



The Interchange

Our 47th Year
Ottawa Valley Associated Railroaders — OVAR

September 2007

Issue 417

Prototype Guide

Head On!

by John Chambers

Many of you have seen the video “KISMET_BNSF.wmv” dated May 25, 2007 which shows a cam recorded video of the head on collision between two freight trains. (just Google “kismet_BNSF.wmv”). Since our September meeting features a speaker on rail accidents I thought you may be interested in some comments from a retired CN employee as to the probable sequence of events.

“I have ridden in the first or second unit of a train, and to see a head-on, it is scary.

“If you were riding in the train coming up to the siding (let’s call it an Eastbound), the one that started to head into the siding, you would have known when you came around the curve, that you could not stop if you had to, when you saw the headlights of the other train (let’s call that a Westbound). You would have known there was not enough space for you to stop if you wanted.

The signal by the crossing (“approach signal”) looked like it was double red, or a stop signal. It is hard to tell from the colour from the video, but it looked like two red lights. It should have been Red over Yellow, which is an “approach signal.” So the Eastbound may have ran past a stop signal. If he stopped his train, like he should have, he would have stopped before the switch to the siding, and the collision would have been West of the siding, not right on it, like it happened.

“You will see that the switch points were lined to let the Eastbound into the siding, and you see the Eastbound try to slow down just after the curve. The signal by the switch (called the “home signal”) was Yellow over Green, or Red over Green, it is hard to tell the top colour. It had what looked



Web video view of impending BNSF collision at Kismet, California.

like an Approach Signal, which is what it should have had to indicate to the Eastbound to take the siding.

“But you will also see that when the Eastbound was about 120 feet from the switch points, the signal “dropped” to red. This was because the oncoming Westbound had gone past the insulated joints just east of the siding switch. His wheels shorted out the track in the circuit for the train that set up for the Eastbound to go into the siding. Main track cannot be “occupied” by more than one train, in the distance over the siding switch (about 150 feet, or so).

So it looks like both trains made mistakes, the Eastbound may have ran past a Stop signal at the approach signal, and did not stop right away, he kept going. And the Westbound ran past a stop signal at the West end of the siding, into the Eastbound.

“The track switch may have been at the end of two main tracks, you can see tall signals on either side of the track, they are silver and you can see the black coloured backs of the signals. It is possible the train dispatcher made a mistake, and set the signals up wrong, and almost got it right, but the Westbound ran past a stop signal.

In any event, both trains would have smashed up 20 or more cars each, depending

on the weight of their loads, and the grade. You can see the engineer of the Westbound jump out of the train, just before they crash. The engineer on the Eastbound may have also jumped, but they would likely still be killed by the flying cars, they would pile up like an accordion, and probably catch fire. They would rip up about a quarter mile of track. If they did not call the dispatcher just before the accident, no one would know what went on. All the train crews would be in the engines, they don’t have cabooses anymore, so they would all be dead, or under the wreckage. The train dispatcher could be 300 miles or more away, he would just see red lights on his panel, and would not be able to set up any signals. They would have to call out for the nearest train crew, or track maintenance crew to go over there and see what happened.

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plus much more

Thuot wins McEwen Award

Jacques Thuot is the recipient of the 2007 McEwen Award car no. 40.

Jacques' Northern Timber Company has become well-known in local circles, with his exquisitely detailed and weathered scratchbuild modules being frequent visitors to OVAR's display stand. His multi-module NTC set can be seen at virtually every HOTrak setup, where one can spend a lot of time switching a series of equally-well detailed industries.

Many OVARians have also benefitted from Jacques' extensive experience and knowledge of DCC systems and installations. Many locomotives have been outfitted with decoders, sound systems and extras such as ditch lights by Jacques. More than locomotives have experienced his DCC treatment, as Gary Baillargeon's CN van featuring working ditchlights can attest.

Unfortunately, Jacques has a planned move to the Quebec City area, so we won't see much of his handiwork in the future.

