



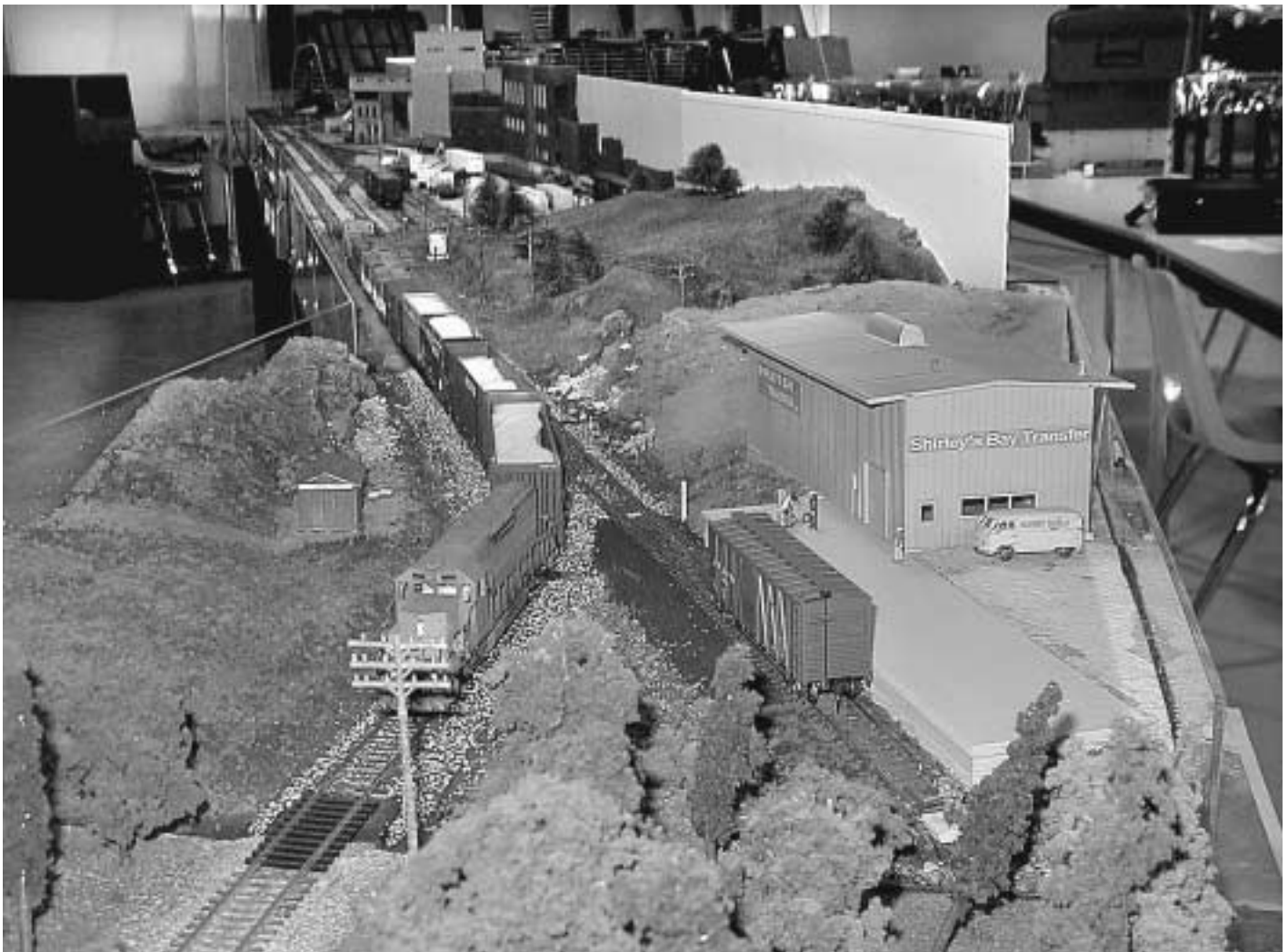
The Interchange Our 43rd Year

Ottawa Valley Associated Railroaders – OVAR

September 2003

Issue 377

Building Shirley's Bay Transfer for my HO-TRAK module



CP 5557, a repeat visitor to OVAR's display table, leads wood chip cars past the new Shirley's Bay Transfer facility.

