



The Interchange Our 41st Year

Ottawa Valley Associated Railroaders – OVAR

November 2001

Issue 357

O-Train finally begins service



Southbound O-Train stops at Carling Ave. station. (Ian Cranstone photo)



Examples of Ottawa's last light rail system, gone now for 42 years, Ottawa Electric Railway car 856 and unidentified sister are snowbound beside NRC annex at John and Sussex Streets on January 1, 1943. (OTTAWA CITIZEN file photo)

More photo coverage
of O-Train on
pages 4 & 5

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plus much more

From the Private Car

by Denis Rule, OVAR Chairman

The September survey of OVAR members revealed that the most controversial practice at this time is the CHAIRMAN'S CHOICE Award. From the 95 surveys received, 47 said to continue as it is, 39 said to end it and 5 had no opinion.

The executive has taken all responses into consideration and decided to modify the basis on which the winner of the monthly award is selected from among the models on display at our meeting. The purpose of this change is to make the award better suit the purpose it was intended for.

The award was never intended to turn the display into a competition, but rather to recognize the efforts put forth by the modellers with particular attention to uniqueness. Starting with this month's meeting, the new method for selecting who gets the CHAIRMAN'S CHOICE Award will be the most interesting model that falls within the selected

theme for that meeting, such as passenger cars or vans. The themes for each meeting will be published in THE INTERCHANGE prior to the meeting.

The display items that meet the chosen theme for the night will be scored on the level of creativity and additional effort put forth in the creation of the item. The Chairman will not reward the craftsmanship of the model (because all our members have great craftsmanship) but the originality and additional attention given to detail.

Of course, these changes aren't meant to discourage people from bringing out models that don't fit the theme. There's plenty of that already. We want to encourage all of you to display your modelling efforts at our meetings. The purpose of the display is to promote the exchange of ideas and techniques as well as a forum for displaying new and interesting items.

Craig Library report

by Ken Healy

By the time you read this the C. Robert Craig Memorial Library will have a new President — I decided that after more than seven years at the helm it was high time for someone else to take the lead, and the Annual Meeting in October will have elected a replacement for me. This does not mean that I will be cutting myself off from the Library. I still support fully its aims and objectives, and I will continue to support them, but in a less time-consuming way, narrower field and at a lower level. I need a rest, but not a complete break! I will need to work out with the new President how I can

best continue to serve.

I have been asked if my decision has been based on health problems, and I am pleased to say that it was not. Although I do not have the stamina of my youth, I hope to be around for a few years yet!

Many people have helped me carry out the work on the Library through the years and their help has been much appreciated. I am not going to try to name them; I would be sure to miss someone and I would not want to do that! I hope that we will continue to be associated in some way in the future.

I wish the Library continuing — even greater — success in the years ahead.

OVAR Dinner Bell

In September the meeting was called to order by the ringing of a bell. For the benefit of new members, the dinner bell was donated to OVAR on April 6, 1961 by Bill Williams, proprietor of Hobbyland on O'Connor Street, Ottawa.

The bell is of a multi-step design topped off with a steam locomotive bell from a Kemtron kit. On the facade of the bell is a brass plaque inscribed with the words: Presented to The Ottawa Valley Associated Railroaders by Bill Williams April 6, 1961.

On the back of the bell and on different steps are brass plaques inscribed with the names of past OVAR chairmen from 1961 to 2001.

The design was conceived and constructed by Adrian French in 1961, an extra step was added in September 1980 by Art Van Drarnen, refurbished in 1988 by Gord Clark, repaired in 1991 by Ray Irving and a new step added in October 2001 by Fernand Leroux. According to tradition the dinner bell is rung to bring the meeting to order.

OVAR sportswear

OVAR will have on display various pieces of sportswear embroidered with the club logo at the November and December meetings. On display will be a golf shirt, t-shirt, sweat shirt, baseball type cap and fall and spring jacket.

OVAR has not ordered a set amount of any pieces of sportswear, an order form accompanied with payment must be completed for each item you wish to purchase. Delivery has been promised for the next meeting. It is important that the exact size be indicated for each item.

Knowles takes over Craig Library

David Knowles has been elected as chairman of the Robert Craig Memorial Library succeeding Ken Healy who has retired after almost a decade in the post. David had been the vice-chairman and noted that one of his first tasks will be to recruit a new executive member. If you are interested in helping with the Library, David would be glad to hear from you.

David thanked Ken for all his work in getting the Library, housed in the archives of the old Ottawa City Hall, up and running. Library Director Peter Nesbitt moved a motion to thank Ken on behalf of all of the Library's members.

