



The Interchange

Our 42nd Year

Ottawa Valley Associated Railroaders – OVAR

December 2002

Issue 369

CPR Holiday Train 2002

CPR news release

CPR's Holiday Train program is celebrating its fourth year in 2002. The Holiday Trains, decorated with thousands of Christmas lights, run in partnership with the Canadian Association of Food Banks (CAFB) and U.S. food collection agencies to raise donations and awareness for the issue of hunger. The Holiday Train gives a chance for employees, customers and communities to come together to help people in need.

The Canadian Holiday Train started outside Toronto on Dec. 5th (including Smiths Falls on Dec. 7th), and visits dozens of communities on its 16-day journey to the West Coast.

In addition to many of its regular stops, the Holiday Train made its debut in Windsor, Ont., the Ottawa Valley, and parts of central Saskatchewan. Award-winning Canadian performers Tom Jackson, Beverley Mahood, Amanda Stott, and Duane Steele will entertain crowds at many scheduled stops. Tracey Brown and Randall Prescott will join the Canadian tour from Moose Jaw, SK., to Port Moody, BC.



The U.S. Holiday train begins in Scranton, Pennsylvania on Dec. 3rd before visiting communities throughout Pennsylvania, New York state and Michigan. The Holiday Train also returns to the U.S. Midwest for the second year, stopping at communities in Illinois, Wisconsin, Minnesota, and North Dakota.

The U.S. Train this year will feature for the first time live entertainment by seasoned Holiday Train performers Tracey Brown and Randall Prescott and three newcomers — Patricia Conroy and Clint and Bob Moffatt. Kelly Prescott will also be featured in Southern Ontario and North Eastern U.S.

Modelling CN's signals

by Tom Patterson

Block and Centralized Traffic Control (CTC) signals are one of those small wayside details that helps turn your layout (or diorama) into a more credible railway model. Unfortunately, many signal models and kits are rather pricey, and, to be really effective, a fair number are required to render a reasonable facsimile of a signaling system. Furthermore, building signals can be a rather intricate process, and often requires the skills of an expert modeller.

This article attempts to resolve some of these impediments, and, in doing so, provide instructions as to how to build signal models used in a Canadian setting. Our subjects are reasonable replicas of the control and intermediate signals which are common on CN's double-track CTC routes. CN's Kingston Subdivision is used as an example.

Firstly, a bit of background. Signals come in many configurations, and have a variety of specific uses. Generally speaking, block signals provide for enhanced safety and traffic through-put, under conditions which would tax the capacity of purely manual train control systems, such as manual block, or, in previous times, time table and train orders. Block signals indicate whether the next block may be entered, and, if so, under what conditions. Spacing block signals closer together allows trains to follow each other more closely.

Control signals, on the other hand, are used at locations where train routing options and/or potential conflicts exist (siding switches, cross-overs, interlockings). They perform block signal functions, and also are usually configured to indicate a more robust suite of speed restrictions, as dictated by the

nature of the switches, for example. A number of references are provided should the reader wish to delve into the world of signaling theory and practice in more detail.

CN's Kingston Sub is essentially a double-track, CTC plant, with four track segments which were originally implemented to allow over-takes. Traffic routing is facilitated by double cross-overs. Between these cross-over, intermediate signal blocks (normally 5) are included to speed up following moves.

...continued on page 3

On the inside:

New Meeting Format	2
November Display Report	6

plus much more

From the Private Car

by Fern Leroux, OVAR Chairman

Monday is the get together night for the ONMR operating group. While watching a "smoke-filled" video, a member pointed out that next week he was O gauging and that he would not attend our weekly get together. He added we would probably see each other in two weeks at the OVAR meeting.

Gee, how the months go quickly. Permit me to reflect on last month's meeting, a new meeting format was tried out, 126 members came to dinner, as usual the display table showed off excellent craftsmanship and again John LeBlanc brought out another piece of rolling stock requiring great workmanship. John really sets an example for all of us, wish I could do the same. Thank you John for the magnificent contribution.

"Timeless Trains" presented by Doug Sheldrick was most interesting, thank you to Peter Joyce, dinner chairman, for suggesting Doug as a presenter. Talking of presenters, it is always nice to have one of our members making a presentation, several years ago I had the honor of presenting my favorite railroad, the ONR. This month we are honored to have a member, a former chairman of OVAR give a presen-

tation. Welcome Michel, I am sure I speak for everyone when I say we are looking forward to your "Journeys Through Model Railroading". If you know of anyone capable of presenting an interesting program please free to talk to Bud Nelson (by the way, he is approachable).