by Normand Levert
photos by the author

My two HO-TRAK transition modules are named Connaught and Orleans after locations east and west of Ottawa that are important to me. I was posted to Petawawa back in 1969. One of my favourite driving landmarks was the narrow underpass near

the Defence Research Centre at Shirley's Bay, where Canadian National, today the Ottawa Central, crossed the old highway 17. The Connaught Rifle Ranges are nearby. This is why I chose Connaught as the name of the module and Shirley's Bay Transfer for the industry.

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plus much more



Space issues with the Summer INTERCHANGE prevented us from printing this photo of Chairman Fern Leroux (left) presenting McEwan Car no. 36 to Peter Nesbitt.

More adventures in drywalling the new train room

by Rob Rolfe

In March we started the drywall job, now we will finish it. As you recall, the stuff had to be cut in half to fit down the basement stairs. This just makes things that much easier, so pick a starting point. How about the far corner? You'll just need to cut one hole for a plug; piece of cake.

Measure from the corner to the plug. Transfer the measurement to your sheet of wonderful stuff. Cut a two inch by four hole and lift it into place. Where is the plug? Silly, the hole goes on the left side of the mark, not the right, and it's just a little high. Oh well, measure and cut again. Some time later, when everything fits nicely, take heart that drywall mud and scraps will cover the foot-square hole you ended up with.

With the thing in place, reach around for the screws. Funny, they were right there. Go have a look and find two left in the box by the stairs. On your return you discover that the odd whump-crack you heard was the dumb thing falling and breaking over your custom-detailed Walthers grain elevator which was on the floor for some reason.

Stay calm, remember that tape and Ambroid will fix things up (well, mostly).

Okay, all is ready. Hold the drywall, put a screw on the cordless drill's bit, and pull the trigger. The drill makes a quarter turn and dies 'cause you forgot to charge it. Stick the battery in the charger. Go up and apologize to the spouse again for shouting out "that word" in the house, then head out for more screws.

You're back, let's go, time's a wasting. Step on the screw that fell from the dead drill (if you tried all day, you would never get it to land on one end like that again). Limp over to the charger. Why did you not plug it in when you stuck the battery in? Look over and notice that the piece of drywall you had tried to put up fell over again. At least it didn't hit the grain elevator this time... oh sorry, there it is flattened under that stone slab of dirty dying miserable death.

A few days later everything is finished after just one call to "Mario's Basselini Road Plaster and Drywall Service." That wasn't so bad was it? Next up: electrical ("Dear, why did all the lights go out?")

TIMETABLE

Upcoming events of particular interest to OVAR members

September 20-21: NEPEAN – Toy & Train Show, Nepean Sportsplex, Salons A & B, 1701 Woodroffe Ave., Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4 p.m. Info: Hugh Laing 613-592-9402 (days) 613-592-5824 (evg.) or Frank Steele 613-378-0302.

September 28: CORNWALL – St. Lawrence Division NMRA Meet, location t.b.a. Info: Stan Conley (613) 523 - 8237, e-mail: sconley@ccs.carleton.ca
http://www.cyberus.ca/~g_knowles/sld/sld_index.htm

October 1: CORNWALL – Moccasin Model Railroad Club Monthly Meeting, 7:30 p.m. Info: Jacques Thuot, e-mail: jthuot@cnwl.igs.net

October 7: OTTAWA – Bytown Railway Society Regular Meeting, 7:30 p.m. Info: www.ovar.ca/bytown

October 18-19: NEPEAN – RAILFAIR, Algonquin College, Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-5 p.m.

