



The Interchange

Our 42nd Year
Ottawa Valley Associated Railroaders – OVAR

May 2003

Issue 374



REMEMBER WHEN? Ottawa Union Station and Confederation Square in 1952. Accompanying caption notes that “every street-car in the Capital either goes through Confederation Square, or turns around in the middle of it.” (OTTAWA CITIZEN file photo)

Not a simple task:

There have been more stations in Ottawa than one would think

by David Jeanes

Greg Stubbings’ proposal in April to collect pictures of stations around Ottawa is quite ambitious. Restricting the search to 1930-1960, (i.e. CNR, CPR, and NYC), is probably wise, since there were many railways and stations in Ottawa over the 150 years since rails arrived in 1854. On Lebreton Flats alone there were at least twelve sta-

tions, and eight more from Sussex Drive to the Rideau River at Hurdman.

Unfortunately only two original station buildings still stand in urban Ottawa, the 1912 Union Station/Conference Centre, which is not designated under the Heritage Railway Stations Protection Act, and the 1966 Ottawa Station, which is!

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plus much more

From the Private Car

by Fern Leroux, OVAR Chairman

Spring is finally here, the buds are on the branches, the birds are back and many of us modellers that have spent the winter in the dark confines of our basement have come out of hibernation and are spending more time outside. Most of us are doing those yearly chores of cleaning up, sprucing up and completing that list of things that our dear wives have drawn up during the winter months. Cheer up, the nice weather will permit us to go railfanning, visiting rail museums, visiting hobby shops, visiting other people's layouts and maybe take a train ride.

Now that the parameters have been set, let us go on with the realities of a model railroader's life. The March meeting was well attended as usual, Peter was off by one. The display stand was again graced by the excellent quality of the models produced by our members. I had not met or heard Ron Ritchie for several years but again he proved to be a wealth of knowledge. Even if the sound diminished as he talked everyone was still tuned in to the information given out. I gather from the Program Chairman that we will be treated to Ron's expertise again next spring.

THE INTERCHANGE

Are we crazy? One of the questions asked when the questionnaire asked whether or not we should abandon THE INTERCHANGE. No, we are not crazy, the question needed to be asked. For several months the request has gone out asking for contribution to THE INTERCHANGE, and, very few have been sent to Alex. As an executive we felt the question needed to be asked. Alex needs articles! THE INTERCHANGE is your "paper", use it, write railroading articles, write about the books you read, write about your model railroad, write about the techniques you use in constructing structures, rock formations, store fronts, industrial set ups. I guess what I am trying to say is make use of it.

OVAR Clothing Sale

Thank you for the interest shown in our yearly clothing sale. The order has been forwarded to our local supplier and barring any unforeseeable problems those having purchased pieces of clothing should be able to collect them prior the meeting or the bar break.

RAILFAIR Raffle Layout

Last month, based on the information received, I stated that two groups had offered to build the raffle layout for 2004 and 2005. Arriving at the meeting I was informed that it would not be the case. Thanks to the effort of Denis, who looks after special events and other requested tasks, the April meeting was asked if someone would be interested in building the layout. I am happy to report that Rob Rolfe, with the help of a few friends, has agreed to take on the project. Thanks Rob. We felt relieved that we did not need to ask the other question regarding our opting out of the project.

Herb McEwen Award

The short survey that was handed out to members at the last meeting also had a section dealing with nominations for the Herb McEwen Award, to date we have received many nominations. Members who did not have an opportunity to complete a nomination form and wish to do so may do so tonight, forms will be available at the head table.

June Election

Next month you will be asked to elect a new slate of officers for your executive. As you are aware there are two vacancies opened. An organization is as effective as its leadership. The leadership of an organization is decided by its members. If you feel you can contribute to OVAR's leadership team please feel to offer your candidacy or that of someone who can do so. It requires a few hours of your time to attend executive meetings and complete the tasks that your position requires. I have enjoyed my stint on the executive and the camaraderie of fellow members.

Formsma's Train Collection

I have received an e-mail from Jacob Formsma whose father, due to old age and limited space, has to sell a collection of trains he has collected over 45 years. There are 50 pieces of Canadian engines and rolling stock, 300 pieces of U.S. engines and rolling stock, 200 accessories and miscellaneous items — in Lionel and O scales. An auction will be held on May 13th, in Peterborough.

Profiling: a member of the executive

Paul Therien, video librarian

Paul's interest in trains started as a youngster, when back in the forties and fifties the primary mode of intercity travel in winter was by train. His first electric train set came as a Christmas gift in 1953. It was an American Flyer passenger train. He was so happy because it had only two rails unlike the other makes that had three rails.