Our annual Flea Market took place on November 16th, twenty one vendors displayed and sold their goods. Even if attendance was on the low side, the event was considered a success and as with any organizational event a review is performed and recommendations are made on how things can be improved. Our thanks goes out to Denis Rule for organizing the event.

It has also been brought to the attention of the executive that some members have not yet paid their membership fee. Please see Don Leger at your earliest convenience.

Thank you for signing the Thinking of You/Une pensée card for Albert Cormier. We also want to wish Tommy Hood a speedy recovery.

Last but not least, on behalf of the executive, I would like to extend best wishes for a Merry Christmas and a Happy New Year to all OVARIans and their families.

Happy Railroading!

New meeting format

After some members expressed concern about the length of our October meeting, the executive decided to try a new format for the November meeting. As pointed out earlier (FROM THE PRIVATE CAR) with any organizational changes a review is made and recommendations are made.

Many members asked what had prompted the change, some liked the new format and some didn't like it, preferring the former format. After much deliberation, weighing the pros and cons the executive decided to return to the original format. It was suggested, in order to save time, when group reports are requested, the speakers come to the front ready to present their report prior to being called by the Chair. Groups could also indicate to the Chair that they have no reports. Again, refinement may be necessary, please bear with us.

TIMETABLE

Upcoming events of particular interest to OVAR members

Jan. 18-19: Ottawa – Modular Rally, St. Anthony's Soccer Club Hall. Sat. 10-4, Sun. 9-3. Info: Denis Rule (613) 823-3440, e-mail: derule@sympatico.ca

July 13-20, 2003: TORONTO – MAPLE LEAF 2003 NMRA National, International Plaza Hotel, 655 Dixon Rd. Info: David King (905) 560-6414, e-mail: dlking@wchat.on.ca

<http://www.ml2003.com>

For the Record

October Meeting:
126

Current membership:
179

PROFILING: your local merchant

Hobby House

Denis Desmarais, prop.
80 Montreal Rd., Ottawa, Ontario
613-759-5245

Email: info@hobbyhouseonline.com

The year 2003 will mark the 50th anniversary for Hobby House. They have served more than two generations of hobbyists and have developed long and friendly relationships with large number of modellers, collectors and hobby enthusiasts in the National Capital Region.

Denis and brother Roland began Hobby House in a bedroom of their parents' house in Vanier, Ont. They later moved inside a barber shop on Rideau St. After a series of moves (Rideau St., Sussex and Wellington Sts., Mosgrove St. and back to Rideau St.), we now find Denis and his friendly staff on Montreal Rd. Over the years other outlets were opened on O'Connor Street and at the National Aviation Museum; a mail order department was also established.

Hobby House carries a large variety of model railway supplies: rolling stock, parts, structures, scenery materials, DCC system and components. An extensive assortment of paints and scratchbuilding supplies can also be found. Hobby House also caters to military modellers, model car enthusiasts, ship builders and science buffs. A vast assortment of kits, parts, structures, scenery, paints and scratchbuilding materials are also available in these domains. Hobby House is renowned for its resource materials, a large number of domestic and international reference, instructional books, magazines and videos are available to all modellers regardless of their interest.

Congratulations to Denis and Roger on their 50th anniversary!

PROFILING: members of the executive Gord Bellamy, treasurer

Gord has been a railfan for longer than he cares to admit, starting in his pre-school days at the CPR Station in Kenora, Ont. He is married, with two daughters and four grandsons. He has served over 43 years in DND, both military and public service. Gord first got into HO when he was in high school. Over the years he has acquired a bit of N, HO30, O, On30, and Large Scale LS29. His HO Fern Valley Line (named after his wife) is under construction in an 18 x 11 foot room. It's a shelf-type layout around the walls, and is powered by Digitrax® DCC. It depicts no particular era or locale. Gord is also a member of OV Garden Railway Society, where he runs his LS29 Keewatin, Rat Portage & Wellesley (Rat Portage Railway) equipment with Aristocraft Crest radio control.