October 18-19, 25-26 & November 1-2: ABERFOYLE – Aberfoyle Junction Model Railway Open House, Sat. & Sun. 10 a.m.-5 p.m.. Info: Craig Webb (905) 527-5474, website: www.aberfoylejunction.com

November 15: OTTAWA – MODEL TRAIN FLEA MARKET, St. Anthony's Soccer Club Hall. 10 a.m.-2 p.m. Info: Denis Rule 613 823-3440, e-mail: derule@sympatico.ca

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

THE INTERCHANGE
wants to know what you're
doing on your model railroad
— or what your favourite
prototype is doing!
Don't be shy — write!

Shirley's Bay Transfer

continued from page 1

Selecting a business

I chose a transfer operation for the variety of cars that could be spotted at this industry. Transfer industries consolidate less than carloads, or even less than truck loads into complete loads. They also as their name implies transfer loads from trains to trucks and vice versa. With the addition of a large platform, I felt that Shirley's Bay Transfer would operate as a commercial team track. Shirley's Bay Transfer does not have a crane, but of course a truck-mounted crane can be rented whenever an open load car needs to be loaded or off-loaded. The platform allows side loading and unloading of flat cars.

For the modellers, this is a very versatile industry; it receives flat cars, gondolas and any type of house cars, be they boxcars, isothermal boxcars or refrigerator cars either loaded or empty. Thus traffic in and out of Shirley's Bay Transfer can be anything at all that can be shipped in these cars. Shirley will handle containers of course.

For further operating potential, I could have added a discharge hopper to receive covered hopper loads, by adding a little more than a "metal" plate between the rails and some spilled grain. Go see the installation at Ritchie's for inspiration. One could as well add some piping and some hoses made with solder wire to be able to unload tank cars. I have not added these features to



CP 5557 waits for CN freight to enter double-track main near transfer building.

Shirley's Bay Transfer, but Shirley's was never known to miss a business opportunity, so HO-TRAK may have more business to handle. The siding handles two fifty-footers with ease and three forties with a squeeze.

Building the industry

I wanted something simple and rugged since Shirley's Bay Transfer is built on an HO-TRAK module. At the same time, I wanted undulations in the terrain so this industry would not be sitting on a flat top. The

conventional end of Connaught features a rock cut through slanted limestone ridge, and the scenery evolves to rolling ground towards the conventional end. The basic industrial layout is a siding alongside a high platform and a transfer warehouse off the platform. Part of the platform is directly accessible to trucks and cranes to load or unload flatcars and gondolas. I built the ground level up to the platform on the truck side. The transfer warehouse floor is even with the rail loading/unloading platform. On the truck side, I dug a ramp in the ground contour so the truck beds would line up with the warehouse floor. Forklifts trucks handle the transfer of cargo to and from the warehouse to trucks or railcars.

I built the platform out of a piece of plywood and a piece of Balsa about 1/8 inch thick. Mostly because the materials were on hand and met the NMRA gauge for platform height. It represents a cast concrete retaining wall construction, topped by a concrete slab projecting ahead of the retaining wall. At each end, the ground rises up to platform level.

The plywood is recessed about two HO scale feet from the edge of the platform. This gives a space for someone to escape and more importantly for drainage. To ensure everything would remain in place when the module is transported, the plywood under-platform was screwed through the 2 inch thick Styrofoam to a module cross member at one end and to a scrap of wood at



Its way now clear, CP 5557 leads its train out of Connaught.

Shirley's Bay Transfer

continued from page 3

the other, and of course I glued the plywood to the foam. Having the sub-platform recessed left a little room for error. I proceeded to add the top platform using my NMRA gauge, both for height and distance from the centre of track. (The gauge has a notch just for that purpose). However before fixing everything in place, I test ran a series of cars and established that Athearn's 40-foot box-cars with oversized door claws would not quite fit. So the platform is in fact a tad further away from the track than NMRA standard. It is always good practice to test run the arrangement before fixing everything in place. I then sealed all the wood with Floquil concrete colour paint.

