



The Interchange *Our 43rd Year*

Ottawa Valley Associated Railroaders — OVAR

December 2003

Issue 380



VIA train 199, a single Budd RDC, awaits its departure from the Victoria station.

Taking the E&N to St. Johnsbury: A visit to Marty Phillips' Maine Central's West End Station

by Vic Dohar
photos by the author

Former OVAR member Marty Phillips and his wife Mary now live in Parksville on Vancouver Island. Knowing this, I decided to combine a recent business trip to Victoria with a visit to their home, and of course, Marty's HO scale Maine Central's West End Station layout. To reach Parksville, I thought why not take the train? A quick check on VIA's website revealed that passenger service was still operating daily on the Island (between Victoria and Courtney). Thus the stage was set for a very interesting day.

Sunday was a beautiful rare sunny autumn day in Victoria. At the quaint little station, VIA train 199, a single Budd RDC #6148, awaited its departure at noon. The line is known as the Esquimalt & Nanaimo Railroad, once owned by CP but now operated by Rail America. The route passes through many scenic areas such as the trestle crossing at Niagara Canyon, Shawnigan

Lake, the Malahat pass, many farm fields, and the beautiful Island coast line. The single Budd car never exceeded 40 m.p.h., and many times slowed down around curves with the sound of grinding flanges. The right-of-way did not appear well-maintained with lots of weeds and freight traffic was nowhere to be seen. One wonders how long VIA and/or Rail America plan on maintaining passenger service on the Island?

I arrived in Parksville, 90 miles north of Victoria, shortly after 3:30 p.m. and Marty gave a quick tour of the town in which they reside. From the sounds of it Marty and Mary have taken well to the laid-back life style of "Island" living. They have even acquired a taste for local wine, a new hobby of the household. It must have been a difficult transition from all that snow shovelling and cold weather they had to leave behind. Their home does not have a basement (slab foundation) thus the layout occupies a finished

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Marty brings a St Johnsbury & Lamoille County train into the yard.

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plus much more

From the Craig Librarian's Carrel

by David C. Knowles

The Annual General Meeting of the Library was held at the Ottawa Archives on the evening of Wed., Oct. 22. The reports of the officers of the Library were received, and Dave Knowles was reelected President for the next two years. For members unable to attend, copies of the annual report are available from the Secretary, Dave Stremes.

New books at the Library are:

An unexpected volume on the Kettle Valley. *Smuin, Joe.* MILEBOARDS KETTLEVALLEY RAILWAY: A HISTORICAL FIELD GUIDE TO THE KVR. This ringbound book is a comprehensive listing of all the stations on the Kettle Valley Railway and its branches. The data includes pictures, distances, notes on the buildings, and happenings such as wrecks. It also lists the building dates and disposition.

Riddell, John. TRACKSIDE THROUGH ONTARIO 1955-1960 with Don McCartney. This book by the Morning Sun people is well up to their usual production standards. Their definition of Ontario is somewhat surprising as it seems to be a triangle at Quebec City reaching Vancouver and the Yukon! Quite apart from this quibble Don McCartney's photographs are excellent.

Middleton, John. THE LAST INTERURBANS Middleton's trio on electric railways in North America are true classics. THE TIME OF THE TROLLEY, and WHEN STEAM RAILROAD'S ELECTRIFIED have gone into updated new editions. The third book on THE INTERURBAN ERA was written when the era was substantially over and there was little more to be written and an update was probably considered to be unnecessary. Consequently THE LAST INTERURBANS is a collection of photographs of the last days of the interurbans. The Canadian radials were among the last to be abandoned and six of them appear in separate chapter along with the Hershey Railway in Cuba. Definitely worth consulting by radial fans.

Editor's Note: In order to allow Tom Patterson a little more time to construct his barge slip, Part 2 of his article will appear in next month's INTERCHANGE.

RAILFAIR 26

by Dave Venables,
RAILFAIR Organizing Committee

The highlight of October in the Ottawa area was RAILFAIR 26, held at Algonquin College, on October 18th and 19th. The attendance of 2,164 was down slightly from the previous year (2,309). The raffle layout raised \$1,408.05 for CHEO which was only slightly less than the previous year. For the first time that can be recalled, the layout was won by an OVAR member, Mike Hind, which made the logistics of delivery much simpler!