STUBBS, Harvey Allen



After a difficult struggle with cancer on Sunday, August 12, 2007 age 79 years. Beloved and loving husband for almost 45 years of Shirley (nee Wooster). Son of the late Harry Stubbs and Jean Green. Dear brother of Barbara-anne Fairbrother (David) and the late Virginia Quinn. Also survived by several nieces and nephews. Harvey was an active member of Westminster Presbyterian Church; enthusiastic member of Britannia Yacht Club since joining as the first unrelated junior in 1935; dedicated ski patroller at Camp Fortune for 25 years; and passionate supporter of Bytown Brigantine Foundation, the Smiths Falls Railway Museum of Eastern Ontario, the Ottawa Valley Associated Railroaders, and the Ottawa Mission. Friends may call at the Westboro Chapel of Tubman Funeral Homes, 403 Richmond Rd., (at Roosevelt) on Wednesday from 6 to 8 p.m. A celebration of Harvey's enthusiasm for life will be held at Westminster Presbyterian Church, 470 Roosevelt Ave., on Thursday at 11 a.m. Memorial donations to Westminster Presbyterian Church Memorial Fund or the Ottawa Mission would be greatly appreciated. Condolences, tributes or donations may be made at www.tubmanfuneralhomes.com

OVAR Property

The following is a summary of property owned by the Ottawa Valley Associated Railroaders:

1. Data projector. Sony Model VPL-CS5, serial #33101.
2. 35 mm projector.
3. Projector stand with heavy-duty extension cord and multiple outlets.
4. Display stand with lights and extension cords.
5. Two bells, one large and one small.
6. Video library with VHS tapes and DVDs. An inventory is to be published with the 2007-2008 Membership list.

For the Record

June Meeting:

139

Current membership:

195

Check out OVAR's Web Site

www.ovar.ca

Head On!

continued from page 1

"It would take a while before anyone of the railway would call it in, it did not look like a town, or houses nearby."

Take a look at the video again with these comments in mind. I have not heard or seen an official accident report and it will probably be some time before it surfaces (if ever).

This is a first in series of prototype topics I will periodically try to put together. As always complaints, comments, criticisms and any additional information should be directed through our editor.

Editor's note: *An internet search came up with the following additional information on this incident: June 14, 2006 — BNSF Railway, Kismet, California: An eastward mixed freight train, operating at 22 m.p.h., struck the head-end of an opposing westward unit train operating at an estimated speed of 30 m.p.h. As a result of the collision, all crew members of both trains were taken to a local hospital with injuries, a total of 7 locomotives and 17 cars, including 1 hazardous material and 1 tank car derailed.*

TIMETABLE

Upcoming events of particular interest to OVAR members

September 15-16: PICTON – Picton Model Railroaders Annual Show, Prince Edward Curling Club, Picton Fairgrounds, Main St. E. Sat. 10 a.m.-5 p.m. & Sun. 10 a.m.-4 p.m. Info: Jack Stranahan (613) 476-3721.

September 19: OTTAWA – CARM/National Capital Chapter, St. Anthony's Soccer Club Hall. 7:30 p.m.

September 29: OTTAWA – St. Lawrence Division Meet, NMRA. Emmanuel United Church, Smyth Rd. 9:30 a.m. Info: www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

September 29: NEPEAN – Dave Venables Garage Sale, 6 Trevor Cres. (Moodie to Richmond, right on Arnold, left on Ridgefield, right on Trevor), 9 a.m.-1 p.m. Sale of large quantity of good quality HO/N locomotives, rolling stock, buildings, track, controllers, magazines, pictures, etc. at must-sell

prices, primarily from three large estates.

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

October 3: CORNWALL – Moccasin Model Railroad Club, St. Matthew's Evangelical Lutheran Church Hall, 1509 Second St. W. 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

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

October 13-14: NEPEAN – RAILFAIR 30, 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

October 27-28: MONTREAL – Exposition de Trains Miniatures, 891 St. Paul St. W., under the CN viaduct. Sat. & Sun. 10 a.m.-4 p.m. Info: (514) 861-6185.. www.canadacentral.org

Three bridges:

Movable, Immovable and Removable!

by Colin J. Churcher

Few people think twice when traveling in a train over a railway bridge but some bridges can take on a life of their own as I found while working on British Rail.

