



The Interchange

Our 46th Year
Ottawa Valley Associated Railroaders — OVAR

December 2006

Issue 410



The **SPRINTER** is being made up in the station in Vienna, and will be departing shortly for Bratislava. Despite the short ride to Bratislava and the abbreviated consist of three cars, the overhead electrical power and excellent track, combined with very picturesque countryside, provide a quiet and pleasurable trip.

Vienna to Prague via Bratislava

by Tom Patterson
photos by the author

A recent vacation in Europe afforded me the opportunity to correct several misconceptions that I had held concerning European railways. The vacation plan included a train ride from Vienna to Prague, and thanks to flooding, this ride included a diversion to Bratislava.

I had expected nothing but high-density double track, full electrification, concrete ties and a silk-smooth ride. In addition, I thought that high-speed passenger service would predominate, and that most of the

freight cars would be about 20 feet long and supported by two axles — you know, Thomas the Tank Engine stuff!!

Well, as those of you who follow European railroading know, I was in for a surprise. In fact, the diversity of railway operations and equipment in Austria, and the Czech and Slovak Republics, may be attractive to those modellers who are looking for a change from the North American scene.

This adventure started with a three-car 'local' run from Vienna to Bratislava known as the **SPRINTER**, or train SPR 2520. Travelling over 120 km/h through Viennese

suburbs and then lush farmland, nothing appeared to shatter my misconceptions, until we passed by a diesel powered wayfreight, complete with the OBB version of a van!!

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plus much more

From the Librarian's Carrel

by Dave Knowles

The Annual General Meeting of the Library was held at the Library on Wednesday, November 15. After presenting the annual report containing the individual reports of the officers and re-electing the Board of Directors. The meeting unanimously approved a proposal that Harriet Healy be made an honorary member of the Library. In this distinction Harriet joins Joan Craig, Bob's widow. Harriet was in attendance at the meeting and unveiled a plaque dedicating the aisle between the bookshelves as "The Ken Healy Alcove".

Members who were unable to attend the meeting can obtain copies of the Annual Report from the Secretary.

The Frayne collection

This collection is moving towards general availability. An evaluation has been completed and cataloging will be started shortly. The collection is currently stored in Kodak Carousel and Sawyer circular and linear slide trays. Once the cataloging has taken place the slides will be transferred to more efficient storage. The trays take up considerable space and we want to consolidate them into the steel slide boxes in which our other collections are stored. Space in the atmosphere-controlled vault of the City Archives is limited and we have to minimize the space we take up.

Unfortunately we have been advised that the manufacturer has ceased production of the standard 7½" x 14" x 2" boxes that we use. Consequently we are looking for these boxes from other sources. The ones we want are the mass storage type, i.e. the ones without the individual slide slots. If you have any that we could obtain please contact Bruce Curry, our Photography Curator, or myself.

The lowly spike

Recently the CRCML received a question about "spikes". We were unable to assist. I simply could not find anything on their history, development, etc. About the only historical fact I could find is that as early as 1842 they were being made by machine. Can anyone help?

Books

The most recent addition to the Library's collection is Anthony Clegg's SELF-PROPELLED CARS OF THE CNR. The first edition of this book appeared in 1962 and has

long been out of print. It was published by Tracks and Trolleys, an imprint of the Canadian Railroad Historical Association. Essentially a black and white publication, it appeared in a horizontal 54 page, 9" x 11¼" format.

The new edition is a handsome 128 page, 10½" x 8" book. Expanded with extensive coverage of the RDC era, a field that was totally absent from the earlier edition, with both b&w photos and lots of colour photos. The cover photo is a gorgeous photo taken at the same time as the b&w photo used on the first edition. The latter photo is reproduced on the title page.

The book is comprehensively illustrated in both b&w and colour photographs which complement the text. The diagrams and tables from the earlier edition have been reproduced and extended to cover developments in the intervening years.