This year's show continued the tradition of balancing layouts in a variety of scales and gauges with trade stands to give visitors the broadest and most positive exposure possible to the hobby. Again, the layouts were both varied and of high quality and feedback from visitors was very positive. This year, in addition to the raffle layout (N), there were 12 other operating layouts. Two of them were new to RAILFAIR and were very well received: the huge LEGO layout by the Par-lug-ment group was a great attraction as was the N scale layout from Papa Kidz Trains. They, along with the other layouts from Thomas Branch (G), Red Fox Park (Gn15), Cumberland third rail (O), Toy Train Workshop (O), HO-Trak (HO), Ottawa British (OO), Limpley Wharf (N) N-Trak (N), Sleighholme (2mm) and Switzerland in miniature (Z) amply demonstrated the variety and interest in what is truly the world's greatest hobby. Visitors were also treated to a variety of club information booths and trade stands that covered the entire spectrum of the hobby. Whether they were a casual visitor seeking some entertainment, a serious modeller seeking ideas or somewhere in between there was something for everyone and they received excellent value for their admission money.

To be a success, an event like RAILFAIR requires the participation of exhibitors and

dealers, a large number of volunteers at the show to handle the logistics, and an organizing committee to plan and coordinate the whole thing. Without this, such a show would be impossible. The organizing committee would like to express its sincere thanks and appreciation to all who participated in one or more of these roles to make RAILFAIR a success for the 26th time.

In a few short months attention will turn to planning for RAILFAIR 27 which will be held on October 16th and 17th, 2004. Working on the organizing committee is an extremely rewarding experience. It offers a marvellous opportunity to put your knowledge and skills to yet another use or to acquire some new ones. An important objective of the organizing committee is to ensure that future RAILFAIRS are as viable and successful as their predecessors and one way to facilitate this is to engage new participants in their organization. More will be said at a future OVAR meeting. However, in the meantime, please consider becoming a member of the committee; you won't regret it; and, more to the point, neither will the hobby.

TIMETABLE

Upcoming events of particular interest to OVAR members

January 3-4: OTTAWA – Modular Rally, St. Anthony's Soccer Club Hall. Sat. 10 a.m.-4 p.m., Sun. 9 a.m.-3 p.m. Info: Denis Rule (613) 823-3440, e-mail: derule@sympatico.ca

January 6: OTTAWA – Bytown Railway Society Regular Meeting, 7:30 p.m. Info: www.ovar.ca/bytown

January 31: OTTAWA – St. Lawrence Division NMRA Meet, Emmanuel United Church, 691 Smyth Road (just east of CHEO). Info: Stan Conley (613) 523-8237, e-mail: sconley@ccs.carleton.ca
www.cyberus.ca/~g_knowles/sld/sld_index.htm

February 21: OTTAWA – MODEL TRAIN FLEA MARKET, St. Anthony's Soccer Club Hall. 10 a.m.-2 p.m. Admission: donation at the door, tables \$5. Info: Denis Rule (613) 823-3440, e-mail: derule@sympatico.ca

For the Record

November Meeting:
125

Current membership:
180

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

E&N to St. Johnsbury

continued from page 1

garage. The layout takes the same basic shape and configuration as it did in Ottawa, with a little more elbow room in the center aisle and staging area.

The single 8-track staging yard serves all the trains that flow in and out of St. Johnsbury, Vermont, as well as the rest of the layout. St. Johnsbury is a busy yard with the junction of several lines. CP trains comprise the main north-south traffic between Springfield, Massachusetts and Quebec. Maine Central (MEC) trains travel east to Portland, Maine, and St. Johnsbury & Lamoille County trains travel west into Vermont. A couple of MEC locals serve the Gilman pulp and paper mill, as well as a CP local that serves some industries north of St. Johnsbury. In addition, the MEC interchanges with the Boston & Maine (B&M) in Whitefield. The B&M train's destination serves the pulp and paper industries in Berlin and Groveton, New Hampshire. As you can tell, the primary flow of cars involves the pulp and paper industry. Finally, a string of Budd RDC's make up an excursion train from Portland over the MEC lines.

