



# The Interchange

Our 47th Year  
Ottawa Valley Associated Railroaders — OVAR

February 2008

Issue 422

## The Big Sky Hook

by Normand Levert  
photos by the author

The Chemin de fer NORD Railway navies, after a much too-long hiatus have finally resumed laying track. We undertook the long-awaited “S” curve tunnel during the Christmas Break. The “S” curved tunnel is in reality an “S” curve under the stair landing, which will connect the modelled portion of the Nord Railway to staging.

A number of design factors came into play. Our minimum mainline radius and the need for a suitably long tangent between the reverse curves dictated the horizontal dimensions of the curves. In the vertical plane, the “S” curve had to provide enough clearance overhead for all excess-height rolling stock and some finger room, while crossing above the return loop. Readers may remember that the return loop itself is built as a curved “L” girder. (Jan. 2006)

I was concerned about good access to reach any derailments, and to access the inevitable storage under the stairs. I concluded that once again the roadbed structure had to be slim, and with minimal support projecting under it where it would interfere with some-



This particular bridge on the D&RGW inspired Normand Levert to build a hanging “S” curve tunnel to connect his NORD to his staging yard.

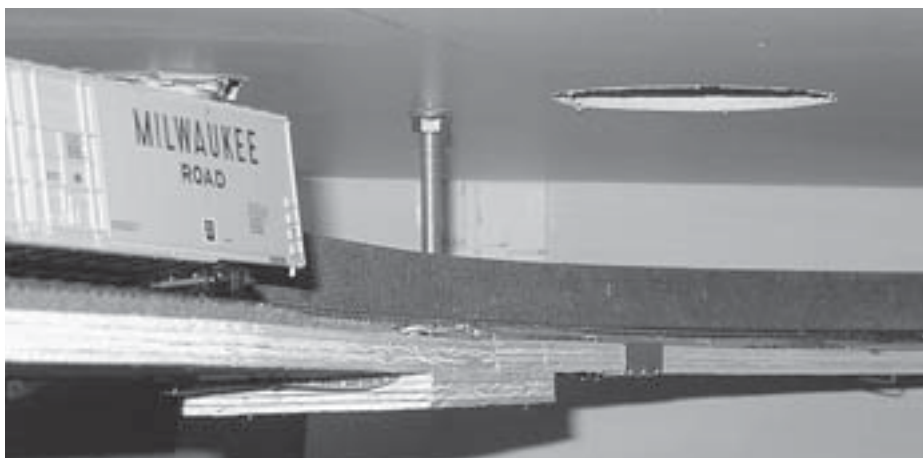
one, namely me, poking under the rail line. This left the “S” curve swinging through space between two supports about 60 inches apart.

By using XtrkCad I was able to determine the geometry of the “S” curve, using a 28 inch minimum radius. I then tweaked the design so the three-inch wide roadbed “S” curve could be cut out of a single 2x4 sheet

of  $\frac{5}{8}$ " plywood, because that is what I could easily carry in my car. This left me with about 10 inches of tangent. That is a bit short of ideal, which should be as long as your longest cars or locomotives, or 12 inches in HO. I ran tests and found that with easements on each curve I would get smooth operation with a nine-inch tangent. Why nine inches? I soldered a nine-inch piece of snap track in between the flextracks to ensure I would have an absolutely straight portion between the two reverse curves.

I then cut out the “S” curve roadbed. To give it more rigidity, I once again created an “L” girder, this time an “S” L girder. I added a vertical leg of  $\frac{1}{8}$ " pressed wood

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Normand tests the clearances with this Plate F auto parts boxcar.

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plus much more

## OVAR TRADITIONS

# The Crest

submitted by Barry Innes

This is the fourth in a series of articles that explain the traditions of OVAR as written by Dave Knowles in the 25th anniversary edition of THE INTERCHANGE. I have updated a few things to reflect the current status of OVAR.

A review of early INTERCHANGES indicates that no one emblem had widespread acceptance as a symbol of the group. A switchstand appeared on the masthead and stayed there until issue #16, but it was more of an emblem of THE INTERCHANGE than of OVAR. From time to time a modern steam locomotive profile appeared against an outline of OVAR initials.

