



The Interchange

Our 42nd Year

Ottawa Valley Associated Railroaders – OVAR

October 2002

Issue 367

Modelling CN's pressure pneumatic hopper cars

by Tom Patterson

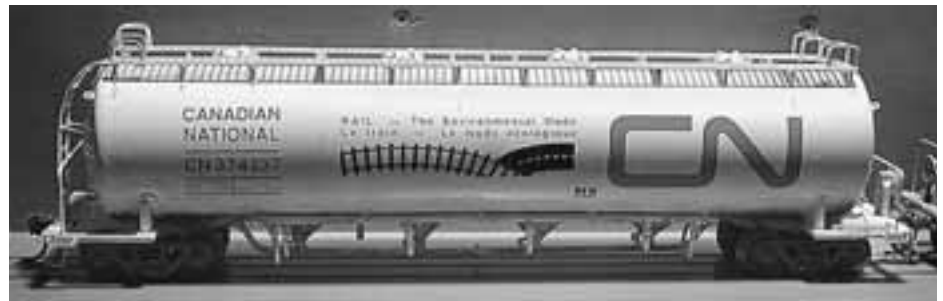
The February 1995 RMC contained an excellent article by Marcel de Vlieger on the “kit-bashing” of a Walther's 33,000 gallon tank car into a pressure pneumatic hopper car. This kit may still be available. If not, an ammonia tank car is currently available, which should be suitable. This raises the possibility of building this very unique Canadian model for your pike.

One of the most distinctive features of this car are the cone-like discharge hoppers under the car, and the convoluted arrangement of pipes and hoses used to allow pressurized air to enter the car, aerate the product and allow it to escape. The original article assumed the use of a resin parts kit for these items. This kit was very difficult to install, and is no longer available. Fortunately, Custom Finishing (CF) has released an improved version, employing pewter rather than resin. I used this kit, adopted the RMC article to include finer detail, and built two versions of the car.

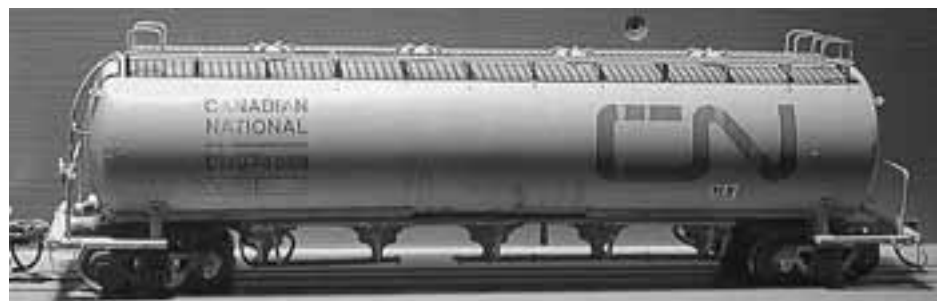
This article is probably rather incomprehensible without the original RMC article. I suggest that a trip to the Craig Memorial Library will fulfill your needs!

These cars were built by Procor from about 1969 through mid-1974. CN acquired two versions: a 3300 cu. ft. version, primarily used for cement and a 3800 cu. ft. version for other less dense commodities such as sugar and metal pellets. The latter version came with five hopper bays, while the lower volume car had four. All are in the CN 374000 series, and the fleet consists of over 500 cars. Procor built similar cars for CP (381800 series), which have since been returned to Procor under UNPX reporting marks (but same #'s). BC Rail still has theirs (2206-2230), and there were some cars built for Procor under the UNPX 126000 series.

I decided to build both types of CN cars. Since the CF kit is designed for the five-hopper bay, it's best to start with it. In fact, the only differences between the two are the length, the number of hopper bays and the pipe and hose arrangements, so most of the



Tom had two versions of the Procor cars on display in September.



observations for the 3300 cu. ft. car will also apply to its larger brother.

As a general approach, I decided to build the car in three steps: 1) the bolster/end walkways, 2) the tank body and 3) the ladders/top walks. This method will help you avoid damaging delicate bolster/end walk assemblies while wrestling with the underside of the car, and vice versa. Also, leaving the top walks to the last will allow the application of cement spillage weathering on the car without interference from the top walks.

The bolster and end walk construction methods included in the RMC article are sound and I used them with the following exceptions. Firstly, I used top-quality (e.g., Detail Associates) grab irons, side stirrups and added the cut bars. I took particular care to ensure that the bolster profile matched that of the tank. I avoided the temptation to substitute an etched metal “see-through” end walk, although, in hindsight, this would have added to the model's appearance.