Clearly, the layout is very operational. All track has been laid and painted, and the layout is DCC-controlled with Digitrax. With a bit of extra space near the staging area, Marty even has plans of extending a branch line in that area. Although the layout is not scenicked, this is likely his next big step. The layout does not seem congested with features, as he has allowed room for rolling farm land, several river crossings, and bridges. He also has plans to build a classic New England octagonal barn. I wonder



A Maine Central freight from Portland crosses the diamond at Whitefield enroute to St Johnsbury, Vermont.

what season will be modelled, autumn or summer? In the meantime, cardboard mock-ups of industries and buildings provide a sense of completeness and act as an aid in composing a scene before the structures are finally built. To help Marty with all this, a few local train guys meet every other Thursday for operating sessions. Since I was catching the 6:30 p.m. train for the return trip to Victoria, Mary did not want me to leave on an empty stomach (nor did I). Therefore, she had prepared a wonderful meal, serving her "Famous Lasagna". The return train ride was less eventful as it was already dark by the time Marty dropped me off at the station. Time to rest and reflect.

If you ever have an opportunity to visit Vancouver Island, I strongly suggest that you include a train ride on the E&N to visit Marty. Well worth it!



A Boston & Maine freight rolls by the ball signal as it crosses the diamond at Whitefield, New Hampshire.



Just one of the many examples of cardboard mock-ups on Marty's layout.



An RDC excursion train cross the Connecticut River on its way back to Portland.

Memories of (W.F.G.) Bill Williams

by Bruce Curry

My association with W.F.G. (Bill Williams) goes back to the late 1950s when I was barely a teenager. As soon as my mom gave me permission to ride my two-wheeler past the end of our block (that is, beyond the limits of our Glebe neighbourhood), I made my first trip to Hobbyland Ltd., which in 1957 was located downtown at 240 Slater Street opposite the Jackson Building.

With allowance in hand, I spent many a Saturday afternoon pacing back and forth in front of the store shelves trying to decide which plastic car, boat or airplane kit to buy with the whole \$1.00 I had in hand. Most of my dealings were with Bill's very capable and then sole employee, Bob Hare, but I do recall a much younger W.F.G., whose darker head of hair was highlighted even back then by a bushy moustache, and very white teeth. My early impression of Bill was that he always busy — he was a man in a hurry.

The story of Hobbyland's move to 93 O'Connor Street after the October 1958 gas explosion has been recounted elsewhere. Suffice it to say that most of Bill's customers were amazed he was able to re-establish his business so quickly, and thankful that he did, because in Ottawa there was a growing market for a good full-line hobby shop.

I bought my first HO-scale trainset from Hobbyland shortly after the O'Connor Street shop opened. It was a Revell product, and not a very good one at that. In fact it was a lemon, given that the motor on my 'SW9' burned out after just a month of use. In tears I took it back to Hobbyland, where I remember getting a sympathetic ear from Bob Hare and an acknowledgement that they would make things right. No Revell replacement ever appeared; what I got instead was a brand-new Athearn GP9, and a higher-quality Aristocrat transformer replacement for the starter set powerpack. And I don't recall having to pony up any cash to make things right. To this day, I've never forgotten what was obviously W.F.G.'s business ethic; he stood behind what he sold. As a future employee, I found this was exactly the case.

One Saturday afternoon in the fall of 1961, Bill approached me (I was 16 at the time) and asked me if I would like to clerk at the store on Saturdays. Wow, how could I refuse such an offer! I was just one of dozens of teenaged boys, Tom Hood and Dave Taylor included, whom Bill ushered

into the retail world during his long business career. I kept my Saturday job with Hobbyland for six years until the pressures of university deadlines forced me to resign. But, what memories I took with me.

As a kid growing up in the Glebe, I had known of Bill. His elderly father Edward, lived just up the street from us, at Holmwood and Ralph streets, and I often saw Bill escorting Mr. Williams senior and his wife out to his car, presumably for a Sunday outing. I frequented the old CNR railway yard at Bank Street from about 1957 until we moved away to the suburbs in 1961, and more than a few times spotted W.F.G., or members of his family, at their home on Glendale Avenue, just a block away from the rail yard.

During my six years of employment at Hobbyland, Bill did sometimes allude to his life prior to becoming a hobby shop owner, but there was so much that I didn't know about Bill until quite recently. He was born in London, Ontario on September 8, 1912, and journeyed to England with his mother Ethel, sister Catherine and baby brother Thomas, to join their father who was serving in the Great War. Upon their return to Canada, the Williams family established itself in Ottawa, where Bill attended Mutchmor Public School and Glebe Collegiate. Following graduation he went next door to the High School of Commerce where he took an intensive one year business course.

