



The Interchange

Our 48th Year
Ottawa Valley Associated Railroaders — OVAR

April 2008

Issue 424



ONR SD75I's 2101 and 2103 lead a southbound freight through Nellie Lake on June 5th, 2000. (Ian Cranstone photos)

PROTOTYPE GUIDE

SD75I: ONR's hefty modern motive power

by John Chambers

In September 2007, my wife and I took Ontario Northland's DREAMCATCHER EXPRESS from North Bay to Temagami. This tour train ran on the weekends in September for tourists to see the Fall colours. Essentially ONR uses the POLAR BEAR EXPRESS equipment from Cochrane for these trips, complete with full dome car.

We thoroughly enjoyed the trip, found it well organized and the crew as well as the people of the town of Temagami were well prepared to handle a train load of tourists/railfans. Tour groups make up a major part

of the on board passengers so you soon get to know a lot of people and of course you meet fellow travellers from the Ottawa area.

A special presentation was given on the restoration of the Temagami station with lots of interesting memorabilia on display. The restoration of the station is truly impressive and I was led to believe a kit is soon to be released in HO.

The crew graciously allowed me on board the assigned power, one of ONR's SD75I's. ONR has six of these locomotives which were originally purchased in anticipation of a contract for hauling garbage from Toronto

to the old Adam iron ore mine. Unfortunately for the ONR, the project did not go forward and it was too late for the ONR to cancel the locomotive contract. Consequently,

continued on page 4

On the inside:

Craig Library Report	3
Off The Main Line	4
March Display Report	6

plus much more

LOOKIN' BACK

10 YEARS AGO

Grant Knowles features an overview of the two most popular types of switch machines, along with wiring diagrams.

OVAR member Don Leger submitted a photograph of a troop train to the Ottawa Citizen, eliciting responses from OVARians Ian Cranstone, David Jeanes and Ken Healy.

Ottawa Valley HOTrak is in search of larger quarters, having outgrown their current church hall. Offered in payment: nothing (or close to it).

Some members object to proposed ties to the NMRA, stating: "Keep politics out of OVAR" and "If it works, don't fix it."

20 YEARS AGO

Lionel introduces their *Cab's-Eye-View*, joining together a video camera with a diesel locomotive. (Past OVAR member Dick Arthur had already done it in S scale using a movie camera mounted on a special flatcar.)

Overland Models is coming to Montreal this summer to measure up some CN and CP six-axle power.

The February layout visit actually took place on March 12th at Roger Eaton's British Fine Scale layout.

Bob Wilson writes about a Canadian tradition in the INTERCHANGE: New England railfanning.

30 YEARS AGO

At 18, OVAR has reached the age of majority!

Tom Hood's Canadian Northern is featured in the INTERCHANGE, complete with track plan.

Nineteen hands were hastily raised to form a committee for HOTrak.

There are talks about OVAR and the British Model Railroaders putting on a model railroad show.

40 YEARS AGO

John LeBlanc is the head of the Golden Triangle Division of the Niagara Frontier Region of the NMRA.

One reason Mike Kidd *crossed the floor* to O scale: "This time I want to run the railway, not have it run me."

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

Editor's Note: Harvey Stubbs passed away on August 12, 2007, as reported in the September issue of the INTERCHANGE. OVAR made a donation in his memory to the Ottawa Mission, and we recently received this letter of thanks from his widow:

Dear OVAR members:

I have only recently learned that you donated to the Ottawa Mission in memory of my husband, Harvey Stubbs. He would be very pleased that his support for the Mission has been continued in this way.

I know that Harvey spent many happy hours with OVAR friends, and I greatly appreciate your remembering him in this way. Thank you.

Sincerely,

Shirley Stubbs

LOVATT, William John "Bill"

Monday, March 17, 2008 at the age of 77.

