



# The Interchange *Our 43rd Year*

Ottawa Valley Associated Railroaders — OVAR

November 2004

Issue 389



Among numerous subway cars at the transit museum, is the three-unit Triplex car at right, built by Pressed Steel in the 1920s.

## A visit to the NYC subway museum

by Ian Cranstone

In Brooklyn, just across from Manhattan lies a station on an non-working subway line which has since been converted to a subway museum.

It has a rather obscure entrance, with one old subway stairway descending from a side street sidewalk. The mezzanine level of this old station is now a museum to the building of the subway in Brooklyn, with quite a number of model subway cars on display. There is also a very impressive diorama of an elevated station, dating to the days of small steam locomotives for power.

Once having seen the displays, it was down to track level, where a fleet of subway

cars occupied both tracks end to end. There were signs warning visitors that this was a working station, meaning that the third rail was live.

Amongst other holdings of the museum are a pair of R11 cars — built as prototypes for the Second Avenue subway line that was never constructed, each car cost \$100,000 in 1949 and featured high-technology design for the day. The resulting 10-car set became known as the “million dollar train”. Ultimately the cars were rebuilt to the mechanical standards of the rest of the system, where they served out their remaining years.

One of the interesting aspects of the museum is that much of the equipment is still

operable, and from time to time the cars make tours of the system. In fact, the day I was there, a number of the preserved cars were missing (with other cars pushed into the station to replace them) as they were out on tour.

...see photo essay on pages 4 & 5

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plus much more

## Last runs

OVAR has lost five veteran members in recent months — Peter Bulloch, Vic Cox, Roger Dube, Carol Duffy and Jim Simpson. THE INTERCHANGE is trying to obtain more information on these gentlemen — so far we have items on two of them:

### Vic Cox

by Bill Crago

Long-time OVAR member Vic Cox died in June, 2004 at the age of 89. He is survived by his wife, Dolores, and seven children. He was pre-deceased by his first wife, Gwyn, about 20 years ago.

Vic was born and raised in Winnipeg, Manitoba. He worked as a mechanic and bus driver for several years and was quite active in local sports. In 1945 he moved to Deep River where he was employed as a mechanical design draftsman at Atomic Energy of Canada at Chalk River until his retirement about 1977.

Vic was a skilled model builder. He scratchbuilt several steam locomotives, including a set of three magnificent CN 6060-series "Bullet Nose" Mountains, all for other people, although later he did re-acquire one of them. With a large family, space was at a premium, but he found room in his basement to build the Northern Valley, a modest-sized HO-scale layout. When he retired, he sold his house and I had the sad task of taking my power saw to the Northern Valley so the pieces could be removed from the house.

Vic then dabbled in N scale, building a semi-portable layout in his apartment. On at least one occasion it was displayed at Railfair. But N-scale never really caught his fancy. A few years after Gwyn's death, Vic remarried and moved back to a house. This gave him the opportunity to pursue the trains of his childhood, Lionel Standard Gauge, first with a portable track and later on a fine Standard Gauge layout he built in his basement.

In the late 1960s Vic and his good friend John Moore joined "Toots" Eggert on his monthly journeys to OVAR. In 1976, I joined and made it a foursome. Vic continued to attend OVAR meetings regularly until about four years ago. Always somewhat deaf, his hearing had deteriorated until he could no longer get much out of the meetings. The memory of those trips, visits to various hobby shops, pit stops at Tim Hortons in Carleton Place, train watching at Smiths Falls,

## From the Private Car

by Bud Nelson, OVAR Chairman

Here we are at the third meeting of this season and it seems like we just finished the first one. Life is like my modelling time, slipping by far too fast and me not getting done what I wanted. However, I know that you, like most of us try to cope with too little time and too many things to do, but still find time to do some modelling.

Speaking of getting time for modelling, how about bringing some of your projects out to the display. Last month was pretty slim and I hope we can do better in future displays. I'll give you a hint; if you don't have something that fits the display theme bring it anyway. The theme is just a suggestion and you do not have to follow it to the letter. I know there are many models out there worth looking at and I sure would like to see them. So please let's get behind the display and bring out the models. Suggestions for themes are welcome, just let us know.

When I look at the program Normand, our program chair has lined up for us; I see a mixture of both modelling and prototype with some lessons on operating thrown in.

and other good times with Vic will always remain with me. Vic, you will be missed.