A Movable Bridge

At Haverfordwest, in West Wales, there was a lift bridge over the Western Cleddau River, just south of the station. I had assumed it was disused until, one day, I received a letter, by hand, from the mayor informing me that he wished to have the bridge raised at 14:53 on a specific day. It turned out that the Cleddau was technically navigable up to Haverfordwest Quay but had not been used commercially for many years. The railway charter was such that if the bridge were not raised within a period of a year the bridge could permanently be left down and the port of Haverfordwest would be cut off for all time from the open sea. Every year the mayor would find himself a launch and make a ceremonial voyage under the bridge.

The operating instructions were clear as to how the bridge was to be raised but the signal box, hidden in the undergrowth, had been closed for some twenty years and had been heavily vandalized.

The great day dawned clear and sunny — just the right sort of weather to go sailing down the river — or for the bosses to enjoy a pleasant day out in the country away from the railway offices in Swansea. While waiting for everybody to arrive, I found out that last year the bridge had had opened well. The trouble was it had stuck in the up position and it had taken six hours to get it down again.

It was amazing how many people it took to raise the bridge. The District Signalling Inspector was there with one of his signalmen and one of my porters to protect the line in both directions. The Ganger was there with his gang to unbolt and rebolt the rails. The District Signal Engineer had a crew on hand to disconnect and reconnect the block telegraph while the District Engineer and his crew were there to perform the herculean feat. There were so many people that there wasn't room for all of them on the bridge.

The mayoral launch was a rather small affair, so small, in fact, that it would go un-

der the bridge at all states of the tide. This explained why His Worship had been very specific about the time. The launch was late as it had encountered a strong headwind. Nevertheless we raised the bridge about two inches then quickly lowered and secured it safe and sound for another year. Honour was now satisfied on both sides and everybody could go home.

An Immovable bridge

The bridge over Vastern Road at Reading was not a moveable one by any stretch of the imagination. It was a steel girder bridge which carried six running lines just to the east of the station. The engineers planned to replace the steel spans with concrete ones and the first stage would entail the southernmost four lines. It sounded like a fairly straight forward exercise. The work would be undertaken on a Saturday night/Sunday morning using two railway cranes. The fifth line was to be used by the engineers leaving the sixth line for the small number of trains running at that time.

The work was planned in great detail. The old girders would be lifted out on to a train of empty flat cars then the new girders, each one slightly different because it had to fit precisely into its allotted place, would be brought up and lifted into place. The engineers assured me it would run a smooth as clockwork and I would have my line back in good time on Sunday morning.

They removed the old girders quickly according to plan. However, when they came to place the first new girder it wouldn't fit. There was much head scratching. They tried the second girder and this wouldn't fit either. The head scratching turned to panic-stricken tearing out of hair.

The only thing to be done was to replace the original steel spans because we had a railway to run.

It turned out that the new spans had been placed on the flatcars in a specific order and properly marked. However, the operating department, at some point in its journey to Reading, had put the train round a wye. The engineers had tried to put the girders in back to front. The next weekend we had a repeat performance but this time the train had been wyed and everything went smoothly.

A Removable Bridge

This was told me by a signalman over a cup of tea in the Haverfordwest signalbox. It seems so implausible that I think it is a true story.

The Whitland to Cardigan line had been abandoned and the rails lifted some time before I came on the scene. British Railways had sold a small steel road overbridge to a scrap dealer who made arrangements with the local police to set up a road diversion on a Monday morning to allow him to remove the structure.