Bill took his last train to meet his beloved wife Corinne (2002), his son Roger (1991) and daughter Dorothy (1971). Will be dearly missed by his children; John (Susan French), Alix Bell (Norm Peterson) and Alan (Jennifer Ladouceur). Much loved grandad of Jacqueline Lovatt-Stern, Christina, Bill, Katie Lovatt and Amy, Vicki and Stephen Bell. Survived by his brother Robert (Dorothy) and will also be remembered by Susan Glazer (Joel Stern), Louise Struthers and Glenn Bell. Long time member of OVAR and BRMNA. Friends may pay respects at the Kelly Funeral Home, 585 Somerset St. West (centre-town) Thursday from 2 to 4 and 7 to 9 p.m. Funeral Service Friday in the Chapel at 10 a.m. In Memoriam donations can be made to the Ottawa Regional Cancer Foundation.

Two reminders:

Eric Halpin suggested last month that the INTERCHANGE print a listing of services offered by members, and our plan is to run this list in the next issue (May). However, so far only two members have forwarded this information — so there's still lots of room for additional listings! Forward the details of what you offer, name, phone/e-mail info/web site, etc. to the editor (contact info on the back page) and get your names in!

Also don't forget that Barry Innes is looking for nominations for the 2008 Herb McEwen Award — forms will be available at the April and May meetings. Don't assume that someone else will nominate the right individual, submit your choice today.

TIMETABLE

Upcoming events of particular interest to OVAR members

April 12-13: LINDSAY – 34th Annual Lindsay Model Railroad Show, Victoria Park Armoury, 210 Kent St. W. Sat. 10 a.m.-5 p.m., Sun. 10 a.m.-4:30 p.m. Info:

www.trainweb.org/ldmr/show.htm



April 25-27: OTTAWA – THE BYTOWN BOBBER NMRA Niagara Frontier Region Convention, Chimo Hotel. Info:

www.bytownbobber.org

May 1: MORRISBURG – Morrisburg Model Railroad Club, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry stvs Kerry@personainternet.com

May 6: OTTAWA – Bytown Railway Society, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: www.bytownrailwaysociety.ca

May 7: 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

May 16-18: HAMILTON – CRHA/CARM National Convention: www.caorm.org/Pages/convention.html

May 31: DELSON – St. Lawrence Division Meet, NMRA. Exporail (location to be confirmed). 9:30 a.m. Info: www3.sympatico.ca/gd.knowles/sld/sld_meets.htm

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.

From the Librarian's Carrel

by Dave Knowles

C. Robert Craig Memorial Library

Back in '67 the Upper Canada Railway Society and the Ontario Electric Railway Historical Association joined forces to publish John M. Mills' HISTORY OF THE NIAGARA, ST. CATHARINES & TORONTO RAILWAY. This was a landmark book for its time. Its 118, 8½ x 11" pages contained an informative text and was comprehensively illustrated. Tables, timetables, maps and diagrams were placed appropriately throughout the book. Unusually there were even a few colour illustrations. The basic reading text was a "typewriter" font, although other fonts were used for headings and captions. The book was available in both softcover and hard bound editions, and both had sewn bindings.

Forty years down the line, Railfare*DC Books has recently released a rewritten edition under the title NIAGARA, ST. CATHARINES, AND TORONTO RAILWAY: A CANADIAN NATIONAL ELECTRIC RAILWAYS SUBSIDIARY also written by John M. Mills. Its 258, 8 x 10½" pages bear little relationship to the original book. The text is more extensive and while there is carryover from the original in facts, pictures, maps and diagrams, it is essentially a new book. The book provides comprehensive coverage of the history and operations of the electric railways at the frontier end of the Niagara Peninsula. It is clear that Mills' interest in the subject did not die with the publication of his original book and we are the richer for it. Mills has consulted a wide range of people and sources for his new work, several of them from the Ottawa area. The result is truly impressive.

In addition to the NS&T, the book traces the birth and development of the various railways that preceded it in text, and photographs well supported by maps, illustrations, diagrams, timetables and various other documents of the times. One outstanding document is a copy of a letter from W. W. Wylie, Vice-President of the Ottawa Car Company, offering a quote for cars, and a list of the details to be included on the cars. There are a host of both black and white, and colour photographs that detail the life, landscape and equipment of the lines in the area. There are also supporting chapters on the power supply, navigation company (steamships) and the Canadian National Transportation Company (buses).

