



The Interchange

Our 44th Year

Ottawa Valley Associated Railroaders — OVAR

November 2005

Issue 399



Tying a big one on:

or, how to load some really big and unusual things onto flat cars

by Normand Levert
Peter Joyce photos

CN and DND have collaborated on improving a flatcar to better suit it to transport heavy equipment. This modified flatcar came through Ottawa last summer. The car had a brand new hardwood floor and freshly painted new metal parts, while the rest was in moderately weathered state. The essential modification was to add two new adjustable chain tie down channels along the side of the car, welded atop the stake pockets. These are the same channels usually found near the centre of the flatcar, with tie down chains that can be fixed anywhere along the car length. This arrangement allows the outside chains to be positioned in their optimal configuration.

The prototype car was tested by tying down one of the Canadian Forces' largest pieces of field equipment: a 60-ton capacity Rough Terrain Crane weighing 45,000 kg in travelling order. Tie down chains are enough to hold vehicles up to about 10,000 to 15,000 kg (10 to 15 tonnes), but heavier ve-

hicles benefit from using wheel chocks. There are very strong fore and aft accelerations on North American freight trains, because of slack run in and out and coupling action. A four mile per hour coupling usually generate 1 G of acceleration, unless the draft gear is fitted with cushioning devices — and from then on, it goes with the square of the speed. So wheel chocks absorb a lot of force, as does the vehicle running gear, making the job easier for the chains. For safety reasons however, each chain tie down has to be strong enough to hold the whole mass of the vehicle, and so should the chain. One can see that with larger vehicles, one would need a lot of heavy chains.

Now these RT Cranes are BIG! I know, I bought them. You would not want them to roll off of the flatcar and block the mainline! Note that the chains are positioned to pull outward from the vehicle, fore and aft. This keeps the frame in tension, and also allows one to inspect the tie down very quickly. Guess what happened many years ago with a medium truck when someone thought they

could get more on a flatcar by putting the chains under the truck and pulling inward? You guessed correctly if you said we ended up with a bent truck on arrival. The chains must also hold the load against side to side acceleration. So normally the inside chains are angled across the car. The optimum configuration for tie down chains is to have them say between 30 to 45 degrees from the horizontal, and going across the car also at 30 to 45 degrees if possible.

So, if you have a flatcar already weathered, time to add these modifications (carefully painted in fresh paint), a new hardwood deck and an interesting load.

...more photos on page 4

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plus much more

2005 CPR Holiday Train

from CPR Press Release

Two brightly decorated Holiday Trains — one in Canada, the other in the U.S. Northeast and Midwest — will again be collecting food and money, as well as raising awareness for local food banks. This year, both Holiday Trains will glow even more, as each train will be decorated with hundreds of thousands of LED Christmas lights to help shine an even brighter focus on this important initiative.

Since its launch in 1999, the Holiday Train program has collected close to 378 tons of food and taken in more than \$1.9 million CDN for North American food banks. Canadian Pacific Railway also makes cash donations to local food banks in addition to the food and money collected along the way.

Entertainers

U.S. Holiday Train: Celtic-pop recording artists the Ennis Sisters and Canadian Country Music Association Hall of Famer Tracey Brown will be onboard the 2005 U.S. Holiday Train. They will be joined by Nashville recording artist T. Graham Brown, Minnesota's John "the voice of new folk" Gorka and Wisconsin folk-rocker Willy Porter.

Canadian Holiday Train: Recording artist Amanda Stott, international recording stars the Moffatts, and Wayne Rostad will be onboard the 2005 Canadian Holiday Train. John Landry will be making a special appearance in Montreal.

Holiday Train Route Map and Schedule

In the U.S., the Holiday Train will embark on its two-week journey December 1 in Scranton, Pennsylvania, finishing December 16 in Minot, North Dakota where it continues into Saskatchewan. The Canadian Holiday Train begins its trek across Canada on December 2 in Montreal, Quebec, ending in Port Moody, B.C. on December 17.

For other schedules, see:

www8.cpr.ca/cms/English/

General+Public/Holiday+Train/default.htm

For the Record

October Meeting:

130

Current membership:

171



Ontario and Quebec

The Holiday Train will embark on its two-week, cross-Canada journey on Friday, December 2 from Beconsfield, Quebec, finishing up in Port Moody, B.C., on Saturday, December 17.