Like many children of that era, W.F.G. joined his father in the family business, E.E. Williams and Son, who were manufacturer's representatives for various products, among them Globe Envelopes, and Strike-Rite matches. The Great Depression was a difficult time in which to establish oneself, and Bill lived with his parents until his marriage in 1939 to Marguerite Slaughter, at age 27. They eloped on September 9th, the day before Canada declared war on Nazi Germany.

The Williams' first home was an apartment on Strathcona Avenue in the Glebe, but they moved to a house on Glendale Avenue in 1941, just before the birth of daughter Mary. Prior to the war Bill had become a member of the Canadian Army reserve, and not unexpectedly he was called up to go overseas in August 1942, the same month as the Dieppe Raid. On Christmas Eve of that same year, Bill, already posted to Europe, learned that he had become a father for the second time, this time to daughter Janet. In 1945 he rejoined the family business. A son,

Bill, Jr. was born in 1948.

In 1953, at age 41, Bill ventured off into business for himself when he bought Holden's Hobbies, which he renamed Hobbyland. The business was moved from Spruce Street to several locations in downtown Ottawa, before finally settling at 93 O'Connor Street after the gas explosion in 1958.

Bill Williams was a wonderful example to young men such as myself. He was a hard-working individual — always at the store from 9:00 to 6:00 p.m. six days a week, coupled with the book work he did at night and on the weekends. In those formative years he rarely took a holiday; he couldn't. I will always remember his stated (and often unstated) business ethics. He expected his employees to be honest, hardworking, punctual, and diligent. He could be very direct, and I can still remember him reminding us "if you have nothing to do, dust the shelves!"

He also taught us that the customer was always right, a belief that sometimes made for difficult predicaments with unreasonable customers. And when sales were rung up at the front counter, he expected his clerks to place each paper bill on the cash register ledge while counting out a customer's change. The cash register tape was always expected to balance with the money in the till, and W.F.G. was wont to remind us when the previous day's receipts did not. I was impressed by his sense of (military) precision.

It was fun working at Hobbyland for a whole bunch of reasons. Bill hired neat people; there were oh so many — Bob Hare, Morley Casey, Chris Seed, Gerry Pronovost, Walter MacMillan, Ed Schwartz and numerous others, beyond count. He also attracted a diverse clientele, those interested in trains, boats, airplanes, crafts and Meccano, most of whom went on to remain Bill's life-long friends; the likes of Bob Craig, Graham Stremes, Tom Hood, Adrian French, Groves Mills, Earl Roberts, and John Frayne, and the Montreal crowd, just to name a few. Bill had broad interests, so that his shop was representative of what was going on in the hobby industry at the time — radio control airplanes, Scalextric slot racing cars from England, expensive brass model locomotives from Japan, lead soldiers, stamp and coin supplies, all manner of science kits, board games, you name it.

Any time there was a new release of a kit of some aircraft for anything — car, plane or boat, Hobbyland would either have it in



Table 59 at the 1962 NMRA Montreal convention (from left): Bruce Curry; Bill Williams; Bob Craig; Dick Chamberlain, George O'Connor, Al Jones, Dave Strong; Adrian French; Carol Duffy; and Peter Nesbitt.

stock or would soon get it. Sometimes, Bill had so much stock from various suppliers that he didn't know what he had down in the bowels of the store basement!

I can remember some of Bill's daily routine. He tended to be least happy in the early morning, so as an employee, it was best to look busy for the first hour after the shop opened. In my time, I never actually saw Bill take a lunch break, rather he ate a packed lunch from home, usually standing over his very cramped workspace in the very back of the store. In the late morning he generally disappeared in order to make the daily deposit at the Bank of Montreal on Sparks Street, and some afternoons he disappeared in his Dodge station wagon, only to return with a pile of cartons that he had cleared from Canadian Customs on Bessner Street. There was rarely a noon hour that he didn't stand behind the counter showing merchandise and conversing with his fraternity of loyal customers. I also remember how at closing time he loaded the day's receipts into a brown leather bag and away it went home with him to be counted. How, in all those years, he never got held up or robbed is surely a miracle.