### Jim Simpson

by Dave Venables

OVAR lost one of its long-time members on August 20, 2004 with the passing of Jim Simpson after a long and courageous battle. Jim was a retired senior inspector of elevating and safety devices, an avid reader and a lover of classical music. He was an HO modeller and, until recently, an active member of OVAR.

He was a staunch supporter of RAILFAIR and served on the organizing committee as the key contact with Algonquin College from its inception in 1978 until the early '90s and was the recipient of the Herb McEwan car in 1984 for his dedication to the hobby through his involvement in RAILFAIR.

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

Looks like a good year. I know Norm has a few blank spots and would like to hear from you to either suggest a program or present one of your own. There is a lot of help available to you in putting a program together so if that is your stumbling block it does not have to be. Call upon the executive and we will gladly assist you or find someone that can answer your questions or give you the necessary help.

I forgot to mention last meeting that the dinner price went up by \$.50 this year and it has been decided to absorb that increase rather than pass it on to you.

Well it is time to get back to ripping out part of the Kipawa Interprovincial Railway, - so I can rebuild it, hey a layout is never finished and that is particularly true of mine because I keep ripping sections out to change things around.

Well, that is all for now. Remember it is your club and we want to hear from you. Also as I said last month and will repeat every month, come on up and introduce yourself. I hope to meet everyone in the course of the year.

## TIMETABLE

Upcoming events of particular interest to OVAR members

**November 27: OTTAWA – St. Lawrence Division NMRA Meet**, Emmanuel United Church. Info: Stan Conley (613) 523 - 8237, e-mail: sconley@ccs.carleton.ca

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

**December 1: CORNWALL – Moccasin Model Railroad Club**, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

**December 4: TROY, NY – Rensselaer Polytechnic Inst. Open House**, New England, Berkshire & Western (NEB&W):

[www.railroad.union.rpi.edu/open\\_house.asp](http://www.railroad.union.rpi.edu/open_house.asp)

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

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

The Interchange

# CPR's 2004 Holiday Train

CPR's 2004 Holiday Train to host the return of the Moffatts as it rolls across Canada raising funds and awareness for food banks

## John Cowan/Beverley Mahood headline 2004 U.S. Holiday Train

compiled from CPR press releases

International recording artists, the Moffatts, are back together and will be performing their first live shows on Canadian Pacific Railway's Holiday Train, which will again be spreading holiday cheer in support of local food banks, this year.

The Canadian brothers, whose hits include "I'll Be There For You" and "Miss You Like Crazy", last performed together as a band in 2001. The group is currently laying down new tracks for a new album in Banff and the West Coast.

Midwestern-born John Cowan, billed as the "Voice of New Grass," and Canadian singer/songwriter Beverley Mahood will share a Canadian Pacific Railway boxcar stage for the 2004 U.S. Holiday Train.

This is the sixth year that CPR's Holiday Train will be taking to the rails for food banks. This December, two freight trains, each illuminated by thousands of festive lights, will visit more than 50 Canadian communities and over 25 American locations, staging special events to raise money and support for the thousands of Canadians and Americans forced to turn to food banks. In addition to its regular evening events, the Holiday Train also will make a number of daytime stops near local schools. Both trains will be staging live holiday music shows.

CPR will donate more than \$225,000 to local food banks in addition to the food and money collected along the way. Since its launch in 1999, the Holiday Train program has raised close to 213 tons of food and over \$1.5 million for North American food banks. The Canadian Association of Food Banks (CAFB) has reported parents, children and the working poor are among the approximately 800,000 people who turn to food banks for help each month.

Joining the Moffatts and CPR volunteers on board the Canadian Holiday Train to spread the spirit of the season and promote the invaluable role of food banks will be some of Canada's most well-known performers. A complete list of Holiday Train entertainers will be confirmed by mid-November.

In Canada, the Holiday Train will embark on its two-week, cross-Canada journey on Sunday, December 5 from St. Therese, Quebec, finishing up in Port Moody, British Columbia, on December 19.

In the U.S., the Holiday Train will embark on its two-week journey Dec. 1 in Scranton, Pennsylvania, finishing Dec. 16 in Minot, North Dakota. Major Midwest stops include the Chicago (Illinois), Milwaukee (Wisconsin) and Minneapolis-St. Paul (Minnesota) areas.

