar Repair Co.)

The SPFR is no more

continued from page 1

building supplies, oil, paper... and beer! Yes, beer on my layout travelled by rail as per the ONR in Cochrane, Ontario. The beer store in Cochrane had its own spur and they would park a forty-foot boxcar full of beer on it which the store people would unload at their leisure. Mmm, beer... where was I now? Oh yes, my town of Strandherd had a three track intermodal facility that also saw the occasional unit train. Odd looking machinery came from Skynet Machines who also looked after the computer network for the railway.

Further east the town of Program had a passing track and three spurs. The Wall Flour mill, Baffin Island Logging Company and a cement plant could be found here. Program got its name due to the DCC programming track being situated there. One night I made a "PROGRAM TRACK" label with my handy label maker then stared at it for awhile trying to think of a name for this town. Well, I'd "had a couple" at this point and the label maker was nearby and it was easy to delete the word "TRACK" from its memory. The next day I wasn't sure if it was a good name but the label was already stuck on the fascia board so the rest is history.

Next was Fallowfield yard with its locomotive shop, coach yard and classifying tracks. The end of passenger service saw the coach yard used as team tracks for a variety of customers. I wanted to have the yard actually originate some traffic. The Fallowfield switcher was a full time job during the operations as most traffic went through here. There was a grain elevator which could handle five cars at a time at the far east end of this yard. Sadly, I never did get the chance to build a Fallowfield Area Rapid Transit station.

Because I got my directions wrong when attaching labels (this may have been the previously mentioned "had a couple" evening) Pacific was the railways' eastern terminus. Pacific Railcar Repair Co. fixed lots of cars as the SFPR has no apparent restrictions concerning employee's alcohol consumption. Other industries included Holinhil gravel, Albert Flasher auto parts and the Nervous Tree lumber company.

For the final (sniffle) operation there were six: Tom Badenoch, Geoff Chase, Dave Copeland and his young 'un David, Chuck Larabie and myself. Three operators handled inbound revenue traffic from east and west — there was no outbound revenue traf-

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fic. Two looked after Fallowfield while I mostly wandered around sipping beer. Once everything had arrived in the now very crowded yard, it was time for the final moves. Chuck took a work train to the EOT in Strandherd and began removing track. Geoff delivered a CN GP7 and a PGE box to the new Program rail museum. Then Tom brought a line of switchers and some surplus rolling stock to Pacific for scrapping at the hastily renamed Pacific Railcar and Scrapyard. Last of all (sniffle) Dave brought the Fallowfield switcher, a faithful but worn SW9 to the scrapper and with that the power was turned off for the last time.

Now the tracks are gone, the yards are but overgrown fields and the roadbeds hear only the sounds of hikers and snowmobiles where once the beautiful sounds of clattering steel graced the dusty air. Piles of metal are all that remain of the discarded diesels that helplessly met their fate with the torch. A lone survivor, the GP7 stares blankly down the empty right of way while thinking about its long and happy life. Behind the Geep is one last boxcar which will never carry anything again but is kept free of graffiti due to this being punishable by hanging for the first offence and worse for the second.

The new (future) SFPR will have modern stock and many six-axle diesels. There will also be soaring mountains and magnificent bridges spanning spectacular gorges. All curves will be minimum 116-inch radius and . . . ok so I still have to buy the house first but let a trainguy dream just a bit.



GP7 and boxcar are preserved at Program Track.



Tom Badenoch delivers cars to be scrapped to Pacific.



Work train begins removing track under Chuck Larabie's command.



Carl Swail displayed two future McEwan cars #39 & #40 — the last of the old guard meets the newcomer.

Sandy River & Rangeley Lakes 0-4-4T in Sn2 was shown by Steven Arnold.



Uncrowded display in April

by Ian Cranstone
Gord Bellamy photos

Although the theme of the April display was structures, none appeared to be in evidence, but that didn't stop OVARians from bringing in some fine models anyways.

One of the more interesting models on display was a CP Rail GP9 pulling a bulkhead flat loaded with a wrecked GP35. The wrecked unit is missing its trucks, and has been placed on cribbing on the car. Unfortunately this display card didn't make it to the INTERCHANGE, so the builder is anonymous, at least for now.

John LeBlanc returned to the display table with his MDC model of GATX tank car 52607, a type 111A100W1 car. He has equipped his car with style SF shelf couplers, now required for dangerous goods liquids. These couplers are designed to prevent overriding which can lead to punctures of tank car heads during accidents. John notes however, that a string of cars so equipped are more likely to upset if one upsets, as happened at the Prescott derailment — and the models act the same way!

An Sn2 Train & Trooper 0-4-4T lettered as Sandy River and Rangeley Lakes #6 was brought in by Steven Arnold, who notes that it runs well out of the box.

Carl Swail displayed two future McEwan cars — the last of the original Walther's models to be awarded as this year's #39, and next year's #40 — a new Kato business car.

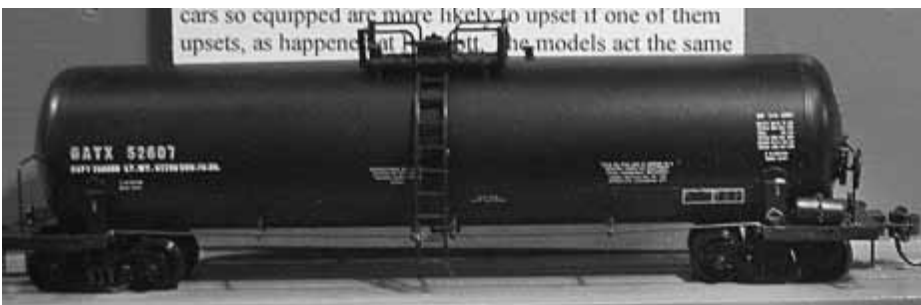
Graham Stremes showed a new Roundhouse 40' wood milk car lettered for Pfaunder, manufactured in China for Athearn Trains.

