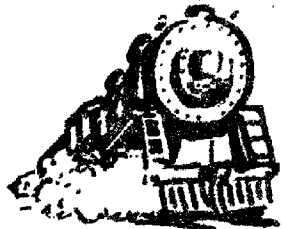


# <sup>th</sup> DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

THERE'S CLEAR  
TRACK TO OAKRIDGE!  
MOVIES !!!!!

SUNDAY MARCH 9TH,  
1.00 P.M.

DOUBLE FEATURE....

"RAILROADING -  
- '79 STYLE."

PROD: DUANE DAMGAARD  
(SOUND)

ALSO.....

"KETTLE VALLEY"

PROD: JOHN GREEN



# BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association. It is mailed free of charge to all members of the 7th Division. Subscription rates to all others is \$3. per year, approximately six issues. It is authorized by the Standing Committee of the 7th Division PNR, NMRA.

Correspondence pertaining to this publication should be directed to the Editor, whose address appears below.

All other correspondence relating to the 7th Division, PNR, NMRA should be directed to the Superintendent, whose address appears below.

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SUPERINTENDENT'S REPORT

From what I hear, I understand that the styrene clinic on February 17th was a success. I could not be there as I was representing our Division at the annual P.N.R. Board Meeting in Kennewick, Washington. Many things were discussed at this meeting concerning the Region and its activities. One of these was the N.M.R.A. Achievement Program. It seems that among the P.N.R. members there is little interest in this department, which in many ways I can understand. Many modellers feel that their work isn't good enough, or think they are incapable of competing with some of the other modellers they feel out rank them. These people started their workmanship with no higher quality than anyone else, and improved themselves up to the high standard they have achieved to date.

This is what you could use the Achievement Program for. Have your work judged by a group of modellers, and let them advise how you can improve your workmanship. I think that this is what the original idea of the Achievement Program was all about. I am positive that we have many very good modellers who could qualify for the Merit Awards if they wished to. If you are anxious to improve your modelling, get in touch with Gordon Varney, or myself, and we will make arrangements to assist you.

It sounds like the P.N.R. Regional Convention in the Longview-Kelso area in July is going to be a good one. Its theme is logging and there will be many activities scheduled on this subject, so, plan to attend!

Those who are planning to attend the Spring Meet, April 15, 1980, in Vernon, B.C., will find that the rooms in the Vernon Lodge Motel are all sold out. However, on Page 5 there is a partial list of accommodaters, and you are urged to make your reservations as soon as possible, for you will have to cope with the ski crowd on this holiday weekend. Let's have a good turn out at Vernon, the group there is working hard to put on a good Meet for us.

There are many activities scheduled in Pacific Northwest Region in the next months. Give as much support as you can, by attending some of them. They are a lot of fun!

See you all at Oakridge on the 9th at 1 p.m..

Tom Beaton

NOTE!

On the address label of your Bulletin Board envelope you will see that the date of your dues expiry is recorded. Some may be underlined to alert you that your dues are coming due, or are overdue. Please make note of this when you receive your Bulletin Board or Switchlist. Thank you. T.S.B.

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THIS IS ELECTION YEAR! THE 7th DIVISION REQUIRES A SUPERINTENDENT!

Ken Griffiths is in charge of this committee. If you wish to offer your services, or have any suggestions to put forward, please contact Ken as soon as possible. Time is running out! Tom Beaton's four year term ends this summer and we need a replacement to take over the controls.

SENTIMENTAL JOURNEY

Old 374's Last Run

(from Canadian Pacific Staff Bulletin - November-December, 1946)

With special thanks to Glenn Lawrence.

The wood-burning, Lilliputian locomotive which drew the first trans-continental passenger train from Montreal to Vancouver in May, 1887 - almost 60 years ago - made its last run through the Pacific coast city recently, from the Company's Drake Street yards to a place of rest in Kitsilano Park on the shores of the Pacific Ocean.