In June 1963, Keith Smith (originator of Smokey Stack, remembered fondly by OVAR oldtimers), then editor of THE INTERCHANGE, adopted a new masthead that featured a rail cross-section as the initial letter of THE "I"NTERCHANGE. When the executive announced a contest for an OVAR "herald" in March 1965, Keith developed this idea further and submitted it as an entry. While his entry offered three different colour treatments of the design, he clearly favoured a red oxide (rust) rail against a soft coach green background with a white outline and lettering.

In June, the executive chose this design

and colour scheme from the various submissions. Over the years, full colour versions appeared on membership cards and on cloth badges which were silk-screened or embroidered. Black and white renditions were used primarily on printed materials, particularly THE INTERCHANGE and some dry transfer sets for HO freight cars. The colour versions were also translated into the famous "jewellery" such as tie clips, tie tacks and lapel pins. After good early sales the turnover slowed noticeably and for several years one or other of the executive lugged the stock to meetings attempting to sell to the unwary, finally, jewellery became one of the traditional jokes of OVAR. About 1973 the colours changed, at least on the membership cards, and the subtle colours were replaced by rather stronger colours.

The initial design had the OVAR name spelled out around the circumference and it gradually became obvious at regional meets that many of our U.S. colleagues had no idea where Ottawa was. Consequently it was agreed to add "CANADA" to the lettering on the circumference. What emerged from the redesign, however, was rather more extensive with the rail/handshake symbol losing its white outline and superimposed on a red maple leaf, and the original proportions of the symbol thickened. The typeface was changed from a compressed style to a square proportion resulting in a rather cluttered appearance. In addition, a darker green was introduced on the membership cards.

Unfortunately the new design was not as

clean as the original and didn't translate to black and white as well. The result being that both designs continued in use. The old design in publications and the new on cloth badges and membership cards. (*The membership cards that have been issued since September 1989, have seen the red maple leaf removed from the emblem and the typeface changed resulting in the current crest as seen today - ed.*)

## LOOKIN' BACK

### 10 YEARS AGO

G scale car found frozen on Mike Hamer's layout after ice storm.

Chairman John Licharson receives an invitation to NMRA NFR Executive Board meeting — members speculate about NFR's interest in recent SBLK collision injuring 12.

Pre-publication forms available at door for Ian Wilson's new (and first) book.

### 20 YEARS AGO

On February 16th, 113 OVARians sit down to dinner — a week late!

Jim Simpson has been appointed chairman of Railfair '88.

Clouds appeared on Michel Boucher's Ontario Central Railroad this past weekend.

This month's issue of the Interchange is almost all diesel. Our new editor, John Griffiths, writes: "I can now, without hesitation, distinguish a GP7 from a grand piano."

### 30 YEARS AGO

Membership is at an all-time high, reaching 135.

Bob Craig's Eastern Ontario Railroad is now over twenty years old, making it one of the oldest operating layouts in OVAR.

GO Transit places the first of its new double-decked commuter coaches in service.

Ottawa Valley NTrak's first out-of-town meet takes place at the Harbourfront Model Railway Show in Toronto.

### 40 YEARS AGO

OVAR jewellery is now available for sale. (Remember this?)

Annual membership in the NMRA is US\$5.00.

Six dollars buys you a membership in the CRHA.

## TIMETABLE

Upcoming events of particular interest to OVAR members

**February 19: OTTAWA – Bytown Railway Society**, Canada Science & Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m.: [www.bytownrailwaysociety.ca](http://www.bytownrailwaysociety.ca)

**February 23: OTTAWA – Model Train Flea Market**, St. Anthony's Soccer Club Hall, 10 a.m.-2 p.m.. Tables \$5. Info: Gary Baillargeon (613) 774-2380.

**February 24: COPETOWN – CARM Copetown Train Show**, Copetown & District Community Centre, 1950 Governor's Rd., just east of Hwy. 52.

