



# The Interchange *Our 43rd Year*

Ottawa Valley Associated Railroaders — OVAR

May 2005

Issue 395

## Blocking a crossing



(Above): This shows the correct way to place dangerous commodity cars in a train. A box car has been placed in between the locomotives and the tank car containing chemicals, thus providing a degree of protection to the crew in the event of an accident leading to rupture of the tank.



by Colin Churcher  
photos by the author

I have only been working on Ken Healy's St. Francis Valley Railway for a couple of years and am bottom on the seniority list. However, I occasionally manage to run train 393, a through freight from Sherbrooke to Sorel. There is work to be done at the intermediate points of Richmond and Drummondville.

Our train is properly blocked at Sherbrooke with the Richmond cars on the front, Drummondville in the middle and Sorel on the van. However, there's a CGTX car buried in the middle that could cause some grief later. The manifest shows it to be an empty gasoline tank car. However, Sherbrooke is anxious to get rid of us because the yard is congested so we get the dispatcher's permission and take off.

Open the throttle to notch two and watch for the van to start moving.

"Got 'em all, 393."

With the train complete and properly stretched out I can increase to restricted speed:

A speed that will permit stopping within one-half the range of vision of equipment,

A tank car placed right next to the engine may pose a hazard to the train crew in the event of an accident. Trains should not be dispatched in this way unless the period modeled is steam era when rules were less restrictive and protection of the train crew was not so important.

also prepared to stop short of a switch not properly lined and in no case exceeding fifteen miles per hour.

"393 is on the main. Van is clear of the main line switch."

I can now open out the two units and accelerate to track speed for the run through Windsor. We are soon at Richmond where the yardmaster takes charge of the switching using the head end power. The Richmond block is quickly switched out and the engine goes back on the train and adds the Sorel cars inside the van. With the train properly blocked, the yardmaster tells me I am ready to go.

"But sir," (I must always be polite to those with much more seniority than I), "there is a CGTX tank car right next to the engine. I shouldn't go like that."

"Ask me if I care! It's only going to Drummondville anyway."

"But sir, the regulations state quite clearly that a car with dangerous commodities or a

flat car with a load that could shift, must not be placed next to the locomotive or van because of the potential danger to the crew."

"It is empty anyway, so it doesn't matter."

"But sir, empty cars, because they contain residual gases, are more dangerous than full ones. Tank cars can only be marshaled next to the engine if they have been purged with an inert gas."

The Drummondville yardmaster chips in:

"If you guys don't stop messing about you are going to delay No. 8 (the hot passenger train). 393 is a long train tonight and we

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plus much more

# From the Private Car

by Bud Nelson, OVAR Chairman

If it ain't broke — don't fix it! I keep asking myself if we could be doing more to attract new members. More activities, different presenters at the meetings, different programs . . . you name it. When I talk to you at the meetings, on the phone and a great number of e-mails, most of you figured out my address was not aol.col, (By the way for those that cannot find their directory please use:

[trainmancp@aol.com](mailto:trainmancp@aol.com))

I am surprised at how many say, "Things are going great, look at the crowds the programs are more varied, Hey, If it ain't broke — don't fix it!"

Well, that may be a good feeling but I am looking for ways to sustain this great wave we seem to be riding and as usual I want to hear from you. Every one of your ideas is taken seriously and most are discussed formally at the executive meetings, when we have them! So please help us keep this wave going and give us your ideas.

Wow! That was a great display last month. To see some of the memorabilia y'all have was great. Keep up your support for the display. I am trying to put into motion an idea that will see the display a bit more organized and somewhat like it used to be. The first meeting in September, starts off with sum-

mer projects and engines. As we work our way through the year we have the specialty displays trying to fit with the presentations but also each month we focus on cars used in the consist, i.e. hoppers, box cars, gondolas those with and without covers and of course passenger equipment, etc. We would end the year with Cabooses (or is that cabeese?) and the McEwan Award cars. So look your treasures over and be prepared to add to the enjoyment and at least to my education with your display of your cars.