Furthermore, some of the CN cars have two air brake reservoirs, and the triple valve is there, but partially hidden. I have included references which will help you locate these

details.

A slice of the Walther's tank car body must be removed in the middle to reduce the length. Be absolutely sure that the two body parts to be joined are square and true, otherwise the model's appearance will be ruined. To ensure that it remains true, use the body collar slice which was removed to form a lip inside the car body: this will require that a piece of the collar slice be removed to reduce the diameter to fit inside the tank body. Also, don't forget the weight: there is no elegant way to add weight once the tank body parts are glued together. Ignore the RMC article's suggestion to not fill the crack between the body and the end pieces — even after the crack is filled, the seam is still visible.

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plus much more

From the Private Car

by Fern Leroux, OVAR Chairman

Wow! what a show! Of course I am referring to September's OVAR meeting. I am told we had more people attending than estimated. As usual the dinner was superb. The display stand was well stocked and Angus did a superb job in doing the commentary. Our guest speaker Gene Colora kept us entertained with his presentation on the Long Island Railroad. Heather Badenoch and her team made an interesting presentation on behalf of the Citizen Advocacy Group. Model Railroading is really fun when you see a group of people enjoying themselves the way you did. October's meeting will no doubt be as interesting with the visit of Allen McLelland.

November is National Model Railroad Month. Here is a golden opportunity for us to promote our hobby by holding open houses, bringing our hobby to our place of work. You will get the pleasure of seeing people enjoy your work, seeing the smiles on their faces and also picking up some suggestions from your visitors. You may be fortunate enough to introduce another person to our fascinating hobby. November is also time for the annual OVAR Flea Market held at St. Anthony Soccer Club Hall. This year the event takes place on November 16th from 10 a.m to 2 p.m.

October is also RAILFAIR time. Many OVARians and members from other groups

have been hard at work in preparing this year's edition of RAILFAIR 25. Do not hesitate to volunteer for the many tasks that need help; I am sure you will be received with welcome arms. Share the enthusiasm you have for your hobby by bringing a relative or a friend to RAILFAIR 25. The event takes place at Algonquin College, Woodroffe Campus on October 19th and 20th.

I have heard comments regarding THE INTERCHANGE, some good and some not so good. I would like to remind the membership that THE INTERCHANGE is your "paper", Alex needs your help, he needs material in order to produce an interesting publication — groups that meet weekly or bi-weekly are welcomed to send a blurb on their group, type of operation, number of years of existence and other interesting facts. Also welcomed are people who wish to write articles on their railroads, prototype railroads, railfan trips, tricks of the trade and even a good railway book that has been read.

Our new webmaster, Steve Watson, has been busy updating our website. Your help is also requested by forwarding or telling him of upcoming events. At our first executive meeting, the yearly plan saw more gaps being filled; as this progresses, the changes will be added to our website:

www.ovar.ca

Happy Railroading.

TIMETABLE

Upcoming events of particular interest to OVAR members

Oct. 19-20: NEPEAN – RAILFAIR 25, Algonquin College, Woodroffe Campus. Info: Tom Patterson (613) 831-1133, e-mail: trp99@magma.ca

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

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>

For the Record

September Meeting:
125

Current membership:
170

Mark Walton has pointed out the creation of a new Internet group to discuss the modeling of Canadian railroads past, present and even fictional! If you want to join go to:

<http://groups.yahoo.com/group/CanModelTrains/>

If you are not a member of yahoogroups you will have to join, but it only takes a few minutes. Discussion is open to all aspects of Canadian model railroading, from new products to "how to", to really anything else relevant.

PROFILING: your local merchant

Beginning this month a new addition to THE INTERCHANGE — Profiling: your local merchant. The purpose of this short, but interesting section, is to familiarize newcomers to our hobbies with local suppliers who play an important role in our past time. Merchants have not been preselected, this month's selection is a result of dropping into a store while my wife was attending a sewing seminar nearby. After a series of questions and answers:

Vintage Hobbies

Ian Langstaff prop.