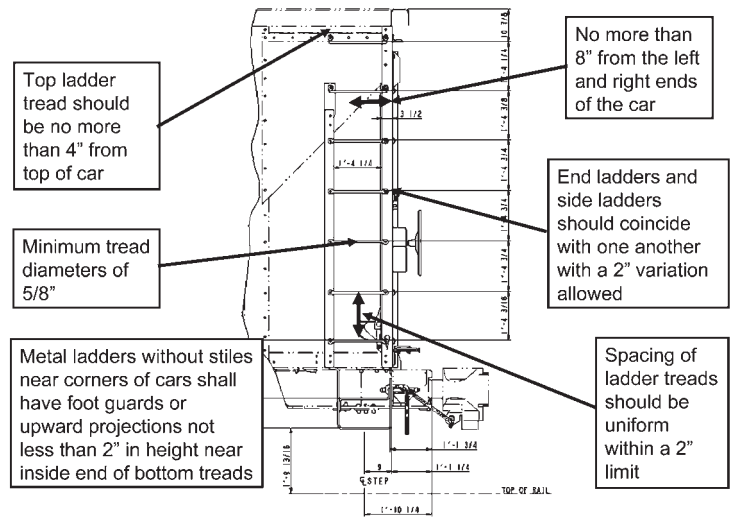
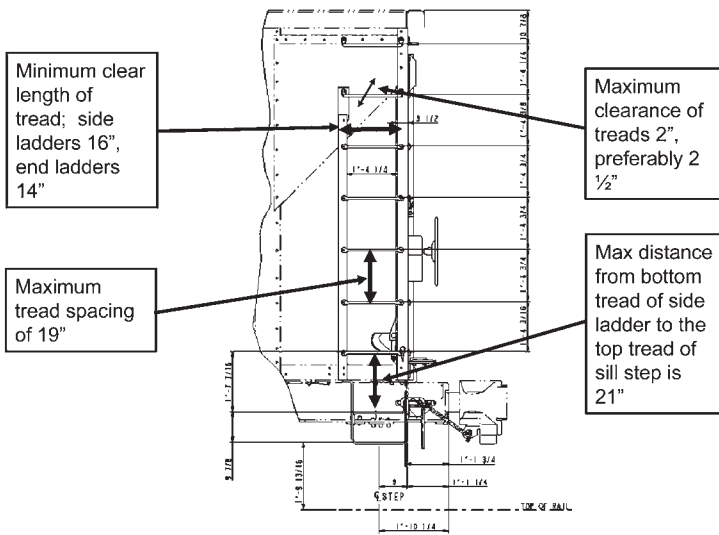
Early on the Sunday morning before the work was due to be done, someone walked into the Police Station and explained that the scrap dealer had his men and machines all ready and they could remove the bridge that day. This would have created less disruption to traffic and so a constable went out and arranged the road diversion a day early. The bridge was taken down with helpful assistance from the local constabulary.

The next morning the legitimate scrap dealer arrived to take down the bridge!

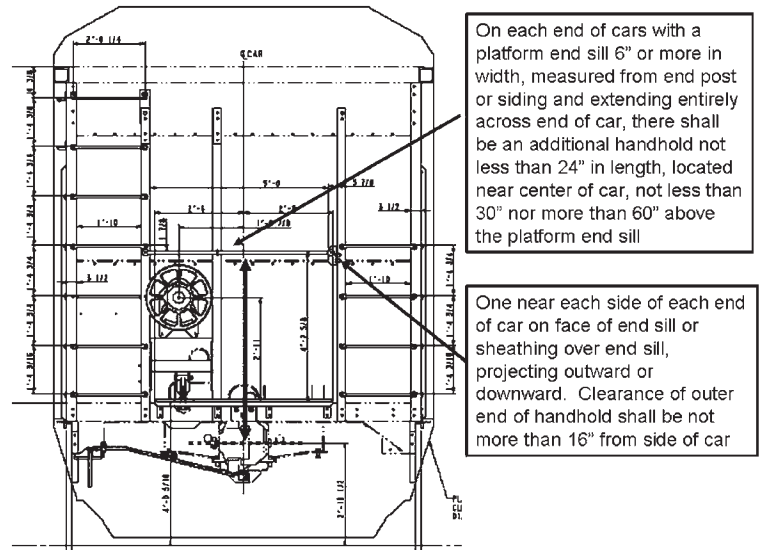
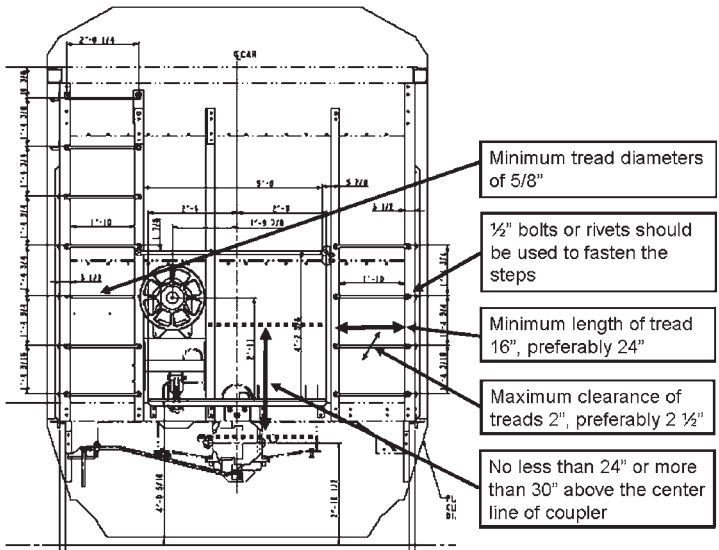
We never did find out who took it — probably the same people who removed fourteen miles of copper signal wire from the Pembroke branch one Sunday when there were no trains.

