



# The Interchange

Our 41st Year  
Ottawa Valley Associated Railroaders – OVAR

May 2002

Issue 363

## The OVAR Herald: a short history

by Peter Joyce

The OVAR herald dates back to the early days, when Keith Smith won a competition with an early version of the current design. He submitted it in different colours and the executive chose the combination of a soft coach green and rust red. Various greens and reds have been used over the years but those you can see on the OVAR Home Page are pretty close to the original.

There have been at least three versions of the OVAR herald produced as a patch. All of them have been three inches in diameter. The first was a silk screen version on cloth. The colours were pretty close to the original and the rail profile and hands of fellowship were surrounded by a white line. The lettering also was in white. The second was a rather messy embroidered version produced by Joe Thomas for a convention. The background was a rather vivid green with white lettering.

Canada was added at the bottom in a curve. The rail profile (green) and handshake (white) were placed on a rather inept rendering of the maple leaf in bright red. The whole effect was cluttered and unattractive. The third effort was a return to the simpler version with no maple leaf. The lettering was a more appropriate size and in white. The rail profile was red and the handshake white although the reds and greens



were much too vivid and a bit garish. There was no Canada lettering.

Since these cloth patches were produced the word Canada has been placed under the bottom of the rail in a straight line. This looks much better, and the executive is considering the use of the current Home Page version as a model for a new patch, perhaps with the words "since 1961" included.

### OVAR Membership Cards

For the first four years, OVAR membership cards were a simple lettered card with the

OVAR name in a strong red print that came off on the clear plastic used in wallets in those days. The original herald was first used on them in 1966. It lasted until the maple leaf design appeared in 1984. In 1986 the herald was encircled with "25th Anniversary 1961-1986". The slogan was not used in 1987. The maple leaf design was used until 1990.

In 1991 a welcome return was made to the basic design with the addition of "Canada" in a straight line under the rail. Over the years the colours have darkened somewhat, and the green on the current card is almost black, a Brunswick green as the Pennsylvania used to call it. The rail profile is more brown than red. One hopes that the next batch of cards printed will return to the original colours.

## Cornwall railway history highlighted

by Chris Granger

The Cornwall Local Architecture Conservation Advisory Committee (formally Heritage Cornwall) is taking over the Cornwall History Room at the Cornwall Public Library from the Stormont, Dundas & Glengarry Historical Society. I was asked to store all the rail history that I have gathered there.

...continued on page 3

## On the helper track

by Brian Earl

I received a telephone call in October or November last year from the Aphasia Society asking me if I would come and talk to them about Model Railroading.

The Aphasia Society is a help group for people who have had strokes or other problems, which result in difficulty in speaking or using their hands. The co-ordinator, Gillian Gailey (Bus. 567-1119) had been

talking with the participants and looking for subjects for their meetings. The group has two components, one of which meets at 153 Chapel St. on Mondays and the other at Lakeside Gardens on Wednesdays. The object of the meetings is to have interaction among the participants including discussions so that they can practice speaking and thus improve their communication skills.

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plus much more

# From the Private Car

by Denis Rule, OVAR Chairman

Some of you are probably familiar with the "Model Trains, The World's Greatest Hobby" campaign being promoted by Kalmbach Publishing, Atlas, Kato and many others. I am very happy to announce that OVAR is now an official supporter of this promotion. It's all about promoting our hobby and attracting new blood. The campaign was launched September 1, 2001 to raise public awareness of the hobby of model railroading and to make it easy for newcomers to get started.

This is a program that has the backing of the Model Railroad Industry Association with funding provided by the companies, some of which I have mentioned above. However, the heart of the program is the volunteers. The funds are used to provide hobbyists themselves with the tools needed to make presentations and conduct workshops



for beginners.

I have a copy of the video and the promotional material for anyone who wishes to make a presentation to an interested group. You are probably thinking "hey, what's in it for me?" It's simple — the more new people we attract to the hobby, the bigger the market gets and the more new products will get developed. I see it as a win-win situation for all.