His interest in HO started in the mid-1960s and he has been "investing" in this gauge ever since. In the early 1980s he joined the Thomas Craig Group, better known as the Manotick or RV&F, or Thursday Night Group. To this day some of the former members still meet every Thursday evening. For OVAR's newer members, the Thomas Craig Railroad Group was formed by the late Joe Thomas and the late Bob Craig, both founding members of OVAR. Bob Craig has been remembered in the founding of the C. Robert Craig Library. The experience that Paul gained operating with the RV&F Group helped him design and build his layout The Orleans and Northfield Railway, which is a point to point operational railroad. This year the O.N.R. started operating every second Monday with the support of a dedicated group of operators from such organizations as BRMNA, BRS and OVAR.

In 1999, Paul became the OVAR video Librarian and he enjoys the friendship that he has developed with the members. When OVAR takes a summer break, Paul moves to prototype equipment as one of the many operators at the Canada Science and Technology Museum by operating either the museum's Shay steam locomotive or the Bytown Railway Society's GE 50-tonner Diesel industrial switcher.

Needless to say that model and prototype railroading is really the World's Greatest Hobby.

McEwen Award

So far, 11 nominations have been received for the Herb McEwen award, OVAR's annual tribute to a member who has made an outstanding contribution to the hobby of railroading. The award is an HO scale business car, lettered for the South Shore after Herb's own line. If you like to nominate someone, please let Denis Rule know in writing who you are supporting and why.

THE INTERCHANGE wants to know what you're doing

Profiling: your local merchant

Bonnechere Custom Models

Peter Nesbitt, prop.
1858 Cloverlawn
Gloucester, ON. K1J6V2
745-7475

Bonnechere Custom Models was created four years ago after Peter took early retirement from Metropolitan Life Insurance Company. Peter has been in the model railroad hobby for over 40 years and is an OVAR charter member.

Peter offers a variety of custom building services, including kit assembly, detail additions and scratch building. He has considerable experience in regular and sound DCC decoder installations. Both of which are done at competitive rates. As well, he is experienced in layout design, building and wiring.

Bonnechere Custom Models is an authorized full line dealer for DCC by North Coast Engineering. Peter makes use of the system himself and understands how it works. It's very easy to use and has an excellent duplex radio based wireless option.

For those who like sound, he is also an authorized dealer for Soundtraxx.

As well, BCM is pleased to offer ITTC Layout sound modules, Western Scale Models products, stripwood and scribed siding by Mt. Albert Scale Lumber and San Car Company kits.

For the Record

April Meeting:
126

Current membership:
182



Principal Valerie Wright (back left) and Brian Earl (far right) pose with students from Michael Corkery School which built the Carp Central layout to raffle for CHEO.

2003 RAILFAIR layout

by Denis Rule

For many years now Brian Earl has volunteered countless hours building layouts that are raffled off at RAILFAIR with the proceeds going to CHEO. First he did it with the help of other club members and for the last three years he built them while teaching school children the skills to build the model railroads.

I'm certain that these kids will remember the experience for a long time and with a little luck they may some day take up our wonderful hobby on their own. As you all know last fall Brian announced that this would be his last year with the kids.

Brian, I cannot stress how grateful the club is for your efforts and contributions. On behalf of everyone at OVAR and RAILFAIR I would like to once again say Thank You for a job well done.

At the last meeting I had lost all hope of

finding a new volunteer to look after 2003 raffle layout but Rob Rolfe stepped up to the challenge.

Rob is a very experienced modeller who has built many layouts over the years. He's helped me to build my last two layouts while working at the same time on his own ever-changing Fallowfield and Pacific. I look forward to see the masterpiece that will be created by Rob and his team.

Construction will begin at this year in Rob's workshop. Rob will need some help. This is a great opportunity for experienced modellers to hone their skills and for new modellers to learn new skills and confidence to start a layout of their own. Should you wish to help in this great cause please call Rob at (613) 825-8432 or email at:

trainfeller@sympatico.ca

Many thanks to Rob for taking up the challenge.

2003 questionnaire results

by Denis Rule

There is nothing like a well-asked question to bring everyone to life. I would like to start off by letting you know that we have no intention to eliminate THE INTERCHANGE. Over the last year the number of articles being contributed have nearly stopped and we had started to wonder if the membership really still wanted The Interchange.