Next month: Peter Joyce, dinner chairman

The Interchange

Modelling CN Signals

continued from page 1

The basis for the construction of these two types of signals are kits and parts marketed by Oregon Rail Supply (ORS). These kits and parts allow one to avoid the tedium of building targets and platforms, and can be modified with relative ease. Furthermore, these items are compatible with commonly available Light Emitting Diodes (LEDs) should the modeller wish to take that extra step of incorporating some degree of aspect display.

Many choices are available. The easiest way of acquiring the required parts is to buy the 3-aspect control signal kit (#130) and extra (double sided) platforms for the intermediate signal. Alternatively, the Sampler kit will give you three targets and target support arms, four feet of ladder stock, finials, plus a mixture of platforms for both the control and intermediate signals. You would have to supply the mast rod and signal base.

The tools required are listed in table A (see page 5). I have included a soldering iron, but one could use ACC as an alternative. Essentially, standard modeling tools are all that is required.

The basic building strategy is to create the mast, target assemblies, ladders, etc., independently, and hold off final assembly as long as is possible.

CONTROL SIGNAL

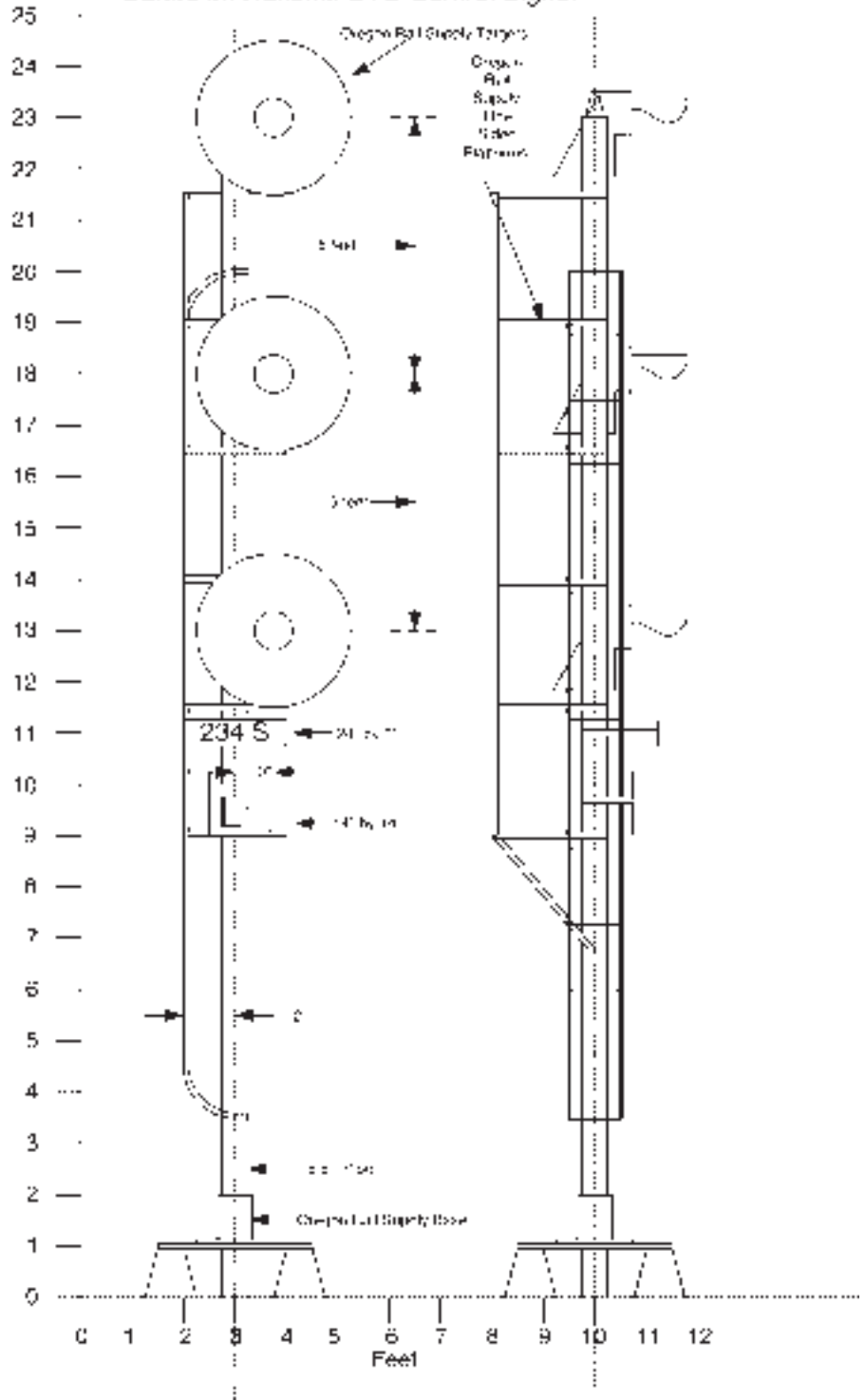
Let's try the control signal first. The Oregon Rail Supply kit #130 has virtually all the parts required. Figure 1 illustrates the critical dimensions for this control signal; you will require reference to this diagram to size and locate parts.