102-500 Hazeldean Road

Kanata, Ontario 831-0036

Vintage Hobbies has been in business at the Kanata site since 1997. Aside from selling train-related merchandise, Ian also sells military, automobile, ship and airplane models. Merchandise consists of HO and N scale rolling stock, parts, structures, scenery materials and magazines. A good assortment of paints and scratchbuilding supplies can also be found. Ian will also entertain special orders regarding other scales. FL

PROFILING: members of the executive

Again, as promised in the last edition of THE INTERCHANGE, another addition. The purpose of this new section is to acquaint the newer members of OVAR with members of the executive. In addition to this, executive members will be wearing a coloured name tag identifying them and the position they hold. How I hate to do this to you, but this month we will profile the chairman of OVAR.

Fernand (Fern) Leroux

Fern has been a model railroader for nearly twenty-five years. He originates from Iroquois Falls, home of Abitibi Power and Paper Co. (now Abitibi-Consolidated), in Northern Ontario. He is married and father of two children and grandfather to five children. He and his wife live in Orléans. He taught for 35 years and is now retired. Fern models the Ontario Northland in HO with the timeline being 1980. The part of our hobby that fascinates him is scratchbuilding structures and doing scenery. His pike, the Ontario Northland Model Railway, is 24 ft. by 8 ft. with a second level 20 ft. by 12 inches. This 12 in. shelf, accessed by a helix, is home of the Abitibi-Price newsprint facility that took over 80 days to construct. DCC by Lenz powers the ONR. Next month the spotlight will be on our co-chair Denis Rule.

The Interchange

OVAR dinner attendance: what's new, and who cares?

by Pete Joyce,
Dinner co-ordinator

There are now three ways to indicate your attendance at our monthly dinner meeting.

Traditionally, two methods have been employed. Firstly, you can be phoned by one of our Phone Captains, who tally their responses and forward them to me. This is our traditional method. Secondly, your name can be placed on our "automatic yes" list. There are about 60 names on this list: members who, without any reminder, have pledged to attend unless they advise me otherwise. This list has been in existence for some time, and is working well.

New this year is our e-mail list: about 25 members who wish to be reminded by e-mail each month, and who pledge to attend unless they advise me otherwise. This new arrangement depends entirely on the adherence by all to the one rule: advise me (phone or email) if you're not coming.

Why do we need to know how many members are coming to dinner? Well, St. Anthony's needs to know how many meals to prepare, how many tables and places to set, how much stock to put in the bar, etc. If we exceed our estimate, St. Anthony's tries their best to make the food stretch; if we fall short of our estimate, St. Anthony's can charge us up to our estimated figure. Obviously, if we are below our estimate, our revenue is down, and OVAR has to fund the difference from general revenue — not a good situation.

Last year, using a magic formula that has been developed over the years, we were nearly always within one or two of our estimate. When you consider that our average attendance was 112, that's pretty good. This year, with everyone's support, we'll do just as well!

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



Arnie and Ernie gave a presentation to OVARians in September about their positive experiences with the Citizen Advocacy program.

Share activities you enjoy with someone new

by Heather Badenoch

Imagine a passion for trains without a train set to build, operate and enjoy. Imagine going through some difficult times in which you felt unable to enjoy even simple hobbies like fishing and biking. A presentation by Arnie Francis, Ernie Smith and Heather Badenoch at the September dinner encouraged OVAR members to consider how they might make a difference by sharing a few hours each month with a person who is vulnerable or isolated.

The word "disability" often conjures up the image of a wheelchair. Consider instead that mental health problems are the leading source of human disability in the world today. Depression is sometimes called the invisible disability. "Depression and anxiety attack 20-30 per cent of the population at any given hour. Mental illness strikes more people than breast cancer or diabetes," says Bill Wilkerson, co-founder and president of the Toronto-based Business and Economic Roundtable on Mental Health.

Citizen Advocacy is a United Way agency that encourages volunteers to share activities they enjoy with someone new. Volunteers are matched with someone in their community who is vulnerable or isolated and is looking for practical assistance or simple friendship. Matches participate two

or three times a month in any activity they both enjoy, like catching a sports game, playing cards, model railroading, walking, or simply hanging out. Matches make their own schedule, pick their own activities and enjoy complete flexibility. Volunteers can include their friends and families in match activities. Volunteers do not need any special skills, and will enrich skills they use in both their personal and professional life, like problem solving, listening and communicating.

Meet Dave

Dave is 40 and has a passion for trains, but no longer has a train set of his own. He also enjoys biking, fishing and cooking, and has his driving learner's permit. He is good with electrical wiring and likes to tinker; an asset for any train enthusiast! Dave has depression and a developmental disability, and could use some encouragement from a buddy to enjoy the day-to-day activities most people take for granted.