There, old 374, the puffing billy which made Canadian transcontinental railway history, will stand as a monument to the indomitable courage of the men who pushed the Canadian Pacific across Canada's plains; over, under and around the hitherto impassable mountains, to finally come to rest on the rim of what was to become the Dominion's third largest city - Vancouver.

The history of locomotive 374 has previously been well written and well read while the veteran's unusual trip from Montreal to Vancouver in the summer of 1945 is readily recalled. The complete story, however, of the very last turning of 374's driving wheels is yet a recollection shared by few more than the handful of shopmen, B.&B. men, and the truck driver who helped move the 66-ton giant.

In the beginning it was planned to move 374 at night, and the route of this unusual last run was to be over Company lines into Kitsilano Park. However, a portion of these lines are presently leased to the street railway company for the operation of trams, and it was pointed out that if 374 should "kick up its heels" unexpectedly, delays involving an entire tram circuit might result.

The likelihood of an honorable last run of two or three miles was therefore ruled out for a veteran whose speedometer has clicked off thousands upon thousands of miles of travel over C.P.R. rails throughout the Dominion.

The alternative plan, eventually decided upon, was to mount the locomotive on a trailer truck and convey it through the city's streets to its destination. A long and devious route had to be devised because of restricting load limits on bridges spanning Vancouver's False Creek.

Moving day was October 2.

Some say a shudder ran through the gaunt frame of 374 as workmen proceeded to break the hoses and chains connecting the locomotive to its tender, but with its tall smoke stack removed, 374 hadn't the voice, and with its tender detached, it hadn't the energy to cry halt.

Work progressed speedily and with great precision. A small, powerful crane came alongside; clamped a hook onto the engine chassis, and in low gear and clouds of exhaust, towed the uncomplaining derelict to a spot a few feet away where the B. & B. department was preparing to erect a loading ramp.

With the engine in the desired position, ties and beams were laid in such fashion as to form a graded ramp running to approximately four

Continued/6.....

TIMETABLE FOR VERNON SPRING MEET7th Division P.N.R., NMRAFRIDAY NIGHT, April 4, 1980

Hospitality Room - Vernon Lodge Hotel - 6 p.m. to 10 p.m..  
 Layout Tours arranged at Hospitality Room  
 Slides at Hospitality Room

SATURDAY, April 5, 1980

SET UP Displays, etc. 7:00 a.m. onward

9:00 Slide shows and Movies  
 Clinics - during day  
 a.m. Model Contest NMRA Rules (Bring something!)  
 Silent Auction Sale (Bring models, railroadiana, books, etc.  
 to to sell)  
 Displays both commercial, individual and clubs  
 4:00 Rallette Activities - Beauty Councillor demonstration, and  
 an Easter bonnet contest (Ladies, make a bonnet and have  
 p.m. it entered in the contest)  
 6:30 Sit down dinner with award presentations and special  
 p.m. railroad movies.

SUNDAY, April 6, 1980

Layout tours from 10:00 a.m. until 2 p.m.  
 Possible CPR attraction.

RAFFLE for brass engine and a tool kit

RAFFLE for quilt by rallettes

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REGISTRATION is \$12.00 up to and including March 24, 1980 and  
 includes attendance at all functions plus the Banquet.

RESERVATIONS for your own accommodations are your responsibility.

Skiing Silver Star brings lots of tourists on a holiday weekend.

|                                  |               |                        |                |
|----------------------------------|---------------|------------------------|----------------|
| Vernon Lodge Hotel - Meet H.Q. - | 3914          | 32nd Street -          | Phone 545 3385 |
| Silver Star Motel                | Db1 \$24.00   | 3700 32nd Street -     | " 545 0501     |
| Globe Motel (4)                  | " 26.00       | 3900 33rd Street -     | " 542 2327     |
| #6 Motel Ltd.                    | " 17.85       | 3201 24th Avenue -     | " 542 9010     |
| Sandman Inn                      | " 28.00       | 4201 32nd Street -     | " 542 4325     |
| Blue Stream Motel                | " 20.00       | 4202 32nd Street -     | " 545 2221     |
| Village Green Inn                | " 39.00       | 4801 27th Street -     | " 542 3321     |
| Lakeway Tent & Trl Court         | \$3.          | 15401 Kalamalka Road - | " 542 2060     |
| Silver Star Tent & Trl Park      | N. Highway 97 | \$5.50                 | " 542 2808     |