All times are approximate. Please check the arrival time prior to attending the event.

Friday, December 2

- Beconsfield, Que. – 7:30 p.m., Beconsfield Commuter Station
- Smiths Falls, Ont. – 10:30 p.m., Smiths Falls Train Station, 64 Victoria St.

Saturday, December 3

- Carleton Place, Ont. – 6 p.m., Location to be finalized
- Almonte, Ont. – 7:30 p.m., Little Bridge St.
- *Belleville, Ont. – 5 p.m., South Church St. crossing, south of Dundas St. East
- *Trenton, Ont. – 6:30 p.m., RCAF Road crossing, north of 8 Wing Base
- *Bowmanville, Ont. – 9 p.m., parking lot, immediately west of Scugog St.

Sunday, December 4

- Pembroke, Ont. – 12 noon, Albert St. Crossing
- Mattawa, Ont. – 5:30 p.m., Old CPR Station
- North Bay, Ont. – 8 p.m., Location to be finalized
- *Toronto, Ont. – 5 p.m., Yonge St. Bridge
- *Hamilton, Ont. – 8 p.m., Kinnear Yard, opposite Gage Park

Monday, December 5

- Sudbury, Ont. – 6 p.m., VIA Train Station, Elgin St.
- Cartier, Ont. – 8 p.m., CPR Train Station, 3 Spence St.
- *Cambridge, Ont. – 6:30 p.m., Location to be finalized

Tuesday, December 6

- Chapleau, Ont. – 5 p.m., CPR Train Station, CPR Train Station, 50 Dufferin St.
- White River, Ont. – 9:30 p.m., CPR Train Station, 102 Winnipeg St.
- *Windsor, Ont. – 7 p.m., Location to be finalized

Wednesday, December 7

- Moberg, Ont. – 10 a.m., across from Band Office
- Heron Bay, Ont. – 12 noon, Old CPR Train Station, beside Esso Building
- Marathon, Ont. – 1:15 p.m., beside Curling Club parking lot, Stevens Ave.
- Schreiber, Ont. – 3:45 p.m., CPR Train Station at Cenotaph, beside Harvest Food Cupboard building
- Nipigon, Ont. – 6:30 p.m., CPR Yard, 60 Front St., across from Nipigon Inn
- Thunder Bay, Ont. – 9:30 p.m., CPR Train Station, 440 Syndicate Avenue

*Schedule is subject to change

INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1.00 per line, minimum \$5.00. Cheques/money orders should be made payable to **OVAR**. Ads must include the advertiser's name and telephone number. Send to Ian Cranstone at address on last page.

TWO 18VDC 10A TRANSFORMERS (Hammond #165S18). Jacques Huppé (613) 591-0005 or jacqueshuppe@sympatico.ca

For more...

For those who would like to further explore the subject of my presentation tonight, I have prepared a short annotated list of Websites on light rail and San José services. The Santa Clara Valley Transportation Authority maintains a very informative site at:

www.vta.org

Another descriptive site (with pictures) is at:

world.nycsubway.org/us/sanjose

San Jose has a History Museum and an active club associated with restoring old trams. I did not visit the physical site (it is only open on weekends in the winter) but virtual visits to the site of the California Trolley and Railroad Corporation:

www.ctrc.org

are worthwhile. They have photos of their trolley collection in their gallery at:

www.ctrc.org/trolleys.html

Enthusiasts will find links to other sites from those.

Timothy Bowden

TIMETABLE

Upcoming events of particular interest to OVAR members

November 26: OTTAWA – St. Lawrence Division Meet, NMRA, Emmanuel United Church, Smyth Road.

December 1: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.:

www.bytownrailwaysociety.ca

December 3-4: BELLEVILLE – Model Railroad Show, Quinte Secondary School, 45 College St. W. Sat./Sun. 10 a.m.- 4 p.m. Contact Paul Martel (613) 968-9270; email: pmartel@cogeco.ca

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

January 7-8: OTTAWA – OVAR Modular Model Railroad Rally, St. Anthony Soccer Club Hall. Sat. 10 a.m.-4 p.m., Sun. 9 a.m.- 3 p.m. Info: Gary Baillargeon (613) 774-2380.

Check out OVAR's Web Site

www.ovar.ca

compiled by Ken Healy

Aberfoyle Junction (AJ) is the name which, in the minds of all model railway enthusiasts, brings Frank's name immediately to mind. Though others played big parts in this magnificent project, it was Frank's idea that started and maintained it on the course which he first set.