Signal Mast

I suggest that the mast be constructed with brass as opposed to plastic to provide added strength and space for the target LED wiring. The length of the brass tube upon which the targets are mounted must be determined. Fortunately, the height is not of fixed length — it normally varies to provide adequate site lines. A nominal value of 22 to 24 feet is OK for a control signal. Be sure to leave enough length to allow the mast to go through the layout base so that the wiring required for the target lights has a path.

If you intend to install LEDs, then access holes must be provided on the mast so that wires may pass inside the mast to the LEDs. I prefer to use one hole per target to minimize the amount of wiring exposed. To do

Figure 1
Canadian National CTC Control Signal



this, a jeweler's file or power tool and cut-off disc may be used. As is illustrated in Figure 1, the targets are spaced 5 feet apart.

Label Mounts

I use the term "label" herein to encompass all those odd looking numbers and letters that may or may not be appended to the mast. If you wish to include label mounts,

these may be constructed with either brass or plastic stock. Regardless of the number and kind of "labels" to be attached, they should all be attached to a 1/16" (or shorter) brass sleeve having an inside diameter equal to the outside diameter of the mast. This will allow them to be attached to the mast "a la shish-kabob". The reason for this will become apparent when the attachment of the

Modelling CN Signals

continued from page 3

ladder and platform is considered.

For all CN signals, the location identifier is mandatory, while the “limited speed” triangle is optional. Simple strips of brass or plastic may be used, as is illustrated in Figure 1. Once the labels are equipped with a sleeve, test fit them on the mast, but do not attach at this time. Incidentally, for an added degree of accuracy, the “labels” should be attached to the sleeve so that they are positioned about 1 foot from the mast.