Bill liked trains, so much so that he took it upon himself to organize numerous fan trips in the Ottawa area. Assuming all of the financial risk, he worked with CPR to organize trips to Maniwaki, Carleton Place, Smiths Falls, Brockville, Prescott, and other locales. For some reason he also really liked fire equipment as well. I could have foretold that he would become a central figure in the Bytown Fire Brigade, because there was many a day at the store when the sound of a wailing siren, coming ever closer, would bring W.F.G., literally running out of the front or back door of the door, to see what piece of emergency equipment was about to flash by.

He would have made a great fire chief.

When OVAR was formed in 1960, Bill was one of the charter members, and the following year, it was he who introduced Peter Nesbitt and I to the membership at OVAR's Prescott Hotel meeting place. Peter and I were at that time (at age 16 and 17 respectively) the youngest members to be inducted into that auspicious group. I also remember that because of his store closing hours, Bill always missed the 5:30 social hour, but he was also the keeper of the dinner bell that he had donated to OVAR, so it was always a matter of importance that he did arrive for the meeting without fail.

In 1962, the NMRA held its annual convention in Montreal at the Queen Elizabeth Hotel. Thanks to Bill's urging, I registered for the convention, and now more than 40 years later, I have the satisfaction of looking back at a group photo taken by the proverbial 'cigarette girl'. There beside me at table 59 in the banquet room of the QE was Bill; at the opposite side of our large round table sat Peter Nesbitt; between us sat many of OVAR's future luminaries: Bob Craig (deceased), Dick Chamberlain, George O'Connor (deceased), Al Jones (a superb model builder for the government, now deceased), Dave Strong, Adrian French (deceased) and Carol Duffy.

When the Bytown Railway Society was established, Bill, who was already a CRHA member, became a life-long BRS member, although much like his association with OVAR, he rarely took on an executive position, preferring instead to be a behind-the-scenes contributor.

Bill was a very generous employer. As business permitted, he raised the hourly wages of his employees. When the annual stock-taking event took place each year (on a Sunday), he paid generously and provided

all manner of treats and refreshments. And of course, he gave employees a discount on store purchases. And he was thoughtful. Bill knew of my early interest in the Rutland Railroad, so one day he called me into the back of the store and presented me with Bulletin No. 90 (May 1954) of the RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY. This issue contained a big article on the Rutland's entire locomotive roster and history. Inside the cover, he had inscribed "To Bruce Curry from his friend, Bill Williams, Christmas 1963". This, I have never forgotten.

Once thing about Bill, once you became a friend, you remained a friend. My graduation from university, marriage and the raising of a family caused our paths to cross less frequently. I continued to see Bill on a regular basis at Hobbyland, until it closed in 1986, and thereafter at rail fraternity gatherings. Bill always seemed to remain a constant — his physical appearance did not change a whole lot over the years (good genes I guess), and he always seemed happy and brought cheer to whatever gathering he was attending.

When I learned that Bill had passed away in Ottawa on October 9, in his 92nd year, I was both sad, and comforted; sad that he was now gone from our midst, and comforted by the fact that his was a life well lived. In a eulogy given at his funeral, daughter Janet Cavan said it best: "He was a proud monarchist and life-long Tory, a model builder of planes and trains; he collected all things collectible; he was a historian and artist. He was also very gracious and giving. He took great joy in giving gifts and treasures to his friends and family. As the last member of Edward and Ethel Williams' immediate family, he was the end of an era." Rest in peace Bill.



Impressive scratchbuilt model of Great Western Railway 2-6-2T displayed by Bill Lovatt took the CHAIRMAN'S CHOICE.

British models at centre stage



Common LMS 2-8-0 was displayed by Jim Jarrett.



Proposed Super Coronation A4 model was shown by Jim Jarrett.



British Rail A1 in brilliant blue was displayed by Grant Miles.



Dave Venables showed steam-powered railmotor, constructed from etched brass.

Ian Cranstone photos

Although the presentation was on Australian railways and the theme was international railways, British locomotives, mostly steamers, held sway on the display stand at the November meeting.

Bill Lovatt won the CHAIRMAN'S CHOICE for his Great Western Railway 2-6-2T dock tank that began its career in the U.K. on the Alexandra Docks (Newport) Railway. Bill says he scratchbuilt and decalled the model. Bill also displayed a Great Western 0-6-0ST dock tank named the HILDA. It is a former Llanelly & Mynyddmawr Railway loco that was built in 1917 and retired in 1950. Bill built and painted this loco. To show that he an trans-Atlantic chap, Bill also brought out a Central Vermont 2-10-4 that was built in 1928 and retired in 1959. (Thanks Bill, this is one of my personal steam favourites). The model was imported by Van Hobbies in 1990 and painted and decalled by Bill. Great display.