# Op-'til-You-Drop Weekend

by John Mitchell

On behalf of the layout owners, I want to thank everyone who participated in the "Op-'til-You-Drop" weekend of train operations. I hope that everyone had a good time and gained some realization that Ottawa is a real hotbed of train-related events, whether your particular interest is prototype, modeling, historical, modular, and yes, even operations.

Special thanks to the six owners that opened up their homes (Michel Boucher, Denis Rule, John Mitchell, Jeff Trew, Jacques Huppé and the HO Modular Club) and, if my experience was anywhere close to the norm, spent countless hours whipping their layout into shape so that everyone could have a good experience.

And thanks to Tom Badenoch for preparing the layout maps, to Steve Watson for getting them up promptly on the OVAR site, and to Bud Nelson who graciously provided a grant from OVAR.

Now, we are particularly interested in feedback on your experiences at the various layouts or any ideas that you may have to improve the weekend. So, please feel free to send me an e-mail ([mitchel2@istar.ca](mailto:mitchel2@istar.ca)) or to button-hole any of us at OVAR.

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

## 2004 CPR Holiday Train

### Canadian Event Schedule

- Dec. 5 St. Therese & Park Avenue, Que.; Cambridge, London & Smiths Falls, Ont.
- Dec. 6 Belleville & Trenton, Ont.
- Dec. 7 Mactier, Parry Sound, Shawanaga & Sudbury, Ont.
- Dec. 8 Chappleau & White River, Ont.
- Dec. 9 Moberg, Heron Bay, Marathon, Schreiber, Nipigon & Thunder Bay, Ont.
- Dec. 10 Dryden, Kenora & Whitemouth, Ont.; Winnipeg, Man.
- Dec. 11 Portage La Prairie & Brandon, Man.
- Dec. 12 Broadview, Indian Head, Regina & Moose Jaw, Sask.
- Dec. 13 Swift Current, Sask.; Medicine Hat & Brooks, Alta.
- Dec. 14 Ponoka, Leduc & Edmonton, Alta.
- Dec. 15 Red Deer, Olds, Didsbury, Airdrie & Calgary, Alta.
- Dec. 16 Canmore & Banff, Alta.; Golden, B.C.
- Dec. 17 Revelstoke, Sicamous, Salmon Arm & Notch Hill, B.C.
- Dec. 18 Chase, Kamloops & Ashcroft, B.C.
- Dec. 19 North Bend, Agassiz, Haney & Port Moody, B.C.

### Midwest Event Schedule

(schedule not yet published from Dec. 1 to Dec. 9)

- Franklin Park, Gurnee, Ill., Sturtevant, Wis.
- Brookfield, Watertown, Portage & Mauston, Wis.
- La Cross, Wis.; Winona & Lake City, Minn.
- Red Wing, Hastings, Cottage Grove & St. Paul, Minn.
- Northeast Minneapolis, Loretto, Buffalo & Annandale, Minn.
- Mahnomen & Thief River Falls, Minn.
- Elbow Lake, Minn.; Hankinson & Enderlin, N.D.
- Carrington, Harvey & Minot, N.D.

Schedule is subject to change — detailed schedule to be released by end of November.

# NYC subway museum

continued from page 1





# LeBlanc takes CHAIRMAN'S CHOICE in October

Ian Cranstone photos

**John LeBlanc** won the CHAIRMAN'S CHOICE at the October meeting for a Parkgate gondola that he picked up in Bournemouth, England in 1983. John says that back then kits were hard to find in British hobby stores because of the growing trend to ready-to-run cars for model rail-ways.

**Jeff Trew** displayed a new issue Atlas Fairbanks-Morse H24-66 Train Master that comes able to run on DC or DCC. It has a QSI decoder and sound.

**Robert O'Shaughnessy**, our presenter for the evening, brought out several items from the Canada Central, the model railway club in Montreal. The line uses the CPR motif on its units but replaces the tuscan with blue. Nice touch.