Out of 126 questionnaires distributed at
May 2003

the April meeting, an overwhelming 74 members said they want to keep THE INTERCHANGE going, five said no and four did not answer. I hope that the 74 who said yes are working on a project that they plan to write about soon.

The next question was about a possible road trip to Delson in September. I realize that this seems far in the future but we really need the time to plan these things out. Nineteen members said they would be interested

but unfortunately this is not enough to make it a go. I hope to try for another date perhaps next spring.

Last but certainly not least was nominations for the Herb McEwen Award so far we have 13 members that have been nominated two of which have already won the award. This only proves that good work does not go un-noticed. Thank you for your nominations. We will consider all of them closely before awarding this year's trophy.

Turnout control using DCC:

or how to have your cake and eat it too — and in a couple of different flavours! See it in June!

by Peter Nesbitt

In August 2001, Larry Maier prepared 'A Stationary Decoder Comparison' that was published on Tony's Train Xchange web site:

www.ttx-dcc.com

This was very comprehensive and helpful. As well, the October 2002 issue of RAILROAD MODEL CRAFTSMAN had a good descriptive article on how these decoders work. While I can't say for certain what if any changes have happened with others, I would like to take this opportunity to tell you about a new product from North Coast Engineering. I'll also provide a brief review of the workings of their Switch It decoder.

For some time now NCE has produced the Switch It decoder and Larry Mair's comparison recommended it as the best choice for stall motor switch machines such as Tortoise. NCE have just started shipping the Snap It stationary decoder. This decoder is designed to control twin coil switch machines. I brought in one of the early production models for evaluation.

This decoder controls one twin coil switch machine. For the lower amperage ones, such as those by Atlas, the decoder can be used as it comes. An added capacitor is recommended for the higher current switch machines such as the Peco ones. The instruction sheet has some suggested values. Bought singly the largest of these capacitors was less than \$2.50. Hopefully they would be cheaper in bulk.

The Snap It draws the power to recharge the capacitor(s) from the track power. In order not to impact train operations, it is designed to draw less than 65mA when charging the capacitor and 2mA at other times. This means that if you had 30 Switch Its, the total draw would be about 2 Amps when the layout is turned on (all capacitors being charged at the same time) and about 60mA ongoing. Nonetheless, external DC power can be connected to the Snap It if desired.

Programming the Snap It is done with it connected to the track. Any system that supports accessory control can do this easily. This includes changing the address, the recharge time from the default 1½ seconds to 4 seconds and to reset the decoder to factory defaults. If your system supports Program Accessories on the Main then there are more options in terms of recharge and discharge times. The default discharge time is

.125 seconds.

I have been testing the decoder with some Peco switch machines and can report that it works very well. Using a 4700µf capacitor, both the regular and the lower amperage (green coil) switch machines snapped over smoothly and with authority. No buzzing either.

As well, the decoder has contacts allowing it to be activated by one or more sets of momentary switches. These could be on the fascia, dispatcher's panel, or whatever. The early production models don't have contacts for lighting LEDs. I discussed this with the owner of NCE in mid March and he is committed to adding this feature in the near future without any increase in price.

The Switch It stationary decoder controls two stall motor (Tortoise) switch machines. One of the nice features of this decoder is that it has the capability of being driven by one or more sets of momentary switches. (This is having your cake and eating it too!) These can, of course, be mounted anywhere. This is a feature worth thinking about even if you have no desire to operate your turnouts from the cab/throttle. The ability to throw a Tortoise driven turnout from any one of a number of locations without complicated wiring can be very helpful. The decoder will also control panel LEDs.

Not a simple task

continued from page 1

Some surviving pre-1900 stations outside Ottawa are standard designs of Ottawa-based railways. Barry's Bay is identical to the former Ottawa, Arnprior and Parry Sound stations at Carp, Kinburn and Galetta. Barrington station, now found at Delson, is identical to former Canada Atlantic stations at Carlsbad Springs and Vars. Venosta has a standard Ottawa and Gatineau station and Parker has a Pontiac and Pacific Junction station, both now private homes.

Cumberland still has two post-1900 stations: the Grand Trunk Vars station, now at the Cumberland Museum, and the Canadian Northern station, now a private home. CPR's Manotick station was relocated as a private home. Three relocated New York Central stations also survive in Embrun. THE CANADIAN STATION GUIDE by Bruce Ballantyne lists most of these and is still available from Bytown Railway Society.

