



The Interchange

Our 43rd Year
Ottawa Valley Associated Railroaders — OVAR

January 2005

Issue 391



It seems that Angus Palmer has been adding a landscaping element lately — sure beats a garden gnome!

Dome tops for oil tanks

by Paul Anderson

When I first started designing my Modules (Castor River Industrial Park) one of the industries was going to be a Custom Blended Oil Facility. The idea was that they would bring in refined feedstock's and blend them together to their customers specification. This required a couple of large storage tanks for the Base Oils and group of smaller tanks for the specialty oils and additives. The small tanks were no problem they came from a Cornerstone kit and filled the bill. The two large tanks were a problem. Everything I looked at was either too wide or too tall to fit the space I had.

I looked around my place and came up

with some 5" PVC pipe that looked about right for what I had envisioned and could be cut to any height. I cut off some pieces and set them on the module and they looked good. After a couple of months of them sitting on the module I decided it was time to make some tops for them.

My first thought was to use a circular piece of cardboard with a slit in it to form a cone shape but discarded that idea since this reminded me of water towers and grain bins. My next idea was to use casting resin to mold a top that was dome shaped.

Now the hunt was on for something to use as a form. I thought of things like balls or balloons that I could make a plaster cast of

and use as a form but they all had too much curvature. I also thought about those big exercise balls that you see in gyms but figured it might be a little hard to talk a gym into loaning me one. I kept searching around my place and eventually came up with a frying

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plus much more

From the Private Car

by Bud Nelson, OVAR Chairman

Happy New Year! I hope your Christmas was a great one and your New Year's celebrations fun. As I write this column it comes to mind that this is the time of the year that most of us make New Year's resolutions that some how end up on the rip track awaiting either re-construction or never to be used. I do hope that in your resolutions this year, there are a few you will manage to keep. Ones like, I will set aside some time to do some model railroading. I will share my model railroading by attempting to have something in a number of the displays. I will work with the program coordinator to develop the program by either giving him ideas, contacts or offering to do a program.

Of course I am kidding here, or at least partly so. The purpose behind my thoughts are to again remind you that this is your club and you need to input your ideas. The more I talk about this, the more I see there are two section crews within the club, the ones that like it the way it is, — that makes my job easy and those that say they would welcome some changes, unfortunately the ideas on what changes they would like are few. So again I say if you want changes let us know what those changes are that you would like to see and we will give consideration to them.

I remind you of the forthcoming Flea Market right in St. Anthony's, on Feb. 12. This has been well received in the last few years and has become a fun time to meet and swap ideas and items. From my point of view, I am interested in other's folks 'offerings'. I am currently running two SD40's that I picked up last year and I will be looking over the items to see what can be added this year.

If you have a junque box that is overflowing, rent a table and work the old saying, "What is one man's junque, is another's treasures." More on renting tables at the meeting and remember you can always give me a call. Hope to see you there.

Also please start thinking who you would like to nominate for the Herb McEwan award this year. Basic considerations are, not a member of the OVAR Executive and a person that has contributed to the hobby and community over a period of time. Let the executive know who you would like to nominate and why.

Well, back to relaying track and finally putting a remote turnout machine in that very remote corner that gets harder to reach each operating session.

Bud

TIMETABLE

Upcoming events of particular interest to OVAR members

February 1: CORNWALL – Moccasin Model Railroad Club, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: cpatrik1@cogeco.ca

February 12: OTTAWA– Model Train Flea Market, St. Anthony's Soccer Club Hall, 10 a.m.-2 p.m. Admission is a donation at the door. Info: Fern Leroux (613) 830-9979.

February 12-13: PORT HOPE–Model Railway Show, Lions Recreation Centre, Gifford St. Sat. 10 a.m.-4:30 p.m., Sun. 10 a.m.-4 p.m. Info: Jim Long (905) 885-6788.

February 15: OTTAWA – Bytown Railway Society, Canada Science and Technology Museum, 1867 St. Laurent Blvd. 7:30 p.m. www.bytownrailwaysociety.ca

February 20: COPETOWN– Canadian Railway Modelling Show, Copetown Lions Centre. 10 a.m.-4 p.m. Info: John Spring (905) 729-3948 or Jim Ellis (905) 563-7881.