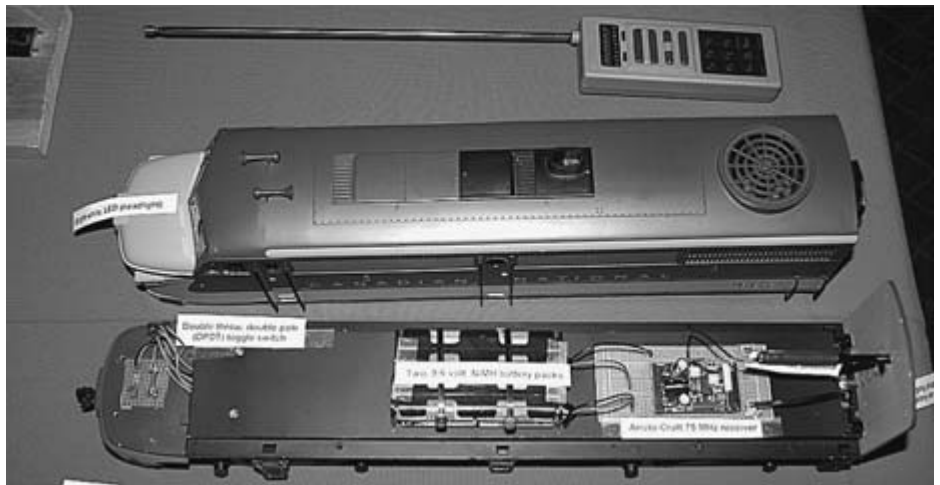
**Paul Norton** showed off some more of his G scale models. This time it was an FA-1 in CNR green and gold. The unit runs on battery power and has a built in receiver for signals from a hand held controller. There is a lot more information on the power schemes on the website of the Ottawa Valley Garden Railway Society:

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

That was all that appeared on the display stand. OVAR hopes to see the stand filled for every meeting so if members have any insights on why the October display was so light, please tell an executive member (a.k.a. the guys sitting at the head table).



John LeBlanc displayed kit-built Parkgate gondola.



Paul Norton showed radio-controlled G scale CNR FA-1.



Robert O'Shaughnessy brought with him a selection of Canada Central motive power, including (clockwise from top left): BL2, GP38, S-4 and PA-1/PB-1 set. CP inspiration of paint scheme is evident, with BL2 reversing CC's blue & grey colours.

## Scenes from Bill Meredith's Sn3 pike



South end of Como yard with my entire roster displayed.



Jefferson upper right at rear with main to Hancock upper left. Gunnison lower left, approach to Chalk Creek Canyon lower left.



Como north yard area with Hancock in the deep background.

by Bill Meredith

My layout starts at Baldwin at 38" from floor. Then Gunnison, Chalk Creek Canyon, Chalk Creek, (80' of steady 3.5% grade begins) Lower Pallisades, Ronmley, Upper Pallisades, Hancock (66" from floor)

Jefferson, Como, staging yard (Denver & Leadville) at 60" from floor.

I had Mt. Albert custom cut some 7' ties for this part. I always loved the longer ties; they really accentuate the narrow gauge.

November 2004

## RAILFAIR review

by Peter Cunningham

It was noted that there was only one HO layout at RAILFAIR this year — the raffle layout constructed by Rob Rolfe and his team. Actually the Traction in Action layout was HO gauge as well as was the SLD switching layout.

The star of the show was the attractive and completely scratchbuilt Bombay, Baroda and Central India layout by Lloyd Pierce, from Toronto, the railway his father worked for. This is not the usual run of the mill, out of the box, offering that RAILFAIR tends to have. In fact it is the complete opposite. Here is a man researching a prototype from across the world where there is little or no help or information and certainly no modeling support. He is even modeling to his own scale having picked O gauge to represent the 5 foot 6 inch gauge of the prototype!!! You don't walk into George's Trains and pick up B.B.C.I. Rly. locos and rolling stock, kits or RTR.

I first saw this layout at the Great British Train Show in Brampton and was very impressed. It was only an out and back shunting layout then, he has no room for anything bigger, but he has since expanded to a complete oval though he has nowhere to set it up all at the same time. This led to some big time problems on the Saturday as things did not fit where they should but I hear trains were running on the Sunday.

I have done a fair bit of scratchbuilding, kit building and etched-brass loco construction in my time (from some very poor quality kits). But I have always had fellow club members to call on and numerous books and magazines as well as the Internet. When I see what this guy has managed to achieve completely on his own, I take my hat off to him. I wish there were a few more like him at RAILFAIR and a lot less Thomas, Lego and other train sets.

By the way, if the track gauge is 5'6" on O gauge track (1¼ inches), does anyone know what scale he is using?

Other notable layouts at the show include Brian Earl's new N-scale switching layout, the sprawling OVNR layout and the various British pikes.

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



# Next Meeting

## Ottawa Valley HO Trak

### Display

High horsepower (of any era)  
and ready for winter.

## Tuesday, December 14

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

2004-2005

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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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