**March 4: OTTAWA – Bytown Railway Society** (see above listing for details).

**March 5: 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](mailto:cpatrick1@cogeco.ca)

**March 6: MORRISBURG – Morrisburg Model Railroad Club**, McIntosh Country Inn. 7:30 p.m. Info: Steve Skerry [stvskserry@personainternet.com](mailto:stvskserry@personainternet.com)

**March 15-16: KINGSTON – Kingston Rail-O-Rama Show**, Ambassador Hotel, 1550 Princess St., Sat. & Sun. 10 a.m.-4 p.m.

**March 29: OTTAWA – St. Lawrence Division Meet, NMRA**. Emmanuel United Church, Smyth Rd. 9:30 a.m. Info:

[www3.sympatico.ca/gd.knowles/sld/sld\\_meets.htm](http://www3.sympatico.ca/gd.knowles/sld/sld_meets.htm)

# From the Librarian's Carrel

by Dave Knowles

As a Librarian and an avid reader, a lot of books cross my desk. A substantial majority get read, in fact it is rare that they don't, fortunately I am a fast reader. One recent book, however, has pretty much defeated me.

I approached *NARROW GAUGE THROUGH THE BUSH* by Rod Clarke with enthusiasm. Flipping through it promised much. Well-illustrated with a range of supporting graphic material, photographs, maps, diagrams, appendices, footnotes and a comprehensive index. By and large the graphics are well sized and well printed. Except for some illustrations and reproduced documents the type faces are appropriately sized. And it looked like a good read.

But when I sat down with it I was stymied. The basic text is the problem. It is laid out in columns seven and one quarter inches wide. I handed the book to a friend from one of the genealogical partners at the City Archives and watched him try to read it. The columns are so wide that he had to move both his eyes and his head to read a single line. This makes transition from one line to the following line difficult as you easily lose your place as your eyes track back from one line to the next line.

I first became aware of good book design before the age of desktop computers when I was involved in publishing a booklet on *HOW TO EXPORT*. Fortunately someone handed me a manual on designing training materials. It was a revelation! It had ideas on how to present reading materials to reinforce readability and thus the learning process. There was a lot of discussion on good design including the use of typefaces, space between lines, other white space, the use of column widths and its relation to type size, the use of CAPITALS and lower case letters.

In those days we read a lot of telexes and speech drafts which were always printed in CAPITALS). It was believed that bigger was better and the only way to do this on typewriters (manual or electric) was by the use of Capitals. Actually, Capitals slow reading down because it is actually the hills and valleys on the top of the words that are recognized. Try this by placing a piece of paper over a line of type of any size so that you can only see the bottom half of the letters. It is impossible to recognize the individual letters. Only y, p, g, are recognisable. Now try it over the bottom quarter of the line. Next try

the same stunt on a LINE OF CAPITALS. Interesting isn't it.

But you wouldn't believe how difficult it was to convince senior officials and executive assistants that while bigger might be better it was even more important to see the hills and valleys on the top half of the line. SO CAPITALS REALLY WEREN'T A GOOD IDEA FOR THEIR OWN OR THE MINISTER'S SPEECHES. The advent of computers enabled almost everyone to use different sizes (points) of letters, line spacing etc. to improve their documents. One further comment is that the use of different typefaces can improve the readability of documents. Roman typefaces with their serifs (horizontal decorations) carry the eye along while the plain (Gothic, Helvetica, Arial) typefaces slow the reading down. The latter are great for railway signage but not for reading. How often do you see fiction or newspapers printed in sans-serif typefaces?. Look at their column widths as well.

If you have a copy of *NARROW GAUGE THROUGH THE BUSH*, go through it comparing the column widths, type faces and size of type in the basic text of the book Chapters 1 to 20, to the varieties used in Chapters 21 to 23. In the latter sometimes the columns match the width of the pictures or diagrams above them and the size of the typefaces re-

duced to fit the amount of information. Attractive visually but the readability has been substantially impaired. Please note that I hope to finish reading it as the materials look good, it is the design that I have problems with.

Another classic Canadian railway book dating from the 1970s with twin columns has recently been redesigned, changing the twin columns to a single wide column and the basic typeface changed from the traditional Roman to a sans-serif face. Personally I do not like the result. Pity.