If you know of an event that may be of interest to OVAR members contact THE INTERCHANGE with the details — see page 2 for your guide to model railroad happenings

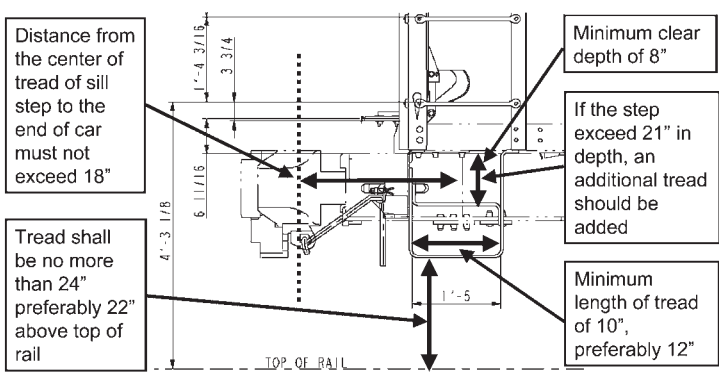
THE INTERCHANGE wants to know what you're doing on your model railroad — or what your favourite prototype is doing! Don't be shy — write!



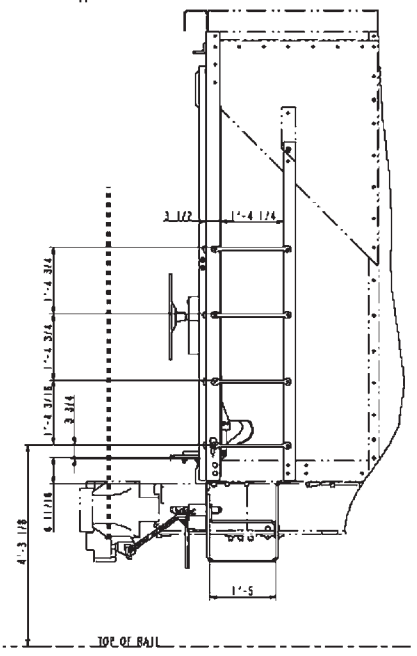
Design and dynamic parameters for ladders on an open top hopper car.



Design and dynamic parameters for Horizontal End Handholds.



No part of car above the end sills shall be within 30" from side of car, except for the buffer block, brake shaft, brake wheel, brake step and uncoupling lever shall extend to within 12" of a plane extending through the end of the car (knuckle definition)