The two editions vividly illustrate the incredible development of railfan publications in the last four decades, from stapled sheets sealed with a taped binding, typed tables, some hand-printed notes and/or Letraset titles to computer-generated type and enhanced photographs. My only gripe is that some of the captions are done in very small type and I need a magnifying glass to read them.

The CRCML catalogue reference is:

CS
C6. 1148
2nd.

I do suspect that the library copy will see little action as all railfans will want their own copies.

One interesting feature is that the original author, Anthony Clegg, has survived the intervening years to provide us with an important record of a fascinating era. Congratulations and Thank You Anthony for both books!!

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

For the Record

November Meeting:

135

Current membership:

194

TIMETABLE

Upcoming events of particular interest to OVAR members

January 2: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.:

www.bytownrailwaysociety.ca

January 3: 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

January 4: MORRISBURG – Morrisburg Model Railroad Club, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry stvserry@personainternet.com

January 27: OTTAWA – St. Lawrence Division Meet, NMRA, Emmanuel United Church. Info:

www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

January 27-28: WEST SPRINGFIELD, MA – Amherst Railway Society Big Railroad Hobby Show. Better Living Center and the adjacent Young and Stroh Buildings at the Eastern States Exposition Fairgrounds, Memorial Ave. Sat. 9 a.m.-5 p.m. & Sun. 10 a.m.-5 p.m.

www.amherstrail.org/show/show.htm

February 17-18: GATINEAU – Exposition des Trains Miniature. Sponsored by Club Ferroviaire En Voiture and Mont Bleu Ford. Mont-Bleu Ford, 375 Boul. Maloney Ouest. Sat. & Sun. 10 a.m.-4 p.m. Info: Mario (819) 671-2354

February 25: COPETOWN – CARM Copetown Train Show, Copetown & District Community Centre, 1950 Governor's Rd., just east of Hwy. 52. 10 a.m.-4 p.m.. Info:

www.caorm.org

March 3: COBOURG – Cobourg Model Train Show. Presented by Cobourg Model Railroaders. Cobourg Lions Centre, Elgin St. Sat. 10 a.m.-4 p.m.

May 17-21: VICTORIA, B.C. – CARM 4th Annual National Convention & 75th Anniversary of the CRHA, Co-sponsored by the Victoria Model Railroad Club and Mid Island Railway Club. University of Victoria. Info:

www.caorm.org

The Interchange



OFF THE MAIN LINE

WHERE FICTION IS STRANGER THAN TRUTH

EDITED BY
Barry Innes

Gerry O'Callaghan sends the following on his Kaslo & Slocan R.R.:

The Kaslo & Slocan R.R. — THE SKYLINE LIMITED

Quite a few years ago I bought a book from Jeff Trew in Merrickville called THE SKYLINE LIMITED. It detailed the history, etc. about this railroad that was built to remove the silver ore from The Silvery Slocan. Interesting book. Oh well.

A few years later I acquired a large scale Circus Train and vowed that some day — yes, some day!!!!

Well, it all came together this past summer when we traveled west to visit our children in Calgary and the Slocan Valley. Shortly after arriving in Calgary, my Granddaughter asked if I would build a model railroad for her. I then left to visit our son in the Slocan, where I remembered that this is where THE BOOK was written about. My wife and I took a drive one day and found where the railroad originally ended. This old town — Sandon — is now a Ghost Town and Museum to the Silver Mines history.

Like I say this is where the old railway ended. There is now a fantastic road all the way through the Slocan Range to the town of Kaslo on Kootenay Lake. Fantastic scenery, all the old mine sites and some buildings remain for history buffs. None of the railroad is left. Many rock slides and forest fires have totally destroyed the railroad. But it sure peaked my interest.

Back in Calgary I spouted off about this venture we had into past history, and one day when we were at a hobby shop picking up pieces for the "N" scale railroad

I was building for Jessica, I spotted a Locomotive which would replicate one of the "K&S" haulers and told my Son-In-Law about it and how I would love to be able to afford to buy it.