## For the Record

January Meeting:

138

Current membership:

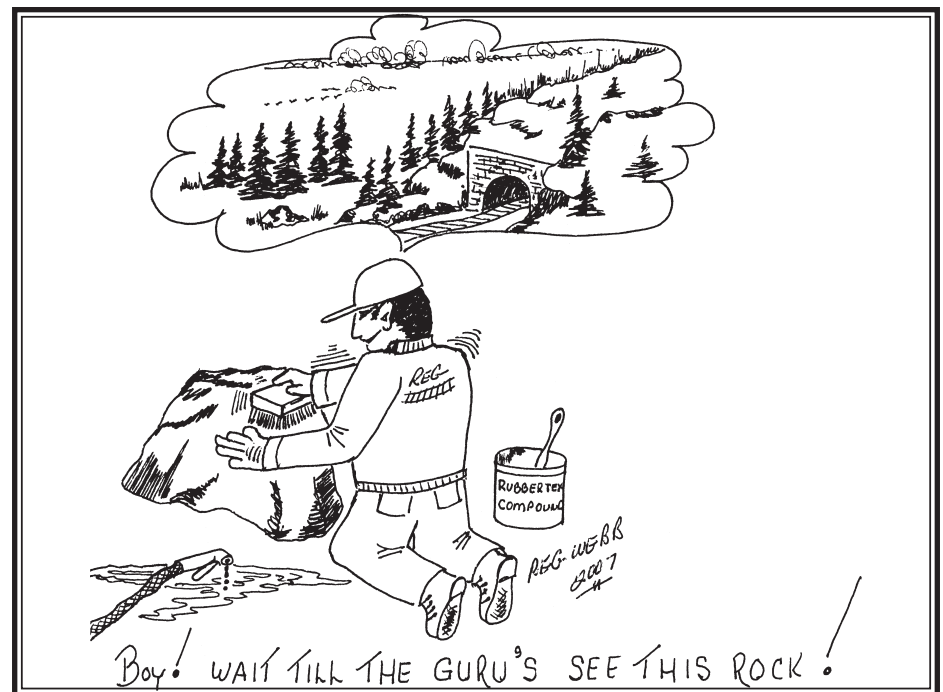
195

## 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



## The Big Sky Hook

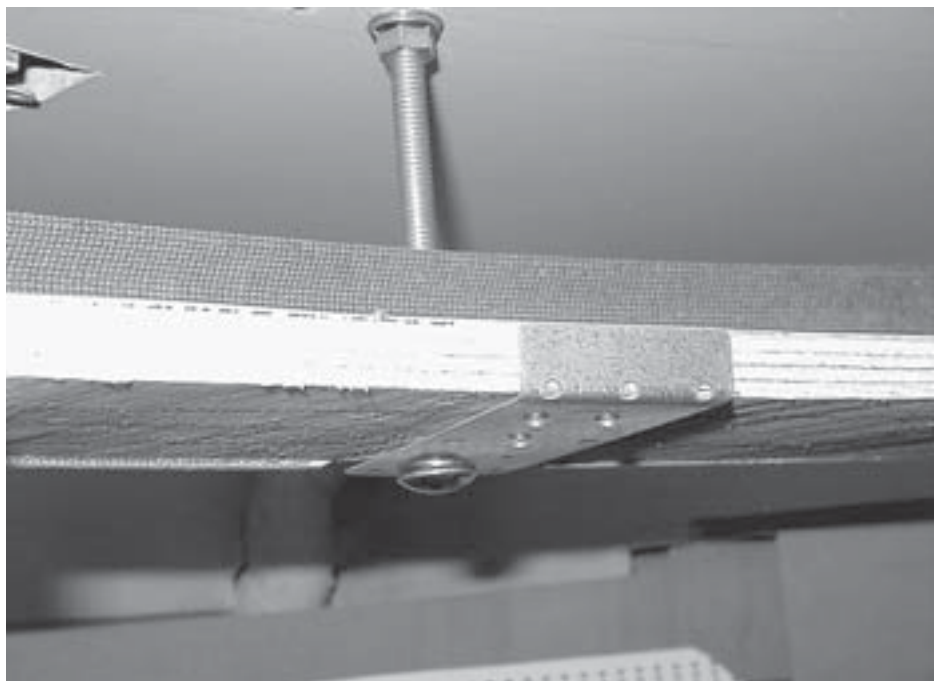
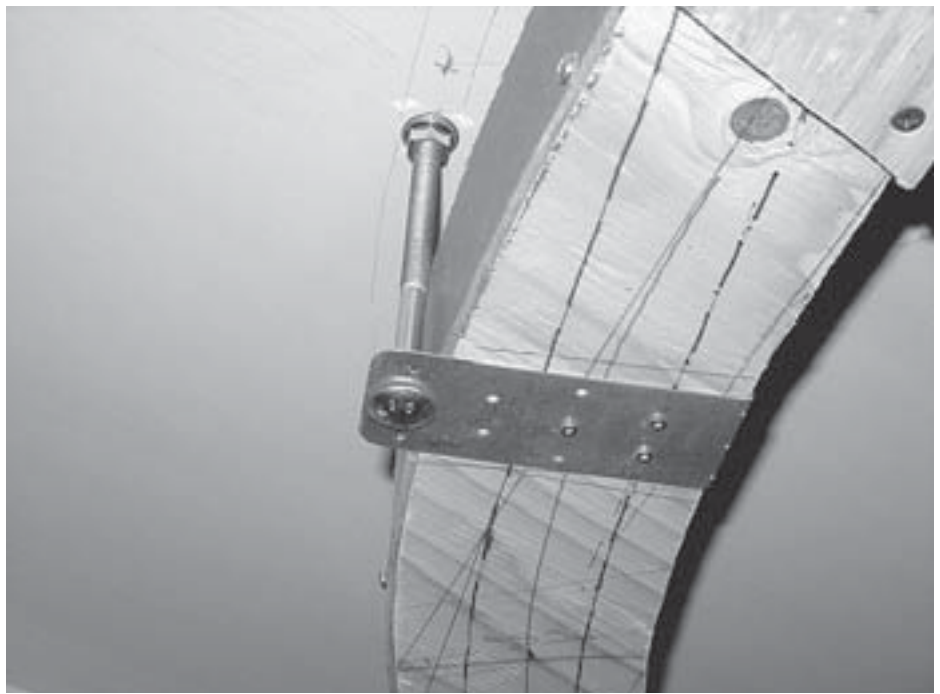
*continued from page 1*

