



# The Interchange

Our 46th Year

Ottawa Valley Associated Railroaders — OVAR

October 2006

Issue 408



CN's new 1961 image adorns Chris Lyon's newly-constructed Alder Models Pollockville station kit.

## Alder station restoration challenge

by Mike Hamer

My good friend, Chris Lyon, presented me with an interesting challenge recently. He had purchased the Alder Models Canadian Northern/Canadian National Pollockville station quite a while back when he was still living in Alberta and the only work that had been done on the kit was the gluing together of some of the wall sections. He asked me if I would finish the station for his model railroad. Seeing as how my layout has been complete for some time now, I've found that I really miss those days when I was building structures for North Dover, so I was primed to take on this assignment.

Chris models western Canada and he asked me to match the colours of CN's "new look" for western stations in 1961, around the time when the railroad introduced the new orange-grey-black diesel scheme that year. He pointed out a picture of the Erickson, Manitoba station in the book CANADIAN NATIONAL'S WESTERN STATIONS and I had that picture to go by when purchasing the paints for the project. The station's siding is grey with public access doors CN red/orange and freight and service doors Cobalt Blue. Door frames, window frames, under eaves fascia and support brackets are white. Chris wanted a black roof as evidenced in

the photograph of the Erickson station he supplied. Two problems arose during the construction of the kit... one relatively minor and the other quite major. Some smaller roof sections went missing in Chris's move.

*continued on page 3*

### On the inside:

Craig Library Report	2
Model Railroading at the Empress	4
September Display Report	6

*plus much more*

# From the Librarian's Carrel

by David Knowles

The annual general meeting of the Library will be held on November 15. It is planned to be held in the Reference Room of the Ottawa City Archives at 111 Sussex Drive. A full notice will be sent to all paid-up members shortly.

The Library has now received a new computer, courtesy of the Bytown Railway Society. The various programs and catalogues have been transferred to it and it is settling in quite nicely after some initial glitches. It is now operational and will provide us with more up-to-date capabilities.

As always there is a lot to do at the library and we are always on the lookout for volunteers. There are a variety of assignments and we would be delighted to find one which will capture your interest.

As I think you all know the City's lease on the site in the old city hall has been extended to the end of 2007. The City has established a committee to explore possible sites for relocation and it met recently for the first time.

## OVAR displays 2006-07

To give all OVAR members a heads up as to the display topics for the season (and an early start on those very special display projects), these are the themes for the OVAR displays this year:

November — Maintenance of Way

December — Freight equipment

January — Shortlines

February — Passenger equipment

March — Canadian roads

April — Structures

May — Non-Canadian

June — McEwan cars and/or anything else that goes at the end of the train.

September — your summer project(s)

Remember that our theme is only a suggestion — you are always welcome to bring out any model that you're proud of at any time, and especially your latest accomplishment!

Do remember though — if you don't fill out a display card telling us about your model, we won't know whose it is, which makes it very hard to give credit in the INTERCHANGE. This is also your chance to tell us anything about your model that may not be obvious.

The members include two councillors, and representatives of various interested groups such as the Friends of the City Archives and the partners. The committee was taken on a tour of the premises, the reference room and the vault.

### Acquisitions

As many of you know the Bytown Railway Society launched a series of publications on Canada's Traction Heritage. These follow a basic format originally developed by the Calgary branch of the BRMNA, with a 8½"x11" landscape format, a plethora of photographs and comprehensive captions. Bytown's most recent publication has now reached the CRCML shelves courtesy of BRS. This time Tom Grumley has produced a chronicle of the Montmorency Division of the Quebec Railway, Light and Power Company. Well-illustrated with 84 b&w and colour photographs, Tom has covered the whole history of the company from its origins as a steam railway heading northeast from Quebec along the north shore of the St Lawrence to St. Anne de Beaupré.

The line had an Ottawa connection as it acquired some nineteen cars built by the Ottawa Car Company in several orders from 1900 to 1930. The wooden cars lasted into the early '50s and the steel cars of 1930 were in service till abandonment in 1959. Two Ottawa cars survive today, a wooden car #401 of 1902 at the Canadian Railway Museum at St Constant, Quebec and #454, a steel car of 1930 at the Seashore Trolley Museum at Kennebunkport, Maine. It is highly prized as it is still in use and clears the snowfalls on the museum's operating line.