In future columns, David plans to talk about how modellers could find plenty of useful material in the shelves and record of the Library. There are 923 railway related books in the collection and there are over 12,000 slides and pictures filed in the Library's collection with thousands more waiting to be cataloged.

The Library's website is at
http://ourworld.compuserve.com/homepages/ken_healy/

Reminder

There are still 19 outstanding 2001 membership renewals. Please mail to me or see me at the November meeting.

Don Leger

New safety system for Ottawa's Talent Trains

by Mark Walton

The three Bombardier Talent LRVs used on Ottawa's Light Rail Pilot Project (LRPP) are equipped with the German Indusi safety system, which provides almost ironclad protection against a train overrunning a red signal. The Indusi system has raised a lot of interest among Ottawa area railfans. I will try to provide a brief, plain-English explanation of how it works.

Indusi stands for the German Induktive Zugsignalsicherung or Inductive Signal Train Protection. It dates from the 1930s, and can work with any type of signal — from the oldest semaphores to the very latest types. Local transit systems in Berlin and Hamburg use specially adapted versions of Indusi.

Like many other railway systems, Germany uses distant and home signals. In Germany, the home signal is usually placed about 200 metres ahead of the danger point it protects, such as a crossing or switch. The distant signal is placed about 1 km ahead of the corresponding home signal.

With Indusi, three magnets are placed at varying points within the signal's coverage area. A 1000-Hertz (Hz) magnet is placed at the distant signal, a 500-Hz magnet at 750 metres (usually) past the distant signal, and a 2000-Hz magnet at the home signal. The trackside magnets are inactive when a signal is at clear, and are activated when it shows any other indication. A magnet mounted on each locomotive detects by induction (hence the name) the indications of the trackside magnets, and relays them to the driver in his cab.

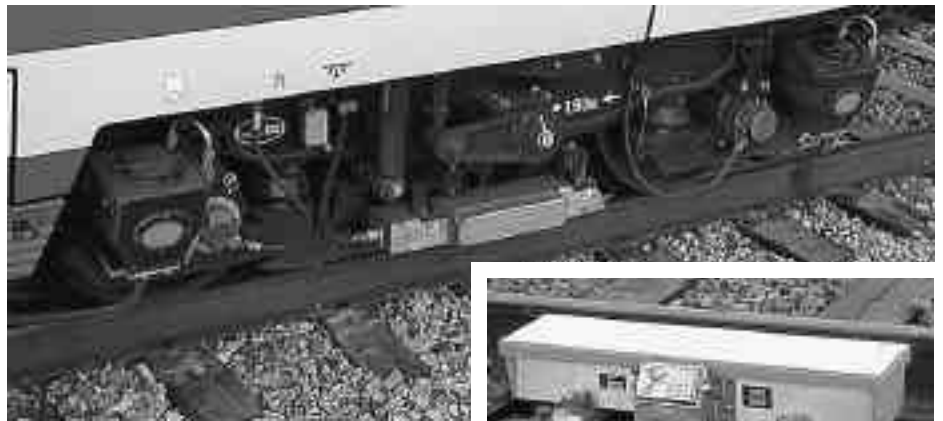
When a trackside magnet is active, a driver must take certain actions, within certain intervals. Any wrong action, or any inaction where action is required, will trigger an emergency brake application, which the driver cannot override. The examples given below are for a passenger train on a nominal 165-km/h line.

If a train passes a distant signal that shows "expect stop at home signal", the 1000 Hz magnet will be active, and will warn the driver by light and buzzer. Within 4 seconds, the driver must press a button to acknowledge the alert, then within 23 seconds slow to 85 km/h. The 500-Hz magnet will advise the driver of the home signal's indication; if it shows stop, the magnet will be active and the driver will get another light and buzzer warning. He must then slow to 65 km/h,

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Indusi magnet at north end of Greenboro station protects diverging line to Walkley Yard — Indusi magnet is next to track, with sign placed to remind operator.



Indusi sensor on lead truck (above) and Indusi magnet on track (right).



then to 45 km/h within 153 metres, until he reaches the home signal. If the home signal is red, the 2000-Hz magnet will be active. Any attempt to overrun it will always trigger an emergency brake application, which will stop the train well before the danger point 200 metres away.

If, after being slowed by the 1000-Hz magnet, no active 500-Hz magnet is detected, or if the driver sees that the home signal is clear, he can push another button to release himself from the 85-km/h limit. If the home signal was, in fact, still at stop, the 500-Hz magnet will be active, and will trigger an emergency brake application.