(Masonite™) four inches deep to one side of the “S” roadbed. This vertical leg is glued and screwed in place. After numerous test fittings, mostly to make up my mind where I want the track to emerge from hiding, I confirmed the “S” girder/roadbed was very stiff, but not stable. It would tip to one side, a problem that would disappear after the roadbed would be fixed at each support. However, I needed a middle support to keep the roadbed from sagging over such a long span. The solution was to use a Sky Hook! That is to suspend the girder from above rather than support it from below.

I wanted to be able to adjust the support, so a threaded rod would be ideal. At the same time, I wanted minimal projection below the roadbed. It was also important to eliminate sharp projections that might cut any scalp bumping in the structure. The solution was to use a carriage bolt. I ended up with a six-inch long  $\frac{3}{8}$ " carriage bolt, because I could not find any smaller diameter bolt long enough for my purpose. The plan was simple. I would make a bracket to attach the carriage bolt to the L girder, drill a hole in the ceiling plasterboard (Gyproc™) and then hang the S girder from above. Et voilà!

It worked very well. To make the bracket, I used a 4 or 5 inch long flat metal joining plate pre-punched with holes for nails or screws. I enlarged one of the holes to  $\frac{3}{8}$ " diameter. To do this safely, one must clamp the bracket well, and enlarge the hole one drill size at a time. This way, one removes only a bit of metal and there are fewer tendencies for the drill to bite in the thin metal. My original approach was to use a washer between the plate and the bolt head. But there was a more elegant solution that projected even less below the roadbed. By filing the bolt hole square, the carriage bolt would fit snugly in the bracket, and only the smooth round head would project below the bracket. The bracket is easy to file, so I had a correct size square hole in a few minutes. While I was filing, I rounded the projecting corners of the bracket for greater safety.

I carefully positioned the S curve in place, supporting it at the correct elevations at each end. I then ran a pencil along the edge of the L girder, keeping it vertical with a level, to mark the ceiling for the correct location of the centre line for the hole for the carriage bolt. Once I selected the point of suspension, I only had to transfer that one point to the centre line.



I fitted the bracket to the S girder so the carriage bolt would be just against the outside of the Masonite™. Since the plate was longer than needed, I bent the excess 90 degrees to avoid any projection that could split my scalp. If needed, I could have instead installed a second carriage bolt on the other side of the roadbed. The bracket is held in place with small screws.

The final installation was very easy. I drilled a  $\frac{3}{8}$ " hole in the ceiling. I placed the carriage bolt in its bracket. I then threaded a lock nut and washer on the carriage bolt low on the carriage bolt. I brought the S girder

in position and slipped the carriage bolt through the ceiling. I had easy access to the top of the Gyproc™, so I put a washer and a wing nut on the carriage bolt. I then easily adjusted the carriage bolt to support the girder at the correct height. I then tightened the locknut snug against the ceiling, to keep vibrations from loosening the wing nut.