Speaking of McEwan. Remember to turn your nominations into Barry Innes so he can tally the results of the nominations and we can come up with this year's McEwan Award recipient. And remember, all you previous winners, we would like to have as many McEwan award cars out as we can for the display in June.

Another reminder is the elections. Anyone want to volunteer? Anyone you want to volunteer, or as we say railroad. Let us know and we will put the slate of nominees together for you to decide on who you would like to be your executive next year.

Well back to modelling. Yes I try real hard to get some of that in and I hope you do to. After all this is the World's Greatest Hobby and you are a part of it!!!

## TIMETABLE

Upcoming events of particular interest to OVAR members

**May 20-22: WINNIPEG – GOLDEN RAILS**, Canadian Association of Railway Modellers National Convention in conjunction with CN Lines SIG, CP SIG, CRHA & Midwestern Rail Association.

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

[Pages/convention/index.html](http://Pages/convention/index.html)

**May 28-29: MIDLAND – Midland District Model Railroad Show**, North Simcoe Sports & Rec Centre, King St., Sat. 10 a.m.-

5 p.m. & Sun. 10 a.m.-4 p.m. Info: Ron Edwards (705) 526-2697.

**June 1: CORNWALL – Moccasin Model Railroad Club**, Nativity Hall, 7:30 p.m. Info: Chris Patrick, e-mail: [cpatrick1@co-geco.ca](mailto:cpatrick1@co-geco.ca)

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

**August 13-14: GANANOQUE – Thousand Islands Model Railroad Show**, Gananoque Recreation Centre, 600 King St., Sat. & Sun. 10 a.m.-4 p.m. Info: Bill Bowman (613) 382-7575, e-mail: [timrailroaders@aol.com](mailto:timrailroaders@aol.com)

# From the Librarian's Carrell

by Dave Knowles

New books at the library include a very useful little booklet on THE ARMoured TRAIN IN CANADIAN SERVICE [CT I27.1102] by Roger V. Lucy. During the period during WWII that there was felt to be a real Japanese threat to the Pacific coast an armoured train was assembled and patrolled the coast line near Prince Rupert. To power the locomotive of the train CNR 9000 was encased in flat sheets of armour plate and the original Beardmore engine was replaced by a GM engine. The conversion was not finished before the threat was deemed to have passed and it never pulled the train, instead an unprotected steam locomotive was used. This is the story of the train, its development and use. The booklet has some interesting pictures.

The latest edition of the CANADIAN TRACKSIDE GUIDE has arrived and been shelved. [GR.CDA R6.1103 2005] The CRCML now has a complete set of the 24 Guides and they can be used to track the development of the locomotive fleets of Canadian railways from 1982-2005. Three classic model railway books have been added to the shelves, Bill McClanahan's SCENERY FOR MODEL RAILROADS [MS.S M53.1107], HOW TO BUILD REALISTIC MODEL RAILROAD SCENERY [MS.S F13.1108] by Dave Frary and BUILD YOUR OWN CARS AND LOCOMOTIVES [MS.R —.1110]. These were classic titles in their day and went through many editions and reprintings. Today we forget that early modellers had to use raw materials and imaginations as the wide range of ready-to run cars, locomotive and structures simply weren't available.

RAILWAY MAINTENANCE, by Brian Solomon [ET S25.1106] is a survey account of how today's railways are maintained and the machines that are used to do it. Beautifully illustrated in full colour the book has a number of Canadian examples.

CANADIAN RAIL, the bi-monthly of the Canadian Railroad Historical Association is not indexed in the internet-based Model Train Index. There is however an index in the CRHA website for the years 1937-1995. I have printed it out and filed it in the reference section of the CRCML. It can be found at [YI —1105]

**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!

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

## Blocking a crossing

continued from page 1

will need to saw by at Drummondville in any case. Aunt Tilley is travelling to Richmond tonight and there will be hell if No. 8 is delayed so that she misses her beauty sleep."