There are currently 144 people on Citizen Advocacy's waiting list, and the average wait is 3½ years.

If you want to help, contact Citizen Advocacy at 761-9522 or info@citizenadvocacy.org for more information, see

www.citizenadvocacy.org

Modelling CN hoppers

continued from page 1

The next important suggestion that I can offer is to spray paint the tank body with an undercoat of light gray primer, locate the top and bottom centre lines exactly, and carefully mark all locations where drilling will be required with a punch. The instructions in the CF kit are very clear. This includes the top walk support brackets, manholes, lift rings on the car ends — everything! Then, drill the pilot holes. This cylindrical type of model is unforgiving in so far as detail location is concerned, and a lop-sided car is very obvious. It is difficult to locate drill holes once the tank body detailing is underway.

It is now time to apply the CF castings. Although they are of good quality, the time spent clearing off flash is a good investment. And be gentle — the pewter is reasonably flexible, but some of the piping and hose parts are not consistently of the same diameter, and have weak points.

Apply the top manhole covers first — do this by drilling centred holes in the underside of the cover, and inserting an attachment “sprue” of copper wire. This will help ensure that the covers align and stay that way while the glue is settling.

Next, the hopper bays. Before reaching for the epoxy, it is very important to establish a clear picture as to the A and B ends, which side the body-mounted air pipe will be on and which way the air hoses will attach to the hopper bays. It is highly recommended that holes be drilled in the hopper bays to accommodate the air hoses beforehand!

The hopper bay parts have attachment sprues, but they are not to be trusted for centering. Rather, ensure proper alignment of the hopper ends by filing their ends to accommodate the two part discharge pipe, then use a 1/16” rod, placed temporarily in the filed half-round ends, and tape or clamp this rod in place while the gluing of the hoppers hardens. The lip on the hoppers that attaches to the car body is grossly oversized, and it is tempting to file it down to a more realistic thickness. Avoid this temptation!

The last items to attach to the body are the lift rings and top walkway support brackets. There is no real alternative but to drill oversized holes and then fill with body filler. I have found the Tamiya Putty product (Basic Type) very easy to work with — no damage to the plastic and easy to sand to a very smooth finish.

And now for the part that you have probably been waiting for: the product discharge

pipes and air hoses! Adding these vital details without a good set of detailed prototype photographs is difficult. The RMC article is adequate, but I would highly recommend the use of more detailed views. Before starting, be sure that you have a sound mental picture as to how all these parts inter-relate — it is not obvious! I memorized the configuration and then drew it out from memory before proceeding. In addition, the RMC article does not include the train lines. They are easy to manufacture from piano wire and small eyelets, and improve the car’s appearance.

The plastic top walks are much too thick and significantly detract from the model’s image. I used etched metal roof walks designed for a standard covered hopper. The added cost is well worth the result. Simply snip the end platforms off, and reduce the length to suit the model. The tricky part is adding on the handrails to the top walks. I created holes in the etched top walks to accommodate the hand rails by using a punch — using a pin vise drill results in many snapped drills. Also, it is best to solder the handrails to the top walks. These details are exposed, and are knocked off easily. Finally, don’t attach the top walks until the weathering of the body “roof” is completed.

The methods used for the larger cars are identical, except that the car is longer and the configuration of the piping, hoses and hopper bays is quite different. Further, the hoppers on this car do not have the bolted rings which exist on the five-hopper car, and must be filed off. Finally, there are more hoses, and they are attached to the hopper at right angles, not directly.

As you may have realized by now, the hoses do not align with the hoppers. The parts are designed for the five-hopper version! There is no choice but to remove all the hoses from the side pipe, relocate them, and then re-attach them by drilling holes in the hose ends and pipe sides to accommodate a re-enforcing wire. The hoses are also exposed, and, without this reinforcement, they will be knocked off regularly.

The fun doesn’t stop here if you want a more exact model. There is one more hose required than the five-hopper car kit, and you will have to improvise (I didn’t!). Also, because the hoses attach at right angles to the hopper, they are just a bit short. I extended the hoses by using copper wire, bent in a “L” shape, and glued into the hopper. (This should be done before attaching the hoppers to the body) Then, reduce the length of the hoses, before they are glued to the side pipe, to “butt-end” with the “L” shape.