As one can see, the Big Sky Hook is holding our girder very firm, and projects even less below the roadbed than the plywood splice plate at mid point. We will add a retaining wall along the inside, just to make sure nothing tumbles to the concrete.

# The Bytown Bobber

## April 25-27, 2008

by Grant Knowles,  
2008 NFR Convention Chairman

The countdown is on, there is less than three months to go before the momentous event! Are you ready? Do you have your models ready for the contest? How about your goodies for the Silent Auction? More importantly, have you mailed in your Registration Form?

We'll have Registration forms on hand or you can go to the Bytown Bobber web site:

[www.bytownbobber.org](http://www.bytownbobber.org)

to download a copy. Just complete the form and mail in with your payment. I have been reminded by the NFR Executive that all attendees must be NMRA members due to liability insurance reasons. Recent restructuring of the NMRA membership fees has reduced the annual membership to \$20.00 or you can pick up the 6 month Railpass for \$9.95 – all very affordable. More information and registration forms for both types of memberships are available at the NMRA Canada Web site:

[www.nmracanada.ca/](http://www.nmracanada.ca/).

The convention promises to be a fun-filled, packed weekend of events that will appeal to everyone. Here is a quick summary of the highlights:

The infamous SLD KitBusters Workshop will be running all day Friday so be sure to take advantage of this opportunity to work on your latest project while socializing with our fellow railroaders. The premise behind the KitBusters Workshop is to provide an open forum where people are invited to work on their latest project, or one that is giving them problems. We'll have "experts" on hand to help you with such things as "difficult/incomplete" instructions, confusing methods, or to offer a second opinion. It's makes for a very enjoyable and social event. Further information regarding the KitBusters Workshop is posted on THE BYTOWN BOBBER web site.

We will also be hosting a Backdrop Painting Workshop Friday afternoon – 2:00-4:00 p.m. Participants will be provided with the necessary tools and material to paint a good sized backdrop panel. Chris Lyon, who has painted backdrops for many local layouts will be leading the class through the steps and various painting techniques. Class size is limited to 10 participants and a nominal



fee of \$10 is required to cover material costs. Participants will be able to take home their "piece of art". Chris will also be presenting this topic later in the typical clinic format for those who did not able to participate in the workshop.

The first round of clinics will start at 6:30 p.m. on Friday. Clinics will continue Saturday morning followed by the NFR Annual General meeting and the afternoon Layout and Prototype Tours.

The Bytown Bobber banquet will be in the evening and will include a famous guest speaker, model contest award presentation and updates from the NFR Executive.

Sunday morning will see two more clinic cycles then we'll break for the Layout tours for the balance of the day.

Over the course of Friday and Saturday we will have the Model Contest in progress along with the Raffle and Silent Auction so there will be lots to do outside of the clinics.

The Model Contest remains a cornerstone activity of the convention and I extend our invitation to all to participate in this event. We have the Judged Contest for those who wish to have their models evaluated against the NMRA Achievement Standards or the Appearance Contest for those who only wish to display their models. The latter is much like the SLD/OVAR Display Table except in this case the models are not displayed with the owner's name thus it is totally anonymous! We have a large number of very talented modellers in the region and this will be an excellent opportunity to share your handy work with your colleagues. In keeping with the convention theme of "Bobbers", we will have a new Appearance category for Bob-

bers so don't be shy, bring out your favourite four-wheel caboose.

Among all the many changes we are implementing at this year's NFR convention, we'll be hosting the ever-popular Silent Auction. This will be an ideal opportunity for you to liquidate some of those railroad items that you no longer have a need for, yet will be a gem for someone else. Similarly you may find that hard-to-find item, you never know!

The concept is rather simple, just bring out your treasure, register with the Silent Auction team and place your item on display and watch the interest grow. At the close of the auction, we'll tally up the buyers' and sellers' accounts and you can then collect your purchases and proceeds. This will be a fun event that will provide you with the opportunity to be part of the convention hype.