March 26: OTTAWA – St. Lawrence Division NMRA Meet, Emmanuel United Church. Info: Stan Conley (613) 523 - 8237, e-mail: sconley@ccs.carleton.ca www.cyberus.ca/~g_knowles/sld/sld_index.htm

April 15-17: BELLEVILLE– NMRA NFR Convention, Ramada Inn on the Bay. www.nfr-nmra.org/

April 30: OTTAWA– Ottawa Central Railway Open House, Walkley Yards.

May 20-22: WINNIPEG–GOLDEN RAILS, CAORM National Convention. www.caorm.org/Pages/convention/index.html

Displays 2005

by Fernand Leroux

We have been having problem communicating properly the displays for the next monthly meeting, either the topic was too vague or not precise enough. Here is a listing of the displays for the months of February to June.

FEBRUARY: Canadian Railways — CN, CP, ONR, Algoma and others (passenger, freight, maintenance of way, etc.)

MARCH: Foreign or European Trains (passenger, freight, maintenance of way, etc.)

APRIL: Jigs, structures, train memorabilia, photos, calendars, books and research material — bring out what you consider priceless, it is "show and tell" time.

MAY: End of the train — caboose, vans and even Freds — all railroad had these — show off the projects you have worked on during the year.

JUNE: Herb McEwan Award cars and plaques — special display honoring McEwan Award recipients.

Note: Due to circumstances this list may change.

For the Record

December Meeting:
142

Current membership:
184

REMEMBER IF YOU CAN'T
MAKE THE DINNER PLEASE LET
PETER JOYCE KNOW

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

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!

Dome tops for oil tanks

continued from page 1

pan lid that had a nice shallow curve to it and no rivet or screw in the centre.

I placed the lid upside down on a bowl for stability. Next I coated the inside of the lid with a thin layer of vegetable oil as a release agent. I mixed enough resin to form a pool in the lid a little larger than the tank and poured it in the lid. I set the tank into the resin making sure the lid was level and the tank was centered. I let the resin harden. Pour the resin into the lid first since you do not want the rim of the tank to touch the release agent first since this will form a poor bond.

After the resin had hardened and cooled I tried to remove it from the lid. This proved almost impossible. Because the lid was rigid and the resin was rigid there was no way to get air in between the two pieces to release them. The tank let go from the resin so I was left with just the resin in the lid. The next piece to come loose was the ring that was around what would have been the outside of the tank. Getting what would actually be the lid unmolded was quite time consuming. When it eventually came loose I had basically distorted and mangled it beyond use.

For my next attempt I used a spray oil (Pam) and put a good layer on the lid. I also roughened the inside of the tank with a coarse file around the top edge to give the resin a better bond to the tank. I poured in the resin into the lid and placed the tank in it and waited for it to start to cure. When I could see the resin start curing I poured a second layer of resin in the tank about an $\frac{1}{8}$ " thick to give add strength and grip to the tank.

Once the resin was cured I pried up the edge of the of the flash on the out side of the tank all the way around then by pulling on the tank and flash I eventually got it to release.

The flash was easy to separate since it was only a few thousandths of an inch thick and a little work with a file produced a nice clean edge to the dome.

Making the lid for the second tank went about the same as the first now that I had a process.

My next foray into top-making for tanks came from a need for tops on the tanks of BDU Refinery, a HOTrak-owned module. These tanks were smaller therefore I felt they needed a slightly more curved dome than what I previously produced. I searched around for a new mold and came up with a Wok. It had a nice curve to it and was well seasoned.



I was going to use resin again, but when it came time to do it I had a thought and wondered if I could use heat and mold sheet styrene in the wok.

My first try was to put the wok on a burner on the stove and heat it up and the place a square of plastic in the wok and press it down into shape. This worked but not very well. The wok was actually too hot and this scorched the plastic a little and it also seemed to produce an outgassing from the plastic that formed shallow bubbles on the surface of the dome.

I decided that I needed a gentler heat so I turned on the oven to about 250° F and let it stabilize. I placed the wok and a square of plastic in the oven then watched it. As it slowly heated I could see it sagging down into shape in the wok but then it seemed to start to warp. I took the wok out of the oven and tried forming the plastic to the contour using a hot pad. This worked but I was unable to get the warp completely out of dome and the plastic again showed signs of being overheated.

