



# The Interchange

Our 42nd Year

Ottawa Valley Associated Railroaders – OVAR

January 2003

Issue 370



NORD crews discuss new depressed centre flat, already on the property before the paint shops complete work.

## Making a unique depressed centre flat car in HO

by Normand Levert  
photos by the author

The model started out as a ready to run LIMA depressed centre flatcar for Deutch Eisen Bahn (DB) with European four-wheel bogies, buffers and loop couplers. The prototype casting has open spaces to reduce tare weight. I removed the bogies (trucks) and modified the body to ride on two span bolster assemblies.

While the open deck looked attractive, the empty car would have been hopelessly too light to operate. I decided to add mass with the view of operating the car laden or unladen. While the car does not follow an exact prototype, the Canadian National SIG articles on heavy-duty flat cars inspired it. I used a CANADIAN RAILWAY MODELLER photo to guide my modelling.

The span bolster assemblies were designed as I went along to some extent. After

mock ups with Athearn Heavy Duty flat car span bolsters confirmed the concept feasibility, I proceeded to design the new bolsters. The key design decisions were truck spacing and draft gear. I decided to use the contemporary approach to space all the axles equally, which meant that the 5 foot 9 inch wheel base 70-ton trucks are spaced 11 foot 6 inches apart, leaving the inner axles 5 foot 9 inches apart. The overall wheelbase of each span bolster is thus 17 foot 3 inches. Having the Hydra-cushion draft gear on hand, I decided that the extra long projection of cushioned draft gear would add character to the car.

The next design element was to add the deck-mounted air brake system components. These are Athearn parts, drilled #77 to accept brass piping. The uncoupling levers represent the "trombone" sliding arrangement used on cars with long travel

draft gear. They are mounted so as not to interfere with the installation of the couplers.

### Tracks Well

The unladen model weights 150 grams (5.25 oz). By NMRA standards, this would be the recommended mass for a car 8 inches long. The centre body is 7¾ inches long, while overall length, excluding draft gear is 10⅜ inches (recommended mass 6.2 oz). With its very low centre of gravity, the car has successfully operated at the head of a 14

...continued on page 3

### On the inside:

|                         |   |
|-------------------------|---|
| The Late Stew Waldron   | 2 |
| December Display Report | 5 |

plus much more

# From the Private Car

by Fern Leroux, OVAR Chairman

Let me start off this first column of 2003 by wishing you and your families a very Happy New Year.

After listening to and watching Michel Boucher's presentation on his Journeys Through Model Railroading last month, I decided to look into my picture file and see how far I had come in my journey. Amazing that the first picture I looked at was that of sheet of plywood with sectional tracks, several turnouts and out of the box structures. Was I impressed. The others showed a gradual progression from a small layout in an area about 10'x10' to my ONR layout in an area 32'X10' with a definite theme and more sophistication. What I have written is not an isolated situation, most of you could do the same. Thank you Michel for inspiring us to look into where we are at in our journeys.

The display stand was again in the spotlight with the display of former Chairman's Choice Award. It was easy to see why they had been selected. It was also nice to see that other pieces of rolling stock on the display stand and it is always a pleasure to highlight all pieces of rolling stock that members bring out.

Year 2003 promises to be a very active one for OVAR and its members; later this month the Modular Rally, Auction Night in February, interesting guests for the remainder of the year and, in the organizational stages, a trip in June.

In closing, it is with sadness that we offer our condolences to the families of Paul Naish, an OVAR charter member, Stew Waldron who passed away in December and to Brian Ludlow for the loss of his father also in December.

## The late Stew Waldron

by Ron Legge

Stew Waldron of Smiths Falls, a long-time member of OVAR and Mississippi Valley Associated Railroaders (MVAR) passed away in December in the Smiths Falls Hospital. Stew had a stroke early last spring and had never fully recovered. He had been recovering from a recent setback.

Stew won the HERB MCEWAN AWARD in 1997 for his contribution to promoting the hobby of model railroading.

