



The Interchange *Our 44th Year*

Ottawa Valley Associated Railroaders — OVAR

January 2006

Issue 401



Derelict steam locomotive boiler lies next to a string of decrepit passenger cars.

Last train to Khartoum

by Rob Rolfe
photos by the author

Derelict is the word that comes to mind as I look out over the rail yards in Khartoum, Sudan, Africa. I can see many railcars in the passenger and freight yards but there is no activity whatsoever. Right, we say, let's have a closer look.

I enter the passenger yard through the main entrance of the complex. Many people are taking shortcuts through here so security isn't an issue. Inside the quite large shop building are a number of carriages (coaches), in various stages of disassembly, all with the "Sudan Railway" logo painted on the sides. Most are on blocks with the trucks removed. A small diesel switcher — clearly not operational — that resembles a 44-ton-

ner is also inside. The shop floor is littered with various parts and debris, the inspection pits are flooded due to broken water pipes, and the roof is partly collapsed.

As I exit the far doors, I behold a vista of wreckage. This area seems to be where carriages are being scrapped. What a mess. Other more or less intact cars of different types are also here as well as a good many steamer parts such as two cabs and a boiler. I don't know if steam locos are still used in Sudan, but some of their servicing apparatus is to be seen in this yard. There is a huge steel water tower with several tender height water standpipes nearby.

The many tracks narrow to one as I walk the length of the yard. A carriage rests on this single track but it's going nowhere as it

has been derailed for some time. I spy a signal tower and head over. The dude in the tower doesn't seem to have much to do or maybe he just lives there. He does however warn me not to take photos of the tower. I did get some shots of the semaphore signals which were all set to stop. Back towards the shops I go to get some last images. At this

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plus much more

From the Librarian's Carrel C. Robert Craig Memorial Library

by David Knowles

One of the most useful sources for research on Canadian railways is the group of magazines generically entitled CANADIAN RAILWAY AND MARINE WORLD. In fact the magazine carried several titles during its long run and continues even today as CANADIAN TRANSPORTATION LOGISTICS. Its coverage of railway matters unfortunately has dwindled considerably. In its early years it was an important recorder of corporate, personal and governmental of railway life in Canada, The content ranged from personality sketches through social notes and down to analytic discussions of new developments, such as CN's new oil-electric railcars, comprehensive descriptions of new streetcars, the streamlining of steam locomotives by the National Research Council etc.,etc. The CRCML has now obtained a microform version of the editorial pages (exclusive of the full advertising pages) of THE RAILWAY AND SHIPPING WORLD from March 1898 through to November 1905. This would normally be found in the "P" Classification (periodicals) of the library, however, due to its nature as photographic negatives and the necessity to read it on a "microform reader" access will be through application through the Archives librarian.

Title history

RAILWAY AND SHIPPING WORLD, No. 1-94, Mar. 1898-Dec. 1905.
RAILWAY AND MARINE WORLD, No. 95-173, Jan. 1906-July 1912.
CANADIAN RAILWAY AND MARINE WORLD, No. 174, Aug. 1912-Dec. 1936.
CANADIAN TRANSPORTATION, Jan. 1937-Oct. 1968.
CANADIAN TRANSPORTATION & DISTRIBUTION MANAGEMENT, Nov. 1968-Oct. 1989.
CANADIAN TRANSPORTATION, Nov 1989-Aug 1991.
CANADIAN TRANSPORTATION LOGISTICS, Sept 1991->

As forecast in the last "Carrel" we have now obtained the two volumes cataloguing product reviews in MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN. Entitled Classified Product Review Index and Composite Product Review Index these can be used in a variety of ways to trace the origin and development of particular models. The

reviews are a valuable source of information that coupled instruction sheets from the kits and assembly, parts diagrams etc from the original packaging etc. they can help to restore particular older, nostalgic etc. models to service or display. If these documents have become unavailable available you might be able to retrieve them through the NMRA's Kalmbach Memorial Library, as suggested in my earlier column. The catalogues will be shelved in the reference section (YI) of the Library .