The roster of equipment has undergone a massive redesign. It includes pictures and is much more readable than the original. A study shows that Ottawa Car Company cars were among both the very early cars, and the final cars used in the area. To my mind there are no handsomer cars than the 620s built originally for the Windsor, Essex and Lakeshore Rapid Railway in 1930, and ultimately inherited by the Niagara, St. Catharines and Toronto after service on the Montreal and Southern Counties Railway. There are a number of photographs of these cars which show off the simple lines, proportions and uncluttered dark olive green livery of Canadian National Railways.

I flagged Ottawa references with post-it notes as I read through the book. It produced a forest of tags identifying photos of Ottawa-built cars, of photographs taken by Ottawa railfans, etc., etc. It is nice to see that we are contributing to the wider community of railfan interest. Ian Cranstone has once again proved that he is a master of book design. You may have to put this one down from time to time as the priorities of normal life intervene, but you will pick it up again very soon.

I regret that the publishers did not use a more traditional sewn binding, the so-called "perfect" bindings are not perfect, indeed

they are totally inadequate and the glue soon becomes cracked and pages fall out. Another gripe I have is that there is a tendency to fill every available square mm with text, the result is that there is no blank space to insert a bookplate on the traditional place on the backside of the front cover, or even nearby. and rarely is there a gutter with blank paper on both side to "hide" a magnetic security strip.

John! Well done man! Congratulations we are all in your debt!

For the Record

March Meeting:

118

Current membership:

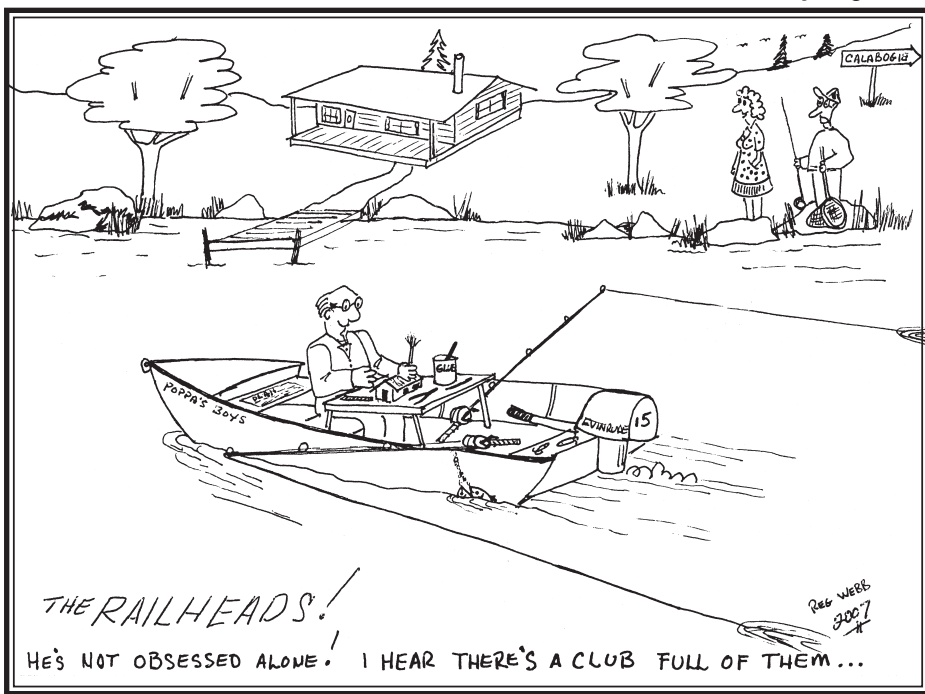
195

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!

The RAILHEADS

by Reg Webb





OFF THE MAIN LINE

WHERE FICTION IS STRANGER THAN TRUTH

EDITED BY
Barry Innes

The Signal and Maintenance staff of the Leeming and Southern (**Tony Pearce**) recently installed signals and a control cabinet to protect the track crossing at Jasper Tower. Northbound and southbound consists will now be faced with signals displaying RED if another train is occupying any part of the crossing. Two TwinT detectors monitor occupancy in each leg of the crossing in either direction. System operating rules have been updated to reflect these safety improvements.