Next I tried a sandbag to help press the plastic down into the wok quicker so it wouldn't get overheated. It didn't really work. I think the sand was absorbing the heat so the plastic was not softening enough to form on its own. I took it out of the oven and pressed it down into shape. This was one of the better results but the sand I was using was not sifted and the very fine dust like particles in it had come through the cloth bag and caused grit and scratches to imbedded in the plastic.

Trial #4. This time I placed the wok in the oven with a square of plastic in it and watched it. When the corners had started to soften and bend about an inch in from the tip I took the wok out of the oven and used a hot

pad to mould and massage (using a circular motion) the plastic into shape. When I achieved the desired shape I took the plastic out and cooled it under running water. Success I now had a good looking dome shape with a nice smooth surface. Only five more to make and they all came out nice and uniform.

To trim the dome to the tank diameter I inverted it on to a small container (anything round such as a bowl, coffee cup, open can, etc.) for support, then placed the tank in the centre of the dome shape. The centre of your dome may not be quite in the centre of the plastic sheet so you have to look at it and determine where the centre is. I drew around the tank with a pencil then used a heavy pair of scissors to cut out the dome from the square leaving the line.

To finish the tank I inverted the dome on to a container slightly smaller than the tank diameter then placed the tank on the dome. I used solvent cement to bond the two together and placed a little weight on the tank to insure good contact around the edge. When the bond was cured I used a file to clean up the edge of the dome flush with the tank.

The plastic I used was .040" styrene and the squares were about 2" wider than the diameter of the tank. In hindsight I think that if I had cut the plastic into circles to start with they might have molded more easily since the stresses around the circumference would be equal instead of having square corners where there was more material to reshape.

These domes can be seen anytime HO-Trak has a setup. Watch our Web site:

www.hotrak.ca

for the next setup date and make arrangements to come on out for look (and maybe get to run a train).

The anatomy of a picture

by Mike Hamer

A fellow train enthusiast may use an incredible variety of descriptive words when recounting a particular railfanning moment, or he may “save voice” and simply display a photograph of “said” adventure. Likewise, as archeologists deduce great amounts of information from the study of a single fractured sample, rail buffs can determine much about rail history from the examination of a single faded black and white photographic relic.

One such photograph recently surfaced from the collection of a dear friend, Clare Suggitt, an avid photographer. He recalled capturing this image when he was a young boy during one of his many summer vacations to the New England states. Clare apologized for the condition of the image as he informed me that it was taken using one of his earliest cameras, and, as he stated, “I wasn’t too good of a photographer at the time!

Despite these shortcomings, Clare was interested to know more about the image he had snapped so many years earlier. Having a “passing interest” in trains, he wanted to know if I could identify for him the railroad the diesel appearing in the snapshot was from (as he couldn’t spot any identifying marks except for a logo on the front of the unit). He was also quite curious to know the site location, and, in particular, if there was any significance to the brick building in the photograph (as it was adorned with my surname). His final question to me was, “Where the heck was I standing when I took this photo?”

What follows is my response to Clare’s query upon receiving the photograph in the mail.

Dear Clare,

Thank you for thinking of me once this very interesting photograph surfaced in your collection. Indeed, I am just as interested as you to solve some of the “riddles” pertinent to this image. I will try my best to answer all



your questions, and, perhaps, with good fortune, I may be able to provide you with some additional information.

As to the origin of the locomotive, I could tell immediately that it is from the Boston and Maine Railroad. The famous Minute-Man emblem on the leading hood of the unit gives this away. The logo depicting the historic gun-toting MinuteMan standing in an erect posture is very dear to the residents of Massachusetts and has become the adopted image of the B&M railroad. The locomotive is obviously a road switcher, either an RS-2 or an RS-3. These units hauled local passenger trains in their earlier years, but with the ubiquity of the RDC cars (known to locals as Budd cars) these road switchers soon were relegated to freight service only. This change began in the mid to late fifties, and, as the sign on the building indicates the year being at least 1958, this train is most certainly a short local freight train (although none of its consist is evident in the photograph). Upon closer examination I am able to deduce this unit as being an RS-2 and not an RS-3 as the roof of the cab and long hood appear to be the same colour as the sides (somewhat discernable in a black and white image). The B&M painted their

earlier RS-2’s “all maroon” with gold striping. No RS-3’s were adorned this way... they were given black hoods, which would be easily detectable in any black and white photograph. Upon checking my roster stats, my hunch was backed up. Unit #1503 is indeed an RS-2 (RS is the designation meaning “Road Switcher”). This particular unit entered service in 1948. In its earlier life it certainly must have looked handsome adorned with silver trucks in care of a smart looking passenger train!