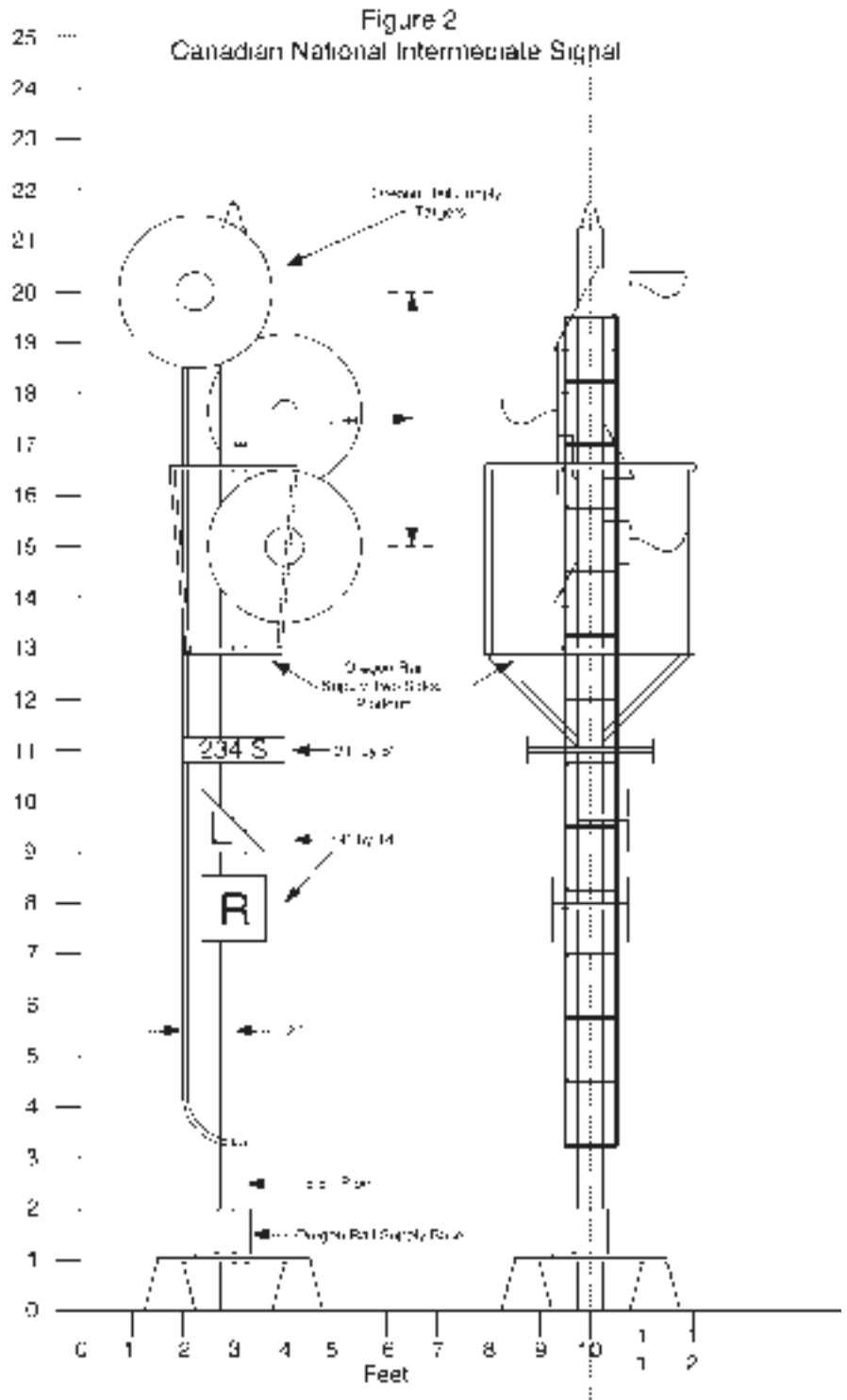
Before tackling the ladder, let’s take a break and consider a bit of prototype “bumpf”. Take the location labels, for example. The astute student of the CN prototype may have guessed that these numbers are subdivision mileages. Well, almost!! They are actually unique signal identifiers, based upon subdivision mileages. Displaying true mileages would present a problem. Many signals may be located with the same mile. In CN practice, these numbers are the nearest tenth of a mile, modified so that the least significant digit is even or odd, depending upon direction. In double track territory, the code “S” or “N” is appended — south or north track. For multiple track, the code “Tn” is added, where n is the track number.

The “L” on a yellow triangle is used to squeeze one more indication from a three target control signal configuration. An indication that would normally dictate a speed of Medium, or 30 m.p.h., will be interpreted as Limited, or 45 m.p.h., if the “L” label is present. This speed is most often, but not always, determined by the maximum speed permissible through a turnout or crossover.

Ladder

The configuration of the CN ladder departs from that suggested in the ORS kit. It is “mast-mounted”, and does not touch the ground. Rather, the vertical runners are curved 90 degrees to attach to the mast. This is one of the more tedious construction tasks, and many options are open. The simplest method is to use the ORS ladder stock as is. This method, however, would not result in vertical ladder runners with any depth. Bending the ORS ladder runners to achieve this effect will make the ladder unrealistically narrow, and the rungs rounded.

I choose to use the ORS ladders, supported by 3/64” “L” brass shapes for the vertical runners. Figure 1 illustrates how to determine the length of the brass “L” and where to file off one side so that it may be bent to



allow attachment to the mast. Start by cutting the “L” to length, and filing off the unrequired “L” sides. Then bend, the “L” extremities and middle so that the runners are now parallel. Solder the ORS ladder to the runners. Now, carefully bend the runner ends 90 degrees, and shape to accept the sleeves. To ensure correct alignment while soldering the ladder to the sleeves, I used a wooden dowel (shish-kabob skewer) as a proxy for

the mast.

Regardless of the technique you choose, do not solder the ladder to the mast. Rather, attach the curved ladder ends to sleeves as described for the labels.

Targets

Next, the targets should be glued to their supporting arms, using liquid plastic glue. Note that the target is offset 45 degrees from

the mast. This is done in the prototype to facilitate access for maintenance purposes. The ORS kits contain target support arms cut at 45 degrees to allow this offset.