Remember to check out our Convention Web page on a regular basis as we will be posting new material weekly:

[www.bytownbobber.org](http://www.bytownbobber.org)

So don't forget to get your Registration Form in early and spread the word to your friends and colleagues at work you never know who might also be interested in the hobby and would love to partake in this type of event.

Please do not hesitate to contact me or any of the convention executives should you have any questions, comments or concerns.

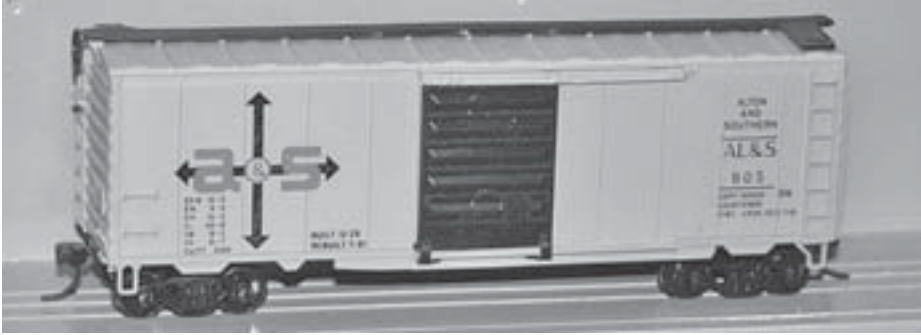
## INTERCHANGE YARD

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.

THE BYTOWN 3RD RAILERS is a new group operating "O" gauge three-rail trains from various eras. The club participates in many train shows held in Eastern Ontario using modular displays. I encourage anyone interested in O gauge to contact me. Also, if you have an old train module, we could use it, size or decor is not a factor. Bill Williams, 613-830-2989, bwilliams@rrmail.com



Grimy Northland Mining & Railway units were detailed, painted and weathered by Terry Firth.



Colourful Alton & Southern boxcar was shown by John LeBlanc.



Athearn D&H Pullman-Standard 5344 cu. ft. boxcar was shown by John Chambers.



Atlas RSD powered Dave Knowles St. Davids & Madoc Valley milk train.



Hugh Laing brought in Lionel's HOGWARTS EXPRESS. This foreign model has been apparently well-received by the marketplace.

## Shortlines on display in January

Ian Cranstone photos

**John LeBlanc** displayed his Austrian-made AHM model of Alton & Southern boxcar 905.

**Terry Firth** featured his fictional Northland Mining & Railway, a short line located in Ontario that interchanges with the TH&B, its primary shareholder. Terry superdetailed an Atlas SD24 and SD35, along with an Athearn wide vision van. Terry notes that the locomotives and van exhibit the grime and lack of maintenance typical of a 2nd or 3rd class railroad.

**John Chambers** showed his Athearn D&H Pullman-Standard 5344 cu. ft. boxcar, noting that this was the last modern box type acquired by the D&H. John also notes that D&H was more of a bridge line than a short line, but “who is counting?”

**Bernie Goodman** brought in a pair of the new True Line Trains CNR caboose, showing CN 78485 in the early mineral red paint scheme, and CN 78442 in the later Morency orange and maple leaf scheme.

**Dave Knowles** notes that the St. Davids & Madoc Valley is the short line of the Cacouna Portage — “The Marming Milk Run to Cacouna” was comprised of a StD&MV RSD trailing a tank car and caboose.

A Lionel HOGWARTS EXPRESS was brought in by **Hugh Laing**, who notes that this is only the second foreign model manufactured by Lionel. Hugh says our shelf was too short to display the third car.

**Mike Hamer** continues with his laser-cut building theme, with the Bar Mills “Whistle-stop Junction” kit. The station was painted in B&M colours and weathered to make it look more aged than the North Dover station on Mike’s existing layout. Mike says that this is one of the thirty or forty buildings planned for his future shortline/branchline layout.



Mike Hamer constructed this Bar Mills "Whistlestop Junction" kit for his future layout expansion.

Normand Levert modified an Athearn OVAR boxcar into this box-baggage car.



Peter Nesbitt enhanced Hallmark gas-electric with DCC and lighting.



David Moat argues that the Pittsburgh and Lake Erie encompassed only 216 route-miles of the gigantic New York Central system, and therefore his Proto 2000 50' PLE boxcar fits the shortline theme. David has weathered the car to represent one recently out of the P&LE's McKees Rocks shop.