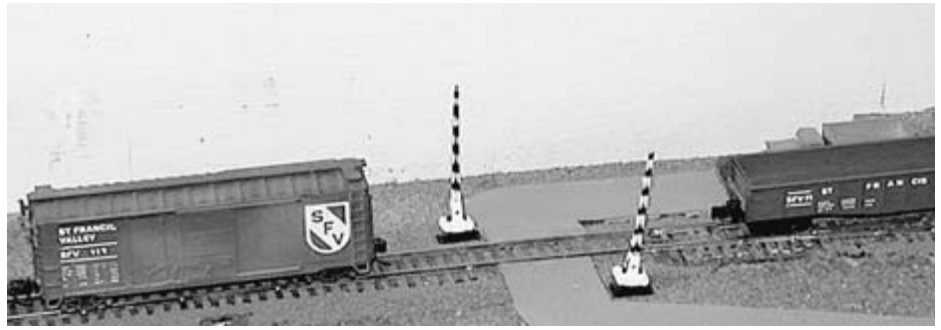
There is now much grumbling as the train is remmarshalled to put a couple of box cars on the engine. The dispatcher gives me permission to run to Drummondville where I am to hold the main line. I quickly leave town.

At Drummondville there is just time to do the work, including removing the errant CGTX tank car, before No. 8 arrives. The dispatcher is anxious to get me away from Drummondville because the tail end is hanging out on the main line blocking the departure of the passenger train. No. 8 leaves on time and Aunt Tilley will get her beauty sleep tonight after all.

By the time I get to Sorel the shift is almost over and I am looking forward to a cup of coffee and some of Harriet's cookies, but there is one more trap to be avoided. With a long train tonight, my tail end is blocking a highway crossing. The Rule Book says:

*"No part of a train or engine may be allowed to stand on any part of a public crossing at grade, for a longer period than five minutes when vehicular or pedestrian traffic requires passage."*

It is approaching midnight but the yard switcher is not likely to get to my train until two or three in the morning so I had better cut the cars in the middle and stand the rear well clear of the crossing so that late night revelers do not crash into any part of the train.



**Trains must not be left blocking a crossing because of the inconvenience and danger to road traffic. No. 393 has arrived at Sorel and will be standing there for a couple of hours. The crew has cut the train so as not to block the crossing.**

I can now go off shift and enjoy a cup of coffee with the rest of the operating crew. You may think that we are being overly precise or picky in the way we operate. However, this illustrates some of the problems faced by real railways and, by operating in a prototypical fashion, it makes the St. Francis Valley Railway a very interesting one to work on.

Note. It very much depends upon the time the railway is modelled on. In steam days it was quite common to see tank cars placed next to the engine but the practice of placing barrier cars between the engine or van and cars containing dangerous commodities started before the Mississauga derailment in November 1970.

### For the Record

April Meeting:  
137

Current membership:  
191

## A thank you note

by Peter Nesbitt

Last fall I asked for a couple of volunteers to build two structures for the late Ray Matthey's layout now in the Empress retirement residence in Kanata. I'm pleased to report that two OVAR members came forward and volunteered to take on this task.

Stan Conley built a resin kit for a barn and Andrew Batchelor put together a laser kit for an engine house (see the April INTERCHANGE for more). Both fellows did an outstanding job, especially in the painting and weathering.

Both of these structures are now on the layout and make a fine contribution to it. I'd like to publicly express my thanks to Stan and Andrew for a job well done.

