



The Interchange

Our 43rd Year
Ottawa Valley Associated Railroaders — OVAR

March 2005

Issue 393

Baikal-Amur Magistral Railway

by Normand Levert

BAM — BAIKAL-AMUR MAGISTRAL (or Mainline) is a railway line in Russia. Traversing Eastern Siberia and the Russian Far East, the 4,234 km long BAM runs about 600 to 780 km north of, and parallel with, the Trans-Siberian railway. In 2004 the longest tunnel on this line was finally completed, eliminating a tortuous by-pass.

The route of the present-day BAM was first considered in the 1880s as an option for the eastern section of the Trans-Siberian railway. BAM departs from the Trans-Siberian railway at Taishet (Tayshet), and then goes around Lake Baikal, which at 636 km long and 80 km wide, is the largest freshwater lake in Asia (31,494 km) and the deepest lake in the world (1,743 m). The BAM railway then goes to Amur, and connects with the east end of the Trans-Siberian Railway.

BAM was built as a strategic alternative route to the Trans-Siberian Railway, especially to the vulnerable sections that are close to the border with China. Stalin ordered its construction. Work began with political prisoners in 1939. German and Japanese prisoners of war extended the railway in 1944-46. Following Stalin's death, virtually all construction work on the BAM stopped and the line was abandoned to the elements for more than twenty years.

In March 1974 Soviet General Secretary Leonid Brezhnev stated that a new BAM project would become a huge Komsomol¹ (Communist Union of Youth—see footnote below right) undertaking. In September 1984 a “golden spike” was hammered into place, connecting the eastern and western sections of the BAM. No Western media were invited to attend this historic event, as Soviet officials did not want any questions asked about the line's operational status and working conditions of the construction workers. In reality, only one third of the BAM's track was fully operational at the time of opening, and the forced labour was

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Chertov Bridge on the BAM.



The BAM traverses rich, unspoiled and stark areas. The line is partly electrified.

1 —“Communist Union of Youth”. The organization served as the youth wing of the Communist Party of the Soviet Union), the youngest members being fourteen years old, the upper limit for an age of rank and file being 28, while komsomol functionaries could be older.

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plus much more

"From the Carrel"

The C. Robert Craig Memorial Library

by Dave Knowles

I am delighted to announce that Bruce Curry has boarded the CRCML train as Photography Curator, and we will once again be able to service your requests for copies of images from our collection. Barry Innes and Tony Pearce are continuing to catalogue the collection. It is an interesting comment that apparently the NMRA library has over 100,000 images but only about 20,000 catalogued. The CRCML has 31,386 catalogue entries and a much, much smaller backlog.

As you may already know, the City Archives has received an extension of its lease at the current location in the former City Hall at 111 Sussex Drive and the Library will remain there at least until the end of 2005.

In anticipation that we will get lots of last-minute inquiries about the 150th anniversary of railways in Ottawa I have placed a typescript reference copy of Bob Elliot's IRON ROADS TO OTTAWA, on the shelves at the Library. This is a comprehensive study of the Bytown and Prescott Railway and its subsequent renamings. It is a considerably more extensive than Bob's short booklet on the same subject. The book can be found at S.B.&P E1.1094

New books that appeared recently have also been added to the Collection. J.F. Gardner has produced a third of his extremely well-illustrated books. All three are large hard cover books, 10"x11" landscape format, filled with excellent b&w and colour photographs. The first book is a collection of Nicholas Morant's photography of the CPR [S.CPR G1. 81]. The second is BRITISH COLUMBIA RAILWAY: FROM PGE TO BC RAIL [not in the CRCML] and the new book is THE CROW AND THE KETTLE [S.CPR G1.1095]. This book covers CPR's operations in southern B.C. and Alberta from 1959-1989. The new book is particularly interesting for Fairbanks Morse fans as most of CPR's fleet of these locomotives worked in the area. The photographs are well chosen and reproduction is excellent.

Another is accurately but unimaginatively titled CANADIAN NATIONAL RAILWAY. Produced by Tom Murray [S. CNR M52.1092] it is a smaller book, 11"x8½" and a short 159 pages. It concentrates on CNR, although predecessor railways are noted in passing. There are some b&w pho-

tos but the bulk are in colour. The author is an American and one gets the impression that this is directed at the American market. He cites most of the standard sources but you get the feeling he has done little if any original research. A good account for a newcomer to the field, but a little disappointing for the railfan.