Ian Cranstone brought in an 8' section of double-track test track, constructed from Micro Engineering code 83 flex track and #12 turnouts constructed from Fast Tracks jigs.

Charlie Shrubsole displayed a string of S scale hopper cars, including Illinois Central 68454, constructed from an S Helper Service model. Charlie has given it his "usual treatment", which he describes as KD #5s and paint inside and beneath Humbrol #160. Charlie fabricated new sill steps, as the originals were fragile and unrealistic. He also fabricated a coal load for this car, which he describes as "my best yet, but still room for improvement — the next one should be really super!" Charlie also showed TH&B 1082, which he describes as an American model drastically changed. Another TH&B model, this time a Scenery Unlimited USRA boxcar was modified as per the prototype with AB brakes, Ajax handbrake and safety appliances brought up to Canadian standards

Peter Nesbitt enhanced a Hallmark EBT

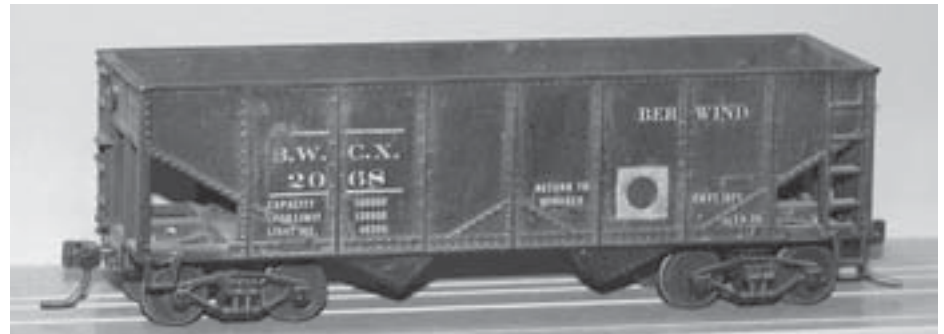
gas-electric with DCC, sound, passengers, driver, front and rear lights, markers, cab lights and lights in the passenger area.

Normand Levert displayed an Accurail CASO triple hopper, to which he added KD #58 couplers and lead sheets for mass, and painted the wheels. Normand notes that the car was in captive service to Dane, Ontario on the CNR, which apparently involves a routing across his NORD. Normand also showed an OVAR 30th Anniversary Athearn boxcar, which he has modified with express trucks, a black roof and two white stripes for use on a NORD passenger train.

Graham Stremes also displayed a hopper, but his was much older, being a Revell twin hopper with Lindberg sprung trucks

which Graham painted and lettered about 40 years ago using Floquil colours and Champ decals. More recently, Graham weathered this car utilizing Bragdon chalks.

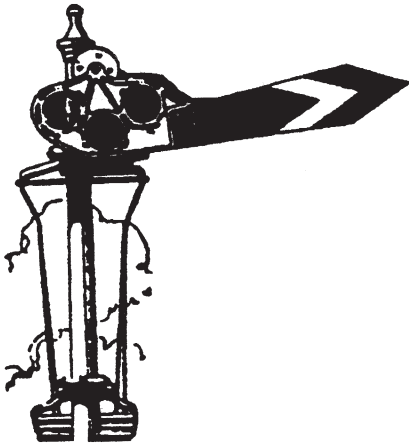
Probably the most impressive model of the evening was Peter Cunningham's Accucraft 1:32 scale (Gauge One) model of CPR Royal Hudson #2860. This is a live steam model with working Walschaerts valve gear, axle pump with bypass and hand pump, working cylinder drain cocks and steam whistle. Peter says that this can be either alcohol or gas fired, and can be fitted with radio control. Peter displayed the production prototype (yes, they forgot to put the cab doors on!), and says that one of the 150 to be made can be yours in July for about \$4,500.



Berwind coal hopper was painted and lettered by Graham Stremes.



IC twin hopper was modelled by Charlie Shrubsole from S Helper Service car, along with his "best yet" coal load.



# Hybrid and High Efficiency Diesel Locomotives

*presented by*

**José Mathieu, Railpower**

**Display**

Canadian Roads

**Tuesday, March 11**

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

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**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](http://www.ovar.ca)

### THE INTERCHANGE

February 2008 — Issue 422

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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:**

January February 20

**Printing and Copying:**

Impression Printing,  
Smiths Falls

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