The only good news herein is that adding the bottom pipe is easy. It is continuous, so the CF bottom pipe pair cannot be used. Use a length of aluminum tubing. Don’t cast off the CF bottom pipe pair. They will be required to manufacture more hoses.

If any freight car model deserves weathering, these do. Apply the decaling (Microscale #87-707, 60-707, 48-217), then use a thin wash of concrete to streak the car from the top and down the sides.

Also, you will notice that cars of this type which are not covered with cement have rust streaks, particularly near the manholes and top walks. Thinned rust paint, which is “wetted” with a bit of alcohol to reduce the surface tension, will do the trick. I supported the brush movement with a wood block to ensure that the streaks were fairly vertical.

Finally, the bottom of these cars should have some “road dust” applied, and dirt streaks resulting from wheel spray. Their bottom sides are more obvious than most cars. For the former, a very fine airbrushing of your favourite dirt will do it. I brush in the wheel spray with ground up acrylic powder dissolved in alcohol.

According to Ian McCord, the cars are regular visitors to the OCR, and are used to transport pelletized aluminum to a plant just east of Walkley Yard. These pellets are used to manufacture alum for water purification purposes. There are probably good opportunities to capture detail records locally.

For your own model railway operations, these cars are a bonus for the space-challenged. At a minimum, a Cargo Flow operation simply requires a one car tarmac, with space for a tank truck. The movement of any dry flowable — flour, salt, cement, sugar, malt, etc. is prototypical. Incidentally, the required discharge air pressure of 15 or 30 p.s.i. may be generated by a truck with a compressor. For static repositories, e.g. a silo, this pressure can lift 50 ft., and transmit 175 ft. horizontally.

Major parts

- Custom Finishing kit 247-316 Retrofit Kit for Pressure Unloading Tank Car;
- Walthers 952-5200 54 foot tank car kit or Walthers 932-7300 33, 000 gallon ammonia tank car.

References

- RAILROAD MODEL CRAFTSMAN, February 1995, pgs. 74 to 79;
- CANADIAN NATIONAL COLOUR GUIDE TO FREIGHT AND PASSENGER EQUIPMENT by John Riddell, Volume 2, pg. 94.

Building a trestle that stands the test of time

by Normand Levert

When Sable & Pierre d'Orléans needed a hopper-unloading trestle, it turned to Flimsy ByGosh of ByGosh & ByGolly Engineering & Contracting to design and build the trestle at a convenient gully by the HOTRAK mainline. They say this trestle is a marvel: Yes sir, it's a marvel it is still standing!

I wanted an unloading trestle as the industry on my Orléans HOTRAK transition module. The basic HOTRAK module is a slab of 2" thick pink Styrofoam framed in wood. The side frames are 1/2" plywood 5 1/2" deep to match 6" nominal lumber. This depth allowed me to bring the scenery below track level for more interest.

The basic module was completed with the mainline and switches glued in place and wired, but with the siding cork and track just pinned in place. I removed the siding to create the gully. After marking a guideline 2" from the top of the frame, I used my sabre saw to cut a gradual slope in the side frame down to this line, run level until near the end of the module and then come up quickly back to the frame top. I did this with the pink Styrofoam in place. Then with a serrated bread knife I cut the Styrofoam at an angle to create the gully. I re-used the cut out side frame to reinforce the frame. I glued the cut out Styrofoam to the bottom of the original sheet to form the floor of the gully. Our siding now extended into thin air. The siding can hold three 34-foot hoppers comfortably without fouling the mainline, but the slope of the terrain allows for a two-hopper trestle.

HOTRAK modules see a lot of handling, so I wanted to build something simple. I decided on concrete bins/trestle bents support with steel beams supporting the track. This meant balsa for the concrete, styrene shapes for the steel and flextrack for the rails. Enter Flimsy ByGosh, 'cause I ain't taking the blame for this design!

The basic design is a two bin facility, with an approach. This requires one abutment and three bents, spaced about 38 feet apart to match the coupled length of 34-foot hoppers. To make life simpler, I glued the three bents to a back retaining wall. This allowed me to build the assembly at the workbench, where it was easier to get things lined up square and level. The back wall allows the facility to be dug into the slope of the gully, but its real purpose was to give longitudinal rigidity to my trestle. I used 1/2" balsa, which is a shade under 2 HO feet wide. So already our friend



Flimsy is slim on his margin of safety! At that point I painted every face and edge of the balsa bents and wall concrete. This was to seal the wood before scenicking the module.