To answer your question regarding site location, it is a simple matter of checking the records of my father’s family business. Indeed, F. B. Hamer and Sons was a well-known New England name with businesses in many towns. Hamer’s influence even crossed the border with a number of outlets in

Quebec and Ontario, Canada. My family’s registry shows plans of all their buildings and I am able to deduce that this outlet is located in the town of North Dover, New Hampshire situated alongside the railroad tracks. The North Dover outlet specializes in baby carriages, those of the single, twin and triplet variety. (You see, there is an uncommon amount of multiple births in the Hamer family throughout recent family lineages. It is interesting to note that I am a twin, myself!) In fact, I remember my father telling me that he always enjoyed visiting the North Dover outlet as it would provide him opportunities to watch (and feel) the trains go by. My father once told that fifty-five trains passed the F.B. Hamer & Sons building daily on their trek in both directions between Boston and Portland.

You asked about the “perch” where you took the photograph. Judging by the out-of-focus trees in the foreground, you might have scaled the branches of a nearby tree or perhaps you stood on the rooftop of some other building. I’ve checked old topographical maps of North Dover and environs and there is a building at this location... a Baxter’s Gas facility. I know from experience that railroad photographers will go to great

lengths for just the right exposure and you certainly must have that "railfan gene" in your chemical makeup!

Clare, just a few other tidbits of information about the picture. After perusing the topographical maps of North Dover, it seems to me your photograph looks across Boundary Road to the Hamer facility. Boundary Road is situated on the outskirts of town not far from the Maine–New Hampshire border. If you examine closely the railroad tracks along the road crossing you will see that there are more than two rails through the grade crossing. There is a switch just before the tracks enter the asphalt providing access to the north siding of the yard. This train is entering North Dover's yard limits in an inbound direction... that is, it is heading geographically south to Boston. The automobile in the image looks to be a 1951 Chevrolet Fleetline. It seems to be in considerably good shape as it must be at least a decade old. I can say this with assurance as the weathered signs on the F. B. Hamer building show a couple of year's wear at least, so I bet we're in the early sixties. Also, the B&M razed their crossing shanty in North Dover in 1966, so your picture had to have been taken sometime after 1960 and before the summer of 66.

Clare, you should be able to determine your age when you took this image, depending on the year you were given your first camera in concert with all the statements I have provided. Hopefully I have given you all the suitable information to satisfy your curiosity!

Your friend,
Mike Hamer

Clare was excited to receive my quick response to his letter. He recalled receiving his first camera at age 10 in 1962, so this picture was most likely taken on his family's summer vacation that year.

Indeed, a picture is worth a thousand words, and, in this case, a couple of hundred more than that!

Footnote: This fictitious story was written by Mike to illustrate the power of photographic images. Clare Suggitt actually met Mike for the first time when he visited Mike's model railroad this past summer from his home in of all places, Port Dover, Ontario! He took this image of a section of Mike's layout with his latest toy, a new digital camera. Clare is in the initial phases of constructing a model railroad with his son, Braeden.

January 2005

Building the raffle layout

by Rob Rolfe

It was my pleasure to build the 2004 LOVAR CHEO raffle layout. Since '03 was an "N" year, that made '04 an "HO" year, which is good 'cause all my tools are calibrated for HO. There were several volunteer helpers and they were much appreciated. I also farmed out all the structures.

The layout is loosely based on MODEL RAILROADER's Turtle Creek. Four articles in 2003 detailed its construction. The TC is a reasonably easy to build small setup. I had not planned for anything fancy so this concept fit right in. The name was changed to Turkey Creek to avoid charges of plagiarism and to protect the innocent. The Turkey Creek Railway's theme is typical Canadian railroading. To this end I picked rolling stock lettered for a variety of Canadian railways.