Stew was a dedicated, proud, hard-working promoter of our hobby in Eastern Ontario, Western Quebec and upstate New York over the years, visiting many rural fairs and trade shows, especially Railfair, and MVAR's yearly fundraisers for the Lanark Food Bank. He was voted MVAR's Member of the Year for his contributions in June of 1998.

Stew's wife Edna predeceased him. He is survived by his family of three sons Kent, (California), Keith, (Nepean) Stewart and a daughter Tan, both of Smiths Falls, five grandkids and three great grandchildren.

One of his proudest accomplishments was raising \$1,216.00 for the Ortona veterans by putting a pickle jar on his Lanark Central layout at shows.

## 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

**Feb. 9: LAVAL – Miniature Train Fair**, Pavillon du Boise, 3235 St. Martin, Laval. Sun. 10-5. Info: M. Piette at (450) 625-4230 (evenings).

**Feb. 16: SYRACUSE – Syracuse Model Railroad Club Train Show**, American Legion Post 1276, 102 Nichols Ave. & James St., Sun. 10-4. Info: Cornell Patsos 315-492-0570

**Feb. 23: COPETOWN – Canadian Railway Modelling Show**, sponsored by Ontario & Eastern Railway Modellers. Copetown Lions Centre. Info: John Spring (905) 729-3948 or Jim Ellis (905) 563-7881

**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>

## PROFILING: members of the executive

### Pete Joyce: Dinner Chair

Pete has been interested in trains in general and traction in particular for over 60 years. He started out sitting on the curb in St. Lambert watching the M&SC streetcars and interurbans roll by, and to this day traction and particularly the M&SC remains his passion. His first train was a Lionel 0-27 set brought by Santa in 1947. During Pete's 37 year career in the Armed Forces as an Army Engineer, several small HO layouts came and went. With the death of his wife in 1991, Pete decided to return to modelling the M&SC. An O scale layout is in slow progress. The concept is to model specific areas to scale (terminal in Montreal, Black's bridge, Victoria bridge [one full size span only], St Lambert shops area) and connect them with representative trackwork and scenery. Operation will be as close to prototypical as possible, with cars travelling in packets, each controlled independently through some form of DCC. Pete remarried in 1993, and with his four children now out of the home, and the basement rec room completed, the work pace on the layout should pick up. Besides being active in OVAR, Pete is a member of the NMRA/SLD, the CRHA and the Craig Library. FL

### Alex Binkley: INTERCHANGE Editor

Alex was fascinated by trains as a youngster growing in Brantford with the busy CN mainline, the TH&B and the electric Lake Erie & Northern that CP eventually dieselized with SW1200RS's. He had a small American Flyer layout while a friend had a large Lionel one.. The interest died out in his teens but was rekindled in later years with several years of involvement with N Trak before switching to S to try to gain some proficiency in scratchbuilding and kit-bashing. He is building a two-tier layout in a 16 foot by 11 foot room in the home he will eventually get to live in near Bracebridge. The layout will represent a fictional mid-1990s shortline called the Canada Southern which Alex remembers as a kid from trips to Simcoe and Waterford. Alex has been a journalist for over 30 years (the Canadian Press wire service and since 1994 freelancing for trade publications including RAILWAY AGE and the INTERNATIONAL RAILWAY JOURNAL).

Check out OVAR's Web Site **[www.ovar.ca](http://www.ovar.ca)** and bookmark it!

## Unique depressed flat

*continued from page 1*

car train, through 18 and 16 inch curves, both in pull and push mode. The 16-inch curve is a curved turnout with 18-inch main route. The car also negotiated a spur with a tighter curve dropping down a ramp. Despite its long draft gear, coupler overhang is minimal due to the short wheelbase of the span bolsters.

Modifying the white metal casting took brute force to saw the end beams and file the original bolsters. While I felt that brass or steel would have provided more heft and strength for the span bolsters and end platforms, I used Styrene to scratchbuild, as I am familiar with the material. I used spray cans for the red paint, and brush painted the wheels and trucks. The wood decking is done by dry-wipe painting. The bolster platforms are painted red. Essentially, all the scratch built materiel has been painted (Tamiya Chinese Red), as well as the trucks (engine black) and wheels and axles (military brown). There is minimal weathering so far.

