



The Interchange

Our 44th Year
Ottawa Valley Associated Railroaders — OVAR

October 2005

Issue 398



Visitors to the museum are greeted with this scene. At left is the Minnetonka, as Northern Pacific no. 1, it was the first locomotive to see service on the NP. Built in 1870, it was sold to a logging company in 1886, but returned to NP ownership in the 1930s, restored and today is on loan from the BNSF. At right is St. Paul & Pacific No. 1 William Crooks, which was the first steam locomotive to run in Minnesota in 1861. Retired about 1900, it was restored by the Great Northern Railway.

Lake Superior Railroad Museum visit

by Ian Cranstone

On my way to attend the GOLDEN RAILS 2005 convention in Winnipeg, my wife and I had the opportunity to visit the Lake Superior Transportation Museum in Duluth, Minnesota. This museum is housed in the train shed of the former Union Station in downtown Duluth (several other museums occupy the station building itself, including the Duluth Art Institute, the Duluth Children's Museum, the Duluth Playhouse and the Saint Louis County Historical Society). The building was constructed in 1892, and at one time was a busy railroad centre.

The museum is in a word, stunning! Descending the stairs to track level, we were greeted with the above scene.

The collection consists primarily of U.S. midwestern and Minnesota mining roads, with a wide variety of equipment and eras to choose from. Access to the interior of many pieces was possible, and I was able to walk through a DW&P caboose, a wooden Russell snow plow, a massive Milwaukee Road electric amongst others. The electric was fascinating, as the massive carbody was largely filled with various sorts of equipment, and despite its size it was actually quite cramped inside. The wooden snowplow was also quite interesting. Massive wooden beams inside, round portholes and cramped surroundings gave me the feel of being on an old wooden ship rather than a piece of railway equipment.

As we worked our way down the hall, we were able to watch as the SOO FP7A was backed into the hall (and we were also able to watch as they jockeyed the SD18 and RDC-1 into position outside as well.

Proceeding outside, we were treated to an even larger selection of equipment. Clearly

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plus much more

From the Librarian's Carrell

by David Knowles

C. Robert Craig Memorial Library

The Archives has revised its hours effective September 6. It and, of course, the Craig Memorial Library will be open:

Tuesdays to Fridays 9 a.m.-4 p.m.

Saturdays 10 a.m.-5 p.m.

Tuesday evenings have been cancelled.

Parking is free at the Library. Enter at the traffic lights at the east side of the building. Take the white card at the entrance gate and take it to the desk in the Archives. Obtain a yellow card on leaving the Library and use it to validate the white card at the machine in the elevator lobby just outside the library/archives entrance. Retain the white card to open the exit gate.

The Library needs volunteers to help with Archives and Library activities. Those willing to donate hours to this cause should contact Al Craig.

One of the standard reference books of the railway industry is the "Car and Locomotive Cyclopedias". The first volume appeared in 1879 as THE CAR BUILDER'S DICTIONARY. It reappeared, as the Newfoundlanders say 'scattertimes', in ten editions until 1922 when the name was changed to the CAR BUILDER'S CYCLOPEDIA OF AMERICAN PRACTICE. Eleven more editions appeared in the period to 1961. The LOCOMOTIVE DICTIONARY was first published in 1906. Five editions were published between then and 1919. In 1921 the title was changed to the LOCOMOTIVE CYCLOPEDIA OF AMERICAN PRACTICE and ten editions followed under this title until 1956. Subsequent editions have been published as the CAR AND LOCOMOTIVE CYCLOPEDIA.

These volumes contain a wealth of materials about North American rolling stock. Car and locomotive types and parts are copiously illustrated with photographs and line drawings. Many builders have taken pages of advertisements, showing their products. In addition a dictionary of railway terms and definitions is an important feature. Volumes often exceed 1,000 pages.

This summer the Library acquired the current edition (1997) of this classic reference book. It joins CAR CYCLOPEDIAS of 1949-1951, 1961, LOCOMOTIVE CYCLOPEDIAS of 1925, 1930, 1951-52 and 1941 as well as the Car and Locomotive Cyclopedias of 1970. The Library also has a reprint of the single ELECTRIC RAILWAY DICTIONARY, published in 1911 at the height of the street-

car era.