Frank was born a Kentish Man and brought up in Beckenham. Before the war he worked for a firm in the aircraft industry. He had a spell during 1938 and 1939 in their New York and Philadelphia offices, but, on the outbreak of war returned to the UK until, despite being in a reserved occupation (and to the disgust of the company), he joined the RAF in 1941. After basic training he was sent to Canada to learn to navigate and fly bombers. He was far from pleased when, having completed his training with distinction, he was then kept on in Canada to train the next batch of recruits.

It was during this time, when on local leave in Toronto, that he first encountered his wife to be. Gay's mother had invited Frank and another RAF man to stay and, Gay being away from home, put Frank in her bedroom. On returning home unexpectedly, Gay was not pleased to find this young stranger in her bed. Despite this inauspicious start, they were married in 1944 and Gay began her housekeeping in the village of Scone near Perth, Scotland, while Frank was put through a re-conversion course at the nearby airfield.

As a married man, Frank got early demobilization in December 1945, and joined de Havilland. Pay was not good and the post-war housing scarcity eventually convinced him that Canada was a better bet, so they emigrated to North Toronto in 1946. Frank worked for nine years with Brazilian Traction, a Canadian company that owned and operated a fleet of streetcars in Brazil. Frank had engineer's duties inspecting parts, etc. supplied by sub-contractors, which led to many train trips in the U.S.

Thereafter he joined Johns-Manville in 1955, until, in 1975, he moved to Chesley. Here Frank was Project Manager at the Bruce Nuclear Plant on Lake Huron. He stayed there until his retirement in 1983 when Gay and he moved to Guelph (to be closer to the AJ).

From George Davidson:

My first encounter with Frank was a consequence of a spell at the Ottawa subsidiary of my Glasgow, Scotland, marine consulting engineers. Inducted into the Ottawa model rail world, Ken Healy, my chief minder, took

Frank Dubery 1918-2005



his wife and me down to Fergus, Ont. to visit Harriet's relations. We two men then cut loose and, having seen the streetcars at the Halton Radial Museum, went to the village of Aberfoyle. By this time I was in the later stages of a crash immersion course in North American railroads (it is still continuing). The AJ bowled me over, its appearance was superb, but so was the quality of the operating and the uniform excellence of all the modelling. Clearly behind all this was craftsmanship of a high order, but also the perception of an artist. The AJ team was a small one, a core of four men and two women, each bringing skills which complemented those of the others. If one had an idea, it had to have the support of the whole team before it became part of the master plan. One of Frank's passions was handlaid track with its long smooth curves, and most of the visible AJ track is his work. The AJ is well known through articles in magazines and videos, but the man who started it was so modest and self effacing that one only got to know his depths gradually. Not for nothing however was Frank awarded by the NM-RA the title Master Model Railroader #74.

I discovered that he had also kept his interest in British railway modelling alive, entering several models in the Gauge O Guild annual competitions at Telford, UK and carrying off cups to Canada in what Gay referred to as 'ammunition boxes'. His particular interests were the SECR and North London Railway, but you would seldom find him at a loss when confronted by the equipment of other lines. This interest in British modelling had him join our Historical Model Railway Society, also the BRMNA and its South Ontario offshoot The Platelayers. On their 0 gauge layout at The Great British Train Show in Toronto you were certain to

see several items of Frank's stock running, particularly a beautiful model of the SECR 'C' class 0-6-0, a GOG cup winner.

From Brian Bentley:

Frank joined the Model Railway Club of Toronto (MRCT) sometime in 1948 and left when he moved to Chesley. During the early construction of the AJ, he maintained his membership in the MRCT and both Stuart MacAdam and I did a great deal of the early work on the AJ with him.

I first met Frank when I joined the MRCT in February of 1961. I was interested in trackwork and shortly began working with Frank and the late John Petrie on the MRCT's track. The MRCT was founded in 1938 and as late as 1961 still contained many examples of primitive model railroading. Frank's greatest contribution to the Club was to improve and enhance the modelling of both the rolling stock and the track. Much of the early rolling stock was crude scratchbuilt items made from old card stock or old tin cans. Frank encouraged newer members to buy quality kits and superdetail parts to improve our own efforts. He was sufficiently successful in that endeavour that by the late 1960s, we were able to cull a great deal of the old rollingstock.