### Building It

Each end span bolster platform was scratch built from styrene strips, sheets and structural shapes. I added Hydra-cushion draft gear, caboose brake wheel stands, partial brake system with piping, and finally commercial stirrups and grab irons and scratch built uncoupling levers. There are lead weights added to the span bolster platforms.

The depressed flat car casting was modified by removing the buffer beams, building new body bolsters, new end beams and adding planking on the high platforms. In addition, the car mass was increased by filling most of the open grid with lead sheeting



**New NORD depressed centre car moves first revenue load on Michel Boucher's D&H, and provides a dimensional challenge for at least one on-line tunnel!**

cut to fit.

Here is a list of all the commercial components used in the construction.

- Depressed centre flat car is a LIMA product.
- Trucks are Atlas 70-ton roller bearing trucks.
- Hydra-cushion draft gear is part of a Cal-Scale SC-301 car detailing kit.
- Hand brake stands are Miniature by Eric Caboose Brake part B24.
- Stirrups are Details Associates SS6412, stepped offset stirrups.
- Grab irons are Tichy Train Group #3015 18" drop type grab irons.
- Couplers are Kadee #58
- Air hoses are salvaged from InterMountain flatcar kit. (Scrap box donation)
- Air reservoirs and AB valves are Athearn

parts. (Lark Spur Line scrap box donation)

In addition to the commercial parts, I used sheet lead to add weight to the depressed flatcar casting, and to the end bolster platforms. To build bolsters and platforms, I used Evergreen Scale Model .030" and .010" sheets, .100" x .250" and .020" x .060" strips and .080" channels. I used brass wire to simulate the uncoupling levers, piping between the air reservoirs and valves and to simulate train line along bolsters. I recycled railroad ties, sanded down, as stripwood for planking the high platforms of the depressed body.

Tamiya paints were used along with C-D-S custom dry transfers for lettering. Weathering was done with eyeshadow. Finally, the project required a few glasses of beer and wine and shot glasses of stronger spirits during the more challenging phases.



**NORD 9999 is unloaded at Sanford Lake, completing first trip.**

January 2003

### TECHNICAL SPECIFICATIONS NORD 9999 Depressed Flat Car, Span Bolsters

|                           |               |
|---------------------------|---------------|
| Length over coupler faces | 83'/25.3 m    |
| External length           | 75.5'/23 m    |
| Depressed platform length | 27'/8.2 m     |
| Overall wheelbase         | 68.75'/21 m   |
| Bolster centre to centres | 51.5'/15.7 m  |
| Span Bolsters wheelbase   | 17.25'/5.26 m |
| Truck wheelbase           | 5.75'/1.75 m  |
| Inside width              | 8'/2.44 m     |
| External width            | 9.25'/2.82 m  |

# 50 years of TOFC on Canadian Pacific

Canadian Pacific Railway is celebrating 50 years of its introduction of intermodal freight operations.

From its launch on the night of December 1, 1952, as a single service — carrying truck trailers on railway flat cars between Toronto and Montreal — it has grown into a wide range of fast and efficient services that deliver reliable transportation through 21 terminals across the CPR's transcontinental, cross-border rail network.

"We've become the largest segment of CPR's business," said Lawre Allen, CPR vice-president, intermodal and automotive. "This is a market where ingenuity distinguishes the players. We have brought some very creative thinking to the business. CPR has innovative intermodal products for long-, medium- and short-haul corridors. Today, CPR Intermodal functions more like a trucking company than a railway."

CPR Intermodal weds the superiority of trains in moving large volumes of freight over long distances with the flexibility of local truck delivery and pick-up. It capitalizes on the benefits of safe and environmentally friendly rail transportation to replace long-haul trucking. This frees up trucks, drivers and highway capacity that can be better used for other purposes. By reducing long-haul trucking, it also reduces taxpayer-funded highway maintenance costs. A single CPR intermodal train can haul the equivalent of 300 trucks.