After a couple of weeks — after the "N" Gauge was working — we went out to dinner and on the way home they stopped and

bought the Spectrum Big Hauler to give to me as a belated birthday present and for building Jessica's railroad. So my backyard railroad was born. This Locomotive was too large for me to carry home on the airplane, so it was packaged up and sent to me by INSURED post, arriving in perfect shape and now awaits Brian Earl's magical wand to deliver it into the hands — and colours — of the Great Northern R.R. — the parent company. When we came back east I immediately started work on THE SKYLINE LIMITED. The yard has been bulldozed flat. A HUGE load of gravel has been dumped in here and plans are well under way for a storage shed and some of the outlining timbers are in place for the railroad itself. Leveled and anchored, they now await the outlay of more money and time. Ah, but duty calls. I now have to have new shingles on the roof and new siding on the walls, so it looks like the K&S will have to wait until next year. HO HUM.

The Leeming & Southern (Tony Pearce) has started installation of signals at the diamond where the Brockville and Ottawa subs cross at grade on his railroad. This is a work in progress as Tony has several other signaling projects on his plate but is expected to be completed in the not too distant future.

The Orleans Northfield Railway (Paul Therien) is presently adding signals at Walkley yard. Adding these signals will control (stop) mainline traffic while the local (418/414) does his work at this location. The signals are being installed at both the North and South ends of Walkley yard and are being installed by PSI (Pearce Signals Inc, Tony Pearce CEO). The normal aspect for these signals is green but turn red when this area is under local control.

Saint Francis Valley tourist train saved

The SFV (late Ken Healy's railroad) tourist train was saved last month. While Colin Churcher was touring Ireland, his son Paul replaced him in Sorel on the SFV. Not only did Paul replace his father, but Paul saved the day by doing the scheduled work as well as dispatching the tourist train better known to the locals as the "Poutine Special". On their return to Sorel some passengers were overheard as saying "That was the best poutine they ever ate". So three cheers for Paul Churcher.

Since the last installment of OFF THE MAINLINE, nothing much has happened on the Bourget Cornwall R.R. (Barry Innes). Having not been inspired to do more scenery there still is no grass, trees, etc. in the area of that trestle mentioned in the Sept/06 Interchange. Two industries have had water tanks added to their roofs, namely Therien Plastics in Bourget and Topco Power Co. in Martintown. Plans are in the works to add some scenery in the area of Martintown North, but as of this writing nothing much has happened.

Remember, send a paragraph or two with the latest news about your railroad to : innes3@sympatico.ca. To keep things easy, make the attachment a text file and I will look after the rest. OVAR's membership would like to know what you are doing on your railroad.

Video Library

by Paul Anderson,
Video Librarian

This is my first report since taking over The Video Library. I have been busy cataloging and renumbering the library so it will be easier to find your loan Slip when you return tapes. Tapes now will have the Video name along with the ID number on the Label so it will make it easier for you to fill in the Loan Slip.

At the October meeting I received donations of 10 VHS tapes and 5 DVDs. At the November meeting I received 1 VHS tape and 7 DVDs. I have also purchased 13 DVDs for the library. These new acquisitions have ID numbers of about 190 and up. The library now has 228 Videos, of which 76 are out on loan.

I have one tape that I expect belongs to a member but ended up in an OVAR box. The tape I have is THE WATER LEVEL ROUTE by Interurban Films/Videos. The tape that is missing is ALL ABOARD 150 YEARS ON THE RIGHT TRACK by Readers Digest. If you recognize the title check your library and you will hopefully find the tape we are missing. Bring it into the next meeting and we will make a swap.

THE INTERCHANGE

wants to know what you're doing on your model railroad

Vienna to Prague

continued from page 1

Further inspection revealed that the coal cars in this consist were comparable in size and configuration to North American practice (e.g., about 45 feet long and with two 2-axle trucks).