OVAR members must have noticed by now that **Mike Hamer** has brought different structures for our display table every dinner meeting this season. Mike is happy to inform us that Mrs. Hamer has (finally) given him trackage rights to expand into the crew lounge... something he has been asking about for some time! Because his crew

lounge is a beautifully-finished area in the basement, Mike wants to complete the thirty or so craftsman structures necessary for this layout extension before he starts the benchwork. Mike tells us that the new layout will run along a shelf above the seating area at a height of 54 inches and will traverse 41 linear feet of the lounge. The new model railroad will not physically connect with the existing layout which is at 48 inches. Mike says that this will be a New England short-line railroad that will run from its (staged) connection with the B&M and will terminate at the seacoast in a beautiful harbour scene, a vista that will greet visitors at the bottom of his basement stairs. Perhaps next OVAR season Mike will be bringing in some ship models to showcase!

It seems that there is a labour dispute at the Orleans Northfield Railway (**Paul Therien**). The staff threatens to work to rule if management continues to allow the Thursday night group (*Thomas-Craig Operating Group or TCOG, which by the way has been around for 40+ years and has considerably more operating experience and probably can out operate these upstarts. It should also be noted that the brass hat of the ONR is a long time member of the TCOG — ed.*) access to the ONR equipment.

According to the staff's spokesperson, when the Monday nighters report for duty following a Thursday evening operation the

railway is in a shambles. Consequently the staff's ultimatum is for the Thursday nighters to stay away or for them to be supervised by the Monday nighters. The ONR management has tried to sooth the regular staff by making available more cheese, more cookies, more Tim-Bits and bigger coffee cups. Apparently the same problems occur at other railways which host the Thursday nighters and the standard reply seems to be "Ask me if I care"!!! Hopefully, this tempestuous situation can be resolved without a slowdown or halt to model railway operations.

Pearce Signals Inc. (**PSI-Tony Pearce**) sends the following on operations on the Orleans Northfield of **Paul Therien**.

The ONR is a large point-to-point layout with walkaround control. A dispatch panel centralizes track control and traffic movement within six blocks and seventeen mainline turnouts. Each block has its own selectable throttle, under dispatcher control, with multiple "connect" positions around the aisles of the layout. Train consists are built by car cards containing two-sided waybills with each side containing two different destinations for a total of four car movements before the cycle for that car is repeated.

The switch machines are by Peco and do not include active contact sets. Dispatch panel control therefore uses a toggle switch/push button combo to select and mark each

ONR SD75I

continued from page 1

ONR now has some pretty hefty modern motive power on its roster. Of course, these locomotives are more than adequate to haul this passenger train and there are speed restrictions on most of the curves for these six-axle giants. Not only can you hear the squeal as the wheels go through the curves but the engineer told me that you can feel the truck "thump" as it enters the curves. These truly are fine locomotives in terms of crew comfort, low engine noise super comfortable seats and layout of power console.

GMD (London, Ontario) started production in March 1995 of the first SD75M. In late 1996, design modifications were made so that the cab is separated by a cushioning gasket to give a quieter smoother ride. This design was designated SD75I. The "I" stands for "Isolated Cab" The design also features the HTCR II distinctive truck side frames.

Series	Serial #	Class	Build date	Remarks
ONR 2100-2105			5-7/1999	6/6 in svc.
CN 5626-5730	956616-1 to 956616-105	GF-643a	5-12/1996	104/105 in svc.
CN 5731-5765	966726-1 to 966726-35	GF-643b	8-12/1997	34/35 in svc.
CN 5766-5800	976812-1 to 976812-35	GF-643c	1-10/1999	35/35 in svc.

These units are rated at 4300 H.P and the pertinent particulars from the CANADIAN TRACKSIDE GUIDE are as per the table above.