Platforms and Railings

The platforms provided by ORS are considerably longer than those used by CN on the Kingston Subdivision, and are somewhat narrower. I cut the platforms to length, and ignored the difference in width. Otherwise, you will require the skill of a jeweler and the patience of Job to scratch-build a more accurate representation. Similarly, the horizontal railings provided by ORS must be shortened according to align with the platforms. Be sure to “notch” the platform ends and horizontal railings to accept the vertical railings, as shown in Figure 1.

The two vertical railings may be built from $\frac{1}{32}$ ” by $\frac{1}{64}$ ” brass or plastic strips. I used brass to add some strength to an otherwise flimsy structure. I also suggest that the skewer method be used when assembling the three platforms and railings. This will ensure proper alignment while the ACC is hardening.

Base

You may or may not choose to build your signal on a square metal plate as CN does. I did, to help in vertical alignment upon layout installation, and to provide a more prototypical model. Thin ($\sim \frac{1}{64}$ ”) plastic sheeting may be used, but I prefer brass to add strength. The size of the square plate varies somewhat, but assuming feet square will be OK. I drilled a hole in the centre of the plate and then soldered the brass mast to it, allowing enough mast stock to reach beyond the layout base. The ORS plastic base may now be slid down the mast and glued into position. Four small tapered blocks, hand-crafted of brass, basswood or plastic may now be added to the plate. At this point in the proceedings, it might be wise to test the mast installation on your layout. Force-fitting a completed signal model on your layout is a “no-no”!

Assembly

It is now time to add all signal parts to the mast, shish-kabob-style. Proper sequencing is vital. It is best to slide one end of the ladder onto the mast, then the “labels”, platform/railing/target pairs, and finally, the other end of the ladder. The finial can wait until you are satisfied with all parts attached to the mast.

Once all components are on the mast, stick the lower end of the mast in a styro-

foam block or equivalent “third hand”, and adjust all the components in the desired vertical and horizontal planes. Note that the targets are not necessarily positioned at 90 degrees to the track. Rather, they should be aligned for good site lines for approaching trains.

When everything is aligned, fix in place with ACC.

Wiring and LEDs

The LEDs marketed by ORS can display three colours, depending upon voltage polarity and whether DC or AC is applied. The ORS instructions herein are adequate, and it is not within the scope of this article to delve further into this topic. Nevertheless, I would suggest that you test the LEDs prior to installation. I would also avoid attaching the finial until all wiring is known to work. Incidentally, I used the thin wire from an old transformer or derelict switch machine solenoid to pass current to the LEDs. It is thin enough to allow up to six wires to pass through the masts, and the wire is covered with a thin film of insulation.

Painting

I choose to avoid painting until the entire signal was built, although you could paint the face of the target black at the outset, then coat with masking liquid. Almost all signals that I have seen are painted a silvery colour, except, of course, for the location and “limited speed” labels. I don’t think that a particular silver shade is important — many that I have seen are well tarnished and rusted.

INTERMEDIATE SIGNAL

The construction of the intermediate, or, block, signal uses exactly the same methods outlined for the control signal, with a few minor exceptions. Typical dimensions are illustrated in Figure 2.

The intermediate signals are typically three to five feet shorter than their control brethren. In addition, the positioning of the targets requires attention if you build the two target flavour. The two target intermediate signal must have the top target to the left of the mast, and the lower one to the right.

The construction of the platform and railings will be a challenge, and I suggest that you take a good look at the prototype photos that accompany this article. Then, decide on your compromises. Firstly, the two-sided platform supplied by ORS is square with a hole in the middle for the mast. CN’s platforms are “notched” around the mast. In order to preserve whatever sanity I had man-

aged to retain, used the ORS platforms, limited in length to match that of the CN intermediate signal. I also ignored the small ladder at the top of the mast. Enough is enough!! If fact, not all signals of this type have the second ladder.

You may have noticed an additional type of “label” on intermediate signal. The “R” reflects a rule change instituted in the 1980s. Movements facing “stop, then proceed at restricted speed” indication were relieved of stopping if the “R” label was present. Added to signal masts where it was safe to do so, this change resulted in measurable fuel and “over-the-road” time savings.