## Herb McEwan Car Recipients 1968-2004

(Year/Car #/Recipient)

1968	1	Joe Thomas	1981	14	Odfried Wendler	1994	27	Carl Swail
1969	2	Bob Craig	1982	15	Bill Scobie	1995	28	Ken Healy
1970	3	Adrian French	1983	16	Tony Mitchelson	1996	29	Jim Nelson
1971	4	G. "Toots" Eggert	1984	17	Jim Simpson	1997	30	Stew Waldron Sr.
1972	5	Bill Williams Sr.	1985	18	Ross Peever	1998	31	David Steer
1973	6	Doug MacKenzie	1986	19	Omér Lavallée	1999	32	Marty Phillips
1974	7	Tom Hood	1987	20	Bill Erwin	2000	33	Steve Adamson
1975	8	Dave Knowles	1988	21	Michel Boucher	2001	34	Angus Palmer
1976	9	Brian Ludlow	1989	22	Bruce Curry	2002	35	Mike Hamer
1977	10	Reg Bilodeau	1990	23	David Stremes	2003	36	Peter Nesbitt
1978	11	Jim Jarrett	1991	24	Brian Earl	2004	37	Earl Roberts
1979	12	Al Craig	1992	25	Dave Venables			
1980	13	Tony Chinery	1993	26	Ron Shurtliffe			



Inco switchers rest at Sault Ste. Marie yard of Huron Central, enroute to an uncertain future.

# Drive-by Railfanning:

## *A quick trip through the Midwest U.S. and Northern Ontario*

by Steve Watson  
photos by the author

**T**rip Objective: To deliver our son Nicholas (with assorted furniture and other personal effects) to a small liberal arts college in western Illinois. Other Objective: If we have to drive all that distance, may as well make a vacation out of it, and try to squeeze in a few railroad sights along the way.

Our first stop was Chicago, where we made a point of visiting the Great Train Story, a 3,500 sq. ft. HO scale layout at the Museum of Science and Industry. This two year old display, which depicts the importance of railroads to the modern American economy, includes compressed representations of the cities of Chicago and Seattle, and 1,425 feet of track connecting the two. Coal and ore drags, intermodals and Amtrak trains continuously circulate on the triple-track mainline. The Chicago scene also includes a section of the famous “EI”, and a loop of the Metra commuter line. (We rode the prototype’s bi-level mezzanine coaches between our suburban hotel and downtown). The

Museum also houses the stainless steel Burlington Zephyr train set.

Heading west from Chicago, we stopped for a picnic lunch at the Rochelle Railroad Park, located at the crossing of double-track UP and BNSF lines. There is seldom a long wait between trains here, and featuring a sheltered viewing gallery equipped with picnic tables, this must be one of the most comfortable railfan spots on the continent. It is also the location of a webcam operated by Kalmbach’s Trains.com website. The Visitor Centre and Gift Shop sells T-shirts, models, and old railroad literature such as timetables.

Finally we reached our destination in Galesburg, IL. In addition to being a college town, Galesburg is also a major railroad centre, being the site of a large BNSF yard (including a working hump!). Switching moves involving long consists frequently block Main Street — but for a railfan, this just means you have two chances to get a picture of the yard engine! At one point, we were held up at the crossing by a long Amtrak train, which seemed to have more Material Handling Cars than passenger cars. In

addition, the rear of this train was brought up by half-a-dozen RoadRailers (highway transport trailers mounted on railroad wheelsets — a sort of TOFC without the flat car).

Like any good railroad town, Galesburg also has a historical museum. This is currently located in a stripped-out Pullman car, although a new building is under construction across the street. The exhibits include a CTC machine, a telegraph office as it would have appeared in a small-town depot in the old days, and many photographs and news clippings dating back to the founding of the town in 1837. Being the only visitors that afternoon, we were treated to a personal tour of the collection in the Pullman by the attendant, and then taken across the street and conducted through a lovingly restored caboose, RPO, and Hudson-class locomotive. This museum also operates a webcam, watching the mainline through the Amtrak station and into the north end of the BNSF yard.