Some years ago Newton K. Gregg began publishing TRAIN SHED CYCLOPEDIAS. This initiative was directed to the railfan community and typically reproduced pages from different editions of the DICTIONARIES and CYCLOPEDIAS to illustrate particular themes. Typical titles are NO. 11, CABOOSE CARS 1979-1943, NO. 10, RAIL MOTOR CARS OF THE 1930S, NO. 30, RAIL MOTOR CARS 1919-1928, NO. 14, 4-8-4 AND OTHER HEAVY PASSENGER LOCOS 1927-1941, NO. 74, SMOKE BOXES, STOKERS, VALVE GEARS & TRUCKS 1912, NO. 86, MOTOR CARS AND PASSENGER CONSTRUCTION DETAILS 1943. The series is very comprehensive and the Library has an extensive collection.

Two interesting books have been published recently and are being added to our shelves. Ted Rafuse of Steampower Publishing has released A RAILWAY TO THE ISLE. This is a history of the Strait of Canso Railway Car Ferries which linked Cape Breton Island to the rest of the country, between 1890 and 1955. In the latter year the Canso Causeway was opened providing a fixed link.

The second book is a new edition of Omer Lavallée's NARROW GAUGE RAILWAYS OF CANADA. Omer's long-time friend Ron Ritchie has brought the accounts of the various narrow gauge railways up to date and many new photographs, including some in colour have added to the book. Ian Cranstone has redesigned the materials and produced a very attractive book. Those who already have the original edition will want to add the second edition to their collections and younger railfans will have the opportunity to add this classic to their collections.

Further acquisitions are under way and will be reported next month.

We look forward to helping you research your current and future projects.

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

For the Record

September Meeting:
139

Current membership:
192

Frank Dubery passes

September saw the passing of Frank Dubery. He was a great model railroader and a member of the Aberfoyle Junction O scale model railway.

Frank was a man who enjoyed the little details that others wouldn't think of. One article he did was on the signage one would find at trackside. Frank won many awards during his years in the hobby and he will be missed.

—from postings to CNet

New Yahoo Group

A railfan, and model builder has started a new Yahoo Group that deals with information and elevation drawings of traction vehicles for the use of model building. You can access the info page and join this new group by going here:

groups.yahoo.com/group/carplandrawings/

—Mark Walton

TIMETABLE

Upcoming events of particular interest to OVAR members

October 15-16: NEPEAN – RAILFAIR 2005, OVAR/BRMNA, Algonquin College Woodroffe Campus, Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-4:30 p.m. Info: Angus Palmer. home.ca.inter.net/~brmna/shows.htm

October 29-30: MONTREAL – Montreal Railroad Modellers Association Annual Open House, 891 St-Paul St. West, under CN railway viaduct. Info: (514) 861-6185.

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

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 18VDC 10A TRANSFORMERS (Hammond #165S18). Jacques Huppé (613) 591-0005 or jacqueshuppe@sympatico.ca

The Interchange



Powell and Masson cable car



Cannery Row, Monterey California with ex Southern Pacific RPO, in two tone green! and outside-braced caboose.

A near railfan experience

by Normand Levert

Her Majesty's pleasure sent me to Monterey, California at the end of June, which was nice as HM had not sent me anywhere for a while. This time, my better half came along (at our expense of course). To save on airfare we flew to San Francisco on the Saturday.

There are many wonderful things to see and experience in San Francisco. I heartily recommend a visit. We stayed on Market Street, which turned out to be very nice because San Francisco has a fleet of PCC streetcars, all painted for former streetcar systems across the US. In fact San Francisco has a very well developed transit system using the famous cable cars, streetcars, trolley buses, light rail vehicles and regular diesel buses. Best of all, a \$9 Muni Day Pass lets you ride all of these, including the cable cars that otherwise cost \$3 to ride one way. There is also Bay Area Rapid Transit BART and suburban train service — CalTrain. A good site to visit for San Francisco Area rail info is:

sfcityscape.com/transit/rail_maps/regional.html

The streetcars most often seen on the F-line are the streamlined PCCs, designed in 1935 to bring modern looks and technology to streetcars. The most successful streetcar ever built, 4,500 PCCs ran in 33 cities, including San Francisco. Muni currently operates seventeen PCCs on the F-line. They are painted in the schemes of former U.S. trolley systems. We rode a Brooklyn PCC down Market Street and Embarcadero Street until the end of F line, a little past Pier 39.