Tools Required

Set of Jewelers Files
Soldering Iron (25 watts)
Modelling Knives
Epoxy Adhesive
Liquid Plastic Adhesive
ACC
Zona saw, or Power Drill with cut-off disks
Square Styrofoam block or equivalent

Parts and Material List

Common Material
 $\frac{1}{64}$ ” thick sheeting, brass or plastic
 $\frac{1}{64}$ ” x $\frac{1}{32}$ ” bar stock, brass or plastic
 $\frac{3}{64}$ ” brass “L” shape
Brass tube, $\frac{1}{16}$ ” outside dia.
Silver or Aluminum paint
Flat black paint
Yellow paint

Control Signal from ORS Kit

Triple Target Signal Kit #130 — ORS

Intermediate Signal from ORS Kit

Triple Target Signal Kit #130 — ORS
Platform (Colour Position Style) — ORS

For the Scratchbuilder

Sampler Set #108 — ORS
 $\frac{1}{16}$ ” brass tubing Targets, Support Brackets & Finials #104 — ORS
Platforms (Searchlight Style) — ORS
Brass Ladder stock — ORS
Red/Green LEDs #126 — ORS

Reference Material

ALL ABOUT SIGNALS, by John Armstrong, Kalmbach Publishing, 1976
CANADIAN CODE OF OPERATING RULES, Railway Association of Canada, 1990
MODEL RAILROAD ENCYCLOPEDIA, Kalmbach Publishing, 1948,
Oregon Rail Supply (ORS), Dick Yager, Scappoose, Oregon

“Crash National” theme in November



Theo van Vliet kitbashed CN “Sweep” much like the prototype bash by CN (CN used SW1200RS with a GP9 hood, Theo used SW7 and GP7 hood instead).



Jean-François Milotte brought out van and boxcar.



Greg Stubbings displayed model of CN Consolidation 2429. Assigned to Belleville in the 1950s, the model will be a regular on his Lindsay-area layout.



Jacques Thuot showed CN GP9 theme, with Proto 2000 GP9 model (as 7231 partially visible at left), Front Range GP9 (as 7273 at right) and Overland model of slug 231, cut down by CN from a GP9.

Ian Cranstone photos

It was Crash National night for the November display and there were noodles and maple leafs all over the display stand.

The CHAIRMAN’S CHOICE went to **Theo van Vliet** for his HO CN “Sweep” #7105. This unusual looking unit, built only by CN, was kitbashed from an SW7 chassis and cab with a GP7 body. Theo added a bunch of Juneco parts to complete the model and had it painted by Ron Hiscox of Peterborough.

Jean-François Milotte brought out a well-rounded collection for the night including trains, pictures and a lantern. He had an HO Atlas RS-3, a caboose built from an Ulrich kit, a 40-foot Athearn box car with bilingual lettering and the maple leaf version of a CN boxcar. As well, there was a picture of CN’s first diesel locomotive and a lantern built for the Grand Trunk Railway in Hamilton in 1908.

Greg Stubbings brought out another of his fine HO steamers. This time it was 2429, a 2-8-0 that was assigned to Belleville in the 1950s, a location on Greg’s layout. Greg also had a smooth-sided hopper #113405, which he kitbashed from a Con-Cor model based on an RMC article on the smooth Canadians. Hey, aren’t we all! He also had boxcar 526392 assembled from a stock Intermountain kit. Reefer 209000 was built from a Brian Pate resin kit while the van, #78770 came from a Sylvan kit.

Jacques Thuot displayed some HO CN motive power in the form of a P2K Geep lettered for 7231. Jacques added a proper bell, horn, air filter, spark arrestors, rerailers, cab, airlines and DCC decoder. As well there was GP9 7273 that started as a Front Range product but got the once over and a load of add on parts He also had an Overland GP9 slug unit painted for No. 231. Mighty fine looking trio.

Alex Binkley had a trio of CN freight cars in S scale. One was an S Scale America three bay open hopper that is a close copy of a CN car. As well, he had a 50-foot outside braced boxcar of the model that CN acquired from Railbox and eventually repainted. The car was lettered with C-D-S. The third one was a Pacific Rail Shops ACF three bay covered hopper. All three were weathered.

John LeBlanc brought our three HO CN freight cars as well including an Athearn box car, a second Athearn this time with the noodle and a vintage Athearn metal box car.

The Interchange



Dave Stremes scratchbuilt model of CN well-hole car constructed at CN's Transcona shops.