The Bratislava station did fulfill my expectations — well over six passenger trains, all powered through centenary, occupied most of the station tracks, and three passenger trains arrived and departed during our one hour layover. Our connection at Bratislava was the Eurocity (EC 170) which, I believe, runs from Budapest to Berlin. Complete with diner service, EC 170 was serious passenger train business, and was the ‘vehicle’ by which many of misconceptions were shattered as we covered the route to Prague.

Firstly, the route between Bratislava and Prague contained single track segments, and we actually participated in two meets. Not surprisingly, CTC was the most common method of train control, and it was difficult to find a level crossing of any sort that wasn’t protected. Although concrete ties predominated, wooden ties were common, as was jointed track.

More importantly, the freight rolling stock was more closely aligned with North American practice than I would have imagined. Two-trucked cars containing chemicals, lumber, logs, coal, automobiles, in configurations that could be directly related to local track side equipment, predominated. In fact, I had difficulty locating those short, two-axled freight cars that I had expected. Just like home, except that, during this brief view, I never saw an intermodal train!!

Then the real surprises occurred. The yards in at least two locations were equipped with ‘mini-humps’, the crests of which were about 3 metres high, had a modest capacity of about 10 tracks and which were equipped with retarders. These same yards still had water stand pipes, and the turntable and roundhouse plant that one would have expected in North America, circa 1950!

Mainline freight trains appeared to be about 30 to 40 cars in length, typically powered by one electric engine. Nevertheless, yard power was typically dieselized, and I observed the equivalent of a way freight or road switcher returning to Brno powered by a combination of diesel and electric units.

As I was to learned from an acquaintance now living in Prague, construction of four-lane divided highways in the Czech Republic



No sooner had the **SPRINTER** arrived at Bratislava than a westbound intercity passenger train arrived.



A view of a passenger train at Bratislava from the left hand side.

did not commence in earnest until the 1980s, and, as a result, railways had been heavily depended upon for transportation prior to this date. Much of the railway scene herein reminded me of Canada in the 1960s. Each station appeared to have uniformed operators, who dutifully performed the local equivalent of a UCOR Rule 111 roll-by inspection as we passed by. Further, each station was accompanied by a stone or brick freight house and loading platform. Mail is

still being moved by rail, and the evidence of steam power still exists. I counted 10 posted flyers in a Prague passenger station related to steam runs scheduled for this summer.

All to say, a railway scene which, in my view, is more varied and engaging than current railway operations in North America. Even if it’s not in one’s modelling plans, the railfan aspect of this portion of Europe is well worth the visit, particularly in consideration of the excellent quality of Czech beer!!

The Interchange



Bratislava
of 8 pass



Arrival of
2 at Bratis



Prince G
Czech R



Bratislava is a passenger train enthusiast's nirvana! The author counted an inventory of 12 passenger trains, and 4 arrivals and departures in a one hour period.



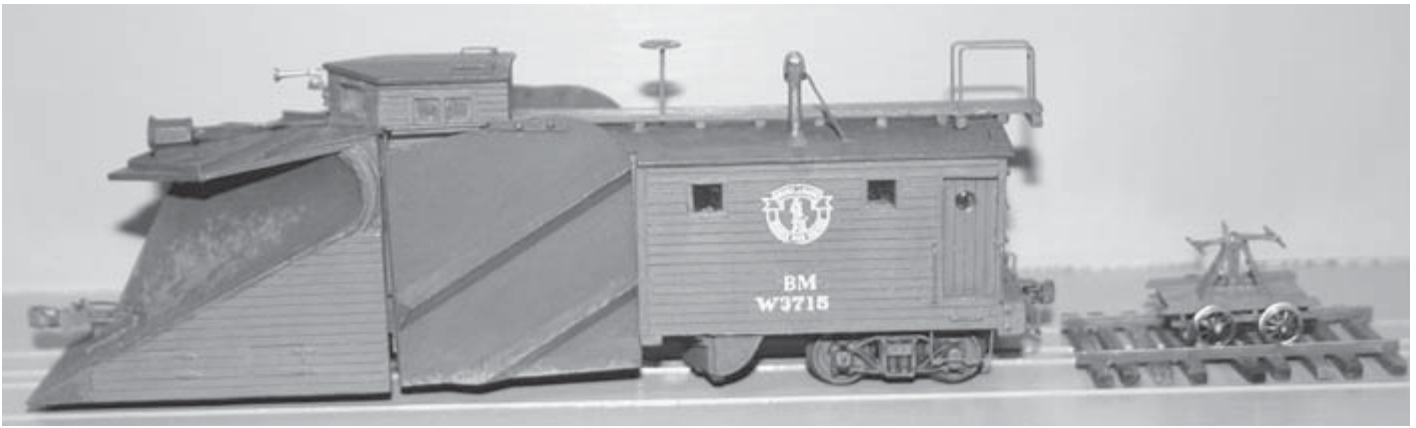
Above and below: A view of a yard on the line between Bratislava and Prague. This location is probably Baclava, and illustrates that diesel power also has utility in cantenery-bound Europe. It would appear as though the expense of cantenery installation on several light density branch lines could not be justified.