The Intercolonial Railway was one of the earlier major railways in Canada. It played an important role in our history as it connected the maritime provinces to the Canadas. Eventually it became one of the Canadian National Railways along with The Grand Trunk, The Canadian Northern, the National Transcontinental, and the Grand Trunk Pacific, and was subsequently absorbed into that system. While much of its history has been touched on in the various books covering the history of CN it has not been examined as a single unit. In 1876 Sandford Fleming wrote a report covering the construction of the railway for his boss, the Minister of Public Works (who was coincidentally also the Prime Minister). Now Jay Underwood has produced a volume entitled BUILT FOR WAR: CANADA'S INTER-COLONIAL RAILWAY. examining the military aspects of the roads development, construction and use. This was a surprise as I had not heard of this study and found it unexpectedly on Chapters' shelves in late December, and so have not yet had an opportunity to read it. The CRCML copy is shelved at S.ICR U1. 1124.

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.

TWO HAMMOND #165S18 TRANSFORMERS: PRI 115V 180VA; SEC 18V CT 10A. Jacques Huppé (613) 591-0005 or jacqueshuppe@sympatico.ca

Correction

Colin Churcher notes that the first sentence of the second paragraph in his December article on blocking trains should have read:

"At Drummondville the yard switcher puts a block of cars for Sherbrooke inside the caboose while the train engine sets out the Drummondville cars (cars from Drummondville for Richmond are sent on the way freight)."

TIMETABLE

Upcoming events of particular interest to OVAR members

January 21-22 (New Date): OTTAWA – OVAR Modular Model Railroad Rally, St. Anthony Soccer Club Hall. Sat. 10 a.m.-4 p.m., Sun. 9 a.m.-3 p.m. Info: Gary Baillargeon (613) 774-2380.

www.ovar.ca

January 28: OTTAWA – St. Lawrence Division Meet, NMRA, Emmanuel United Church, Smyth Road. Info:

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

January 28-29: West Springfield, MA – Amherst Railway Society Big Railroad Hobby Show. Sat. 9 a.m.-5 p.m., Sun. 10 a.m.-5 p.m. Info:

www.amherstrail.org/show/show.htm

February 1: CORNWALL – Moccasin Model Railroad Club, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@cogeco.ca

February 4: OTTAWA – OVAR Model Train Flea Market, St. Anthony Soccer Club Hall. Sat. 10 a.m.-2 p.m. Tables \$5. Info: Gary Baillargeon (613) 774-2380.

February 18-19: GATINEAU – Exposition des Trains Miniatures, Mont-Bleu Ford, 375 Boul. Maloney Ouest. Sat & Sun. 9 a.m.-5 p.m. Info: Marc (819) 246-0603 or Mario (819) 671-2354.

For the Record

January Meeting:

126

Current membership:

181

Curved L Girder

by Normand Levert
photos by the author

The simple beauty of L girders is their rigidity that gives them great strength for the amount of material used. Recently, the NORD Railway construction reached the mostly hidden return loop. This loop comes through a wall from staging, turns under the stair landing, going around a support column on a 28" radius in the process, and then will go through an S curve to complete the loop. But how could I build support for the curved track under the stair landing with a minimum of below roadbed construction? The straight span is about 44 inches. Build a curved L girder!

Each member of an "L" helps stiffen the other and together they support greater loads. In this case I'm using $\frac{3}{8}$ " plywood as track support. I would need a stiff vertical leg that was flexible enough in the horizontal plane to curve along the track.

The answer is pressed wood, such as Masonite™. First I made the roadbed wider to ensure enough clearance for long cars. I made cardboard mock-ups and tested clearances with my 89-foot Hicube boxcars, which is their main function on the railway. I cut a $3\frac{1}{2}$ " wide strip of $\frac{1}{8}$ " Masonite™ to wrap around the outside of the curved roadbed. Two inches would have been enough for the mechanical purpose of making a stiff "L" girder, but I'm also using the backbone as the visible tunnel liner where the return loop goes through the wall.