BRMNA has just published two more volumes Tim Horton's BRITISH COLUMBIA RAILWAY, VOLUME THREE [S.BCR H12.1101] is the sixth and final volume of his series depicting this railway. The first three appeared under the title THE PACIFIC GREAT EASTERN RAILWAY, [S.PGE H12.] The second is LAWRENCE STUCKEY'S CANADIAN AND U.S. RAILWAY PHOTOGRAPHY 1935-1957, [WP B1.110]. Longer than most BRMNA publications it contains a comprehensive account of Stuckey's travels in search of railway subjects and a substantial number of the photographs that he took. All too few in the full page format.

In addition a copy of Colin Hatcher's STAMPEDE CITY STREETCARS (the Calgary Municipal Railways), which has long been on our list turned up at the OVAR flea market and has been added to our collection. [TG.CAL H1.1099]

Although we have not yet received a copy of Ted Rafuse's new book WOODEN CARS ON STEEL RAILS, we hope to receive a copy shortly. It is a very interesting account of the Crossen Car companies and their products. They were major supplier of cars to the CPR, before that company began to build its own, and many Canadian Northern cars also originated in its shops.

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

For the Record

February Meeting:
130

Current membership:
188

REMEMBER IF YOU CAN'T
MAKE THE DINNER PLEASE LET
PETER JOYCE KNOW

LeBlanc reaches milestone

John LeBlanc has been honored for 50 years of continuous membership in the National Model Railroad Association.

A certificate marking John's achievement was presented to him by SLB Superintendent Stanley Conley at the February OVAR meeting.

It's not hard to realize that John has been in our hobby for a long time by the interesting cars and locos from the early days that he brings out for the monthly displays.

John is the second 50-year NMRA member in OVAR. A couple of years ago Al Craig was honored for reaching the same milestone.

TIMETABLE

Upcoming events of particular interest to OVAR members

March 19-20: TORONTO – TORONTO MODEL RAILWAY SHOW, Brookview Middle School, 4505 Jane St. Sat. 11 a.m.-6 p.m., Sun. 10 a.m.-4 p.m. Info: (416) 536-2894 or email: modelshow@torontoyork.ca

March 19-20: KINGSTON – RAIL-O-RAMA, Portsmouth Olympic Harbour, 53 Yonge St. Sat. 11 a.m.-5 p.m., Sun. 10 a.m.-4 p.m.

April 1: OTTAWA – Bytown Railway Society, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. Info: www.bytownrailwaysociety.ca

April 6: CORNWALL – Moccasin Model Railroad Club, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrick1@co-geco.ca

April 15-17: BELLEVILLE – GRAND JUNCTION, NMRA NFR convention. www.nfr-nmra.org/

April 23-24: IROQUOIS – SEAWAY DISTRICT MODEL RAILROAD SHOW & SALE, Seaway District High School, Hwy. 401 to exit 738, south to Hwy. 2, east on Hwy. 2 for 3 blocks. Sat. 10 a.m.-5 p.m., Sun. 11 a.m.-4 p.m. Info: Jason Edge (613) 657-1392, e-mail: cuttingedge@ripnet.com

The Interchange

Smiths Falls Railway Museum victim of thieves

I am trying to reach the widest possible audience in the hopes of recovering a very important appliance from one of Canada's few surviving operable Alco/MLW S-series units.

Thieves have been busy again, this time at the Smiths Falls Railway Museum. Sometime between Sunday, February 6th and Wednesday, February 9th, the Leslie "snowplow whistle" 3-chime air horn was stolen from Canadian Pacific S-3 number 6591.

This horn is in somewhat faded CPR maroon, although if it appears for sale it could be most any colour of fresh paint.

If anybody hears word or rumours that somebody has a horn matching this description please contact the Museum at (613) 283-5696 email:

sfrmchin@superaje.com.

You may also contact me directly at:

s.c.hunter@sympatico.ca

or

Stephen.Hunter@nrc-cnrc.gc.ca.

As well, if anybody can lead us to a replacement, please contact me!

Thanks, everyone,

Steve Hunter, Trustee, SFRM



Peter McGuire mans his table at the OVAR Swap Meet.