In 2001, CPR Intermodal generated Cdn.\$801 million and 917,000 loads. Intermodal has been CPR's leading revenue growth performer through the first three quarters of 2002, increasing \$43 million or 7% over the same period in 2001. Revenue has grown by nearly \$200 million or 30% in the last five years. This is more loads, revenue and growth than traditional traffic such as coal, grain and other bulk products.

CPR Intermodal now consists of four broadly-defined products:

- domestic intermodal containers serving the high-priority Canadian and US markets;
- import/export containers moving between Canadian and US seaports and inland destinations in both countries;
- cross-border container and trailer loads linking all three NAFTA nations; and
- trucker- and shipper-owned trailers moving between Montreal, Toronto, Windsor and Detroit on the CPR's fast-on/fast-off Expressway trains.



**Early CP TOFC cars, such as CP 32019 seen in Regina, Saskatchewan circa 1956, were converted from conventional flat cars. (Railway Memories Collection)**

These services carry everything from high-priority auto parts to perishable food products and resource-based traffic, using a wide range of equipment that is easily carried by trains, trucks and ships. CPR Intermodal works in cooperation — not competition — with these other modes.

"We've been lucky to piggyback on to this service for 36 of its 50 years," said Ron Tepper, president of Consolidated Fastfrate, Canada's largest privately-owned freight forwarder. "As a less-than-truckload carrier, we have to be able to tell shippers where their freight is every step of the way and deliver it with less than 15 minutes of leeway, even though it travels thousands of kilometres. CPR has created something no one thought possible even 10 years ago, let alone 50."

Consolidated Fastfrate and shippers such as Sears Canada and Canadian Tire have partnered decisively with CPR by building their regional distribution facilities next to CPR intermodal terminals in major Canadian centres. Under this co-location arrangement, Consolidated Fastfrate, Sears and Canadian Tire have their own private access to CPR's terminals. Containers and trailers are delivered and picked up within minutes of the arrival or departure of the high-speed intermodal trains without truck movements on public roads.

Partnerships are also vital to the success of CPR's innovative Expressway service in eastern Canada and Michigan. The only service of its kind anywhere, Expressway uses exceptionally smooth-riding, continuous-platform trains. Trailers owned by trucking companies and shippers such as Hudson's Bay Company and DaimlerChrysler are whisked between Montreal, Toronto, Windsor and Detroit. The service eliminates more

than 2,000 trucks weekly from crowded highways.

"Expressway has never been delayed at the border," said Paul Gilmore, Expressway vice-president. "Even after September 11, we were able to run an emergency shuttle service to help DaimlerChrysler when its just-in-time shipments couldn't get through at the regular highway border crossings. Since then, our volumes with DaimlerChrysler have grown very significantly. Others are now seeing the benefit of this service."

CPR's intermodal strength is partly rooted in the electronic customs pre-clearance systems it pioneered in the early 1990s. Detailed advance shipment data and electronic shipment tracking have made cross-border trade by rail more secure and efficient. This summer, CPR's track record and smart clearance systems helped make it the first railway approved under Canada's new Customs Self-Assessment (CSA) program. This gives CSA-designated shippers a fast lane into Canada on CPR.

CPR's well-timed investments in equipment, terminals and information technology have enabled it to stay ahead of intermodal's fast-paced growth. In the last five years, CPR has rebuilt its entire intermodal infrastructure, expanding existing terminals and building new ones.

"There is still more to gain," said Allen. "Traffic growth should continue to come from small shippers who take advantage of the same custom-designed service our larger customers have enjoyed for years. With the right combination of service and price, we can shift more traffic off the highways and onto rail to the benefit of shippers, consumers, taxpayers and CPR. Our 50 years of success proves that."

# December provides second look at previous CHAIRMAN'S CHOICE models

by Alex Binkley

Many of the past selections for the monthly CHAIRMAN'S CHOICE award were present on a crowded display table for the December meeting and they highlighted the kind of modelling talent that exists within the ranks of OVAR. The models covered four of the five scales most commonly found in OVAR.