The TCR is a basic oval on a 4' x 8' surface. There is a passing siding and two industrial spurs. It can be incorporated into a larger layout or hey, just left as a standalone. The benchwork legs are 1" x 2" pine held together with carriage bolts for easy disassembly. Framing is 1" x 4" pine with 3/8" plywood on top. Two inch blue foam board was glued to the plywood. To make this thing easier to move, it is divided into 4' x 4' sections and everything was glued down so the sections can be stored on their side if need be. Painted masonite covers the edges to make it all pretty.

Now for the scenery: foam board carved into different shapes made the tunnel and other bumps. Lots of hydrocal and sculpta-mold was used. We painted the surface various colors before sprinkling on ground foam. Scenery was attached with the tried and true method of a water-with-a-drop-of-dish-soap wetdown followed by a water/white glue soaking. To make the frog pond we dug a shallow hole in the foamboard and lined it with hydrocal. Then we painted the bottom gloss black and the edges brown, planted bulrushes, dropped in twigs and bits of debris and filled it with a two part clear epoxy "water". A small amount of dirt "murkied" the water. Finally I made lily pads from green paper. Except for the murkying (is that a real word), Turkey Creek was made the same way. The water for the creek was poured after all scenery was complete to avoid getting glue and whatnot stuck to the surface.

Okay, that's enough about construction.

On to RAILFAIR, where lots of helpers set it up near the entry door. Two days of rug rabbits (don't touch the trains) followed, every one of which touched the water. But it was worth it all to raise money for CHEO. And to see the rug rabbits (don't touch the trains) having fun watching trains go around. And to get it out of my basement. I did get a chance to wander around RAILFAIR a bit. Gee, some of that British stuff looks all right. And my new British Railways Co-Co diesel will do just fine lashed up with a pair of Dash 9s. Might have to change the couplers though.

At the end of the show a raffle winner was drawn. The lucky winner was John Manson, an OVAR member no less. The next weekend it was delivered to John's place. His cats were curious but helped carry it to the basement where the plan is to use it as part of his future layout.

Now here comes the thank you part. Lark Spur Line helped out with the supply of train stuff. Building makers were Boomer, Geoff Chase, Dave Copeland, Bob Farquhar, Chuck Larabie, and Fern Leroux. Dave and Chuck also helped with the scenery, transport and temporary storage. The RAILFAIR setup crew helped with, um, setup and tear down. There were other volunteers along the way but I never got around to calling them as the "sessions" were usually held on the spur of the moment.

With RAILFAIR over for the year my own layout can now be fixed up for operating. That has to wait as I'm writing this while up on a mountain in Labrador. Hey, you can see the ocean from here.

Check out OVAR's Web Site
www.ovar.ca
and bookmark it!

If you know of an event that may be of interest to OVAR members contact **THE INTERCHANGE** with the details — see page 2 for your guide to model railroad happenings

December display review

Ian Cranstone photos

Brian Ludlow won the CHAIRMAN'S CHOICE for December with his O scale CPR wedge snowplow 400778. Brian says the piece was an early Kemtron plow that came to him in basket case condition. He rebuilt it into the splendid model that we saw. Brian also displayed a CPR GP7 No. 8410 from Kemtron and van 436059 that he built from a Russ Briggs flat brass kit.

Grant Miles brought out an eclectic mixture of models including a Baldwin 2-6-6-2 from Sunset Models. The 1910-built locomotive was known as the Trojan. It had 23,000 lbs of tractive effort. Grant has lettered it for the Casper, South Fork and Eastern. He had a second 2-6-6-2, a Sunset model of a 1924-built loco named Samson and was also lettered for the CSF&E. As well, he had a Princess Coronation Pacific from Hornby. He said it is a new series and has a can motor. He also had an Aristocraft SD45. It has four motors and a ball bearing drive.

David Moat displayed an HO NYC A-B-A Erie-Built consist. They are Proto 1000 models that he has lightly weathered. NYC received the units in December 1948-January 1949 and used them in fast freight service. This trio had 6,000 horsepower.

Bill Meredith is well known as a narrow gauger. However he has a weakness for standard gauge 2-10-2's with Vanderbilt tenders. So he is the proud owner of an HO model of a CNR T-2-a. He plans to strip it and then repaint it to be displayed under glass.