Jim Jarrett showed 7415, a shunting engine from the LMS, ex MR. This type of loco is known as a Jinty across the pond. A total of 422 of these were built between 1924 and 1930 and the last one was retired in 1967. Jim also had a 2-8-0 that he noted was a LMS freight loco first erected in 1935. They were built through WW2, and in total there were 852 of them. Some were shipped to Egypt, Iraq, Iran and Turkey. A favourite of Jim's is 2290, an 0-10-0 that was built in 1919 and scrapped in 1956 after working steadily on a steep two mile line. Jim also brought out 6234, the DUCHESS OF ABERCORN, another MMSR loco. It was built in 1938 and scrapped in 1963 by which time it

had logged 1.5 million miles. It had a pull of 3,300 horsepower. Jim also had a Super Coronation 4-6-4. It was designed in 1938 and parts were ordered but the project was cancelled at the outbreak of war. A very sleek-looking beast.

Grant Miles displayed three OO scale steamers including a LNER B1 4-6-0 that worked in passenger and freight service. It is a Bachmann engine with a can motor. He also had a British Railways A1 Pacific in early blue livery. Another Bachmann product with a Mashima 5-pole motor. As well, he had a LNER A4 Pacific in post-war blue livery. It was also a Bachmann model with a can motor.

Dave Venables had a LNWR steam-powered railmotor which he constructed from etched brass to S4 standards. Dave also brought out a LNWR G1 0-8-0. It was another brass-etched kit built to S4 standards. It had yet to be painted.

John Adams had a Hornby 4-6-2 Clan Line that he bought in the U.K. in 2001. At the same time, he acquired a Lima Type 37 diesel.

Jean-François Milotte has a souvenir from the visit of the FLYING SCOTSMAN to Canada. He says that the loco is from Trix and he thinks the two coaches were Hornby products.

David Steer displayed a couple of crocodiles. One was an HO standard gauge mother croc operated by the Swiss Federal Railways while the other was a baby croc that ran on the metre gauge RhatchBahn.

John LeBlanc had a Slater's Gondola that he bought in England in 1980.

Normand Levert had an N scale French Pacific which he thinks is the Chapelon high pressure express loco.

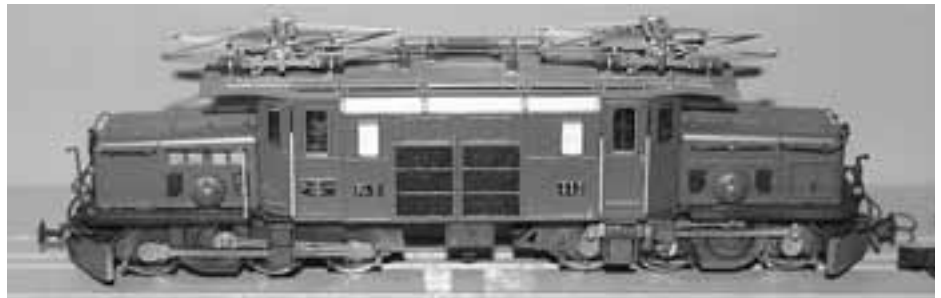
Eric Smith brought out a Union Pacific Class FEF-3 Northern No. 844. It was built



John Adams displayed Lima BR Type 37 double-ended diesel locomotive.



Jean-François Milotte showed souvenirs of FLYING SCOTSMAN visit to Canada.



Metre gauge crocodile was one of two shown by **David Steer**.

by Alco in December 1944 and is preserved as 8444. The loco has been remotored and painted by the Canada Car & Locomotive Works of Ottawa in its post war passenger livery.

Grant Knowles brought out a wood tres-

tle that he built as part of an SLD workshop.

Mike Hamer displayed a copy of GREAT MODEL RAILWAYS which includes the article he wrote on his layout. The pictures by **Peter Nesbitt** make it look like a really big layout.



Parkgate wagon was displayed by **John LeBlanc**.
December 2003



Wood trestle diorama was constructed by **Grant Knowles**.



Next Meeting

Ottawa Car Company

presented by

David Knowles

Display

Streetcars and Traction

Tuesday, January 13

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

2003-2004

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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.

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