



The Interchange

Our 42nd Year
Ottawa Valley Associated Railroaders – OVAR

November 2002

Issue 368



Students and principal from St. Michael Corkery School were on hand at our October meeting to be recognized for their efforts in building the annual raffle layout for RAILFAIR. Work is now well underway on next year's layout.

Another fallen flag: SNOBs lose Farquhar

by Rob Rolfe

Sad but true, Bob Farquhar's layout is no more. At the start of October our little S.N.O.B. group (South Nepean Operating Bunch) found out that Bob had sold his house and was intending to move to Kingston.

We took a vote and the result was 5 against the move with one abstention, Bob himself. Unfortunately Fran, Bob's wife, held the veto and used it to say they were going anyway. So much for democracy. Thus, on the 5th of October a group of us gathered to perform the unhappy task of taking apart Bob's very excellent basement layout.

The work went well; Bob had the foresight some years ago to build the benchwork with this eventuality in mind, so it was con-

veniently modular. A collection of cutters, hammers, crowbars and various electric jackhammers made the job go that much quicker. There was some discussion as to whether those round steel posts were trackwork supports or house structural posts so we compromised and only took out a couple of them out. Funny thing, I kinda thought the ceiling was higher before we did this but oh well, the house is sold anyway.

By 4 p.m. the layout sections were on the front lawn. Squirrels and chipmunks moved into the tunnels and had to be chased out before all was taken away. The sections will be incorporated into various layouts so in a way Bob's railway will live on. I plan to rename the mining company Bobf Mining and there will be at least one Farquhar Mountain in

another Nepean basement.

On the plus side, Bob's next layout will be much larger as he has sagely bought a bungalow in Kingston. In other words, more basement space to fill with Bob's skilful modelling. We look forward to operating it someday and having Bob operate on ours.

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plus much more

From the Private Car

by Fern Leroux, OVAR Chairman

Another month, another great show! Again we had more people than anticipated requiring our dinner chairman to revise his "magic" formula. Models on the display stand were again proof of the outstanding work that our fellow modellers do. I must add that it is making the awarding of the CHAIRMAN'S CHOICE award more and more difficult.

Allen McClelland, wasn't he great, he sure knows how to keep an audience's attention. He is certainly a source of motivation for all of us.

There are a few housekeeping chores that I must bring to your attention. I am reminded by the membership chairman that there are still some outstanding renewals yet to be settled. So please see Don Leger so that he may bring the membership list up to date so it can be distributed. Talking of the membership list, please make sure that your address, phone number and e-mail addresses are up to date.

In revising his "magic" formula Peter Joyce needs to have an accurate count of the number of people planning to attend every

month so please indicate your preferences as soon as possible so that he can put his "magic" formula to work.

November is also OVAR Flea Market month. Please reserve your table by seeing Denis, who is responsible for this year's event.

The last item on my housekeeping chores list deals with the format of the meeting. After a discussion among the members of the executive, we have agreed on a revised format for the meeting which we will put to the test at tonight's (November) meeting. Please bear with us as refinements may be needed.

As you are aware one of our members is very ill. Albert Cormier is now in the Elizabeth Bruyere Centre under constant medical supervision. Please take time to sign the "Thinking of You" card.

RAILFAIR was a huge success. The committee is to be congratulated. I am always amazed at what a group of people can accomplish when they work together. Thank you for all the hard work and those lengthy meetings.

Happy Railroading!

OVAR NOTES:

OVAR Clothing Sale

Several members have asked when OVAR would start selling caps, shirts and other clothing items. As pointed out last spring we will have an OVAR clothing sale in March 2003. In February order forms will be distributed to all members, the order forms and payment will be collected in March and delivery will take place in April. However, in the meantime, members wishing to buy a baseball type cap may add their names on a list and I will contact my supplier to make up an order.

Lost

Unfortunately when we held our OVAR Car Draw last year our G-Scale car was not returned. Would the winner please return it as soon as possible. There is no late fee.

Be considerate

OVAR has always been attentive to the needs and concerns of its members, usually well before the city brings in a new bylaw. When we asked members not to smoke in the meeting hall, they responded well and went outside when they felt the need to

smoke and all went on without a glitch.

We are now facing a new challenge. More and more people are developing serious allergies to heavily scented perfumes, aftershave lotions and colognes. We ask that if you use these products please use them in restraint so that all OVAR members can enjoy their monthly meetings in comfort and good health.

Update on Albert Cormier:

by John Mitchell

For all the friends and admirers of Albert and Simone Cormier, this will bring you up to date on Albert's medical condition. He has a blood disorder called Multiple Myeloma which affects the bone marrow and causes bone to deteriorate and break easily.

Albert is alert, in good spirits and mobile with a walker. He is looking forward to talking trains with visitors. He recently demonstrated a new Bachmann Shay equipped with sound to his fellow residents and staff.

Please visit him at the Bruyere Health Centre (the old Ottawa General) off Sussex in the downtown market area, in room 534 on the fifth floor. He is always keen to see old friends, as is Simone.