Another Ottawa connection is that 33 of the photographs are from the Ken Chivers Collection of the CRCML.

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

### For the Record

September Meeting:  
134

Current membership:  
189

## TIMETABLE

Upcoming events of particular interest to OVAR members

**October 14-15: OTTAWA – RAILFAIR 2006.** Algonquin College Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-4:30 p.m.  
[home.ca.inter.net/~brmna/poster.pdf](http://home.ca.inter.net/~brmna/poster.pdf)

**October 28-29: MONTREAL – Montreal Railroad Modellers Association Annual Open House.** 891 St-Paul St. West, under the CN viaduct. 10 a.m.-4 p.m. Info: (514) 861-6185, email: [canadacentral@sympatico.ca](mailto:canadacentral@sympatico.ca)

**November 1: CORNWALL – Moccasin Model Railroad Club,** RCAF Association Wing 424, 240 Water St. W. 7:30 p.m. Info: Chris Patrick, e-mail: [cpatrick1@cogeco.ca](mailto:cpatrick1@cogeco.ca)

**November 2: MORRISBURG – Morrisburg Model Railroad Club,** McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry [stvskserry@personainternet.com](mailto:stvskserry@personainternet.com)

**November 3-5: MISSISSAUGA – The Hobby Show,** The International Centre, 6900 Airport Road. Fri. 12-9 p.m., Sat. 10 a.m.-8 p.m., Sun. 10 a.m.-6 p.m. Info: (905) 428-6466 or:  
[www.thehobbyshow.com](http://www.thehobbyshow.com)

**November 7: OTTAWA – Bytown Railway Society,** Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.:  
[www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

## 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.

**FOR SALE:** Two Walthers code 83 #6 double cross-overs (original box, never used) — \$65 each or \$125 for the pair. Call Terry Firth at 613-931-2570 or e-mail at: [jtfirth@sympatico.ca](mailto:jtfirth@sympatico.ca)



Mike Hamer created 1950s diorama scene to showcase completed station, which will not be part of Chris Lyon's final scene.

## Alder station restoration

*continued from page 1*

With a little ingenuity and a spare hour of time, I managed to scratchbuild suitable replacement parts and only with careful examination are you able to locate these areas on the model. That was the minor inconvenience. My biggest scare arose when it came time to glue the preformed roof to the top of the wall sections. You see, over time the (glued together) wall sections moved slightly out of square and I was not going to rip them apart to start over again. My fear was that the ACC'd joints might hold together very well and the actual resin wall sections might tear. After reciting a short prayer I applied the superglue to the tops of the wall sections. It was "all or nothing" at this point. Either the pre-formed roof section would adapt to its new housing atop the walls or it wouldn't and the kit would have to be tossed away. Using all fingers and thumbs as clamps I held that roof tightly in place. Stresses along one section of the preformed peaked roof were too much and the prefabricated resin roof form began to tear upwards along a seam. Acting quickly while trying to keep all hands on the structure from above, I managed to apply a small amount of ACC into the ripped area and it held! Disaster averted... and this seam is also difficult to notice on the finished structure.

With the station structure painted and assembled, it was time for weathering. As weathering is a "personal thing" I took the structure over to Chris's place and we had a

ball going to town on the kit using Bragdon chalks. We placed the station in a number of areas on his layout and picked the most suitable locale. I was now able to determine the length and shape of the platform I would scratchbuild. Using stripwood, the platform was completed in very little time, painted and weathered. I used a square on the job to ensure all angles were 90 degrees.

I was quite proud of the finished product so I told Chris that before the station could reside permanently on his layout I wanted to create a small diorama to showcase it at OVAR and SLD. Chris agreed. Since I model the 1950s I littered the platform with a hodgepodge of detail items for that era. You must remember that Chris models modern times, so these items will be removed when we place the structure on his model railroad. In fact, it will be a much older looking station when it takes its rightful place, so we'll have to weather it a whole bunch more and make it appear somewhat dilapidated.