If you have NCE or Wangrow or are thinking about DCC but haven't jumped in yet, then you may be interested in the next item. The NCE Command station has a function called Macros. A Macro is nothing more than a series of accessory decoder instructions that are retained in the command station memory. To execute the Macro — push the select Macro button followed by the Macro's number and then enter.

A Macro is somewhat like an intelligent Diode Matrix. The executed Macro has the same result as a traditional Diode Matrix. But since the Macro is stored in the command station and has nothing to do with the decoder per se, any particular turnout can still be driven by an Accessory command from the cab/throttle or fascia control. Creating a macro entails nothing more than, at the appropriate prompt, entering the accessory decoder commands that you'd issue to do what you want the macro to do.

Don't let your imagination stop with turnouts. Accessory decoders can be used to turn animation and/or lights on and off. Macros will allow you to have various combinations start or stop with a couple of simple key strokes. At the June meeting I will have a small demonstration module set up before dinner. Anyone who's interested is welcome to try it out.

The Ottawa Railway History Circle has many descriptions and photographs already on the website maintained by Colin Churcher:

www.railways.incanada.net/circle/findings.htm#OttawaStations

and there is also a binder of pictures and notes on Ottawa Stations compiled by Ken Healy in the C. Robert Craig Memorial Library at Old City Hall.

For more information contact David at 725-9484 or david@jeanes.ca

Additional notes:

Bruce Chapman notes that Shawville station is a museum at the local fairgrounds. Quyon station was on a farm about 5 miles from the old site, but we couldn't find it this spring.

Bruce Ballantyne adds that there's also the Cascade, Quebec station up the Gatineau which is behind a barn to the west of Hwy. 105 at the road to Farm Point (visible from highway). There are also smaller flag stations around as well.

OVAR's original members

by Fern Leroux

In the questionnaire presented to the members at the last meeting, in the section dealing with the Herb McEwen Award, it was stated that Herb McEwen was a founding member of OVAR — not true says one of the founding members. Thanks to Graham Stremes, who revisited and verified his notes and former issues of THE INTERCHANGE and supplied us with the following:

- a) In THE INTERCHANGE issue No. 1, dated April 1960, it was reported that the inaugural meeting of the group was held at the home of Joe Thomas, on Monday, April 4th, 1960. Present were: Joe Thomas, Bob Craig, Adrian French, Bob Hare, Jack Rous, Graham Stremes and Ken Chivers.
- b) In issue No. 4, dated April 1961, THE INTERCHANGE commented that “With far less glitter and fanfare of Hollywood premier but with just as much nervousness and anxiety, sev-

en co-producers watched their production and brain child, OVAR, presented to 23 fellow model railroaders at the inaugural Dinner Meeting held at the Prescott Hotel on Thursday, April 6, 1962.” The list of the 23 attending the meeting is not available but there is no doubt that, since Herb McEwen and his South Shore R.R. were referred to in issue No. 3 of THE INTERCHANGE that he was, by definition, a charter member.

- c) Also, noted in THE INTERCHANGE, issue number 4, that at the first dinner meeting April 6, 1961, “it was decided that those who attended the April 6th dinner and who attend the forthcoming meeting, May 23, will form the charter members of the organization.”

I would like to thank Graham for the information he has supplied us regarding the “founding fathers” of OVAR. I hope Graham enjoys today's dinner meetings as much as he did back in 1960. Thank you.

TIMETABLE

Upcoming events of particular interest to OVAR members

June 3: OTTAWA – Bytown Railway Society Regular Meeting, 7:30 p.m. Info: www.ovar.ca/bytown

July 13-20: 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>

Oct. 18-19: NEPEAN – **RAILFAIR**, Algonquin College, Woodroffe Campus. Sat. 11 a.m.-5:30 p.m., Sun. 10 a.m.-5p.m. Info: Tom Patterson (613) 831-1133, e-mail: trp99@magma.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!

Prowling the stacks:

A report on the activities of the C. Robert Craig Memorial Library.

by David Knowles

Well, the Library survived its move from Whitton Hall in the Sussex Pavilion of the former City Hall to its new location in the Bytown Pavilion of the same building. On balance the new quarters are an improvement over the old ones. The public area is open and the sunlight pours into it from the inner courtyard.

Each of the partners has an admin desk in the area behind the entry desk and the open collections are in a bright, airy stack area. In between, a client work area contains large tables where your materials can be spread out for your research. The microfilm readers and microfilm/reader printers are readily available next to the work area, and the computers are tucked away down a side wall. There is a meeting/consultation room next to the entry. In addition the various Ottawa Archives offices and facilities open off the main area.