Laing shows derailed by city

Hugh Laing has cancelled his popular Hugh and train shows at the Sportsplex because of huge rent increases imposed by the City of Ottawa.

Hugh told the February OVAR meeting that the city had pushed through a 22½% increase in rental fees for the Sportsplex and

other city venues which would have brought the rental fee for the spring and fall shows to more than \$3,000 a weekend. "These fees are not feasible for us."

He plans to continue with his summer show at the Smiths Falls Railway Museum in August.

BAM

continued from page 1

still widely used. BAM was finally declared complete in 1991.

However, akin to Canadian Pacific's crossing of the Rogers' Pass, BAM was opened with a circuitous and steep by-pass of a planned tunnel. Finally, the longest tunnel on the Baikal-Amur Mainline (BAM) was completed in 2004. A good link to find out more about this fascinating railway is:

bam.railways.ru/eng/

Today there is debate whether the BAM is folly or future. The planned developments along the BAM rail line have yet to materialize, so the mineral and industrial traffic potential remains unrealized. There would be six trains a day on this line. Yet BAM is shorter than the Trans-Siberian and may yet prove to be a wise investment.

March 2005



Chertov bridge on the BAM. Piers are concrete circular columns resting on massive footings. Middle pier footings sit on lower piers made of more circular columns.

The Canso and the C

by Glenn Nixon

photos from author's collection

Prior to 1955 and the construction of the causeway, Cape Breton Island was truly an island. There were various ferry services from as early as 1819, and rail ferries began in the 1890's as part of the Intercolonial Railway. Initially rail cars were hauled on a barge behind the ferry until 1901 when the new S.S. SCOTIA I was able to carry rail cars itself. Heavier loads and increased traffic required the larger S.S. SCOTIA II which went into service in 1915 and it continued to provide service for the CNR until the causeway was completed in 1955.

The photos in this article are all from our family collection, which I believe my father took while on the rail ferry crossing in October 1946. From what I have been able to determine they are of the departure from Port Hawkesbury and arrival at Mulgrave on the mainland. Loading and unloading was accomplished by steam engine with idler flatcars, which avoided adding the weight of the engine onto the dock ramp or ferry.

The Mulgrave station is visible in the background of one of the photos. If anybody can provide further detail or clarification about the photos I would be pleased to hear from them. Most of the background information for this article is the result of an internet search.

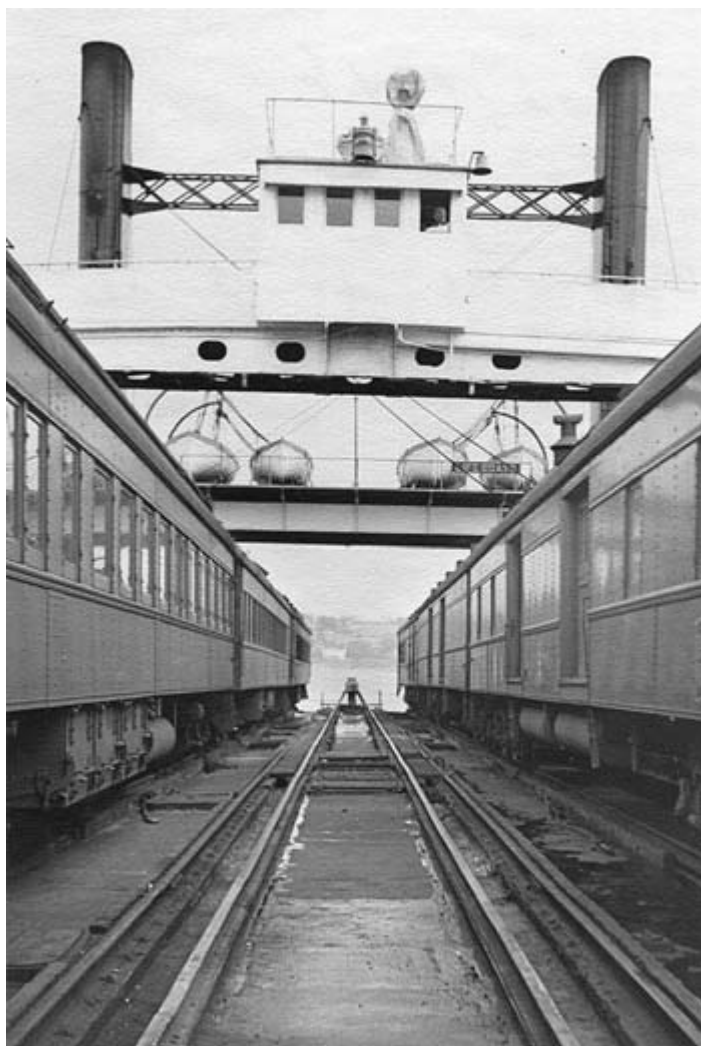
Prior to the causeway, ferry service was quite a problem in winter due to heavy drift-ice moved by tides and wind. At times service was delayed or cancelled for days. The ferry would often steer a diagonal course through the ice to avoid being jammed while on route. There are records from April 5, 1919 of wind driven ice was so severe that beside the dock in Mulgrave it packed solid to the bottom in a water depth of 29 feet. Before 1940 the car ferries were laid up from January to April due to the ice. During such time, a few cars came over on the rail ferry. Later, the winter car ferry went to Point Tupper instead of Port Hawkesbury.