Among those who brought past CHAIRMAN'S CHOICE selections were **Denis Rule, Normand Levert, Bill Crago, Brian Ludlow, Jacques Thuot, Allan Craig, Alex Binkley, Jean-François Milotte, Theo Van Vliet, Graham Stremes, Ron Newby, Peter Joyce and Greg Stubbings.** It was a shame that former OVAR chairman **John Licharson**, who initiated the award, wasn't able to be present to enjoy the results of his idea.

**Brian Ludlow** had two of his gorgeous O scale CPR steam trains. His Weaver/Ajin Hudson and smooth-sided cars were selected for the CHAIRMAN'S CHOICE award in March 2000. He also had his CPR Max Gray 4-4-0 and Labelle coach and combine that were chosen in January 2002. Now we need a layout to see those engines on the move.

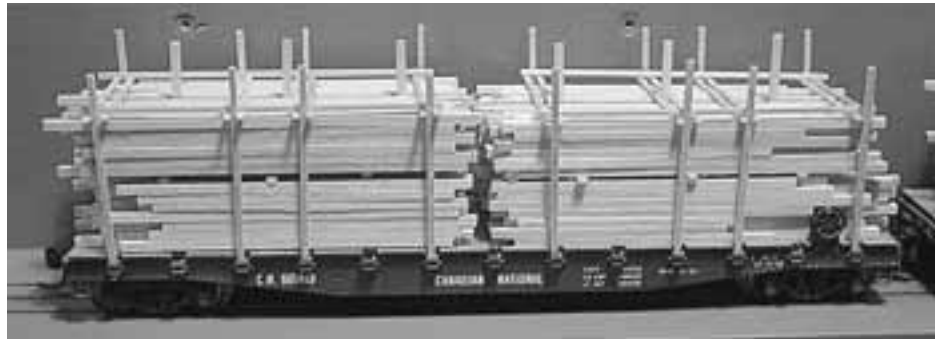
**Bill Crago** had a winner in his fleet of HO hopper cars but he could not remember exactly which one it was so he treated us to six of them. They were CN 113246, a Funaro & Camerlengo resin kit, NYC 882322, an MDC kit with C-D-S lettering, GTW 113782, a Bowser kit, CN 113079, a modified and upgraded Eastern Car works product, B&O 630471, a West Shore Line resin kit and LNE, a modified E&B kit. Bill also brought out a Brill gas-electric which he purchased second-hand 25 years ago and which he thinks was imported by Suydam in the mid- to late-1960s.

**Jacques Thuot** brought out the highly-detailed HO logging train that was selected in June 2001. He added his logging crane that was chosen in June 2002. The details that Jacques adds to his models have to be seen to be fully appreciated.

**Greg Stubbings** displayed two CHAIRMAN'S CHOICE winners. From October 2000, he had CNR Mike 3239, a completely reworked Van Hobbies HO S-2 and from February 2002 two lumber loads he made **January 2003**



Brian Ludlow/March 2000



Greg Stubbings/February 2002



Denis Rule/December 1999

for his flat cars. He also showed off a recently completed CNR caboose built from a Sylvan kit.

**Denis Rule** brought his diorama from

December 1999 that showed his HO Walthers F40PH that he modified and painted for Via Rule, emerging from a tunnel that he had senicked.



Peter Joyce/April 2002



Norm Levert/October 2001



Theo Van Vliet/November 2002



Jean-François Milotte/December 2000

**Peter Joyce** displayed two of his O scale Montreal juice trains that brought a big smile to the Chairman's face in the past. One was his Montreal sightseeing trolley built in Korea and painted by Brian Earl. The other was his Montreal and Southern Counties No. 104 (April 2002), a LaBelle kit bashed into a representation of an Ottawa Car Co. unit produced in 1912. This car is preserved at the Canadian Railway Museum in Delson.

**Normand Levert** brought out his HO CPR SD40 from Kato (October 2001) that was modified by details and renumbered by John Licharson and the late Allan Lane. Jacques Thuot added the working headlights, rearlight and ditch lights. He also displayed his depressed centre flat car that is described elsewhere in this issue.