A good web site is found at:

www.streetcar.org/fline/

It is ironic that the old PCCs have already outlived the 1973 Boeing LRVs built for Boston and San Francisco.

Along the Embarcadero, one can still see the ferry slip where the San Francisco Belt Railroad interchanged with Western Pacific and Santa Fe and other. The SFBR tracks served all the piers and extended through a tunnel to serve the Presidio Military Reserve. Sadly for the railfan, the Belt's freight operation ended in 1993, but there is talk of extending the F line through that tunnel. One would be able to ride a trolley almost all the way to the Golden Gate Bridge.

After the obligatory boat ride to the Golden Gate and great seafood, we made our way back by cable car. I was amazed by the cable cars because the lines cross each other, turn corners and have junctions. So for the drivers, it is not simply a matter of grabbing the cable and going for the ride. They have to let go and coast and grab again. The cable cars have a two-man crew. The rear man applies the brakes, which is rather important. We rode the Powell and Hyde line from Fisherman Wharf back to Water Street. My wife smartly figured the best ride was on the rear platform and we were lucky enough to be able to stand there. Cars can only ride in one direction, hence the need for turntables at

each end of the lines. The web site:

www.sfcablecar.com

gives you great information. The line went right by the historic Cable Car Barn & Powerhouse where visitors can view the actual cable winding machinery from an elevated gallery. This was a near railfan experience because we did not hop off the cable car.

Later I went for a ride on one of the Muni's LRV line. They run partly underground in a subway tunnel system and partly on surface. If nothing else, riding tramways is a great way to sample a city and I went through very interesting neighbourhoods.

Well, it was off to Monterey taking the two-lane road along the coast with many wonderful vistas. Monterey is gentrified the former sardine canneries have become Canary Row of shops, boutique and restaurants. Southern Pacific used to serve all the canneries and the right of way is now a bike path. It must have been a smelly job in its heydays.

We came back from the conference and stayed at the Quality Inn in MillBrae, just south of the San Francisco airport and lo and behold, we were within sight of the combined BART/CalTrain MillBrae station. I highly recommend both the hotel and the location. With only one evening left, I had to choose between riding the BART or CalTrain. There are lots of trains on CalTrain, at least on a Thursday afternoon, including a few short freights. After watching the parade for a while, I chose to ride the BART for a short run.

What I missed altogether is the Golden Gate Railway Museum:

www.ggrm.org

If you go, you can rent a diesel or steam locomotive for an hour and run it under the close supervision. Me, I took the pamphlet home as a near experience.



PCC at the end of F line on the Embarcadero.

Lake Superior Museum

continued from page 1

the museum has expanded into additional space here judging from the fencing, but it is still not sufficient.

Here we found the McGiffert Self-Propelling Log Loader — one of the odder contraptions I've ever seen — but clearly a clever device that made the work of logging operations a lot simpler.

On adjacent tracks, which were unfortunately not accessible to visitors, stood such oddities as an NW5 (sort of an American four-axle GMD1) and a couple of Burlington Northern boxcar/covered hopper cars.

In short, should you ever find yourself near Duluth, don't miss this gem!

For more on the museum (and their holdings), see their website at:

www.lsrn.org



SOO FP7A 2500 was built for EMD as a demonstrator in 1949 before being resold to SOO for service on THE LAKER.



NP No. 390 RAINIER CLUB was built by Pullman in 1946, spending its entire career on the NORTH COAST LIMITED.



DW&P caboose 76923 was constructed in 1911 as one of the original cabooses on the line, and was restored by the DW&P when donated in 1974.