On a slightly different topic, I was surfing the Net recently and discovered that the television show TRACKS AHEAD will be back for its fifth season. PBS has announced that the newest 13-part magazine-style series explores every aspect of railroading around the world. Viewers will see railroad prototypes, models, personalities and history covering not only the railways and modellers of the past, but of the present and future.

## One McEwan Car to go!

Barry Innes has narrowed the search for the whereabouts of the 34 McEwan cars down to one unaccounted for.

That is the car that Odfried Wendler was awarded in 1981. Anyone who knew Odfried or members of his family could offer to help Barry track down this car. Phone him at 723-8562.

In the last issue of THE INTERCHANGE, it was noted that the Wendler car was one of three whose location was uncertain. The other two were the one that Omer Lavallee

was awarded in 1986 and the one that Adrien French picked up in 1970, the third ever handed out.

Thanks to Earl Roberts, we now know that Omer's car is in the possession of Ron Ritchie in Montreal while Adrien's car is with him in an Edmonton nursing home. It will apparently be sent to Barry.

For the June issue, when the 2002 McEwan car award is made, we will have an up-to-date list of the winners and the location of their cars.

## On the helper track

continued from page 1

Gillian is a very dynamic person who wants to get the very best for the participants. She is interested in starting a model railroad so that all can participate.

I spoke for about two hours to each group. I covered the beginnings and growth of the hobby, scale and gauges, aids such as magazines, books and videotapes. About 6-10 people in each group were in the hobby before they had their medical problems. I also took along the SLD module and had anyone who wanted to operate the little layout. I set a simple switching problem, which they had to solve. They had to tell someone else which way to set the switches and they had to operate the controls. We had a wonderful time with each group.

There was quite an exciting time as the men and women tried to figure out what to do! However, in my opinion, the use of fingers to operate the switches and rheostat controller, the need to think out the problem and to tell others what to do were very useful and supportive exercises.

Gillian is looking for some help in designing and constructing a model railroad at the Chapel St. location. She thinks that she can get government grants to cover the costs, but she needs someone to help her with the participants and to design and help with the building of the layout.

I have explored the possibility of getting Lionel type equipment from Hugh Laing who has agreed to help. I would certainly like to help Gillian, but I am fully committed to St. Michaels School and the RAILFAIR Layout. If you are interested contact me or Fern Leroux.

## Want to be famous?

OVAR's program master, Pat Brennan, says his cupboard of backup programs is getting bare. "It has withered away to almost one or two entries and we need your help to bring the list up to at least a half dozen entries."

"What's a backup program? You ask. "It's a program that has been put together by any member of OVAR that can be presented in case of an emergency. An emergency is one of those times when the scheduled presenter for the OVAR dinner meeting cannot make it due to inclement weather, illness, can't get away from work, etc.

"What's expected is simply that you have the presentation/program ready to be shown at any time. Ideally, it could be in your car when you come to the OVAR dinner meeting or you could have it at home, as sometimes we find out a day or two before the OVAR meeting that the presenter can't make it."

For example, Denis Rule presented a selection of his rail fanning slides when one of our scheduled presenters fell through at the last minute. You could do the same thing or talk about how you built your railway and or why modeling the line between Ottawa and

North Bay would be an interesting project. Or you talk about how you conduct an operating session on your pike. The ideas are limited only by the imagination of OVAR remembers.

Of course if you do one of these presentations, you will become a well-known figure at OVAR meetings.

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

## Where did those names come from?

Ever wonder where the names for some of the communities in the region came from. Thanks to Bruce Chapman and Ken Mosher, here are some answers.

**BEDELL:** originally known as Kemptville Junction, then Kempton, later changed to Bedell after Doctor T. D. C. Bedell, formerly of Merrickville, a Major in the 56th Regiment during the First World War.

**BOURGET:** Called "The Brook" about 50 years ago, but later citizens changed name to Bourget after Bishop Bourget, then in charge of the diocese of Montreal.