It is good railway engineering to place sidings lower than the mainline, to prevent runaway cars from fouling the main. By my eyeball calculations, the width of the balsa matched the depth of the cut, so the steel beams should be no higher than the cork roadbed. A rule of thumb used by Army Engineers in hasty bridges is that the depth of steel beams in inches should be equal to their length in feet. Well Flimsy flubbed this one. My beams are about 12 HO inches deep! Everything was tacked together for one HOTRAK operating session. Not only did 12" deep beams bother me but I was in fact a shade higher than the main line. So out came Flimsy with the jackhammer (me with a razor blade) to shave down the bents in-situ since initial scenery work had fixed the assembly in place. I doubled the steel to two beams per side under each rail, which I needed to do anyway to provide openings to unload the hoppers.

To provide for unloading, I trimmed the flextrack ties for the trestle portion above the two bins. I cut away the centre of the ties, keeping only enough to hold tie plates and spikes. In order to support workers' platforms, I installed extra long switch ties at every fifth tie location. The short stubby ties rest on two beams, while the long ones rest on all four. The long ties help keep things in gauge. It was good enough for Flimsy.

A good trick when laying your own rail is to keep many flextrack ties and pairs of ties as gauges. Just snap them upside down on the railheads to keep things in line as you work.

With more steel and open space between the rails, our trestle was taking shape but for one important detail. No bumper to stop cars at the end of the trestle! I felt that the trestle did not have enough longitudinal strength to take the impact of a car hitting the still non-existent bumper.

The solution to both problems was to add a pair of buttresses against the last bent to support the bumper and brace the trestle. With the buttresses and bumper, the trestle inspires more confidence. Still, no locomotive is ever allowed on this structure!

A trick to ensure that you get even sloped sides when cutting bents or buttresses, is to start with a rectangle as high as the buttresses or bents and as long as the sum of the long and short lengths. Mark off the long and short lengths alternately on each side of the rectangle and cut the slope. Each piece will be symmetrical.

The workers' platforms are four 2x8's on their side, spanning 12 feet between supports. I was going to place 2x8's on edge and cover with 2x6's, but I figured this was too prone to damage for HOTRAK. There is no safety railing for the same reason. Beside, it's typical Flimsy ByGosh design!

If I were to build this project again, I would taper the cork under the siding from full depth to about half depth before reaching the abutment, to ensure that cars cannot roll on the mainline. I would keep the steel beams and concrete bents design, but I would probably make three or four bins. This would shorten the span between bents so our steel is more credible, but the operation purpose would be to allow for more grades of materials to be delivered to Sable & Pierre d'Orléans.



CHAIRMAN'S CHOICE was awarded to David Steer for WP&Y 2-8-2 assembled from Railmaster kit.

Summer projects on display in September

With the resumption of our monthly BOVAR meetings came the display of modelling being done by our members. As usual September is the time to showcase what our builders have been doing for the last two months.

There were some gorgeous models on display but many members quietly observed that their summer projects weren't quite finished yet. The warm weather offered too many distractions and kept us out of our usually cool basements too often.

The CHAIRMAN'S CHOICE went to **David Steer** for his Sn3 White Pass & Yukon 2-8-2 No. 73. David assembled the loco from a Railmaster kit, which is largely composed of white metal parts. David painted the unit and added Zimo DCC and Soundtraxx decoders. **Bill Scobie** noted that the loco won first prize in the WP&Y category at the recent National Narrow Gauge convention. Well done, David.

Jacques Thuot displayed a string of HO 32-foot log cars that he scratchbuilt except for the trucks and couplers. They should see a lot of service on Jacques' modules.

Mike Hamer brought out a shortie HO train. It started with a B&M S-1 switcher from P2K. Mike added a decoder and says it is "a beautiful runner." He even had a crew on board. Next was a B&M drop bottom gondola constructed from a Red Caboose kit. It was transporting light B&M ballast. Behind it was an XM-1 B&M boxcar also from a Red Caboose kit. At the end was a B&M buggy, which Mike says was an older kitbash done by **Howard Scodras**.

Ian Cranstone had a model of an HO CN steel side boxcar rebuilt from a 1920 steel frame autobox car. It was with a Sylvan kit with cut levers added. Ian painted it and oversprayed weathering then washed it with heavily diluted roof brown. Ian said there was a bit more weathering to be done to the car but it certainly would look good on anyone's layout.