The layout was originally constructed with very heavy rail (I think .172). Frank commenced buying CCW's .148 rail which was used on all new construction until .125 became available, which was then used for sidings and other lighter use tracks. Frank and Derek Sharp were the driving force behind the decision and implementation to convert the layout from outside third rail to two-rail. At different times, Frank was Secretary and President of the club.

Frank and Gay came across to the UK most years where they had a large circle of friends and relations. During these visits Frank managed to see many notable layouts, mostly 0 Gauge. In what was to prove his last visit, to a meeting of the Scottish Area of the HMRS he gave an illustrated talk on the AJ which attracted record attendance. Despite failures of projectors, poor black-out and without notes, he held us spellbound for an hour and a half while he told us the story of its development from earliest beginnings. For a man by then well into his 80s it was a magnificent tour de force.

Wherever he went, he enriched the lives of those he met. Most of his life he enjoyed excellent health and the end came after a mercifully brief illness. To his wife, family and many friends we send our deepest sympathy. Thanks for everything, Frank.

Tying a big one on

continued from page 1



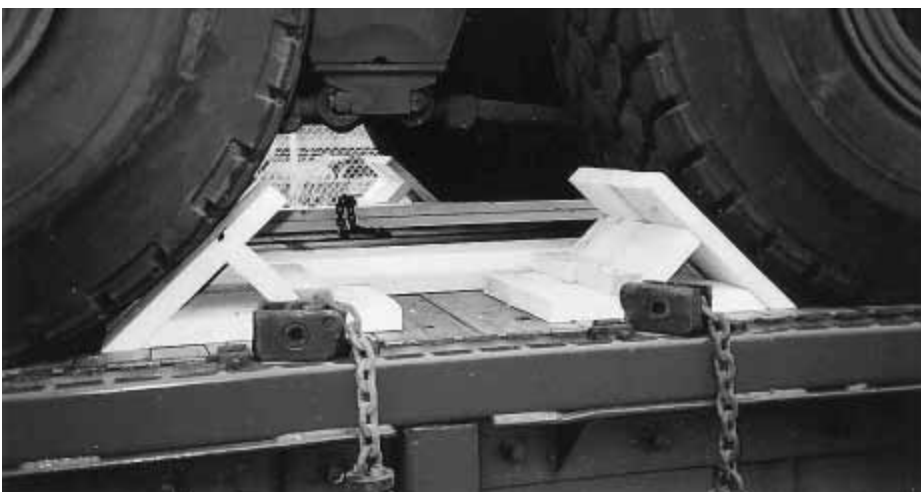
Note the decking and the additional chain tie down running on the outside of the car. The bridge plates used to load the wrecker are visible in the foreground.



General view of front of crane. Notice end ramp for loading. Note angle of chains.



A close up of the front axle, showing the blocking and the chain tied down.



A close up of rear axles showing cribbing. Note fresh paint on the "kit bash" only.



The crane tied down, from the rear. Use of pintle hook for tie down is unusual.



Plunging rear view of crane and flat car. Additional chain tie down channels quite visible.



or circus



Just driven on the flat car. Show tie down channel welded to stake pockets quite well.

November 2005

Locomotives featured in October

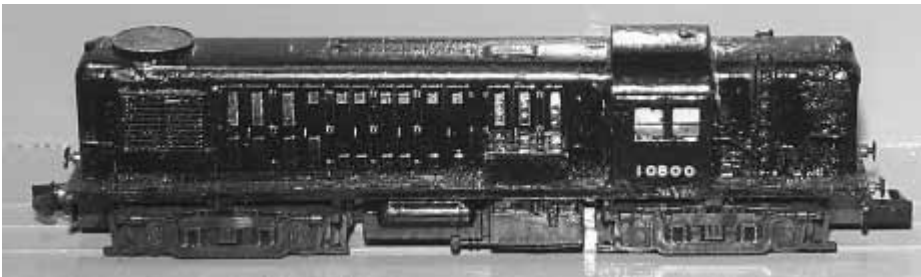
Ian Cranstone photos



David Steer's Fowler Boxcars: HO THB car and O scale CPR car.



Several freight cars were shown by David Strong, including pickle car and gondola.



Jim Jarrett kitbashed RS-2 into model off #10800.



Heritage brass CNR 2-8-0 was displayed by John LeBlanc.