Front of the Budapest to Berlin INTERCITY EXPRESS on track in Bratislava.



Freight in a European setting??? A freight train of what appears to be coal hoppers is parked beside a cut of lumber flats, probably in Brno, Czech Republic.



Peter Cunningham displayed the large and small MoW cars: B&M wooden snowplow and handcar.

MoW equipment featured in November



Gord Bellamy's Fern Valley Line found creative use for retired F7B.



Brian Earl painted Bachmann doodlebug into Sperry Rail Service car.



Brian Ludlow started this CPR road repair car with a LaBelle flat car kit.

Ian Cranstone photos

Peter Cunningham built and detailed a Boston & Maine snowplow from an Ambroid kit, which represents their Russell #2 style, with “barn door” side wings. Acquired in the 1920s, these plows lasted well into the '70s alongside the more modern steel versions. Peter also displayed a handcar built from a Durango Press kit — the smallest MoW vehicle.

Gord Bellamy's Fern Valley Line displayed ingenuity in creating their MoW track cleaner from a retired Athearn F7B and cupola from a wrecked caboose. Gord also added a masonite cleaner pad, bell, horn, headlight and plow pilot.

Brian Earl painted an N scale Bachmann gas electric to resemble a Sperry Rail Service car, and equipped it with a DCC decoder.

Normand Levert combined two lean-tos to make a section house or office complete with radio antenna and pigeons to fly over the tracks. He also built three phone booths for section crews to phone the office. All of these are for Michel Boucher's D&H.

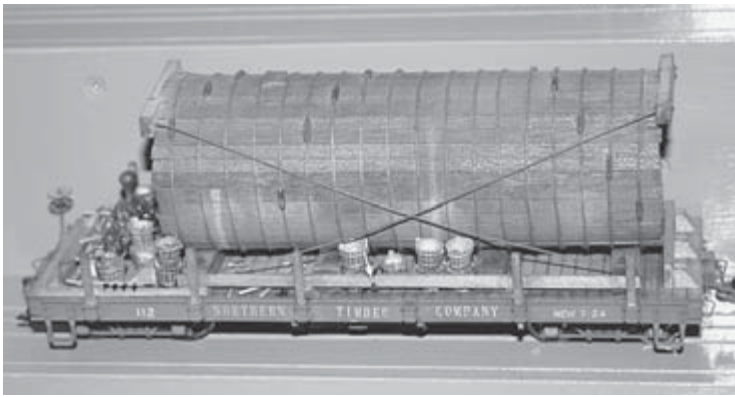
Brian Ludlow built a CPR road repair car, starting with a LaBelle 36' flat car.

Barry Innes displayed a Train Miniature Western Union tool car, from the TM Car Spotter Series of the early '70s.