CN was a large purchaser and started buying these locomotives before the ONR and was among the first major railways to buy these modified SD75's, equipping them with both the HTCR II trucks and the older HT-CR version.

Currently CP Rail has not purchased any of these locomotives, probably having a preference for GE and AC traction motors.

Modellers Suggestions

Genesis (Athearn) have produced some fine models of the SD75I starting in 1999. Releases have been in both CN and ONR au-

thentic colour schemes. The CN models are relatively easy to obtain but there was only a short run of the ONR colour scheme and I understand these are presently out of stock. However, from time to time, they become available in the secondary market (e-bay). Definitely a model for those modeling the so called modern era of container deep well cars and long bulk materials trains.

In passing, I noted that the North Bay Model Railroad Club facilities have been dismantled and the land is now a construction site. The box cars used to house their layout has been moved to Temagami for a Grey Owl art exhibit. The club still maintains the display layout at the Clarion Resort at Pinewood Park, but the club equipment is in storage in various members' homes.

route and activate the respective turnout. The toggle switch output can also be utilized for signal and other visual controls. A separate “control” power supply (12 volts) powers signal modules and lamps. Signals at the entrance to Orleans yard are by default RED. By using a small relay, this colour can be changed, using a single wire, at the proper time. Proper times means when all track conditions permit forward movement, a GREEN lamp is displayed. The lamps are bi-polar LEDs.

A local power supply was recently incorporated within Walkley yard to allow independent control of CN interchange train 414/418. Control limits are between the bridge at Walkley South to a point halfway between Walkley North and the south turnout at Orleans yard. The approach signal at Walkley North is normally GREEN and turning RED only when Walkley yard is under local control. The trackage between the signal at Walkley North and Orleans yard acts as a holding block for trains either waiting to enter Orleans or waiting to pass through the Walkley yard area. This block allows for Walkley or Orleans to proceed with their local activities. Signals are being installed at Orleans South to control trains exiting Orleans. These signals will work in conjunction with the signal controlling northbound entrance to Orleans. Occupancy detection (TwinT) for all trackage will be part of a module which will control appro-

appropriate interlocking. The Dispatcher controlled turnout function is directed through the Orleans MAIN/LOCAL toggles and the directional occupancy detectors will simulate the “call-on” and “drop-down” reality of the prototype. All signals will remain RED when Orleans is under local control.

•
Eric Halpin reports on progress of his Algoma and Rideau:

It has been about six months since I wrote an update on the progress of the Algoma and Rideau. After spending several hours most days working on the layout, I stand back and wonder if anyone could even tell that I had done any work. But the work, of course, is cumulative and it does show as it progresses. Maybe not each day, but as the weeks roll by it is very apparent the A&R is coming to life.

The primary eyesore (I mean eye catcher) is Algoma Mountain. It turned out very well I believe and is fully landscaped with trees and rock outcroppings depicting its northern location. The curved steel trestle bridge looks good and the difficult to install trestle guardrails add nice detail. All track in the Algoma subdivision has been weathered and ballasted. Most of the Tay subdivision trackage has been completed as above. A few structures are appearing such as the Temagami Ore mine shafts, an abandoned fabrication plant, an icehouse and small manufacturing plant. I am detailing much of the area

around these facilities and that takes time, as you know, to get it right.

Detailing of the engine service facility area is underway also. This 4' x 5' area encompasses a six stall round house, two stall diesel house, coaling and sand tower, green sand house, water tower, MOW trackage, waste oil facilities, storage sheds, diesel fueling area, etc.

In order to get rolling stock out of storage trays and onto the layout, a 4' x 6' partially hidden fiddle yard was added to the layout. How can I already be running out of room? Where did all these cars come from anyway?? This storage or fiddle area can hold about seventy cars. What am I to do with the two dozen or so kits that are awaiting construction???

I am having trouble planning the trackage and facilities in the primary allotted industrial area of 5' x 5'. Hopefully that will come in time but as yet I don't have a clear vision of what industries the A&R needs. Some days I manage to even run a train or two but the absent industries are needed to provide more purpose for the trains. Stay tuned.