The increasing need for year around reliable access led to the decision to build the causeway to provide a road, rail and power line link. The causeway was an engineering and construction feat and it is the deepest

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Leaving Port Hawkesbury.



CNR passenger cars on ferry.

Rail Ferry Causeway

causeway in the world—across water up to 217 feet deep. Work began in 1952 to place the required 10 million tons of blasted granite rock from an adjacent quarry. The causeway was built in an S-shape with a rail and road curve at each end. It is nominally 4,300 feet long and 80 feet wide at the crest to accommodate a 24-foot wide road, one rail track and a sidewalk. The top is 14 feet above high water level and there is maximum tide of 6 feet in the area. The base is 860 feet wide at the deepest part of the ocean bottom.

On the Cape Breton side there is a centre pivot swing bridge 308 feet long over a ship canal 80 feet wide by 30 feet deep. For safety of shipping using the canal there is a navigation lock to limit water movement due to tides and currents.

Much has been written about the effects of the causeway on the region—both positive and negative. The causeway created what is essentially a deepwater fiord on the east side and thereby created an excellent year around, ice-free deepwater harbour at Port Hawkesbury. Mulgrave was the thriving community in the ferry days, but it has dwindled since opening of the causeway and at the same time Port Hawkesbury has grown due to all the economic development directly attributed to the port and the causeway.

The official opening of the causeway was on August 13, 1955 and this year marks the 50th anniversary. There are special commemoration events planned at the causeway the week of August 7 to 14. Check the websites listed below for details and have a look at the web cam.

Website references about the ferry and causeway:

Canadian government historical information:

collections.ic.gc.ca/scotiaferry

Nova Scotia Railway Heritage Society:

www.novascotiarailwayheritage.com

Causeway 50th Anniversary Events:

www.cansocauseway.ca

Causeway WEB CAM:

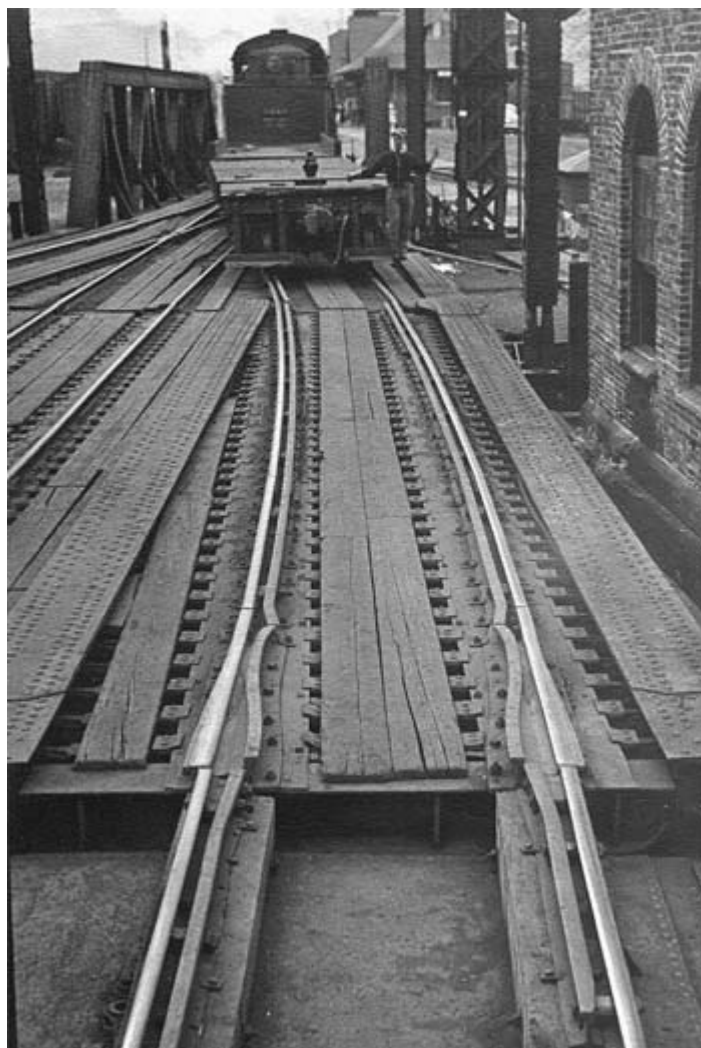
gov.ns.ca/tran/cameras/

camdetails.asp?id=cansocauseway

March 2005



CNR rail ferry arrival at dock in Mulgrave, October 1946.



Off-loading rail ferry at Mulgrave, October 1946.



Dave Strong brought out two CPR passenger trains and brass CPR Hay Rack car, for which he received the CHAIRMAN'S CHOICE.

Canadian equipment featured in February



Dave Moat lettered Accurail stock car for CPR using C-D-S dry transfers.



Bill Crago's CNR wayfreight's markers were handled by Van Hobbies van.



Charlie Shrubsole says considerable frustration was involved with resin TH&B boxcar.

Ian Cranstone photos

Dave Strong won the CHAIRMAN'S CHOICE award for the February display with his collection of HO CPR trains. They included CPR Hudson 2819 and three passenger cars as well as Northern 3100 and a string of Kettle Valley coaches. He also had a brass model of a CPR Hay Rack on display but it didn't seem to have an agricultural function. A grand show.

Dave Moat seems to be another CPR fan. He brought out four HO freight cars — a stock car made from an Accurail kit that was lettered with C-D-S, a boxcar from Branchline and two auto boxcars from Accurail models that were lettered with C-D-S. Good way to get brownie points with the display review guy, Dave. The cars were all weathered with Bragdon chalks and looked great.

Bill Crago works the other side of the tracks. He had an HO CNR train powered by a J4e Pacific 5137 built by Samhonga. It was pulling a CNR 1929 boxcar built from a Kaslo kit, a two-bay covered hopper from an upgraded Eastern Car Works kit and a Van Hobbies van.

We don't get many structures in displays which is too bad when we see stations such as the one that **Carl Swail** scratchbuilt in HO. It is based on the station in St. Johnsbury, Vermont and the result of a lot of hard work is truly outstanding.

Charlie Shrubsole displayed some of his S scale freight car projects. He had a CN single-sheathed box car that he built 20 years ago, a TH&B boxcar that he built from a resin flat kit with some considerable frustration, a TH&B hopper which started as an

American Models kit, an old Permabuilt car heavily upgraded to a CN 40-foot boxcar and lettered with C-D-S and a Pacific Rail Shops 40-foot CN boxcar. Each model undergoes a lot of work trying to get the details right, brake gear added etc.

Bill Meredith showed off a brand new Cimarron Works Sn3 resin kit of a RGS box car. Cimarron offers delrin trucks, decals and Grandt Line brake gear with the kit. Bill also displayed Sn3 and On3 models of the D&RG duckbill coach that Cimarron Works is releasing next month. It will include decals, trucks and interior details.

Bruce Morgan had a long string of old Canadian freight cars in HO. They were all well done, and included PGE reefer and gondola, CNoR reefer, AC gondola, CN stock car, TH&B boxcar, and GTP hopper.

It seems that **Normand (l'Agneau) Lev-ert** isn't the only depressed centre flat car fan in OVAR. **Jens Stehr** brought out a 12 axle HO model that he bought in Montreal. It was made of urethane as was the trans-former it was carrying.

Meanwhile Normand showed off his first attempt at scratchbuilding. It is a mill gon that Normand says has no weight.