Dave Knowles has been around OVAR since the beginning, as his display of membership cards will testify. Hopefully he will add more than a few more to this display.



Battered GP35 is enroute back to the shops after an unknown altercation.

Dave Knowles discovered his old OVAR cards, and decided to showcase them.



John LeBlanc showed MDC tank car complete with type SF couplers.

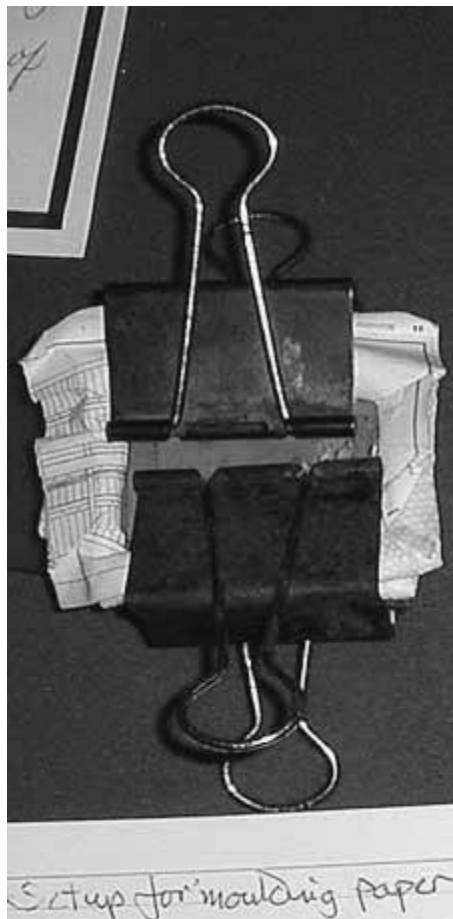
Detail parts from paper

by Charlie Shrubsole

Editor's note: As part of the October 2003 display, Charlie Shrubsole put together an interesting detailed sequence on constructing detail parts from paper and cyanoacrylate cement.

I have always thought that this technique would make a good INTERCHANGE article,

but didn't use it immediately, and then couldn't locate the photos again. Recently however, these photos were rediscovered (after an exhaustive search through my photo archives), and the INTERCHANGE finally showcases Charlie's inventive parts-making technique.



1. Setup for moulding paper — powerful clamps from a stationer press the pattern into wet paper, backed up by a pad of folded from paper towel.

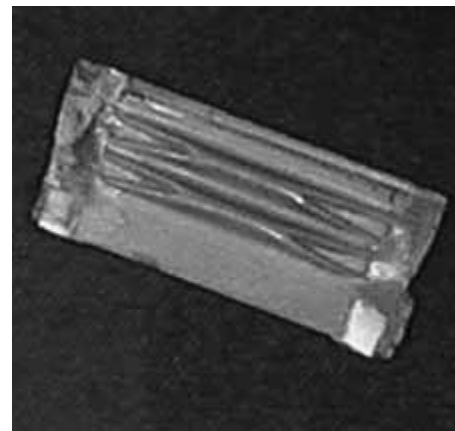


2. Spray the back of the moulding with red primer lacquer to stiffen it a bit, so it won't be damaged when taken out of the pad, wherein it is embedded.

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3. A finished moulding, ready to be impregnated with cyanoacrylate — at this point still flimsy..



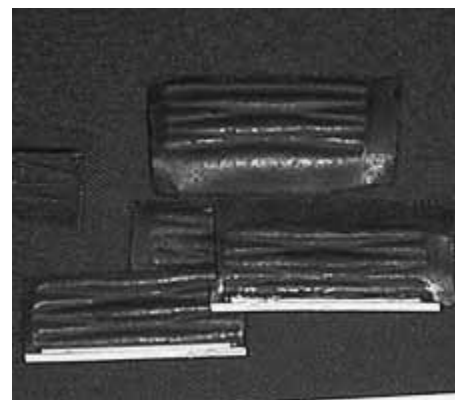
4. An unmodified Lionel gondola end was used for the demonstration to better show the possibilities. Here is an actual pattern used for practical work.



5. Cyanoacrylate that does not soak in does not cure, but forms a scummy film on the surface. A special marker for white boards shows this up. It rubs off where the surface is clean, but soaks into the scum.



6. Experimental use of soft craft paper from an L.C.B.O. bottle bag, not yet cleaned up. The green shows where there is crud to be scraped off.



7. Some reject pieces, all made using ordinary copier paper.



Next Meeting

Railroading got you down?

Yes, a lot of favourites are gone and yes it's harder to be a fan today, but railroading and railfanning are still great.

presented by

Jim Wrinn

Editor, TRAINS magazine

Display

McEwan cars and/or
anything else that goes at the end of the train

Tuesday, June 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 Fred Mills at (613) 723-1911. Thank you.



OVAR Directory

2005-2006

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Vice-Chair:	Paul Norton	613-825-4113
Secretary:	Mike Shore	613-829-8867
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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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