PROFILING: your local merchant

Lark Spur Line

Jeff and Pat Trew, prop.
230 St. Lawrence Street
Merrickville, Ontario 613-269-8690
www.larkspurline-trains.com

Started in 1978 as a mail order business which expanded into a storefront operation in 1988, Lark Spur Line is celebrating 25 years of selling model railroad products. It has developed a long-term relationship with many national and international suppliers and clients. Lark Spur Line has recently become heavily involved in Internet and auction sales. Recognized as one of the largest specialized HO train shops in Canada, Jeff and Pat carry most North American HO products such as rolling stock, parts, structures, scenery materials, books, magazines, DCC system and components. An extensive assortment of paints and scratchbuilding supplies can also be found. Lark Spur Line also accepts, under consignment, train materials for sale. Congratulations to Jeff and Pat on their 25th anniversary in selling model railroad products. FL

PROFILING: members of the executive Denis Rule

Denis grew up and has lived most of his life in Ottawa. His grandfather introduced him to rail fanning at the early age of four. He received his first train set from his father when he was six. From then on he was doomed hooked as they say. He would stop and watch trains go by; he would stop and stare at hobby shop windows.

Finally about 10 years ago Denis got serious about model railroading. Now on his third HO layout he is getting more interested in operating.

Denis is committed to promoting the hobby of model railroading. He has spent two years on the OVAR raffle layout committee and is presently in his third year on the OVAR executive. He is also a founder of the South Nepean Operating Bunch (S.N.O.B.) an operating group that meet most Thursday evenings.

For the Record

October Meeting:

137

Current membership:

179

Still need to renew:

23

A treasure is found!

by Reg Webb

A few times I have sat at OVAR meetings and watched slide presentations on streetcars and buses, always looking for the operator to see if he was someone I knew, but never have.

With a few hours to spare at RAILFAIR this year, I was able to browse through the vendors' offerings. At one table a box of streetcar photos marked Ottawa caught my eye.

As I was looking through the pictures, I suddenly stopped and felt myself fill with emotion because the picture I was holding was of a streetcar on its trip to Preston Street via Albert Street, dated February 1948.

But this time I knew the driver sitting in the front window... it's my father! He was probably wondering why this person was taking his picture, never imagining that 54 years later his son would find it. This is my treasure I found after years of looking.

A new approach

by Fern Leroux

Some members have expressed concern about the length of our monthly meetings. Before outlining the new format I would like to point out that the reports part of our meeting is a very important one. It permits the executive to report to the membership and it also allows other groups, to which many OVARians belong, to report and make announcements on their activities. The new format is as follows:

Prior to dinner being served, the meeting will be called to order for announcements by the various organisations. If you want to make an announcement, come to the head table immediately. Don't wait to be called.

When this is complete, grace will be recited and dinner will be served.

After dinner, the OVAR committee chairmen will be present their reports and then the display stand will be reviewed. Following a short break, the presentation of the announced program will begin.

Refinement to this format may be required after this first attempt; we will keep you informed. If you have any suggestions feel free to communicate with members of the executive.

November 2002



VIA 6403 was adorned with this paint scheme for the CBC train. (Ian McCord photo)



That deflated feeling

In September 2000, THE INTERCHANGE carried the above picture supplied by Hugh Laing of a deflated tank car. Recently in the modern freight car group on the Internet, there was an explanation of how that could have happened. We thought that our loyal readers would enjoy it.

"The car was steam cleaned and then closed up. When the interior cooled down a vacuum was created and it sucked the tank in. A collapse of a tank car because of a vacuum developing is not uncommon, I have seen several cars that have been collapsed while being unloaded when they were pumping the liquid out and neglected to vent the cars adequately.

"Two items to remember, first off the minimum thickness of this type of tank car is $\frac{3}{8}$ " steel, most likely it was built with $\frac{1}{16}$ " thick metal, and secondly, most tank cars are designed to withstand pressure but not a vacuum. Some cars do have a vacuum relief valve on them, they open when a vacuum

develops and allows some air into the tank which will, hopefully, prevent the buildup of sufficient vacuum to cause trouble."

TIMETABLE

Upcoming events of particular interest to OVAR members

Nov. 16: Ottawa – Model Train Flea Market, St. Anthony's Soccer Club Hall, 10 a.m.-2 p.m. Admission: make donation at the door. Info: Fern Leroux (613) 830-9979, email: fleroux@infonet.ca

Jan. 18-19: Ottawa – Modular Rally, St. Anthony's Soccer Club Hall

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>





Scenes from RAILFAIR 25

Algonquin College,
October 19-20

Ian Cranstone photos



Vans on parade

The October display was one of those occasions when that which normally comes last came first. Plenty of fine-looking cabooses were brought out for the occasion.

However, before recounting the many superb cabooses on display, it would be remiss of this column not to highlight the presence at the October meeting of this year's RAIL-FAIR raffle layout that students at Michael Corkery school have built under the tutelage of **Brian Earl**. It was quite impressive and should bring some lucky person many hours of fun and probably the centrepiece for a much bigger pike.