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Well that's it for this time. Remember to send your copy to:

innes3@sympatico.ca.

Let's hear the latest news from your railroad. I know there are other railroads out there. Wouldn't you like to see your railroad in print?

Classic Railroad Songs: a CD review

by Andrew Batchelor

CLASSIC RAILROAD SONGS is “a mighty fine collection of old-timey a-pickin’ and a-singin’”, to paraphrase the movie *O BROTHER, WHERE ART THOU?*. Ever since I saw Ethan & Joel Cohen's acclaimed collaboration, I have loved this type of music. The story is supposedly based loosely on Homer's *THE ODYSSEY*, but I agree more with the brothers' assertion they drew a lot of inspiration from the music of the time — “before Nashville turned country to crap” in their words.

While railroading makes only a minor (but still significant) appearance in the movie, the music carries throughout, and was enough to get me hooked. It got a lot of others hooked too — ‘O Brother’ had several “soundtracks”, and even inspired a new music festival celebrating this “old” style.

Smithsonian Folkways has compiled 27

songs in this same vein; even though they are nominally all the same style and subject, there is wide variety nonetheless. Throughout, you can hear the beginnings of current “pop”, from rock & roll to country, and so on.

Some songs address specific railroads, events, or personalities such as *Wabash Cannonball* or *Casey Jones*. Others speak to the railroading work experience, or its importance in popular culture of the time: *Linin' Track* and *Drill, Ye Tarriers, Drill* or *The Train That Carried My Girl from Town and He's Coming to Us Dead*.

A number of the songs are famous in their own right (e.g. *Midnight Special*), or are performed by artists who went on to “bigger and better” things, or at least things for which they are better-known. Pete Seeger, Lead Belly, and Woodie Guthrie are included.

The 27 songs are book ended with excerpts from two other Smithsonian albums of rail-

road sound recordings. Of particular note is the last track — 25 seconds of a steam powered triple-header climbing the Cumbres Pass.

The album has excellent production qualities, at least as good as can be expected since many of the recordings are the original from the 1950s or earlier. A superb 36-page booklet includes information on the songs' origins, related songs, alternate recordings, and also about the performers. A short bibliography is also provided for reference on the historical events described in many of the songs. For US\$12, this is an album worth adding to your collection. You also might want to see “O Brother”, if only for the train scene!

For more information:

Smithsonian Folkways:

www.folkways.si.edu/index.html

O Brother, Where Art Thou:

www.imdb.com/title/tt0190590/



M&SC former CNR caboose was scratchbuilt by Peter Joyce.



Hugh Laing displayed Korean-built Weaver model of CPR's "Empress".



Brian Earl showed the latest steam power to arrive on his Great Western.



Early CNR reefer was scratchbuilt by Graham Stremes — 50 years ago!



Barry Innes used C-D-S lettering to model this CNR box car.



Canadian roads featured in March

Ian Cranstone photos

A scratchbuilt O scale M&SC caboose (former CNR) was displayed by **Peter Joyce**. He utilized styrene and wood, with bits and pieces from Grandt, Q-Car and Walthers. He notes that there are still some details to be added, and some "clean-up" work.

Also in O scale, was **Hugh Laing's** Korean-built Weaver Models CPR 2816. Known as the "Empress of Canadian Pacific Railway", Hugh thanks Mr. Ritchie of CPR for the funds to restore her to operation.

Brian Earl displayed two N-scale locomotives: A Walthers 0-8-0, the latest motive power acquisition of his GWR, and a CNR Walthers SW9/1200. Both featured DCC decoder installations that definitely impress this HO scaler.

Barry Innes showed a quartet of Canadian freight cars: CN box car 442087, CP twin hopper 357124 and PGE 4012 — all lettered using C-D-S lettering — and BCOL 5437, a Roundhouse box car "right out of the box".