Indusi also provides for enforcement of speed limits, and for wrong-track running. It is a very simple and almost fool-proof system, well proven in service. Since

the OLRPP vehicles are set-asides from a German order, they came to Ottawa equipped with Indusi. At least one Indusi trackside magnet has been installed, at the south end of Dow's Lake Tunnel near Carleton University, a sign of things to come.

Acknowledgments

Thanks to Wolfgang Meyenberg of Hamburg, Germany, whose Web site:

http://home.t-online.de/home/wmeyenberg/eisenbahn/rul_indusi.htm provides a much more detailed explanation than I can give here. Closer to home, the Ottawa Light Rail site, at:

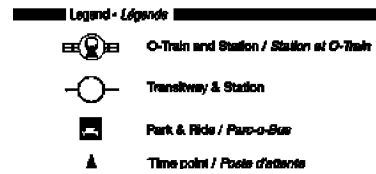
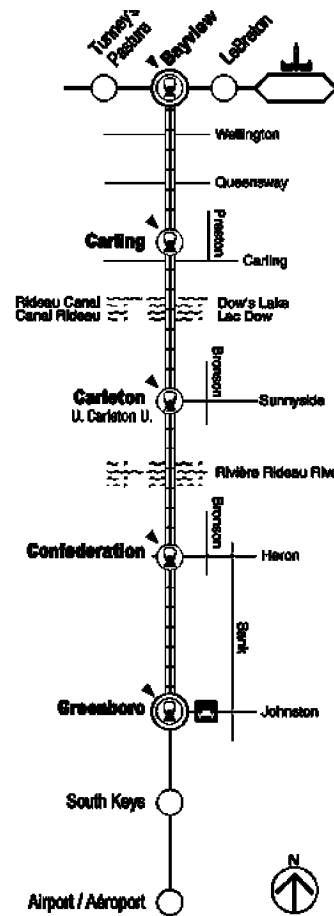
<http://members.home.net/olrpp/olrpp.html> includes a message board (all are welcome) where the Indusi question was first raised.

O-Train finally arrives!

Ian Cranstone photos



Looking over the driver's shoulder as O-Train heads south towards Carling Avenue.



After passing through Dows Lake tunnel, O-Train heads north into Carling station.



O-Train lays over at Bayview station before returning The Interchange



Interior is bright and roomy.



The driver's console sure doesn't look much like a streetcar!



south.

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O-Train Stations:



Models few, quality high in October

Ian Cranstone photos

Normand Lev ert, a regular participant in the monthly OVAR display, won the CHAIRMAN'S CHOICE for October with his HO scale Kato CPR SD40 5557. Normand says that **John Lichar son** and the late **Alan Lane** outfitted the stock model with working ditch lights and the proper bell and headlights while **Jacques Thuot** added the DCC. The unit was also nicely weathered and of course looked splendid in the correct CPR paint scheme.

Normand also had a two-bay hopper that he said showed off his weathering techniques. It was rusty on one side and covered in cement dust on the other. He also had his ALCO PA1 painted in NORD colours by **Blake Lines** and weathered by **Reg Neale**.

Grant Kno wles brought out one of the cutest locomotives seen at an OVAR meeting in a long time. It was an HOon3 brass model of the D&RGW C16 268. The model was made in the early 1980s. It has been re-motored, Grant reports, and **David Steer** added additional details. For more information and to admire all the colours, see an article David had in the September RMC. The locomotive was normally painted black but was dolled up for the Chicago World's Fair. The colourful paint scheme was retained until the engine was retired. It now is on display in Gunnison, Co. in a rather sedate black colour motif, Grant concludes.

Brian Ludlow brought out his CPR #5508 express reefer, which he built from a Juneco kit and completed with full underbody details. It was supposed to come to the September meeting but wasn't released from the shops in time. It was on heavily modified Keil Line trucks.

John LeBlanc brought out an HO La-belle wood coach complete with interior de-



CHAIRMAN'S CHOICE went to Kato SD40 displayed by Normand Levert.



O-scale CPR express reefer was constructed by Brian Ludlow from Juneco kit.

tails. The figures were cast by John himself at Walthers in 1959 and hand painted.

Bill Crago had a pair of HO airslide covered hoppers — a Golden Loaf car from E&B Valley and a Nebraska Consolidated Mills from Walthers. Both were done with Bill's deft touch.