Leaving Galesburg (now sans fils), and pausing for another three-train picnic at Rochelle, we headed north to Green Bay, WI, site of the National Railroad Museum. Among the more notable pieces housed here are:

- UP “Big Boy” #4017: you really have to stand next to one of these to realize just how immense they were!
- Aerotrains: built by GM in 1956, it featured a futuristic-looking body over a 1200-h.p. locomotive chassis, and passenger coaches based on inter-city bus bodies of the day. Unfortunately, at the design speed of 100 m.p.h. the ride was too rough, and only three were ever built.
- The British steamer DWIGHT D. EISENHOWER, together with the passenger coaches assigned to General Eisenhower



BNSF train comes through while stopped for lunch at Rochelle Railroad Park.



**Steve & Seanna in Big Boy cab.**

and his staff when he was based in England during WWII.

- An operating 1917-vintage Heisler, which on this day was pulling two old coaches on excursion around the museum's perimeter track. (Yes, of course, we took our ride!)
- A GG-1, Pennsylvania #4890.

Many of these are housed in a huge, fully enclosed, beautifully-finished hall, well-lit from above by clerestory windows.

Labour Day found us crossing the border at Sault Ste. Marie and stopping for the night at Sudbury. Before leaving town the next day, we of course stopped by the yard. While photographing a row of (doomed) Inco switchers, we were treated to the ballet of a pair of Huron Central diesels, glowing orange in the afternoon sun as they switched a cut of freight cars.

Stopping for dinner in North Bay, we swung by the Ontario Northland shops. Here we were intrigued to see a pair of GO bi-level commuter cars — what were these doing so far from their usual haunts? They certainly seem to have business there: the parking lot outside the ONR office has a space labelled: "GO Transit Supervisor". (Gord Bellamy suggests they are probably sent up there for maintenance work).

Final tally: nine days, about 3,000 km driven — and we lost count of the number of



**Aerotrains poke its unique nose from storage shed.**



**New GO Train service for North Bay?**

trains we saw. Now that's a good vacation!  
Web sites relating to some of the places we visited:

Great Train Story:  
[www.msichicago.org/exhibit/great\\_train\\_story/](http://www.msichicago.org/exhibit/great_train_story/)

Rochelle webcam:  
[www.trains.com/content/static/webcam\\_rochelle.asp](http://www.trains.com/content/static/webcam_rochelle.asp)

Rochelle RR Park:  
[rochellerrailroadpark.tripod.com/](http://rochellerrailroadpark.tripod.com/)  
Galesburg RR Museum & webcam:  
[www.galesburgrailroadmuseum.org/](http://www.galesburgrailroadmuseum.org/)

National Railroad Museum:  
[www.nationalrrmuseum.org/](http://www.nationalrrmuseum.org/)

Complete album of trip:  
[ca.pg.photos.yahoo.com/ph/siamesesteve/my\\_photos](http://ca.pg.photos.yahoo.com/ph/siamesesteve/my_photos)



**Operating 1917-vintage Heisler works excursion at museum. May 2005**



**Huron Central shows common ownership with QGRY.**

# April combined models and memorabilia

Charlie Shrubsole displayed this model of TH&B twin hopper.



Ian Cranstone photos

Some people just live right. Trevor Marshall, a former OVAR member, was a visitor for the April meeting, got to sit at the head table and walked away with the CHAIRMAN'S CHOICE award for the month.

The Chairman was impressed with the On2 Forney that Trevor is using on his freelance Maine 2 foot line, the Somerset and Piscataquis Counties Railroad. The model has a rebuilt drive and Trevor painted, lettered and weathered the loco, added a crew and real glass to the cab, real coal in the bunker and equipped it with DCC and sound. He also brought out his On2 caboose that he acquired second hand and relettered. He even added a full interior. It is quite a set.

However what really put the chairman over the top was Trevor's Sn2 Fornie, a real brass model from Train and Trooper. The model is just part of a burgeoning Sn2 modeling community. As well, there were S standard and Sn3 models on display resulting in a state of virtual exhilaration on the part of the chairman.