Let's examine the prototype station Alder used in creating this model. The Pollockville station is a "Third Class" depot... Canadian Northern's most common standard station design. (The Canadian Northern Railway was the largest and most important predecessor of the Canadian National in western Canada.) Many of these third class stations were built in the first decade of the 1900s and construction kept up well into the 1920s. While several slightly different plans evolved over this time, all versions of the third class plan shared certain characteristics. The high pyramid known as the "hip

roof" (broken front and back, but not on the sides by gabled dormers) certainly appeared more imposing on the smaller third class stations than on their earlier second class examples. A gabled roof covered the baggage room of the structure with the roofline extending across the front of the station forming a shingled "awning" held up with bracket supports... a feature so typical of Canadian Northern stations. A small rectangular "bay" with a single window hid itself nicely under this awning feature. What differentiated these third class stations from each other were placement of windows, differing lengths of baggage area, number of chimneys, different placement of waiting room door/windows near the bay, extensions on the back for different purposes and of course, exterior finishing material from wood to brick to stucco. All in all, over 250 of these "third class" stations found homes in all the western provinces as well as Ontario and even down into the state of Minnesota!

I'm glad Chris offered this project to me and my modelling horizons have been broadened as a result. This was my first resin kit and my interest in railroad stations has been piqued. I devoured the two books on western depots and stations Chris loaned me written by Charles Bohi and I want to now do further research on stations along the route of the railroad I model, the Boston and Maine.

Finally, my accolades go out to Alder Models for creating such a fabulous structure.

# Model Railroading at the Empress

by Peter Nesbitt

photos by Alex Binkley

In the June 2003 issue of the INTERCHANGE, Ray Matthey authored an article that told the story of his model railroad up to a while after he moved into the Empress Retirement Residence.

By way of summary, in March of 2003 Ray moved into the Empress. His friend and former housekeeper, Barbara, painted the walls of the railroad room and Ray painted the clouds. Starting in April, Grant Knowles, who had been the layout builder, and a number of others from OVAR got together to dismantle Ray's layout, move it to the Empress and reassemble it. By August, this had all been completed and trains were running again. There was no scenery — just plywood, track, and open spaces!

Ray's next task was to work with Alicia, who was the Empress' activity director at the time and some of the residents to get some trees made. At that point Ray also contracted with myself to work with and for him on the scenery for the layout. In November and the following March, I brought along Mike Hamer who spent a couple of evenings doing a hands on clinic with a half dozen or so residents making trees for the layout. These are now planted on the left hand area of the layout.

Knowing his health was deteriorating, Ray gave some money in trust to the Empress for completion of the model railway for the ultimate enjoyment of the residents. Ray passed away on November 27, 2003.

For a while, there were no residents of the Empress working on the railway and my rate of progress was moderate. Then two residents, John McKiel and Howard Borrie became involved and the pace of activity increased. The primary work activity of these two gentlemen was tree making. A couple of different styles and techniques were used. In August 2005 a teenage volunteer, James Cheung, was a big help and participated in two work sessions. In late 2005 and early 2006, Tim, a co-op student lent a hand.

In September 2006 Alex Binkley spent a long morning with me using his painting talents to make some rock faces come to life and to plant the remaining trees. The layout is very close to completion; another month or so.

While the layout has some switching opportunities, the focus is on continuous run-



ning. Ray had two rod steam locomotives, two shays, and one diesel. Control is by NCE DCC and three of the steam locomotives are sound equipped. All turnouts are operated by Tortoise switch machines.

There are two major challenges:

Finding more residents who have the interest, desire, and faculties and getting them involved with the operation of the model railway.

Finding someone to take on some of the

responsibility for maintenance. This should be someone from the west end, ideally from Kanata. I expect that most of the maintenance items are going to be quick to correct and it doesn't make a lot of sense for someone to spend 25-40 minutes travel time each way for a five minute fix.

The plan is to open the layout to a layout tour sometime this winter. Finishing this layout and hopefully fulfilling Ray's dream has been a most rewarding experience.





# Summer projects featured in September

Ian Cranstone photos

Judging from the number and variety of projects on display in September, OVAR-ians had a very busy and productive summer.