**CARLETON PLACE:** Named after a suburb in Edinburgh, Scotland.

**FRANKTOWN:** Originally named Francistown after Sir Francis Bond Head, later shortened to Franktown.

**KEMPTVILLE:** Originally called Clothiers Mills, but changed in 1829 in honour of Sir James Kempt.

**MANOTICK:** Corruption of the Indian word meaning "Log Island".

**MERRICKVILLE:** After early settler named Merrick.

**SMITHS FALLS:** Originally called "SMYTH'S FALLS" after Major Thomas Smyth, U.E.L. (United Empire Loyalist from the U.S.A.). In the course of time, spelling was corrupted to Smith's Falls, then in the 1960's, the apostrophe was removed by the Ontario Legislature.

**PERTH:** An early military settlement after the war of 1812 with original settlers being Scots from Perth, Scotland.

**VANKLEEK HILL:** Named after Simeon Van Kleek, a United Empire Loyalist who came to Canada from Dutchess County, New York.

On the Maniwaki Sub on the Quebec side of the river:

**ALCOVE:** An old historic home named "The Homestead" was built by James Pritchard who arrived from Ireland in 1834. The door on this house is most interesting with fan transom and matching sidelights. The commuter train during the last war came as far as Alcove from Ottawa.

**BURNETT:** named after the Burnett family who still owns property here.

**CASCADES:** named for the rapids on the Gatineau River. Mr. Homer Cross moved the old station building to his property.

**CHELSEA:** The first white man locating

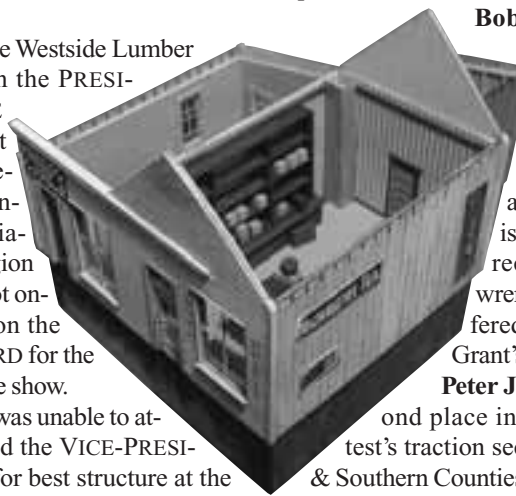
## A Winning Weekend

When it comes to bringing up the rear, Grant Knowles can do it in a winning way.

His model of the Westside Lumber Co. caboose won the PRESIDENT'S CHOICE award for best kit built car at the recent annual convention of the Niagara Frontier Region of the NMRA. Not only that, it also won the FRED LUFF AWARD for the best caboose at the show.

Knowles, who was unable to attend, also received the VICE-PRESIDENT'S AWARD for best structure at the convention for his Jefferson Store model. The 112 points he earned on the two models gave him the fourth highest score at the meeting. Needless to say both these models

finished first in their categories of the judged portion of the model contest



**Bob Farquhar** took first in the judged scratch-built car division for his logging water car and finished fifth overall with 93 points at the convention. Bob is also expected to fully recover from the wrenched shoulder he suffered trying to carry all of Grant's and his awards.

**Peter Joyce** won first and second place in the appearance contest's traction section for his Montreal & Southern Counties passenger and freight motors that he displayed at OVAR in April.

**Stan Conley** took first place in the freelance structures competition for his fire hall. A fine show gentlemen. Well done.

in this area was said to have come from Chelsea, Vermont.

**FARM POINT:** The Aluminum Company mined Bauxite at Farm Point. It was closed in 1969. The old station was moved to the property of Mr. Henry Martineau, near the present-day highway 105.

**GRACEFIELD:** named after early settler Thomas Grace.

**IRONSIDES:** a flag station, and siding for a mine named for the Hull Iron Mine. A deposit of magnetic iron ore has been known since 1826 when the Hull Mining company was formed to operate it.

**KIRK'S FERRY:** Thomas Kirk came from Londonderry, Ireland, and got land on both sides of the Gatineau River. He established Kirk's Ferry and teams and loads were ferried on a scow. Mrs. McAllister had a hotel across from Kirk's Ferry station (west side of the river) which was flooded in 1926, when a new dam was put in south of here.

**LARRIMAC:** the station used to be called "LaCharite" after a farmer Augustin LaCharite. The dot on the map now reads Larrimac Links, and a golf course of that name was nearby.