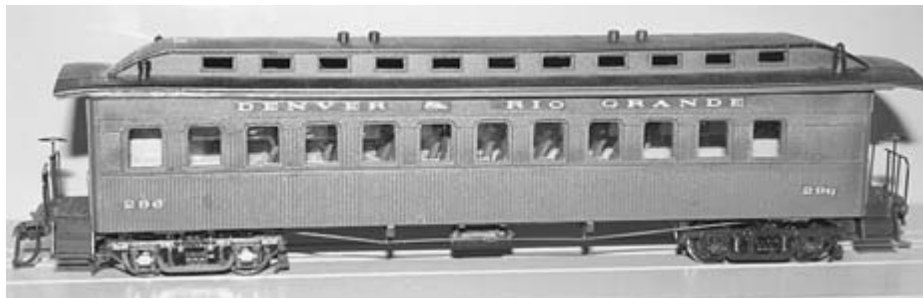
Charlie Shrubsole showed off his latest scratchbuilding and kitbashing projects including a highly detailed L&N hopper for which he has made magnetic coal or gravel loads. He starts with a decapitated nail (it has to be longer than the magnet) on a piece of cardboard and builds the pile with plastic wood and bondo and finishes with coal or gravel. This works for heavy coal. For light coal he starts with a piece of foam and builds up so the load is about spilling out. Charlie also showed off his attempt at scratchbuilding a 36-foot Fowler box car in S. He built a jig and got the model almost finished. There will soon be a resin cast model of a Fowler car in S under the Ridgehill Models/Kaslo Shops name.

Alex Binkley brought out two S scale boxcars. One is an American Models kit that was painted with Canadian Tire primer red and C-D-S'd for CNIS. The other was a Pacific Rail Shops kit that was painted with a different spray primer and C-D-S'd for CPR. He also had a storage shed made from reject sides of a Bill Meredith boxcar kit. A roof was built and Grant Line windows added and it was painted. Its exact use hasn't been determined.

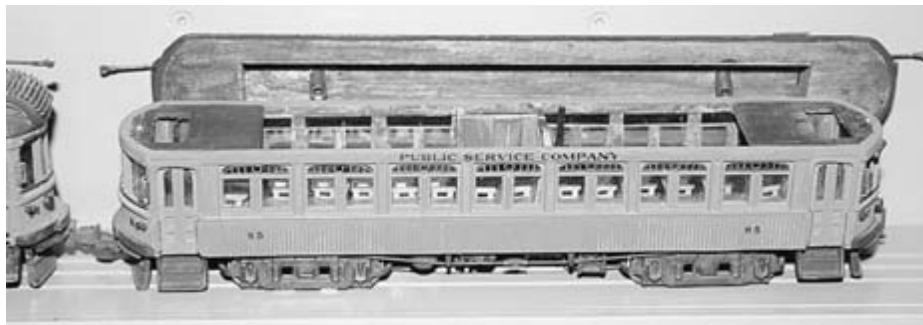
Bill Meredith brought out two Cimarron Works Sn3 models. One was the D&RGW Duckbill coach that has a full interior. Cimarron has its own decals for the car. He



Alex Binkley built this shed from reject Cimarron Works sides.



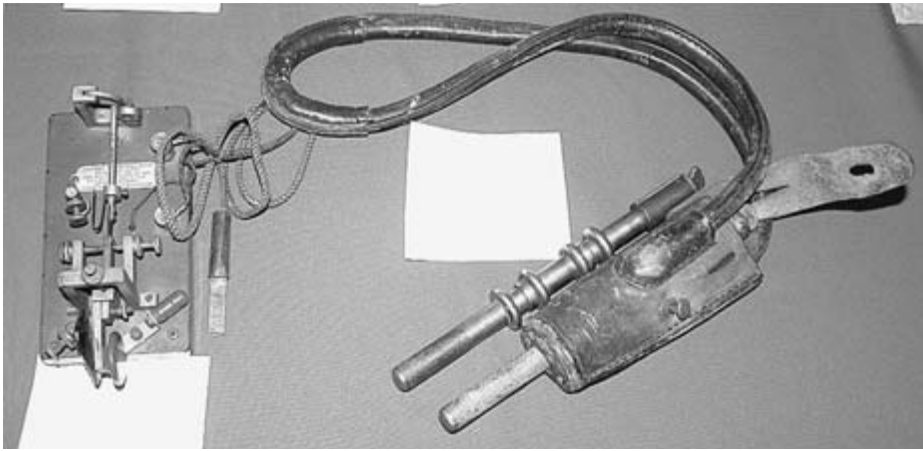
Bill Meredith displayed Cimarron Works Sn3 D&RGW Duckbill coach.