I then build up basic ground contours with 1 inch thick pink Styrofoam board, sanded to achieve undulating surfaces.

Shirley's Bay Transfer warehouse is a Pike Stuff™ truck transfer kit. Rather than follow the kit's suggestion to cut down the walls, I left them oversized to give more visual heft to the building (we use high capacity stacking shelves — really!).

The kit design is very flexible as you cut your own doors and windows opening. The Pike Stuff™ plastic is soft and cuts well. You only need to make repeated passes with a sharp knife. I was careful to line up the edges of the freight doors cuts with ridges in the building cladding. This way, the door-frames cover the edges of the opening better. My door layout was dictated by the building position relative to the rail platform. The rail side door is near one corner and the three truck side doors are diagonally across the building. Since the building is on an angle from the edge of the module, this arrangement left more room for the truck driveway. When it came to the roof, I again used the full size sheets provided with the kits to have as much overhang as possible. If I was to build this structure again, I would make the roof with less overhang, but add short roofs overhangs above the freight doors. The roof is very plain, so I added a ventilation bulge that I salvaged from a bubble pack and a couple of vents from scraps in the scrap box. I spray painted the roof Aluminum with an ordinary spray can and weathered it with chalks. I left the walls in Pike Stuff™ unpainted blue plastic and made signs for the walls using nothing more than MS WORD and my colour printer. The signs were glued with white glue and have held very well.

Pike Stuff™ observe in their instructions



CPR freight led by C-Liner waits for VIA RDC's to scoot past.

that the floor level is not right for both trains and trucks, but since I could easily carve a ramp in the Styrofoam, I adjusted the ground level on the truck side to match the warehouse floor. I built the base and floor of the building separately, with a deeper foundation wall where the truck loading ramp goes below nominal ground level. I then cut into the Styrofoam ground to make a force fit for the base. I completed much of the scenery around the building base and floor before the base was painted. I think I used bits of waxed paper as well, since I wanted the base and floor removable. Since then, I have fixed the foundation and floor into the scenery and simply sit the building on top during HO-TRAK sessions. If someone bumps into the building, it simply slips sideways.