Sentimental Journey - Old 374's last run (Continued):-

feet from ground level. On this ramp rails were laid with more care than is customary on make-shift jobs.

As this effort neared completion a great winch and trailer truck appeared on the scene and backed its tail board into the far end of the completed 'grade'. Ties and steel were promptly laid on this new extension, and platform and truck rails were quickly bolted together, forming a unique right-of-way.

In less time than it takes to say, "three-seven-four a cable, extending from the truck winch to the engine's draw-bar was fixed, drawn taut, and the locomotive was moving again - in reverse - and preparing to climb the steepest grade it ever encountered in its entire history.

Not all the spirit had left the old veteran, however, for with its pilot truck striking a crazy angle on the steep incline, there was a sudden lurch and 374 almost cut one last caper. An alert B.& B. man saved the situation by thrusting a stout plank under the front wheels, thereby arresting the near-runaway.

The balance of the work progressed without incident and with 374 firmly secured to the giant truck trailer, and a police escort leading the way, the strangest procession Vancouver has ever witnessed began to make its way into the city's highways and byways.

Denuded, and barely recognizable, 374 travelled thus to Kitsilano Park where its smoke stack was replaced, its tender rejoined, and its pride restored. The rehabilitation men did their job well and it was not long before the old engine was left alone to its devices and its memories.

Night brought with it a blanket of silence which enveloped all but the sound of seas surging against the beach wall. An occasional night bird contributed a muted cry as it swooped through the air, but all was most serene at Kitsilano Beach when suddenly a strage tolling of a bell - a locomotive bell - sent doleful echoes into the blackness.

Among the romanticists there was talk of "Ghosts of the past" and "Spirit of 374" but the following day the local police blotter held the scribbled answer to the eerie, nocturnal clangor.

Neighborhood youngsters had discovered in 374 a new and unusual plaything, and its shiny brass bell was more than they could resist in their imaginary travels. Old 374 had had its last word though for its tongue was drawn out soon after.

Now silent and inanimate as the picket fence that surrounded it, the old engine stands on public view - a curiosity to the fast-moving, atomic present; a hero of the pioneer, wood-burning past.

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Engine 374's farewell tour through Vancouver thoroughfares came little more than a year after the venerable engine's triumphant entry into Vancouver depot in August, 1945.

This was on the occasion of her presentation by the railway to the coast city as a permanent memorial. Greeted with rousing cheers from 10,000 throats she puffed into the gaily bedecked terminal, a string of three ancient coaches trailing behind.

The engine had been decorated in exactly the same fashion as in 1887 when she powered the first transcontinental train into Vancouver.

EXTRA WEST No. 7, February 26, 1980

About 40 model railroaders attended the Styrene Participation Clinic at Oakridge on February 17th. Cyril Meadows was on hand to answer the many queries concerning the use of styrene in modelling, as indicated by his displayed handiwork. Brian Pate had sufficient kits available, so that everyone had the opportunity to participate. We also wish to thank Frank McKinney for his graciousness in bringing his own coffee urn and preparing the refreshment for intermission. It so happened that neither of the three regular Raliettes were able to be present, but, Shirley Heap and Marion Jones sent along some goodies to go with the coffee. Thank you, ladies, we really enjoyed it!