The CHAIRMAN'S CHOICE award went to **Bill Crago** for his HO Candu Southern four-wheel bobber. Bill says he doesn't remember who made the kit but he thinks it was a Pennsy prototype. It is painted in what Bill calls the now obsolete Candu Southern paint scheme. It was also nicely weathered.

Bill had three other vans on the display table. One was a telephone-booth-sized unit that Bill said was a wood and metal kit by Kadee and probably based on a prototype from a logging railroad. He also had a die cast model from Model Engineering Works that was based on a prototype that ran on the Grasse River R.R. in upstate New York. Both of these units were painted for Candu Southern. He also brought out a Model Die Casting kit of a wooden van which he said was a reasonable representation of a GTW hack.

John Mitchell presented a sizeable fleet of HO cabooses as well. One was a Walthers GTW prototype that had been extensively reworked to give it a Michigan Central flavour including reversing the roof, adding truss roads and grabs and some weathering.



Bill Crago took CHAIRMAN'S CHOICE with Candu Southern bobber (left).



NYC caboose was a member of a string displayed by John Mitchell.



Mike Hamer's showed Overland model of distinctive B&M buggy.



Norm Levert showed upgraded Walthers bobber.



Alex Binkley showed wood van serving his S scale Canada Southern.



CN wooden vans were displayed by John LeBlanc (left) and Jean-François Milotte (right) Both models are wood kits.

He had the same caboose right out of the box along with an Athearn unit that he has partially repainted. As well, he had another Walthers in NYC jade green that John had added a white designator for a run through caboose. He also had a couple of Walthers 25 wood caboose painted and weathered and a Proto 2000 that he had modified and painted.

Mike Hamer not only displayed some of HO B&M buggies but also the motive power needed to move them. Among them were a Roundhouse caboose that Mike said started as a \$10 kit but now looks pretty good on one of the locals. He also had an Overland unit in McGinnis inspired colours and a St. Clare and Northern stretched caboose. A long caboose on a shortline, Mike explains.

Normand Levert had a bobber for his HO Algonquin Pulp & Paper Ry. It is a Walthers product that he acquired at an OVAR auction and repainted, added grab irons and Letraset lettering and weathered it with eye shadow and Dullcote®. The other was an Athearn ATSF crummy painted for the Roberval & Saguenay. The model dates from the mid 1960s. It came with metal trucks to which Normand had added Walthers leaf springs along with grab irons and a new paint job.

John LeBlanc brought out two HO vans. One was a modified Silver Streak caboose lettered for CNR. This is an all wood kit and nicely finished. He also had an Athearn caboose painted for his Canada Atlantic line.



Charls Gendron brought in recently-released Walthers Budd car lettered for VIA.

Jean-François Milotte also dipped back into the history of model railroading with his two HO vans. One was a George Taylor model of a caboose that dates back to 1960 while the other was an Ulrich kit of the same vintage.

Alex Binkley brought out two S scale cabooses from his Canada Southern Railway. One was a modern van from S Helper Service that has ditch lights added for a long backup move that will be part of the operations on the CSR. The other was an American Models wooden van that had the truss rods and posts removed and an AB brake system and piping added. It will be part of the CSR's heritage train.

Denis Rule displayed three HO Athearn cabooses. He had removed the roof detail and added a bunch of other parts.

Ian Cranstone brought out a CNR van he had constructed from a Sylvan kit which he painted with Modelflex paint and lettered with C-D-S transfers as he wasn't happy with the Sylvan versions. Ian found some of the model work a challenge due to a shortage of photos and measurements in the kit.

He said that building a fleet of these units would be a daunting task. But it was a nice model when complete.

Brian Ludlow displayed an O scale Pennsy caboose 981534. He built it from a Quality Craft kit and lightly weathered it.

Paul Norton had a kit bashed USA Trains caboose painted and lettered for the CNR. He added more modern tool boxes, KD couplers, brass splash guards and brake gear, modified grab irons, C-D-S lettering and battery-operated marker lights.

Charls Gendron didn't have a van but I'm sure what he displayed attracted plenty of attention from the HOers. First there was the wide-nosed SD60 in SOO colours, the latest offering from Proto 2000. Next was the new Athearn Trinity Covered Hopper and the new Walthers Budd cars painted and lettered for VIA. These are gorgeous cars that are bound to be big sellers.

Last but never least was **Peter Nesbitt** with a book full of pictures from various locales but mostly of George Sellios' wonderful layout which Peter saw during the narrow gauge convention this summer.



Sylvan van was constructed by Ian Cranstone.



PRR caboose was built by Brian Ludlow.



Next Meeting

T.B.A.

Display

Previous CHAIRMAN'S CHOICE recipients
(or a model of your choice for the rest of us!)

Tuesday, December 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

2002-2003

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Dinner:	Peter Joyce	613-841-1950
Video Library:	Paul Therien	613-824-8477
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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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