**LOW:** named after head surveyor of the township.

**MANIWAKI:** Indian name meaning "virgin land".

**MESSINES:** formerly Burbridge. Name proposed by a priest from France.

**TENAGA:** There used to be a water tank for the locomotives here, and passengers got off at "the tank". Wishing to give the stop a more elegant-sounding name, Tenaga was chosen — a Spanish word for TANK.

**WAKEFIELD:** named after Wakefield, England.

**KAZABAZUA:** Indian name meaning "underground waters" On this Maniwaki Sub, the lowest point on the line is at Hull at 160' above sea level; Kazabazua is at 601 feet above sea level.

**BEACONSFIELD:** Named after Lord Beaconsfield, a British Cabinet Minister during the reign of Queen Victoria.

**COMO:** Named after a village in Italy.

**DORVAL:** Named for French explorer, Jean Baptiste Dorval.

**HUDSON:** Named after early settlers in this region.

**RIGAUD:** Named after Pierre de Rigaud, Marquis de Vaudreuil, last French Governor of Canada.

**ST. EUGENE:** Named after St. Eugene, whose feast fell on the date the parish was founded.

**VALOIS:** Named after first settlers here who owned all the land bordering the Bay.

**VAUDREUIL:** Named after Marquis de Vaudreuil, last French Governor of Canada.

*Editor's Note: This originally appeared on the CPR group on the Internet and The Interchange editorial board told the readers would enjoy the story.*

by Phil Mason

Years ago, I met the late Bob Swanson of Railway Appliance Research, the designer of the Canadian three chime horn. His career in horn design, and the reason for his remote "horn farm" on Vancouver Island was motorship whistles.

Prior to the adoption of radar, the ships of Canadian Pacific and Union Steamships navigated the Pacific coast line using a lot of whistle to judge how close they were to land (echo navigation, just like a bat). Read Mark Twain's "Life on the Mississippi" for a colourful description of this style of navigation.

When diesel-powered coastal ships came along, the "hooters" they were equipped with did not have the distance carrying power of the steam whistles, and Mr. Swanson undertook to devise an air horn with the carrying power of a steam whistle. He was successful, and made his fortune when the U.S.

# The "Horn Farm"

Navy adopted his horn for their fleet.

This is his version of how the railway horn came about. When the Baldwin roadswitchers were introduced on Vancouver Island, they had a large single tone "BLAT" horn (so did the FA's on the mainland). There was a grade crossing accident in which a logging truck struck one of the Baldwins and derailed it, causing considerable damage and expense.

The logging truck driver was unscathed, so the CPR attempted to sue him for damages to their train. The logging truck driver argued in court that he heard a sound like another logging truck coming down the road behind him, sounding his "BLAT" horn to signal he was out of control. He did not think the whistle came from the approaching train, and so drove onto the crossing to avoid being rammed from behind.

The judge agreed with him. The CPR was

so mad about losing a court case that they contacted Mr. Swanson to invent a locomotive horn that "didn't sound like a logging truck."

The "O Canada" horn on the Canada Life building is several times larger than the "O Canada" horn which was attached to the Centennial train, and Mr. Swanson said it was a challenge "upsizing" the design.

Mr. Swanson was a trained musician, and offered his three- and five-chime horns with different tones for different railroad customers. In my opinion, the BCR "five-chime" is the finest-sounding North American locomotive horn. Mr. Swanson said the Amtrak "five-chime" is very similar, but with slightly different tones. I also asked if the CP and CN three-chimes are the same and he said "Yes".

Mr. Swanson was an expatriate Brit, and persuaded one of the locomotive manufacturers in the UK to try one of his horns on a prototype diesel, in addition to the British two-tone "peeper". They didn't order any more, but I can imagine the reaction when the "Lion" first sounded off to a signalman with Mr. Swanson's "three-chime".

## Cornwall railway history *continued from page 1*

I am contacting a number of groups with an interests in railways in the region. The area I was asked to cover is as far west as the Kingston & Pembroke Ry; to the east ending at Vaudreuil-Dorion and including the St. Lawrence & Adirondack Ry. I was also asked to go into the United States no further than The Rutland R.R. from Malone to Ogdensburg, so that means I will also be including the Rutland, the New York Central, the Norwood & St. Lawrence and the Bombay & Moira.