I then glued and screwed the backbone to the roadbed. The result is a very stiff curved L girder spanning 44 inches without middle support. This construction is very strong. It also prevents derailed cars from going off the roadbed outside the curve.

I'll be adding an inside fence that will stiffen the roadbed as well, but its main function is to keep derailed equipment from falling inside the curve. My plan is to have a strip of Plexiglas™ about two inches high screwed in place along the inside. Two to $2\frac{1}{2}$ inches would be high enough to prevent rolling stock from falling, but still low enough to let five fingers big hook re-rail equipment. The transparent Plexiglas will let me see the track and wheels.

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The vertical flange made of $\frac{1}{8}$ " hardboard follows the 29 inch outside radius horizontal curve of roadbed very easily, but is otherwise extremely stiff in the vertical plane. Our trusty 89 foot hicube is checking clearances. The track is super elevated, hence the lean on the hicube boxcar.



View from inside the curve with outside flange put in place. Testing clearances with the 89 footer showed that I needed more inside clearance, hence the strip of hardboard screwed to the inside of the roadbed. There will be a Plexiglas inside fence reaching up to diesel walkway level to prevent derailed cars from falling to the floor.



Last train to Khartoum

continued from page 1

point someone in a uniform of sorts yells "Hey mister!" and heads toward me. I simply turn and walk away and since men in this country do not expend energy for any reason he stops and goes back to his hidey hole. That's my cue to leave especially as I hear a siren approaching shortly after and so I quickly "exit the property".

The freight yard is at the opposite end of the passenger yard which means I have to walk the latter's length via a parallel street. It's noon now and the temperature is in the 40s; I am just about done in. The freight yard scan is quick therefore and reveals much the same conditions as in the passenger yard. There are long lines of obviously non-operational wagons (freight cars) with no motive power in sight. I see tankers with odd shields over their top halves. There are different types of boxcars. Some have four axles while other have the old European two axle setup. Some wooden wagons have been converted to carriages. They don't look too comfy so they could be MOW equipment.

That's it, I can't walk any more. I flag down a taxi and haggle a price of 800 dinars,





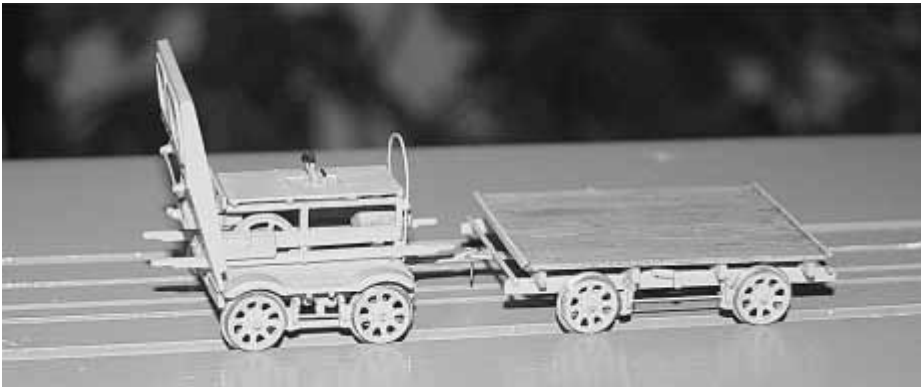
which is four bucks. Tomorrow I am off to Egypt and the pyramids. I hear you can get beer in the hotels there, which you sure can't get in this country. The penalty for consuming alcohol in Sudan is forty whacks with a cane but after four months in the desert it would be worth it. If there was any to be found.