This odd-looking contraption is a McGiffert Self-Propelling Log Loader. This particular example was constructed by the Clyde Iron Works of Duluth in 1923. A steam-powered, self-propelled machine, the McGiffert was able to load rail cars on the same track on which it stood. When loading, its trucks were hoisted up under the cab floor, permitting empty logging cars to pass through. The machine usually moved between loading sites under its own power, sometimes taking empty cars with it. When necessary to travel a considerable distance, a locomotive was used to pull the machine. The McGiffert loaded 350,000 board feet of lumber every day. It weighs 50 tons, stands 21 feet and 3 inches high, is 38 feet long, 13 feet and ten inches wide, and has a 45 foot boom length.



Northern Pacific Rotary Snow Plow No. 2 was built by the Cooke Locomotive Works in 1887.



Built in 1913, Northern Pacific 1311 was rebuilt with a steel underframe in the 1920s or 1930s. It was donated by BN in 1973.



Along one side and end of the train shed is Depot Square, a recreation of Duluth circa 1910. A number of businesses of the time have been recreated in buildings either saved or reconstructed following practices of the time.



Interior of NP No. 19, a wooden plow constructed by the Russell Car Co. in 1907.



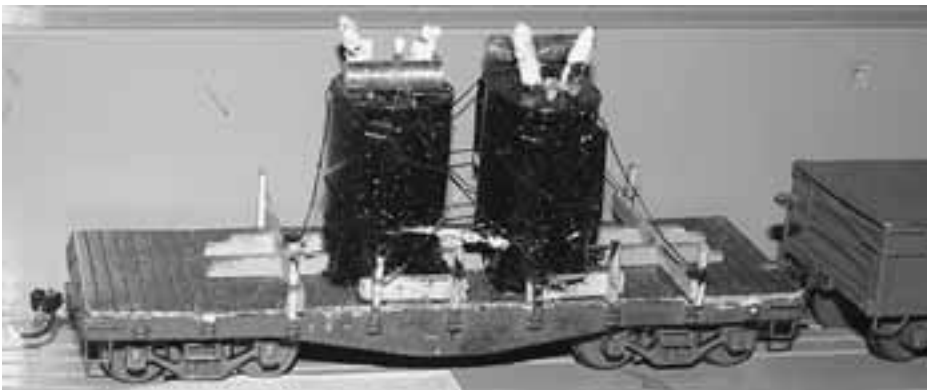
The museum also operates excursions using a variety of equipment, including this RDC-1. Originally built for the C&NW, it passed through C&O, B&O and RDG ownership before becoming NSSR 9169.



Jim Davis modified Bachmann 4-6-0 and Aristo-Craft tank car.



John LeBlanc's tank cars are in compliance with modern coupler regulations.



Charlie Shrubsole built PRR gun flat with removable load from American Flyer car.



Brian Ludlow modified Spectrum 2-8-0 to more closely resemble ONR prototype.



Grant Miles combined two Metcalfe depot kits to build this coaching shed.

Display attests to productive summer

Ian Cranstone photos

Jim Davis displayed a G scale Bachmann Anniversary Edition 4-6-0, modified with an Aristo-Craft tender, along with an Aristo-Craft tank car modified with U.S.A. metal wheel sets and couplers. Jim painted and lettered both, using C-D-S lettering.

John LeBlanc showed that he is up to date by displaying two HO scale Walther tank cars refitted with Style SF shelf couplers (Kadee #118) in order to meet US Code of Regulations (CFR) 49 Part 179, 14(d)(2). He notes that on the prototype strings of cars with these couplers may tend to upset if one car upsets — witness the recent derailment in Prescott — and notes that the models duplicate this!

Charlie Shrubsole displayed his S scale model of a PRR gun car, rebuilt from an American Flyer flat, along with a D&H gondola. He notes that the PRR had 50 of these gun cars. He is awaiting lettering for both.

Brian Ludlow rebuilt an HO scale Spectrum 2-8-0 with feedwater heater system, top mounted check valve and smoke deflectors to better resemble ONR #501. To prove that his heart still lies with O scale, he also showed two tank cars: BAOX 689, a U.S. Hobbies brass model; and HJMX 6010, built from a Red Caboose kit. Both models were painted by Brian Earl, and lettered with C-D-S lettering.