The free parking facilities are still located under the Sussex Pavilion, while the garage

floor in the Bytown Pavilion is replaced. On entry to the parking lot you take a bar-coded ticket from the barrier machine. This combined with a yellow bar-coded ticket obtained from the entry desk in the Archives provides free parking. On leaving the Archives there is a machine in the elevator lobby outside the Archives door which validates your white ticket. The white ticket is inserted in the machine and removed. Then the yellow ticket is placed in the same slot. It too is removed. Retain both tickets. On arrival at the exit gate the white ticket is inserted in the gate slot and the barrier rises to free you into the wide world.

The Library is located on the first floor, i.e. the Sussex Street level about half-way down the balcony which overlooks the west branch of the river (just beside the elevator lobby).

The building is now a Federal Government building and you will likely be asked for a photo ID at the parking entrance, or the front desk, and to sign in and out.

Now that the move is over we are once again expanding our collections. Among the new books are Alexander Reford's AU RYTHME DU RAIL 1859-1970, photographs of railways in Quebec. Henry Ewart's PERFECT LITTLE STREETCAR SYSTEM 1906-1947, streetcars in North Vancouver, STREETCAR BUILDERS OF CANADA: Vol 1, by W. Bailey and D. Parker, describing the cars built at Preston, Ontario, and Dale Wilson's SUDBURY ELECTRIC AND DIESELS. These are already on the shelves. THE HARVEST TRAIN, describing the cheap excursion trains to the west to harvest wheat is on order.

Recent donations of book collections have provided the library with duplicates of some already on our shelves. These will shortly be offered for sale. Library members will be offered a 15% discount from the fair market price, so make sure that your membership is up to date. Renew or join now to take advantage of this offer.



Peter McGuire took Chairman's Choice with W&R Enterprises model, with Charls Gendron custom paint.

Passenger cars on display in April

From the display stand for April's OVAR meeting it wouldn't be hard to conclude that passenger cars are far more popular with modellers than with the real railways. There were a lot of beautiful cars on display from North America and several other continents.

Peter McGuire won the CHAIRMAN'S CHOICE for his HO model of CN business car PV24. Peter assembled it from a W&R Enterprises model and Charls Gendron painted it. A gorgeous model.

Eric Smith brought out HO models of three Australian, one British and one French passenger car. He had a Lima Australian Railways baggage-generator-dormitory car built by Budd for the Indian Pacific Express. It is now with Pacific & North Western Railway. Eric had scratchbuilt models of two other P&NW models — heavyweight sleeper built from bristol board and wood with Craig lettering and 12 bedroom sleeper built from acetate sheet, wood and variety of commercial parts and completed with Craig lettering. As well, Eric had a SNCF couchette sleeper from Rocco and British Railways buffet-restaurant car in post 1963 livery.

David Strong went for the full train look with a CPR 3100 Northern, a Kirlin Models CPR baggage car, a Kirlin baggage/express car, a Glen sleeper, custom painted by Van Hobbies, and a CPR R-class sleeper. This would look quite sharp on a layout.



BR buffet car in post-1963 paint scheme was amongst several by Eric Smith.



John LeBlanc modified Athearn car into CNR VICTORIA.

John Mitchell, Bruce Kerr and Jack Scott teamed up to present us with an HO replica of CPR Train 21 that ran Toronto to Detroit. It was composed of Bruce's Atlas RS-11, modified to an RS-10 and painted tuscan and gray with block CPR lettering, John's P2K FB-2, in factory paint with a new horn on roof and long-range fuel tanks, Jack's Rivarossi baggage car, painted tuscan and modified for CPR, Jack's Rivarossi modified for CPR RPO in tuscan, Jack's Bachmann Spectrum baggage/coach com-

bine, painted and modified for CPR and John's Bachmann Spectrum diner, painted tuscan and modified for CPR, John's Bachmann Spectrum coach, painted tuscan and modified for CPR. A great looking train.

John LeBlanc brought out a strong of four CNR passenger cars all from Athearn and interior decorated. The VICTORIA was an observation and bedroom car, the INVERNESS a sleeper, MT. STEPHEN a coach and an express mail car dedicated to the memory of George O'Connor, a railway postal



John Mitchell, Bruce Kerr and Jack Scott combined to present CPR Train No. 21, headed by RS-10/FB-2 duo.

clerk and former OVAR member.