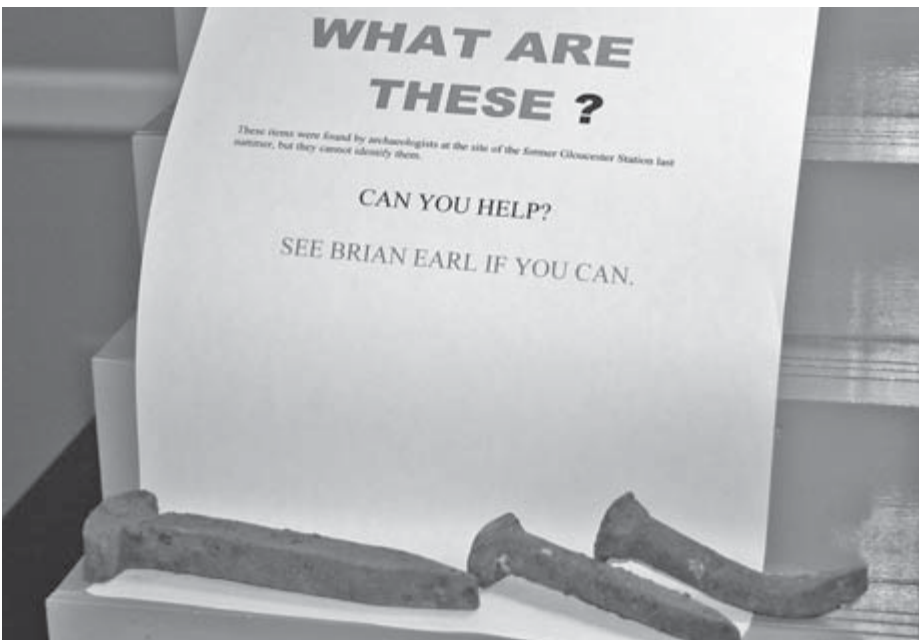
End Ladder Clearance Parameters.



Annual McEwen car display this year consisted of eleven cars.



Herb McEwen is flanked by plaques of all presented with his namesake award.



Brian Earl asked for help identifying these mystery objects found at the site of the former Gloucester station by archaeologists.

McEwen and official cars seen in June

Ian Cranstone photos

As is traditional during OVAR's June display, members were treated to eleven cars belonging to previous McEwen Award winners — 11 of the 39 cars awarded in previous years were present.

In addition, a number of McEwen recipients displayed other official cars from their layouts: **Brian Earl** showed Great Western Railway car 12; **Tom Hood** brought in Canadian Northern Railway car 1 and **Dave Stremes** showed Canadian National Railways car 91. Also on display were **Bob Craig's** Eastern Ontario Railway LANARK (displayed by **Michel Boucher**), and **Allan Lane's** East Somerset Mining R.R. LANE (also displayed by **Michel Boucher**).

Normand Levert displayed a tail end car of a different sort, with his van/lumberjack coach. Normand spliced two President's Choice cabooses together to form this extra-long van, and he notes that the NORD's management after a long delay decided to utilize former Thurso & Nation Valley colours for this car.

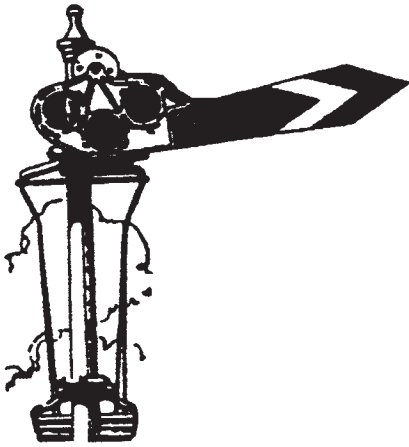
Steve Adamson returned to his Lego theme with a caboose from a "Lego shake-the-box kit" to complement a display from earlier this year.

Al Craig featured the opposite end of the train by getting an early start on displaying his summer project — an Aster 2-8-2 kit — maybe he will have returned it in a more advanced state for the September display!

Finally, **Brian Earl** showed archaeological mystery objects from the Gloucester station site — did you get that help Earl?



Brian Earl, Tom Hood, Alan Lane, John LeBlanc, Bob Craig and Dave Stremes displayed official cars (from top).
September 2007



Smooth trackwork

Secret of handling tracks

presented by

Tim Warris

Display

Locomotives

Tuesday, October 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

2007-2008

Chair/Special Projects:

Gary Baillargeon 613-774-2380

Vice Chair: Normand Levert 613-834-6798

Secretary: Mike Shore 613-829-8867

Treasurer: Ralph Dipple 613-823-5856

Membership: Bernie Goodman 613-720-5650

Program: Normand Levert 613-834-6798

Dinner: Fred Mills 613-723-1911

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THE INTERCHANGE

September 2007 — Issue 417

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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.

Copy Deadline:

October September 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.

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