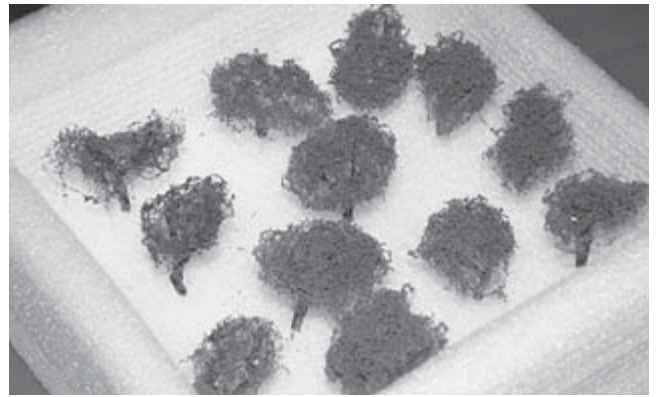
Graham Stremes modified an Ullrich GS gondola to more closely resemble the CN prototype by lowering the peaked ends and adding extra channels to the sides.

Hugh Laing showed a Lionel hi-railer, which has been “Scobie-ized” into a CP Rail tamper.

John LeBlanc built a CNR wooden bunk car from a Silver Streak wooden kit manufactured by Tru-Scale Models in San Dimas,



Jacques Thuot constructed a water car for his logging line.



Andrew Batchelor displayed his HO scale apple trees.

California. This kit was later released as a plastic kit.

David Strong displayed a True-Scale Blacksmith car lettered as F.R. Ry. #X235.

Jacques Thuot continued his On30 logging theme with a Water car modified from a Bachmann flat car, with a scratchbuilt tank, with pails, tools and water pump to come. Jacques also displayed 4 log disconnects, built from Boulder Valley Models kits, painted with acrylics, weathered with chalks and extra detail added.

Dave Knowles showed the “original brass model” — a Kemtron CPR snowplow, which cost \$5.25 with trucks when issued in the early 1960s. Dave also showed an Athearn crane and boom car lettered for his Cacouna Portage, and notes that “This is an original Athearn metal crane.”

Fred Adams displayed a more recent Athearn plastic crane, which he plans to repaint black for CN. Fred also showed a P&LE gondola with a damaged Texaco tank car as its load.

Andrew Batchelor displayed his HO scale apple trees. Armatures were constructed using backyard twigs, foliage was green polyfibre with fine ground foam affixed with spray adhesive, and finished with coarse ground foam “apples”.

The **Merrickville Model Railroad Club** displayed photos of the Railfare raffle layout that they constructed.

Denis Rule displayed some railfan photos: a 2005 foliage tour in New Hampshire, and his recent Bayview Junction trip.

Finally, **Allan Craig** pointed out that my description of his boxcar model in the September display was incorrect, stating: “I did not cut down a 40' car — none of the bracing would be in the proper place! I cut down the frame from a 40' car and shortened it to fit the 36' car. This was cast in resin. The body of the car was built up with styrene and the bracing added piece by piece.”

December 2006



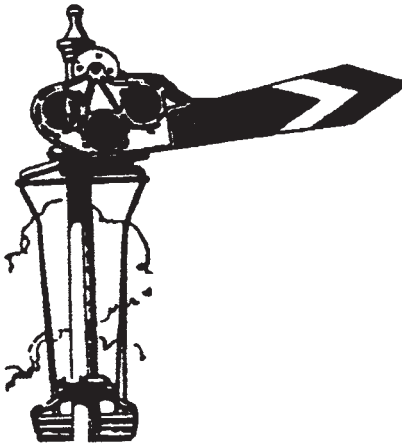
Wooden Silver Streak CN bunk car was constructed by John LeBlanc. This model was later released as a plastic model.



Graham Stremes modified Ullrich GS gondola kit in the 1960s to more closely resemble CN prototype he photographed under the MacKenzie King bridge.



Fred Adams modelled and weathered P&LE gondola complete with a load of scrap generated by a wrecked Texaco tank car.



Manotick Mill

From inspiration to realization

presented by

Brian Earl

Display

Shortlines

Tuesday, January 9

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

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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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