**Theo Van Vliet** brought out his HO SWeep, the combo of a SW7 cab and GP7 body that was selected as CHAIRMAN'S CHOICE last November.

**Allan Craig** displayed his 1:32 scale reefer that was selected back in September 1998.

**Alex Binkley** brought out his S scale gondola that was made by cutting out the centre of an Mike's Train House O27 gon to narrow it to S scale length. He removed a lot of cast on details and replaced them with detail parts from Grandt Line and other manufacturers. This car also won in the freight car appearance category at the NFR convention that year. He also brought out a scratchbuilt heavy duty gondola which started with brass sides and ends and had a sub floor decking, underframe, brake rigging and other details added.

**Jean-François Milotte** displayed his 1939 Lionel Christmas train that so fascinated a couple of his dad's friends that he didn't get to play with it for several days (December 2000).

**Graham Stremes** brought out a Great Northern 50-foot express reefer he scratchbuilt in the late 1950s (January 2001).

**Ron Newby** brought out his N scale rotary snowplow and water car that was selected as the CHAIRMAN'S CHOICE last May.

**Paul Norton** had a large-scale coal shed that he built from a Hamilton Model Works kit (January 2000). Bud Nelson has since appropriated it.

There were some impressive models on display that had not been brought out before. Obviously **David Knowles** is preparing for a long, stormy winter as he had six models of HO rotary snow throwers. Maybe we will have to start consulting the Craig Li-

brary almanac. The fleet included Cacouna Portage Railway No. 1, a brass model from Nickle Plate Products that has a separate motor for the rotary blade. There was also a 1892 era Northern Pacific steam-powered thrower, a plastic model from Pocher of Italy. He also had an 1899 D&RGW steam powered rotary that he built out of wood and metal parts based on articles in the 1977 RMC. There was a Walthers steam powered Great Northern rotary, which also had a separate motor for the rotary. Also in the steam category was a Union Pacific thrower built by Lima Hamilton in 1949 and modelled by Athearn. On the modern side, David has a Southern Pacific diesel electric thrower fashioned from a Athearn and an Athearn F7B. It is based on a PROTOTYPE MODELER article from 1979.

Still on the winter theme, **Grant Knowles** displayed a Rio Grande HOn3 plow flanger that he built on a business trip many years ago. He says the mostly wood model actually runs well in front of a loco.

The white stuff was also on **Fern Leroux's** mind. He brought out an Ontario Northland Jordan spreader kitbashed from a Walthers kit by his pal Jae Loyst (March 2001).

**John LeBlanc** brought out some model railway history in a boxcar from the NM-RA's 50th anniversary in 1985 as well as the car for the 1976 convention.

**Stan Conley** has a HO Intermountain gon built from a plastic and laser wood kit.

**Bruce Morgan** had an O scale Corgi PCC car painted for the Toronto Transit Commission.

**Don Leger** had an Intermountain tank car which he said had yet to touch his tracks.

**Peter Cunningham** showed off his new HO PFM brass 2-6-0 that he obtained from Trevor Marshall. He has even convinced his wife that it is a suitable Christmas present.

**Jeff Trew** displayed the new HO Athearn GO Transit bilevel coaches that have just reached the train stores.

**Bud Nelson** had an G scale passenger car that he said he built, his son Craig painted and Friar Fred fixed. There's probably a story behind this, eh Bud?



Ron Newby/May 2002



Fern Leroux/March 2001



Stan Conley/February 2000



Paul Norton/January 2000

## THE INTERCHANGE

wants to know what you're doing on your model railroad — or what your favourite prototype is doing!



## Next Meeting

# OVAR Auction Night

## Display

No display —  
we wouldn't want your model to be sold!

## Tuesday, February 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 Peter Joyce at 841-1950. Thank you.



## OVAR Directory

2002-2003

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|-----------------------|--------------|--------------|
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| <b>Membership:</b>    | Don Leger    | 613-727-0609 |
| <b>Program:</b>       | Bud Nelson   | 819-837-3350 |
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## THE INTERCHANGE January 2003 — Issue 370

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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.

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