Since there is so much, I have to make the files in five parts, which will be:

- 1) Railways that were in Cornwall specifically (covering CN, Via, CP and NYC);
- 2) Railways of the United Counties of Stormont, Dundas & Glengarry (once again including the above companies and Rutland);
- 3) Railways in Eastern Ontario (east of St. Lawrence & Ottawa Ry);
- 4) Railways between the Kingston & Pembroke Ry and Vaudreuil-Dorion/St. Lawrence & Adirondack Ry.; and

- 5) finally, railroads north of the Rutland RR as far east as Malone.

These files I will make are still in design mode because this was just dropped on my lap. I was thinking of having a list of the railways covered, where to find them (i.e. — look up Bytown & Prescott Ry., will be in the St. Lawrence & Ottawa section), what to cover, pictures, maps, etc. By the time I get the first section up and stored in the Cornwall Room, there will be a good source for those who study the rail lines around here concerning their histories. The SD&G Historical Society has great files on the area rail lines, but the thing I had a problem with is the inaccuracy and that most was all recent. They even copied my original write-ups from 1998 which were not as good as they are today. So now there will be better files, written with dates of when composed so you'd know how old the information was and Cornwall will finally have proper railway history stored for public viewing.

When the first section is done, I'll announce on appropriate groups. Wish me luck and I hope some of you will take the opportunity to come see.

Chris can be contacted at:  
chris.granger@sympatico.ca

## TIMETABLE

Upcoming events of particular interest to OVAR members

**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>

## INTERCHANGE YARD

Classified advertising in THE INTERCHANGE Yard is free to all OVAR members. Non-OVAR members: \$1 per line, minimum \$5. Cheques or money orders should be made payable to OVAR. **Do not send cash.** Ads must include the advertiser's name and telephone number. Send copy to: Ian Cranstone (address on back page).

**WANTED:** Original Green & Red Marker Lamp from caboose, or passenger car, etc. Contact jhuppe@magma.ca or (613) 591-0005.



An impressive feature of John's layout is the icing facility at Windsor to handle reefer traffic. Blocks of these cars move through the Detroit tunnel, and must be re-iced before continuing their journey to points east.



Southern Ontario is a heartland for industry, and John's layout is no exception.

## Another visit with John Mitchell

Bob Farquhar photos

John Mitchell's New York Central/Canada Southern layout has been featured in THE INTERCHANGE before, but the recent open house he hosted for St. Lawrence Division members shows that John continues to progress on his layout. It is an impressive example of a double-deck layout.



It's a quiet day here, with only a crane to be seen in the yard.



Detroit tunnel is a major feature of both CASO and layout.



Pivoting plate helps compact staging space requirements.  
May 2002



John Mitchell works on upper deck of his layout.

# CRHA equipment models shown in April



Peter Joyce received CHAIRMAN'S CHOICE for his model of M&SC 104.



Brian Ludlow displayed entire CPR wayfreight, led by 4-4-0 no. 145 (above) and caboose CP 436059 (right).



CNR Northern 6153 was displayed by Greg Stubbings, along with photos.

Ian Cranstone photos

**P**eter Joyce won the CHAIRMAN'S CHOICE award at the April meeting for his beautiful model of the Montreal & Southern Counties no. 104 passenger motor. The theme of the meeting was freight cars with tops and anything stored at the C.R.H.A. museum in Delson and that's where no. 104 is on display.

Peter's O scale model is a LaBelle kit of a Sacramento Northern car bashed into a M&SC configuration. It has wheelsets from Q-Car and parts from Q-Car and Walthers. The original car was built by the Ottawa Car Co. in 1925. It was mostly of wood construction with a steel underframe, weighed 5,700 pounds and had four 25 h.p. motors.

Peter also brought out his model of Montreal Tramways Co. car No. 3 that was built in 1924 at the company's Youville Shops. It went to the museum in 1963. The Model was built in Korea by Han In for MTS Imports Inc. The unit was painted by **Brian Earl**.