Denis Rule had 3 of the new Proto 1000 HO Canadian newsprint cars lettered for CN, CV and DW&P. Denis pointed out that the cars had the correct end and door details.

Hugh Laing brought out his latest speeder that he says has a headlight and reverse. He leaves us wondering whether there will be a trailer to go with this speeder someday.

Alex Binkley had an S scale 2-6-0 from the collection of the late Marcel Sierolaski. The unit is probably close to 40 years old and needs some details and couplers but is nicely painted in CN colours.

Last, but in his case never least, was an aircraft model displayed by **Bill Scobie**. It is a Curtiss-T32 Condor II owned by a variety of airlines including British Yukon Transportation and in 1940 by the White Pass & Yukon Railroad & Navigation Co. There's a lot more to the story of this plane — just ask Bill! The model was superb.



Normand Levert displayed twin hopper with different weathering and different paint schemes on opposing sides.



Hugh Laing is pondering whether large-scale speeder requires a trailer.



Grant Knowles displayed "bumblebee" D&RGW C16.



Bill Scobie displayed WP&Y airborne passenger equipment.

The future comes to OVAR

by Brian Earl

OVAR members had the opportunity to view the raffle prize for RAILFAIR 2001 at our October meeting. The layout, which was not quite completed, was brought to the meeting so that all could see what had been accomplished by the students in the Model Railway Club at St. Michael Corkery school.

The track plan is based on the Buzzard's Bay track plan published in the December 1992 issue of MODEL RAILROADER magazine.

Bethany Dunfield and Nicholas Elliot represented the 20 students in the club. John McGrath, the principal of St. Michael Corkery School was also present representing the support given to OVAR and BRMNA in providing facilities for the work on the layouts.

The layout on display was the second that the club had built. The third layout was started at RAILFAIR and is based again on a MODEL RAILROADER magazine article. This time the layout is in HO scale.

The layout was won by Greg Leach of Montreal. The ticket sales resulted in a \$1,485 donation for CHEO.



OVAR Chairman Denis Rule (left) thanks RAILFAIR 2001 raffle layout volunteers Nicholas Elliot, Bethany Dunfield, OVAR co-ordinator Brian Earl and St. Michael Corkery School principal John McGrath at OVAR's October dinner.



RAILFAIR a hit again

Despite almost summer-like weather that must have tempted many to stay outdoors, RAILFAIR 2001 attracted a strong crowd with attendance ahead of last year.

A total of 1,296 people visited the show on the Saturday, up 66 from the previous year, while 1,192 came on Sunday, an increase of 92 from RAILFAIR 2000. Judging by all the smiling faces, they liked what they saw.

An informal poll of the vendors revealed general satisfaction with the level of sales. Saturday seems to attract the serious railfans and modellers while Sunday is more of a family day where there is a lot more looking and admiring than buying.

In the above story, Brian Earl reports on who won the raffle layout. Dave Venables

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provided the following breakdown on attendance (with the figures from RAILFAIR 2000 in brackets):

	Saturday	Sunday
Adult	822 (782)	638 (590)
Teen/Senior	248 (254)	197 (186)
Child 5-12	206 (176)	219 (194)
Child under 5	120 (118)	138 (130)

For the Record

October Meeting:
100

Current membership:
170

TIMETABLE

Upcoming events of particular interest to OVAR members

Nov. 17: OTTAWA – OVAR Flea Market, St. Anthony's Soccer Club Hall, 10 a.m.-2 p.m. Information: Fern Leroux (613) 830-9979, e-mail fleroux@infonet.ca

Nov. 24: OTTAWA – St. Lawrence Division NMRA meet, St. Anthony's Soccer Club Hall, 9-5. Information:

http://www.cyberus.ca/~g_knowles/sld/sld_main.htm

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>



Next Meeting

Stations

presented by

Bruce Ballantyne

Display

Passenger cars, especially the ones
we used to take home for Christmas

Tuesday, December 11

St. Anthony Soccer Club Hall
523 St. Anthony Street, Ottawa
(just off Preston Street at the Queensway)
Doors open at 5:30 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

Chairman:	Denis Rule	613-823-3440
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:	Greg Adams	613-726-0304
Web Site:	www.ovar.org	

THE INTERCHANGE November 2001 — Issue 357

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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:

December November 20

Printing and Copying:

Impression Printing, Smiths Falls

THE INTERCHANGE is published eleven times a year, September through June and Summer, by the Ottawa Valley Associated Railroaders. Opinions expressed in THE INTERCHANGE are those of the Editors or individual authors, and are not necessarily those of OVAR. © 2001