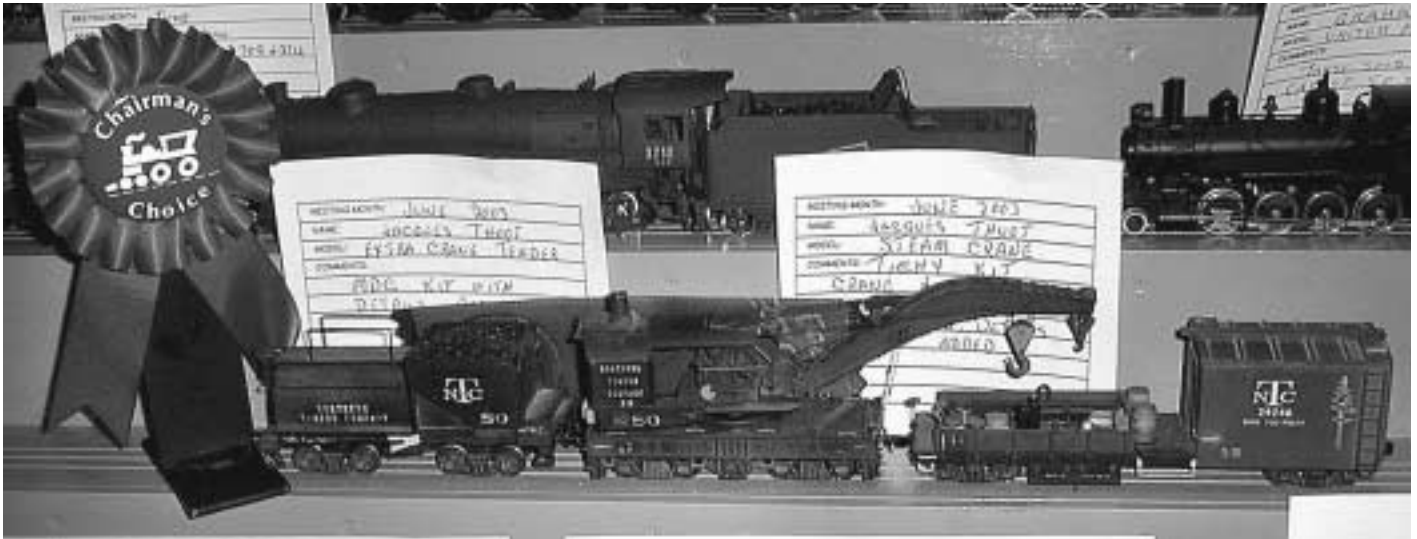
Scenery

I painted the shaped Styrofoam ground with flat latex paint and sprinkled ground foam grass. I used N scale ballast for gravel, but my preferred source is to go to the end of the driveway early in the spring and gather some winter sanding grit, nicely ground to scale size. The main advantage of this mixture is that it has a range of sizes and looks more like worn gravel.

Later, I added more vegetation with more ground foam, soaked with rubbing alcohol and diluted white glue. I painted the siding rails a dark rust colour and I painted the top of the rails for last car length. Locomotives have no reason to wander this far and this helps stop them before they hit the track bumper.



Marty Phillips brought this photo to the June OVAR meeting to show the progress that he has made with his Maine Central, now relocated to Vancouver Island.

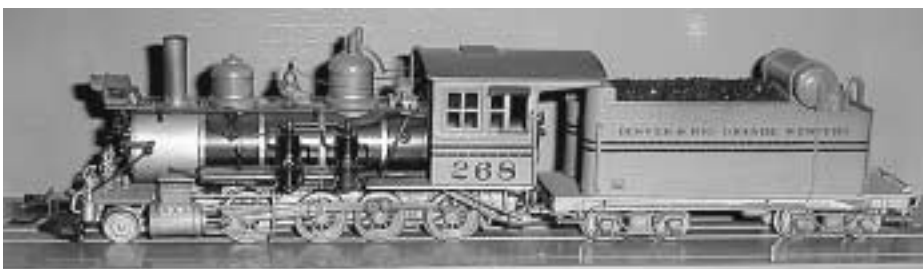


Jacques Thuot captured CHAIRMAN'S CHOICE honours with steam crane/tender/boom car set.

A steamed up display in June



Bob Craig's car no. 2 was one of 13 McEwan cars on display in June.



Amongst numerous HO3 steamers displayed by Grant Knowles, was this colourful D&RGW C16 class 2-8-0, painted by David Steer.

September 2003

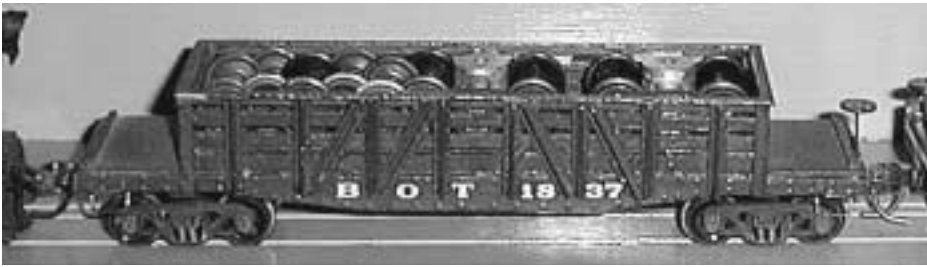
Ian Cranstone photos

Obviously steam locomotives inspire **OVAR** members to bring out models for display as there was a crowded display stand at the June meeting.

The CHAIRMAN'S CHOICE award went to **Jacques Thuot** for his HO steam-powered crane and boom flat car that he constructed from a Tichy kit and then added plenty of extra details. Jacques also displayed a tender for the crane that he made from an MDC kit with added details. To round out his contribution to the display stand, Jacques had a steam donkey that was scratchbuilt but for the boiler and hoist.