Wally Weart showed three car interurban train, with no. 85 displaying interior.



Greg Stubbings showed model of CNR N-4-a 2-8-0 2616, now on display in Haliburton.



Jean-François Milotte displayed 1904 telegraph key and switch keys.



GTP watch was shown by Bruce Morgan.



Mike Hind displayed LMS sign.

also displayed a C&S/RGS boxcar that has its own delrin trucks and decals.

**Charls Gendron** brought out one of the latest Ahearn items, an HO GP38-2 painted for HELM Leasing. He says it is the first model done in a leasing company's colours.

**Pete Joyce** brought out an O scale Salt Springs 40-foot box car. The model is from the Weaver Quality Craft line. Pete will have to bring it out again after weathering.

**Wally Weart** provided the background to Pete's car and showed off his own HO Buffalo, Rochester and Lockport interurban. It is a three-car train that Wally has extensively detailed.

**Greg Stubbings** treated us to another of his collection of HO CNR steam. This time it was an N-4-a 2-8-0 by Overland that Greg had custom painted and modified to resemble the prototype 2616 which is on display in Haliburton.

The rest of the April display was railway

memorabilia most of which was a testament to the tolerance of our spouses for putting up with the packrat in most of us.

**Timothy Bowden** had a real gem — a 4-4-0 made out of large round hay bales and other detailing material. He found on County Road 50 in Northumberland County. Thanks for sharing that with us.

**Paul Anderson** showed us a photo taken by his 17-year-old niece of his two sisters and himself boarding the Agawa Canyon trip last summer.

**Pat Brennan** brought in the top of a telegraph pole he found in 2001 in a bog on the old CPR Waltham Sub. He didn't tell us how he retrieved it from the bog. That would have been a good picture.

**Mike Hind** had a sign from the LMS that was a testament to the silliness of railway bureaucracy. He also had a poster from Pos-sen, the world's largest train show and for CPR posters.

**Jean-François Milotte** had switch keys, a 1904 telegraph key, a 1908



**David Strong** had CPR 1087 numberplate.

GTR lantern and one of the brass lanterns the UTU gives out at NMRA conventions for the best caboose model. Frank quickly points out that the UTU lantern was a gift, not an award.

**Brian Ludlow** displayed his PRR calendars from 1944, '45, '54 and '65.



**Brian Ludlow** showed 1954 PRR calendar.

**Bruce Morgan** had a display and a problem. He has a six-position, 21-jewel watch from the Grand Trunk Pacific circa 1910. It is damaged but Bruce cannot find an affordable repair place. Bruce also showed off a water tower that he purchased in Montreal that is supposed to be part of the Omer Lavallée estate.

**John LeBlanc** had a CPR brakeman's lantern made by Hiram M. L. Piper Co. Ltd. in 1958.

**David Strong** had a photo of CPR 1087 that he got to move in the Smiths Falls yard. He also had a photo from a CPR triple-headed steam excursion train in May, 1960.



**Roger Eaton** displayed fishplate from Withernsea, Yorkshire.



**Timothy Bowden** showed his photo of hay 4-4-0.



# Next Meeting

## Digital Photography for Railroaders

*presented by*

**Denis Rule**

Useful tips and tricks for great digital photos

### Display

Herb McEwan Award cars and plaques

## Tuesday, June 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

**2004-2005**

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### THE INTERCHANGE

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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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June                      May 20

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