Grant Miles combined two Metcalfe OO depot kits to construct an impressive coaching shed.

Trevor Marshall gave us an idea of what On2 looks like by bringing along his model of SR&RL #2, an inspection car, noting “A wonderful little model that shows O scale can be small!” He also displayed his scratchbuilt model of the Kingfield section house and Custom Brass SR&RL #21. He notes this will be next summer’s project: tune-up, repainting, lights, DCC, sound, crew, new glass for windows, etc.

Andrew Batchelor displayed his HO scale Proto 2000 8,000 gallon tank cars, noting that the TimeSaver version of the kit impressed him so much that he bought two more, and that the original “non-Time-

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N scaler Michael Dawson created this string of N scale cars by modifying and weathering available models.

Saver” kit has now been relegated to the bottom of the pile!

Two HO scale CN locomotives were shown by **Tom Patterson**: SD40-2 5365, a former UP unit, built from an Athearn model, Overland can motor and Cannon & Company cab; and GP40-2L(W) 9677, an Athearn model, Overland can motor and a Kaslo cab.

Alex Binkley brought in two kitbashed S scale cars. He modified a Pacific Rail Shops boxcar with a plug door as CP 80457 and built covered hopper CHUX 380713 from an El Dunsmore hopper kit, updated with roof hatches and gates from Pacific Rail.

Peter Cunningham displayed three British vans in O scale, all built from plastic kits: LMS express meat van c.1927; North Eastern cattle wagon c.1925; and Union Salt wagon c.1909. He notes all are awaiting the weathering powder.

Three N scale “Burlington Route & Cousins” freight cars were detailed by **Michael Dawson**: Microtrains GN gondola (lowered and weathered); Deluxe Innovations NP flat (detail painting, new trucks); and Microtrains CB&Q tank car (weathered).

On30 (7mm scale) locomotive? was assembled by **David Steer** as SAR #140 with many added details. He also displayed his South African Railways NGG-16 Garratt 2-6-2+2-6-2.

Tom Hood constructed three Westerfield cars: UP Harriman Box; QC 36’ Fowler box; and GTW 36’ Fowler box. He says “A lot of work, but interesting!”

Mike Hamer showed his Maine Central Athearn Genesis F3 A-B set and notes that these two motorized units can certainly haul a long train. Mike also brought in a book by Sam Posey entitled *Playing With Trains*, and describes it as “an excellent narrative about



Greg Stubbings scratchbuilt this model of CNR’s Mariposa station.



Tom Patterson remotored Athearn SD40-2 and added detail to create CN 5365.

the trials and tribulations of one man as he goes through the process of creating his basement empire.”

Greg Stubbings showed two Life-Like Dominion cars which took advantage of the Proto 2000 extra shell offered to purchasers of the first run. Greg used Westerfield floors, a few structural I-beams, Tichy brake gear and Life-Like trucks to complete the second car (and upgrade the original). He has now upgraded six cars to work grain service on his Lindsay-area layout. He also displayed his scratchbuilt model of the Mariposa station using styrene and wood, with Grandt Line windows. His kids added Woodland Scenics figures to add some life.

Normand Levert actually brought in part of his layout by showing the return loop

constructed to fit under his stair landing. He notes the design caters to two requirements: providing a strong rigid roadbed with minimal depth under the track, and preventing detailed rolling stock from plunging to the concrete! He also showed his model of a through girder bridge constructed from a Central Valley kit, with lettering from Black Cat and Microscale. He admits that this was actually a winter SLD project, but late decals meant it wasn’t finished until summer.

Peter Cunningham, David Morgan, Kirby and David Venables showed a photo display featuring their 12” to the foot scale efforts at restoring the WADDON, a British locomotive in the CRHA collection at Expo Rail (Delson, Quebec). They note that she is now back on public display. Well done!



Tom Hood notes that these three Westerfield cars “were a lot of work, but interesting!”



Next Meeting

Silicon Valley Traction

presented by

Timothy Bowden

Display

Freight Cars

Tuesday, November 8

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.



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2005-2006

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THE INTERCHANGE

October 2005 — Issue 398

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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:

November October 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.