**Al Craig** displayed a single-sheathed 36' N scale boxcar. Since no one makes a model of this car, Al cut down a 40' car, and then cast it in resin. He notes that his model is a prototype for 10 cars.

**Michael Dawson** brought in four Micro-Trains cars, to which he has added detail painting and weathering.

**Steve Adamson** brought in a true “shake the box set” with two Lego cars (an open hopper and tank car). He notes that the doors open and close. Steve notes that it took eight months to obtain all of the pieces for the tank car, with the final pieces being obtained from Norway!

Life-Like's Proto 1000 Norman Rockwell commemorative four-car boxcar set was displayed by **Jens-Holger Stehr**. He also showed his Walthers Wisconsin Central gondola, intended for service to his steel mills.

Two ore jennies were displayed by **John LeBlanc**: the first being a Roundhouse car, and the second a Selley “knock off” soft metal casting, and he notes both are from the late 1950s. John apologizes for the poor decal work, noting “before C-D-S.”

**John Chambers** displayed a modified and upgraded Front Range M-K-T ACF 2980 cu. ft. covered hopper, for transportation of silica sand, cement and bentonite.

**Normand Levert** showed his in-progress Lumberjacks Van, spliced together from two President's Choice vans for his Algonquin Railway. Normand notes that this car has still to go to the paint shop, and to receive interior details — which will probably be spartan, given the rough-and-ready lumberjacks it will serve.

**Brian Ludlow** constructed a O scale CNR express reefer from a Juneco kit and C-D-S lettering. He notes that it has a complete underbody, but still needs to receive proper trucks.



Al Craig showed his prototype 36' single-sheathed N scale boxcar.



Steve Adamson took eight months to obtain all of the pieces for this Lego tank car.



John LeBlanc displayed Roundhouse and Selley ore jennies.



John Chambers modified and detailed a Front Range car to create this M-K-T 2980 cu. ft. covered hopper.



Brian Ludlow constructed CNR express reefer from Juneco kit.



Four Proto 2000 8K tank cars were constructed by **Andrew Batchelor** for Bob Moore in exchange for his excellent module building advice and assistance.

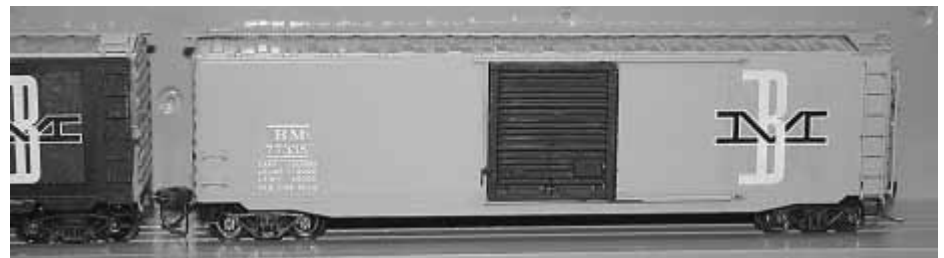
**Wally Weart** exhibited his proposal for the new O-Train service with his light rail car.

**Alex Binkley** displayed several S scale pieces, including a lineside structure constructed from a Bills TramShop House kit, noting that he will require several of these for his layout. He also had a depressed centre flat (yet to be lettered) from the same manufacturer, and a Lanark Central American Flyer combine received from Al Craig, which Alex will employ in Canada Southern tourist train service.

**Charls Gendron** detailed and painted an Atlas Dash8-39B for Montreal Maine & Atlantic, and at the time of the display had it for sale on eBay.

**Jacques Thuot** brought out a selection of On30 logging equipment. There were two log cars, one Bachmann, one scratchbuilt, and both loaded with logs from the backyard. There were also two flatcars modified from Bachmann cars with such things as a tank, scratchbuilt still and G and HO scale logging pulleys. Jacques notes that pails, tools and water pump remain to be added. Jacques also displayed a scratchbuilt log skidder sled, to which he has to add a donkey engine.