There was a good turnout of McEwan cars for the evening including **Bob Craig** (No. 2), **Tom Hood** (No. 7); **David Knowles** (No. 8), **Brian Ludlow** (No. 9), **Jim Jarrett** (No. 11), **Bill Scobie** (No. 15), **Ross Peever** (No. 18), **Michel Boucher** (No. 21), **David Stremes** (No. 23), **Brian Earl** (No. 24), **Dave Venables** (No. 25), **Carl Swail** (No. 27) and **Ken Healy** (No. 28).

Grant Knowles brought out some of his HO3 locomotive lineup. First was C&S No. 8, a 2-6-0 built by Cooke for passenger service. This loco was painted by Bill Scobie. Next was C&S No. 75, a Brooks engine that was painted by David Steer and equipped with working marker lights. D&RGW No. 268 is a C16 made by Westside in the early 1980s. David Steer remoted this unit and added additional details. It was painted in a bright scheme for the Chicago World's Fair. No. 537 was a 2-8-0 steamer that the C&S leased from the



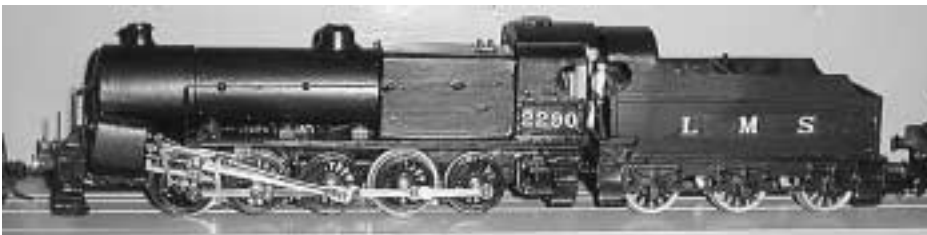
Eric Smith brought out two breakdown cars from Ken Chivers Bancroft and Ottawa.



Magnificent O scale Max Gray CPR 4-4-0 was shown by Brian Ludlow.



Two GTW Mikados were CNRized by John Leblanc, including GTW 3709.



Jim Jarrett scratchbuilt LMS 0-10-0 Big Bertha.



Former OVARian Trevor Marshall displayed an impressive O scale diorama featuring Rutland 70-tonner & 40' reefer in standard gauge, and S&PCRR train led by 2-4-4T with two scratchbuilt wood flatcars and 28' boxcar acquired from Peter Cunningham.

CB&Q. It was bashed from an MDC kit and was remotored and regearred.

Eric Smith brought out several steamers and a pass from Herb McEwan's railroad, the South Shore. Eric had an HO Akane B&O Mikado that he obtained in 1961 for the princely sum of \$35. It had been damaged in a hobby shop fire and had to be extensively rebuilt with new cylinders, trailing truck and motor. Eric also had two breakdown cars from the Bancroft and Ottawa Railroad that was the line of the late Ken Chivers. Eric also had a French National Railways Class 231 K Pacific that was used on a major express trains. The model was made by Joueff.

Brian Ludlow had one of his favourite CPR engines — 4-4-0 No. 145, a Max Gray model imported from Japan in 1956. It was towing CPR van No. 436059 that Brian made from a brass kit supplied by Russ Briggs.

John LeBlanc brought out two 2-8-2 Mikados that he CNRized to resemble GTW class S3a Nos. 3709 and 3712.

Jim Jarrett displayed a scratchbuilt model of LMS ex MR 0-10-0 Big Bertha that worked a very steep 2½ mile incline on Lichey Bank in England for 36 years.

Grant Miles had an LMS rebuilt Patriot and an LMS Royal Scot. These are Bachmann engines with flywheel drive. The Patriot was used on intercity passenger and freight trains while Royal Scot hauled express passenger trains.