John Adams displayed some vintage CPR passenger equipment. He had a couple of wooden passenger cars with open vestibules that his father built back in the 1950s. One was a Central Lines kit while the heritage of the other is unknown. John says the cars are a good example of the kit materials of 50 years ago. John also had a 1902 CPR dome car built from a circa 1970 Westwood kit. Sharp looking display.

Tim Pullen brought some of his father's handiwork as well. One was an Ambroid combination car and the other was an open platform coach. His Dad built both kits while he was at sea in the 1950s. Neat family heirlooms.

Barry Innes displayed a CPR passenger train headed by an Atlas FP7 with Rivarossi cars converted to CPR appearance and riding on modified trucks.

Normand Levert showed off some of his Budd RDC collection with P1K RDC3 and RDC2 with added working gyalights controlled by the DCC decoders independently of the headlights. Normand says Jacques Thuot did the decoder installation.

Alex Binkley had two S scale passenger cars. One was an American Models Budd car coach with complete interior except humans while the other was American Models heavyweight parlour car. It was painted for the Canada Southern by Charls Gendron and lettered for PORT CARLING, a community served by the CSR. This car still needs an interior (and yes centre axles as well).

Matt Gendron brought out an HO Kato corrugated business car that has working side and tail lights and a detailed interior.

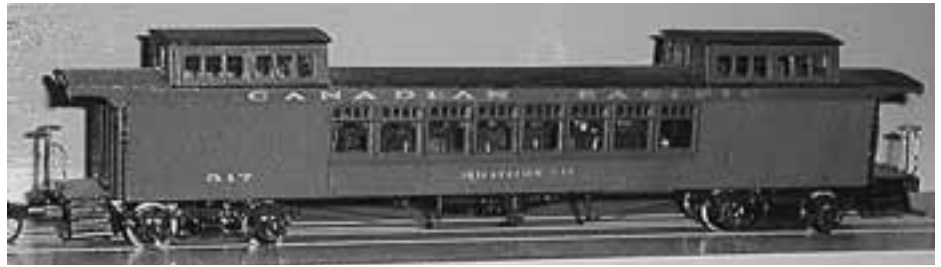
Bill Scobie has expanded his inter-scale experimenting by building a BGR Group HO model of a CNR first class coach. Bill said the urethane kit was good but the instructions were too technical and a better floor drawing would have helped. Still it was a good buy, Bill concludes.

Peter Cunningham displayed Walthers and Bachmann doodlebugs that will work on the Peterboro branch once Peter gets it built (hint, hint).

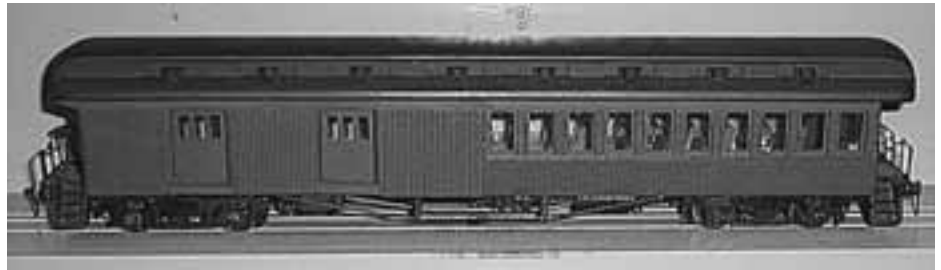
Peter Joyce brought out his Montreal & Southern Counties #201, a trailer built in 1912 by the Ottawa Car Co. Peter made it from a LaBelle kit bashed to M&SC configuration with parts from Walthers and Q-Car. (This car also needs some tracks to run on).

The biggest train of the night was **Hugh Laing's** G scale USA Trains 44-tonner that was "Scobized" into a quite respectable version of the prototype.

May 2003



1902 CPR dome car built from Westwood kit was displayed by John Adams.



Tim Pullen showed Ambroid combination car constructed by his father in the 1950s.



P2K RDC's were modified by Jacques Thuot for Normand Levert.



Matt Gendron showed Kato corrugated business car with working lights.



BGR kit of CNR 5100-series coach was constructed by Bill "Inter-Scale" Scobie.



Peter Joyce added some traction flavour with M&SC trailer #201.



Next Meeting

Railfanning with Ken Chivers, Omer Lavallée and Ron Ritchie

presented by

Brian "Boomer" Ludlow

Display

McEwen Cars and Steam Power

Tuesday, June 10

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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Dinner:	Peter Joyce	613-841-1950
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THE INTERCHANGE

May 2003 — Issue 374

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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. © 2003