John Mitchell and Howard Scodras combined forces to construct well-weathered CN reefer from Accurail kit.

Dave Stremes displayed an HO well hole flat car that was constructed from an MBS plastic and resin model and a snowplow built from an MBS model.

Paul Norton had a couple of his large scale models. One was a GP9 from a USA Trains that went through the Scobie paint shops while the other was an FA-1 from Aristocraft.

Jim Baxter brought out an A-B-A set of F3s from Kato painted in the green and gold. All three units are powered and have quite the pulling power.

Brian Earl brought out a N scale F3 and a copy of a GMD publicity picture of its F3s in CN livery.

Ron Newby displayed a collection of N scale freight cars from Micro-Trains and Intermountain. He has added low profile wheels to the Micro-Trains cars and MT couplers to the Intermountain car.

John Mitchell displayed an HO reefer built from an Accurail kit and weathered by Howard Scodras, the well known grubifier of freight cars. Talk about dirty old men.

Hugh Laing brought a Lionel Dash 9 in the black and red. He says Tank Train cars are coming.

Mike Schepanek displayed an HO CN Juneco van that he spent 60 hours assembling including installing glass windows. Mike you must possess boundless patience to spend that long on one kit.

David McLellan had two HO Accurail box cars, one factory painted and the other "basement painted" and lettered with C-D-S.



N-scale F3 set was shown by **Brian Earl**, supported by GMD publicity photo.

Marc Dubois showed an attention for detail as well with his SD40. He took a Kato model, added an Athearn non dynamic brake hood, ditch lights by Pierre Bouvier, a bunch of detail parts by Details West and Miniatures by Eric and Microscale decals. Good looking unit.

And now for the guys who couldn't find any CN cars . . .

Mike Hamer brought out two Kadee boxcars lettered for the Frisco and Rock Island that he had just received from Jeff Trew. Mike says the cars would show up on his Boston & Maine from time to time.

Peter Cunningham displayed a Gauge One British freight car made by a new Cana-

dian manufacturer based in Peterborough called Northern Fine Scale. Mike still has to letter the car.

Now we know that **Denis Rule** has lots of CN cars on his layout but he brought out some of his photo collection for us to enjoy. And many people went through it.

Norm Levert brought out a depressed centre flatcar he has been building. It started as an HO Lima model of a European car with deep flanges on the wheels. He added lead to the floor casting and scratchbuilt span bolsters. Still to come: brake system components, cut levers and paint. Since the display, the car has had a test run on the Ontario L'Original and performed well.



Norm Levert displayed his in-progress model of depressed centre flat.



Mike Schepanek built CN van from Juneco kit.
December 2002



Marc Dubois detailed Kato SD40 as a CN unit.



Next Meeting

Revisiting L'Original

presented by

Bill Meek

Display

Anything CP

Tuesday, January 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 Peter Joyce at 841-1950. Thank you.



OVAR Directory

2002-2003

Chairman:	Fern Leroux	613-830-9979
Vice-Chairman:	Denis Rule	613-823-3440
Secretary:	Mike Shore	613-829-8867
Treasurer:	Gord Bellamy	613-725-6979
Membership:	Don Leger	613-727-0609
Program:	Bud Nelson	819-837-3350
Dinner:	Peter Joyce	613-841-1950
Video Library:	Paul Therien	613-824-8477
Archives:	Dave Knowles	613-722-4473
Webmaster:	Steve Watson	613-592-3609
Web Site:	www.ovar.ca	

THE INTERCHANGE

December 2002 — Issue 369

Editorial Staff

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

Alex Binkley
152 Ivy Cres., Ottawa, ON K1M 1X6
Phone: 613-749-7633
e-mail: alex.binkley@sympatico.ca

**Prototype Railroading, Photographs,
Regular Departments:**

Ian Cranstone
34 Baneberry Cres., Kanata, ON K2L 2Y4
Phone: 613-831-0883
e-mail: lamontc@nakina.net

Distribution and Mailing:

Stan Conley
2194 Valley Drive, Ottawa, ON K1G 2P8
Phone: 613-523-8237
e-mail: stanley_conley@carleton.ca

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:

January December 20

Printing and Copying:

Impression Printing, Smiths Falls

THE INTERCHANGE is published eleven times a year, September through June and Summer, 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. © 2002