Jean-François Milotte brought out some big power. He had an HO CPR T1c 2-10-4 Selkirk which is one of the most attractive steamers ever built. According to J-F, CPR said these locos were the most powerful engines in the British Commonwealth. They were built in 1949. He also displayed an Athearn DD40 in 1966 demonstrator colours.

John LeBlanc also brought out a DD40. This one was lettered for the Canada Atlantic. John says the DD40 never got beyond GM's drawing board but that didn't stop Athearn from making a model of it.

Peter Cunningham is trapped in modeling limbo. Sometimes he is a British O scaler, while at other times he is an HO New



Rebuilt CPR wedge snowplow earned Brian Ludlow the CHAIRMAN'S CHOICE.



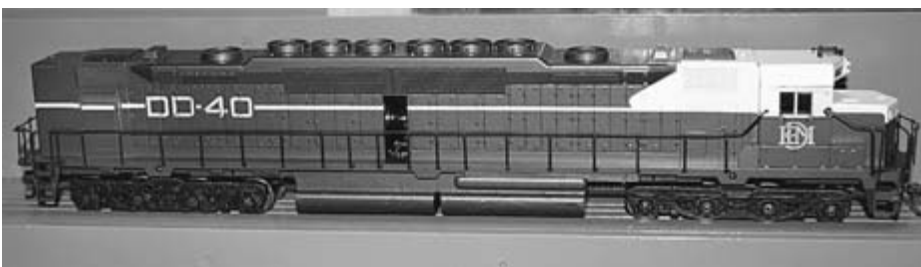
Grant Miles showed Great Northern's "Hustle Muscle" SD45.



A-B-A set of NYC Erie-Built was displayed by David Moat.



Bill Meredith brought in T-2-a class CNR 2-10-2 4100.



DD40 in demonstrator paint scheme was shown by Jean-François Milotte.

England modeller. This time he brought out examples of both. He had a B&M 2-6-0 Mogul with a snowplow ready to tackle winter in New Hampshire. His other model was a shire horse complete with feed bag ready to pull a railway dray or delivery wagon. The horse comes from a white metal kit while the dray is a plastic kit by Slaters.

Dave Knowles brought out three models. One was a Great Northern W-1 from Custom Brass, a 5,000 h.p. electric engine. He also had a CPR double-track snowplow from Totem and an Athearn wide vision caboosie.

Stanley Conley displayed an HO Alder Models barn that he built for the Ray Mathey layout in the Empress Retirement Home.

Andrew Batchelor showed his start on a Christmas tree farm. He bought the trees at a dollar store, worked on their appearance with scissors, dipped them in paint and sprinkled on ground foam.

Hugh Laing displayed an LGB streetcar called NEW ORLEANS that he has Canadianized.

Jim Davis brought an Athearn F7A-F7B set, a GP9 and a GP35 that he has upgraded with a new paint job, C-D-S lettering, brass wire and detail parts. He did the models when he was off work recovering from a broken wrist.

Normand Levert has a penchant for the unusual. He brought out photos of an old Danish snow plow and a massive wheelie from the Alberta tar sands.



Peter Cunningham displayed B&M 2-6-0, complete with photo of prototype.



John Leblanc displayed DD40 in CN-inspired Canada Atlantic paint scheme.



David Knowles showed model of CPR double-track snowplow.



Bill Scobie constructed a number of buildings for Tom Hood's layout.



Stan Conley constructed barn from Alder Models kit.



Next Meeting

Building Railways in Permafrost

presented by

Igor Belinson

First hand account of building railway bridges in Siberia.

Display

Canadian Railways—CN, CP, ONR, AC & others
(passenger, freight, maintenance of way, etc.)

Tuesday, February 8

St. Anthony Soccer Club Hall
523 St. Anthony Street, Ottawa

(just off Preston Street at the Queensway)

Doors open at 5:30 p.m.

Dinner served at 6:30 p.m.

Admission: \$20.00

Includes dinner, facilities, program expense, taxes and gratuities.
Free parking.

Please note:

If you cannot attend the meeting after saying you would, please call Peter Joyce at 841-1950. Thank you.



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2004-2005

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THE INTERCHANGE

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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:

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