October 2006



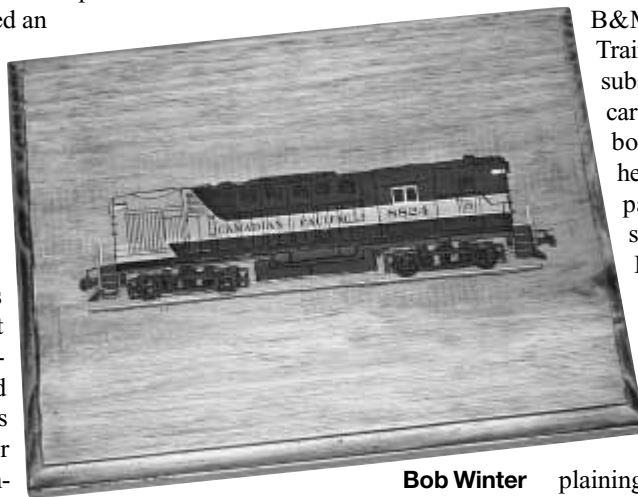
**Graham Stremes' display featured the evolution of B&M boxcars over the years.**

**Bob Winter** displayed his hand painted plaque featuring a CPR RS-10, lettered with C-D-S lettering. Bob also constructed a pen and paintbrush holder, painted in OVAR colours and again featuring C-D-S lettering.

**Gerry O'Callaghan** showed his birthday present — a G scale Bachmann

mogul which he plans to change to K&S #1.

**Graham Stremes** showed a series of boxcars demonstrating the evolution of B&M boxcars over the years. The first was a double-sheathed 36' car which he scratchbuilt in 1956. The second car was an Accurail car painted and lettered to represent a B&M USRA car. His third car was a Train Miniature X29 boxcar lettered for subsidiary Mystic Terminal. The fourth car was an IMWX 1937 AAR standard boxcar painted with the minute man herald. His fifth car was an AHM PS-1 painted in the McGinnis black scheme. The sixth car was an Inter-Mountain car painted and lettered in the McGinnis blue scheme. Graham's final car in the series is a 50' Kadee PS-1 which he repainted and lettered using Walthers decals.



**Bob Winter created this hand-painted plaque.**

To top off his display, Graham even prepared a small booklet explaining the B&M boxcar evolution as part of his display.



## Next Meeting

# Railfanning Southern California

*presented by*

**Dan Perley**

**Display**

Maintenance of Way

**Tuesday, November 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 Fred Mills at (613) 723-1911. Thank you.



## OVAR Directory

**2006-2007**

<b>Chair:</b>	Paul Norton	613-825-4113
<b>Vice Chair/Special Projects:</b>	Gary Baillargeon	613-774-2380
<b>Secretary:</b>	Mike Shore	613-829-8867
<b>Treasurer:</b>	Ralph Dipple	613-823-5856
<b>Membership:</b>	Bill Meek	613-521-3234
<b>Program:</b>	Normand Levert	613-834-6798
<b>Dinner:</b>	Fred Mills	613-723-1911
<b>Archives:</b>	Dave Knowles	613-722-4473
<b>Webmaster:</b>	Steve Watson	613-592-3609
<b>Video Library:</b>	Paul Anderson	
<b>Web Site:</b>		<a href="http://www.ovar.ca">www.ovar.ca</a>

---

### THE INTERCHANGE

October 2006 — Issue 408

#### Editorial Staff

**Features, Story Ideas,  
Comments and Complaints:**

Ian Cranstone  
3715 Campbellcroft Rd.  
P.O. Box 634,  
Osgoode, ON K0A 2W0  
Phone: 613-821-7423  
e-mail: lamontc@nakina.net

**Distribution and Mailing:**

Mike Shore  
25 Bainbridge Ave.,  
Ottawa, ON K2G 3T1  
Phone: 613-829-8867  
e-mail: mshore1@rogers.com

**Submission of Articles:**

THE INTERCHANGE welcomes your submissions that may be of interest to club members. Please send them to one of the departments listed above. Material submitted can be handwritten, typewritten, on floppy diskette, or sent via e-mail.

**Copy Deadline:**

November                      October 20

**Printing and Copying:**

Impression Printing,  
Smiths Falls

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