David Jeanes displayed a duckunder HOTrak module he has made of the nine tracks of the old Ottawa Union Station yard. He had mockups of the various structures that will in time grace the module.

John Chambers brought out three Accu-rail HO 40-foot outside braced boxcar models in CN lettering. He had arch bar trucks and KC brake gear on them. They were all from the 500500 to 501249 class.

John LeBlanc had a CN work train that included diesel crane 586, boom car 57300, tool car 56172 and bunk car 53408. All were early Silver Streak wood kits except for the crane.

Bud Nelson also had a work train but this one was an HO ONR version. It included a Kato engine, a crane suspected of having IHC origins, an Athearn boom car and a



Gord Bellamy showed Canada Western flat in true "piggyback" service.



Carl Swail scratchbuilt model of St. Johnsbury, Vermont station.

Roundhouse van. They were all painted by Bud's son Craig.

Gord Bellamy had an Athearn piggyback flat that was lettered for his Canada Western.

Jean-François Milotte displayed one of the new Broadway SW7's with all the sounds, bells and whistles. It was painted for the ON&W by Bill Sn3.

Charls Gendron displayed three new Overland Models HO diesels. They were a SOO SD60M, a Chemin de fer Matapedia et Gulf and an Algoma Central FP9A that Charls had modified and custom painted.

Peter Cunningham brought out a Proto 1000 Boston and Maine RS2 that was straight out of the box. He said units like this were seen in Ottawa in the mid 1960s.

David Knowles displayed an AT&SF gas electric railcar that was made in 1975 by Rok-Am of Korea and sold for \$100. The prototype for this car is at the California State Railway Museum in Sacramento.

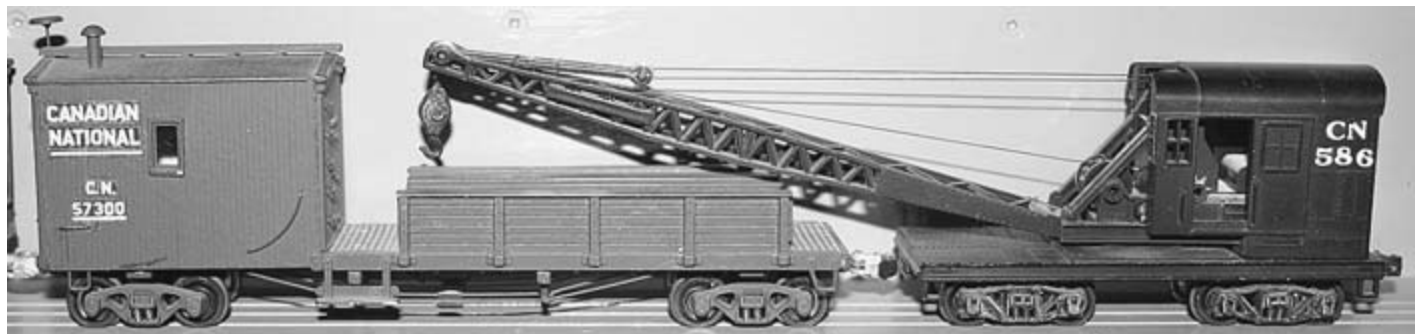
Paul Norton brought out a G scale NW2 painted and lettered for CNR. It had under-

gone the customary "Nortonization" to run from battery packs and an Aristo Craft controller. Fred Mills noted that Paul is one of the North American authorities on battery-powered radio controlled locomotives. For more, see the Ottawa garden railway web site: www.ovgrs.org

Brian Earl brought out an interesting bit of railway history — a brick stamped JRB from an archeological dig his son did on the Lebreton flats. The bricks was used in building Booth company houses. The homes were destroyed in the great 1910 fire.



Booth brick was shown by **Brian Earl**.



John LeBlanc brought out work train built around CNR crane 586 and boom tender 57300.



Next Meeting

A railfan's look back, a look around, and a look at the future

presented by

Ken Goslett

Canadian railways and North American railroads...
what we've lost and what we've gained.

A presentation of original slides, anecdotes and opinion.

Display

Jigs, structures, train memorabilia, photos, calendars, books
and research material — bring out what you consider price-
less, it is "show and tell" time.

Tuesday, April 12

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

2004-2005

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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, typewrit-
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