Trevor Marshall brought out a display of O scale standard and narrow gauge equipment. For standard gauge, he had a Rich Yoder Models GE 70-tonner painted for the Rutland. Trevor added a lot of details, installed DCC and painted the engine. The

loco was coupled to a nicely weathered 40-foot wood reefer. Beside them were some of his On2 models starting with the S&PCRR 2-4-4T that he installed DCC in and painted. The S&PCRR is Trevor's freelanced line and he has scratchbuilt two 28-foot flatcars from Mt. Albert wood and added a most interesting load of roofing slates that he made from 850 individually painted and applied pieces of styrene. He had a 28-foot wood boxcar that he got from Peter Cunningham. The diorama that the cars and locos were displayed on represents a transfer track between the two-foot gauge and the standard gauge. Trevor also brought along a O scale section house that he scratchbuilt in wood and fully detailed the interior. A gorgeous display.

Normand Levert brought out his first HO engine that he ordered in the early 1960s for \$24. The IHB 0-8-0 was a three-cylinder steamer that Norm converted to oil from coal. He says the engine needs some TLC to restore it to an operating condition.

Graham Stremes displayed a United Ma&Pa 2-8-0 that he acquired for \$39.95 about 50 years ago.

Tom Hood brought out a PFM Omaha that he says is a little sweetie that runs quietly and pulls surprisingly well.

Greg Stubbings had a Van Hobbies CNR E-10-a class 2-6-0 that was his first brass engine. The loco has been rebuilt twice with new drivers, gears and a can motor. Greg reports it now operates well and is a regular on his October 1957 era pike.

David Steer had a CPR 2-8-2 No. 5460, a Toby model from 1969 that has been restored, painted, remotored and equipped with DCC and sound. Dave used it along with a set of CNR F3A's, painted by Brian Earl, to show how his ABS semaphore system worked.

Fred Mills had a 1:29 scale RDC1 from Aristocrat and Bachmann 45-tonner in 1:20.3 scale. It was a standard gauge unit equipped with narrow gauge trucks.

Alex Binkley has two secondhand S scale passenger cars on display. One is an American Flyer business car that the previous owner had started to convert to scale by putting in a new wood floor. The other, painted in CNR green and black, is a wood kit of unknown origin.

Harold Rowe brought out an O scale CN hi-rail car. "Scobie did it again" was how the unit was billed.

John Licharson brought out a static model of a Bombardier Las Vegas Monorail that he put together from rejected parts for a



Graham Stremes showed vintage United 2-8-0 acquired for \$39.95!



Workhorse Canadian Northern 0-6-0 was displayed by Tom Hood.



Workhorse Canadian Northern 0-6-0 was displayed by Tom Hood.



Stan Conley presented three CN freight cars, including F&C covered hopper.

model he made for the company.

Stan Conley displayed three HO freight cars and a truck trailer he has built from resin kits. He had an HO 1929 seven-panel single-sheathed boxcar from a Sylvan kit that he modified to resemble a car that underwent a repainting and brake upgrade in the mid 1950s. The car was weathered for several years of service. As well, he displayed a 1929 single-sheathed 40-foot box car built from a Kaslo kit that was painted and weathered for a few years after a mid-1950s upgrade. He also had a 1951 Canada Car and Foundry slab side hopper that he constructed from a Funaro & Camerlengo kit and modified and weathered to display a

few years of service and a simpler hatch lock system. Great looking freight cars. They were all painted with Polly Scale paint, a watercolour pencil and weathered with chalk. He also had a 1956 Fruehauf 22-foot trailer that he built from a resin kit and plans to paint and letter in a 1956 CNR scheme.

Marty Phillips, long-time OVAR member and now leading a model railroading revival on Vancouver Island, had some photos of his three grandchildren and well as his revived Maine Central west end layout. Anyone who saw Marty's Ottawa pike before he moved would have recognized many of the scenes in his photos (one of which has been reproduced on page 4).



Next Meeting

Roads of Northern Ontario

presented by

Rod Johnson

Display

Railways of Northern Ontario

Tuesday, October 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

2003-2004

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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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