John LeBlanc had a section house on display that he built from a laser kit. John added a lot of interior details some of which were from S&S Ltd. and are a bit oversized for HO. John says he found the kit harder than scratchbuilding.

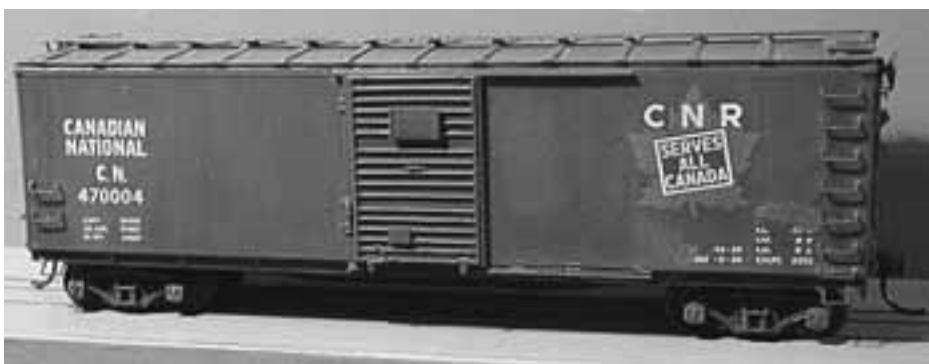
Tom Patterson had two HO pressurized hopper cars, rather unique creatures that



Jacques Thuot displayed more of his fine craftsmanship with string of flats.



Mike Hamer's shortie freight contained this Red Caboose GS gondola.



Ian Cranstone constructed Sylvan boxcar kit with CN SIG leaf decals.

look like a cross between a covered hopper and a tank car. The models started as Walthers tanks and a lot of details were added. They were beautifully painted and weathered.

Peter Cunningham had an O scale Great Eastern Railway 2-4-0 Little Sharpie Class steamer. He said it was built from an etched brass kit. All the parts were soldered and it was painted in G.E.R. ultramarine blue with hand painted lining using a bow pen. "Some finishing still to be done; summer just isn't long enough," says Peter. An apt comment for most of us.

John Mitchell was a month early with his display of HO vans. He had two Walthers 26-foot cabooses hacks painted for the C&O. One was a right out of the box model while the other had been modified to be closer to the old C&O paint scheme. He also had two Proto 2000 NE cabooses. One was stock, the other modified to be 1956-57 paint scheme.

Jack Scott brought out two well-turned out CPR passenger cars. One was an IHC 8-1-2 Pullman with interior details lettered for the car ROMFORD. The other was CAPE SCOTT, a solarium, compartment, observation car that Jack constructed from a Rivarossi 12-1 Pullman to which he added New England Rail windows.

Brian Earl had an Athearn GP9 and van painted for the Carp Central. They will be part of the raffle layout at this year's Railfair.

Brian Ludlow displayed a 36-foot CP stock car. It was constructed from a Main-line Models kit with new grab irons, underbody, cut levers and other details. Brian explained that CP had never owned any 36 foot stock car but had it waited until 1914 before acquiring the Toronto, Grey & Bruce, it would have. Nice car.

Paul Norton brought out several pieces of Garden railway equipment including a gorgeous RS-3 painted for CNR. It has been converted to battery power and radio control. It had LED headlamps and number boards.

Hugh Laing brought out speeders for O



Peter Cunningham lent a touch of Jolly Old England with Great Eastern 2-4-0.



John Mitchell modified Walthers cabooses with sunshades and other details (left), original model at right. Display reviewer Angus Palmer suggested that the process actually worked the other way round with John removing details from the model!



Jack Scott modified Rivarossi car into model of CPR CAPE SCOTT.



Carp Central units for raffle layout were painted by **Brian Earl**.

and G scale. He said they were just for fun and come lettered for CN, CP and ONR.

Bill Crago showed off his new tool box stand that he scratchbuilt using commercial-

ly available parts. It look pretty snazzy. He also had a straight from the box CN RDC-1. He hadn't even test run it. Must have been a real short summer up the Valley.



Brian Ludlow displayed 36-foot stock car. October 2002



Radio control and battery gondola were shown by **Paul Norton**.



Next Meeting

Timeless Trains

presented by

Doug Sheldrick

Display

Anything CN

Tuesday, November 12

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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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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