January 2006

MoW featured in December

Ian Cranstone photos



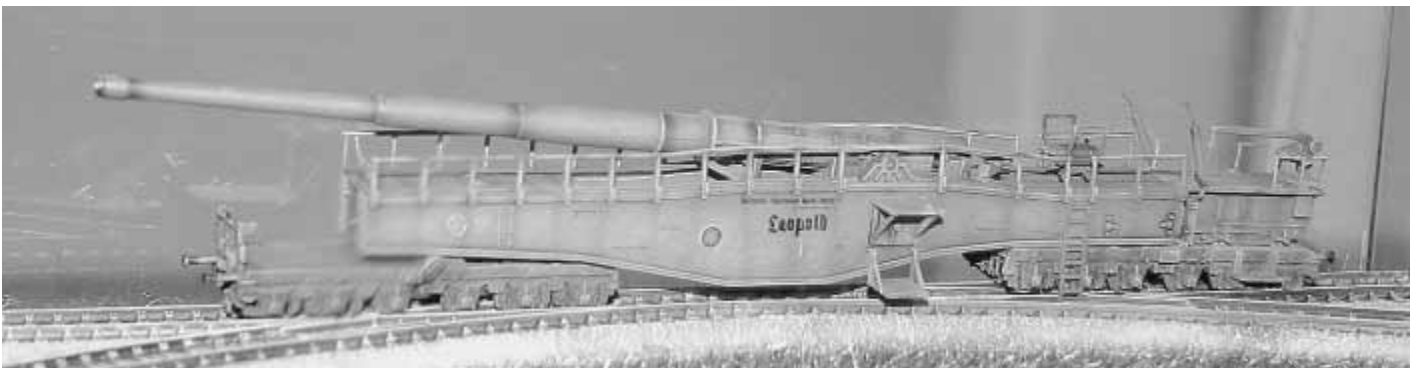
Brian Ludlow constructed speeder and trailer from Period Miniatures soft metal kit.



Dave Strong built Gould crane and paired it with Concord Car Works flat.



Dave Knowles showed two snowplow trains — each powered by an RS-18 and equipped with snowplow, flanger and caboose.



Mike Hind showed “almost N scale” railway gun.

Brian Ludlow displayed an O scale speeder and trailer, constructed from a Period Miniatures soft metal kit.

David Strong brought in several HO cars including a Gould 120-ton steam crane, which he noted as being an “excellent kit, but takes time and patience.” He also showed a Concord Car Works side board flat car, a wood side gondola and a Mainline Models billboard reefer, which he notes is the second wood kit that he built, and also described as an “excellent model”.

Chris Lyon constructed a Juneco kit as CN 234, noting “a fun little project with the best roadname.”

Dave Knowles showed that his road is well prepared for snow, with two complete diesel/plow/flanger/caboose combos, and playing no favourites, one for CN and one for CP. Every piece of equipment was a brass model, with manufacturers such as Alco Models, Custom Brass, Van Hobbies and Totem.

An “almost N scale” railway gun was shown by Mike Hind, who noted that “maintenance of way means different things to different people.” What kind of neighbourhood do your track gangs work in Mike?

Michael Dawson continued his midwestern U.S. theme with an Atlas N scale CB&Q SD7.

Grant Knowles kitbashed C&S combine car #20 from an E&B Valley kit with scratchbuilt details and C-D-S lettering. He notes that he was able to ride in the prototype back in 1988.



Grant Knowles built this model of C&S 20. Originally constructed by the Colorado Central in 1878, it is now on display.



Chris Lyon built plow from Juneco kit.



Mike Hamer built a string of nine Kato covered hoppers.

Mike Hamer showed his “Kato consist” with nine snap-together Kato covered hoppers put together in two evenings. He notes that the black (Erie) cars were completed the previous evening and so had yet to be weathered.

Brian Earl constructed his N scale GWR wreck train from various out-of-the-box models, repainted and lettered with C-D-S.

Bruce Morgan displayed an O scale CNR crane complete with Train Master Command Control for remote operation of rotation, boom, each hook and stabilizers.

Several Kaslo shops kits of various M420 diesels were displayed by Charls Gendron.

Jim Davis built a G scale float for the Kemptville Christmas parade. He notes that it took 100 hours to build, and cost \$8,000!



Bruce Morgan brought in this Train Master Command Control equipped crane, painted by Bill Scobie. Bruce notes that a boom car equipped with sound is also available.



GWR Wreck train displayed by Brian Earl included this crane, boom tender and tool car.



Next Meeting

Continuing Journeys of Ken Chivers

presented by

Brian Ludlow

Display

Passenger Equipment

Tuesday, February 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

2005-2006

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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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