Michael Dawson kitbashed Micro Trains car into this Burlington model.



Tom Hood displayed burly Canadian Northern 0-6-0 yard engine.

The theme of David Steer's presentation to OVAR in October was about getting those resin freight car kits off your shelf and onto the layout. To support that theme he displayed his HO steam era freight train, with manufacturers listed as "assorted". David showed his versatility by also including O scale model of CPR boxcar constructed from a Chooch Ultra Scale kit.

David Strong was working along the same theme, as he brought out a number of kit-built freight cars, including: three Athearn 40-ft. metal boxcars (CNR, WP & SBD); an Ambroid Van Allmen Co. pickle tank; a Taylor Scale Models CNR gondola; and two wood gondolas constructed from Concord Car Works kits. He also displayed a Swift reefer constructed from a Main Line Models kit, which he notes as one of his first wood kits, and goes on to say that he "treasures wood craftsman kits!"

Jim Jarrett showed his kitbashed model of diesel-electric #10800. He notes that it started off as a model of an RS-2, and he modified it by cutting off the ends, lowering the cab and adding details. He also modelled a Stanier 2-6-0 by combining a Black 5 (4-6-0) body and the chassis of a Crab (2-6-0). He notes that the valve gear has been lowered. Jim notes: "If the manufacturer does not make what you need, then help them out!!"

John LeBlanc continues to show the heritage of the hobby with his Pacific Pike 2-8-0 Consolidation, imported by Frew & Gordon in the mid-1950s for the price of \$32.98. He notes however, "Not a great runner."

Michael Dawson brought in three Micro Trains cars, describing them as "3 steam era cars that made it to 1959." He kitbashed FW&D 7153 to match a photo with a fishbelly underframe, brass wire vertical stem brake and reinforcing plates on the truss.

Tom Hood showed his PFM 0-6-0 lettered as Canadian Northern 7450, describing it as "almost as manufactured by model maker."

Charls Gendron showed us yet again what can be done with the current generation of resin kits with his Kaslo GP9RM

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shell applied to a Proto 2000 drive, with DCC and weathering. He notes that every detail except horn, bell and Kadee couplers are in the Kaslo kit.

Tony Pierce brought out diesel/caboose sets from some OVAR fallen flags: Bob Craig's Eastern Ontario Railway; Joe Thomas' Rideau Valley & Finch; and Ross Peever's Ontario & Western.

A very impressive CN Pointe St. Charles van was constructed by **Jacques Thuot**, who used "very, very small LEDs" and a DCC decoder to create working red markers and ditch lights.

David Moat showed Walthers NYC 10-5 sleeper CASCADE LANE, noting that it was built in 1939 for service on the DETROITER and OHIO STATE. David painted the interior in the light blue used for NYC Pullman cars, added dark green window blinds cut from art paper, and a porter's window blind and train/car number holders generated on his PC. David then added rear markers and a safety gate for operation as the last car in a secondary passenger train.

With RAILFAIR coming up, **Mike Hamer** displayed a complete collection of RAILFAIR badges that he received from Marty Phillips.

CNR Mikado 3228 was displayed by **Greg Stubbings**, along with the prototype at the Lindsay shops. Greg notes that the model is a recent Overland brass import, painted by Winnipeg's John Morris and then fine-tuned by Bill Scobie.

Andrew Batchelor brought in his test track, along with his Digitrax Zephyr and a Proto 2000 0-6-0. Jacques Thuot assisted with the installation of a Soundtraxx decoder, and Andrew plans to further detail the unit with Kadee #58 couplers, installation of cab curtains and relocating the headlight to the front of the smokebox. Andrew notes how pleased he is with his Zephyr. He also brought in an article on Jim Davis' Kemptville garden railroad as featured in the Kemptville edition of the EMC.



Jacques Thuot's CN van.
November 2005



Charls Gendron combined Kaslo shell with Proto 2000 drive to create CN GP9RM.



Fallen OVAR flags were contributed by Tony Pierce



Greg Stubbings continued Lindsay theme with CNR 2-8-2 3228.



Andrew Batchelor plans to modify Proto 2000 0-6-0 to resemble CNR prototype.



David Moat added considerably to Walthers car with painted interior, window shades and additional lettering.



Next Meeting

Old Patagonian Express

presented by

Colin Churcher

Display

Maintenance of Way

Tuesday, December 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.



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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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