Peter's juice units weren't the only O scale on display. **Daniel Laur endeau** had the Montreal Street Railways observation cars nos. 1 & 2 on display. These units are also at Delson.

**Brian Ludlow** brought out CPR 4-4-0 no. 145, two CPR 40-foot boxcars, a reefer and a brass van, all in O scale. Brian notes that no. 144 is on display at Delson along with a twin of his caboose no. 436059. The locomotive is a 1956 Max Gray model of a class that totalled 124 units on the CPR. The reefer is built from an All Nation kit with a new roofwalk and Grandt Line hatches. His boxcar, no. 40822, is a 40-foot single-sheathed outside braced car built from a Sale Craft kit of the late 1930s. It received a new roof walk, end walks and grab irons. The other boxcar, no. 224243, is a double-sheathed car built from a Mainline kit with full underbody detail, a new roof walk, end walks and grab irons. The van was built from a Russ Briggs kit.

Another model of a unit now on display at Delson was **Greg Stubbings'** CNR 4-8-4 no. 6153. The U-2-c was built in 1929 and donated to the museum in 1960. It ran in excursion service until 1962 when it was replaced by 6218. Greg says his model was imported by Van Hobbies about 15 years ago.

**Bill Crago** displayed three HO 50 foot box cars. GTW 591231 is an Athearn dou-

The Interchange

ble-door auto car while GTW is a Proto 2000 single door car. ATSF 66579 is a single-sheathed auto car. All cars were beautifully weathered by Bill.

**Alex Binkley** had four S scale cars including an ACF three-bay hopper painted for the GTW, a Pacific Rail Shops 50 foot Union Pacific boxcar, an American Models Montana RailLink outside ribbed box car and 14,000 gallon tank car from American Models.

**Paul Norton** had a G scale CNR FA1 on display. He says it is the latest Aristocraft version of the FA1. It has plug-and-play electronics, roller bearing trucks and in recognition of its Alco heritage, a new smoke unit. It should get a good work out on Fred Mills's pike this summer.

**Grant Miles** brought out some OO scale British goods wagons including an early container car, a salt wagon, a Saxa horse box, a Great Western six-wheel sausage wagon and an end loaded bogie wagon.

**Grant Knowles** brought out another piece of his diminutive HO3 rolling stock. This time it was a Colorado Central covered ore car built from a Clear Creek Models kit. The car looked something like the weight test cars now used on CNR. The car was covered because of the value of the ore it was carrying.

**John LeBlanc** had an Erie 50 foot covered gondola from Athearn.

**Gord Bellamy** had an HO model of GE Dash 8-40B 91101, a locomotive specially painted to honour those who were killed in last September's terrorist attacks.

**Normand Lev ert** had an HO Athearn 40 foot reefer that he used to show off the weathering techniques he wrote about in THE INTERCHANGE several years ago. In short, a shot of Dullcote followed by eye shadow and chalk. He also added metal wheels.

**Dave McLellan** had a Walthers coil gon with lids.

**Paul Bown** had a nifty CNR E-60 gas electric that was imported by Van Hobbies and painted by Bill Scobie.



Three boxcars were shown by Bill Crago.



19000 gallon tank car was part of Alex Binkley's display.



Impressive G scale FA-1 is part of Paul Norton's locomotive roster.



Grant Miles showed a string of British goods wagons.



GE Dash 8-40B commemorating terrorist victims was brought in by Gord Bellamy.



Grant Knowles showed diminutive HO3 ore car.  
May 2002



Bill Scobie painted Van Hobbies gas-electric for Paul Bown.



# Next Meeting

# Steam Over Palmerston

*presented by*

**Ian Wilson**

## Display

McEwan Cars and Steam Power

## Tuesday, June 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

**2001-2002**

<b>Chairman:</b>	Denis Rule	613-823-3440
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## THE INTERCHANGE

May 2002 — Issue 363

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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:**

June                      May 20

**Printing and Copying:**

Impression Printing, Smiths Falls

THE INTERCHANGE is published eleven times a year, September through June and Summer, by the Ottawa Valley Associated Railroaders. Opinions expressed in THE INTERCHANGE are those of the Editors or individual authors, and are not necessarily those of OVAR. © 2002