Graham Stremes displayed his scratchbuilt model of CN 36' wood reefer 204037. Graham used Northeastern wood shapes for the roof, floor and ends; Selley queen posts, Varney ladders and hatch covers and Silver Streak door hardware. He then equipped it with arch bar trucks attached with Central Valley snap-on king pins and early pre-magnetic Kadee couplers.

Mike Hamer continued his laser-cut buildings theme (and again in his role as unpaid Bar Mills kit promoter), this time Klinger's Pharmacy — but this time for his

The Interchange



CNR plow train displayed by Dave Knowles was ready to face the elements outside St. Anthony's.

friend Rob Kazakoff, and not for his railroad extension.

John LeBlanc displayed CNR box car 487502, built from an Athearn mid-1950s metal kit.

Eric Smith showed a train from his Pacific & Northwestern Railway (a syndicate by CP, CN, UP, SP and GN to build a railroad to the Yukon and Alaska from Spokane through B.C., following the Columbia River and Sifton Pass). The locomotive was an Oregon Short Line 2-8-0 on loan to the P&NW (the model was built using the ruins of a Tenshodo ATSF loco damaged in a Herb McEwen store fire and a rebuilt United tender); and a train consisting of an Athearn hopper, a circa-1960 scratchbuilt boxcar and a Kurtz Craft PS-1 express boxcar, all lettered for the P&NW using C-D-S lettering.



Eric Smith salvaged a fire-damaged Tenshodo steamer to create this OSL model.

Tom Hood showed a rarely-seen National Car Cast model of a CPR 65' mill gondola.

David Moat showed off his usual exercise in weathering, this time on a Branchline Yardmaster® CPR 1937 boxcar. He used his usual media, Humbrol paints and Bragdon chalks.



Rare National Car Cast model was built and displayed by Tom Hood.

S scale was represented by **Charlie Shrubsole** with a number of scratchbuilt and kit-modified cars — one CN boxcar was described as “ASP (assorted spare parts)”.

Gary Baillargeon showed his “gem that I picked up at the OVAR Flea Market in February” — an OVAR 30th Anniversary boxcar.

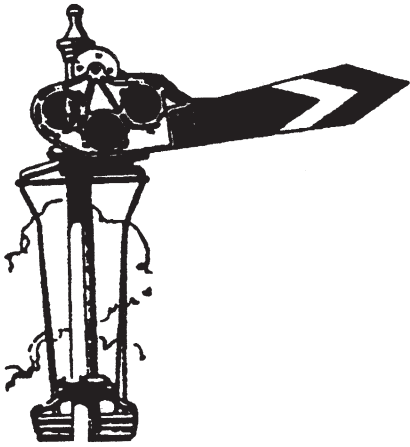


Charlie Shrubsole adapted an HO scale tank car to create this S scale model.

Finally, **Dave Knowles** came prepared for the snow-clearing operations taking place on Preston (and the snow promised for later in the evening) with two plow trains — a steam-powered CPR train, and a diesel-powered CNR train. The CPR train was headed by a United D10, a Kemtron single-track plow and a Samhonga CPR caboose. The CNR train consisted of an Alco Models RS-18, Custom Brass single-track plow and a transfer caboose. Also standing by was a Totem CPR double-track plow.



30th Anniversary OVAR car was discovered by Gary Baillargeon at Flea Market.



Le Québec Central

A Regional with a different character

presented by

Jean François Dumont

Display

Non-Canadian

Tuesday, May 13

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

Archives: Dave Knowles 613-722-4473

Webmaster: Steve Watson 613-592-3609

Video Library: Paul Anderson 613-445-3573

Web Site: www.ovar.ca

THE INTERCHANGE

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Editorial Staff

**Features, Story Ideas,
Comments and Complaints:**

Ian Cranstone
3715 Campbellcroft Rd.
P.O. Box 634,
Osgoode, ON K0A 2W0
Phone: 613-821-7423
e-mail: lamontc@nakina.net

Distribution and Mailing:

Mike Shore
25 Bainbridge Ave.,
Ottawa, ON K2G 3T1
Phone: 613-829-8867
e-mail: mshore1@rogers.com

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:

May April 20

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Smiths Falls

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