In the February issue of the Bulletin Board I reported that the Royal Hudson was heading south this spring and that 3716 would be on a Fan Trip over the B.C. Hydro lines to Abbotsford. The "Timetable" section was typed on the stencil Saturday morning, February 2nd, given to our printer, Doug Kelleway in the afternoon, and about one hour later we heard the news that due to the exhibits having been stripped from the Museum Train coaches, the Royal Hudson promotional trip was cancelled. It seems that one Department of the Government doesn't know what the other is doing, as per usual..... Regarding the sudden cancellation of 3716's advertised Fan Trip, it was a matter of not being able to cover the Public Liability Insurance costs, that derailed this event. However, there is a possibility that this trip may be rescheduled next fall, if 3716 is available..... Also in this last issue there was an item concerning Amtrak's Pacific International from Vancouver to Seattle, which needs clarification. At present this train still leaves the C.N. Depot at 11: a.m. and connects with the Mount Rainier train from Seattle to Portland. However, they have also been running a daily bus service from the CN station leaving at 7:00 a.m. which makes connections at Seattle with the Coast Starlight train to California. If the patronage of this bus proves satisfactory, it is anticipated that the schedule can be revamped so that the Pacific International Amtrak train will leave Vancouver at 7 a.m. and make convenient connections with the California-bound Coast Starlight train. It is possible that this new train could commence about the end of April. If not, the bus service will continue until more practical arrangements can be worked out..... By the way, Amtrak is offering special Rail Passes to Canadians only, until October 26. It is possible to purchase 14 days of train travel for \$300. (US), 21 days for \$400. and 30 days for \$500.00.

Our Clinic for March 9th in the Oakridge Auditorium will feature films by Duane Damgaard and John Green. Duane's filming includes 1979 American and Canadian railroading in the Pacific Northwest Region, and with GOOD sound effects. John's films will portray his trek by foot, from Midway to Penticton over the abandoned Kettle Valley Railway's Carmi Subdivision, which includes the scenic Myra Canyon section where part of the National Dream was filmed for Television.

Another matter that I think should concern all model railroaders and rail fans alike is the latest announcement by Premier Bennett regarding another highway bridge over the Fraser River from Surrey to Queensborough and Burnaby. Granted the congested traffic warrants another crossing, but, in this day and age of expensive and short supply of petroleum products, I believe this 130 Million Dollars could

Continued...../9

SET OUT and PICK UPS

TOM VARDEY sends his regards to all and is looking forward to seeing us at the Spring Meet in Vernon. He sends along this news item, taken from the December 1979 issue of RAIL NEWS:-

"According to Czech sources the Skoda Plzen works in West Bohemia are Europe's largest producer of electric railway engines and the world's largest exporter of them. More than 60% of the total of 4,000 engines produced in the works have been exported.

Czechoslovakia is also the world's largest exporter of trams.

The CKD Tatra Smichov works export them to 70 countries of the world." (Thanks, Tom, its good to hear from you. See you in Vernon! Art)

WHAT'S GREEN And WHITE and says 'ALL OVER'? Its the final spike that was driven October 6th, 1979 in the 116-mile rail line addition Burlington Northern is building between Gillette and Orin in east-central Wyoming. The spike was driven into place by BN's director of Wyoming construction projects. The spike was painted in BN colors of green and white for the ceremony.

Ballasting and signal installation will precede actual opening of the new line to rail traffic. This is the longest stretch of new track to be laid in the U.S. since 1931. And it will shorten the routes of BN trains hauling low sulfur coal from Wyoming and Montana to Colorado and Texas. (Brakeman Rag, February 1980).

RETIRED MODELRAILROADERS BY "TedZee". Division One of P.N.R., NMRA has been around long enough that it should have an Alumni Association. As of this writing there is known to be four Division One members who have slowed down because of age, health, and/or other reasons. Maurice Bailey of Ashland, the famous Circus Trains possessor, Walt Krumm, of Talent, has been using his model railroad building for some younger fellows to operate the O gauge. Ted Zehrung, Eugene, has dismantled his N and HO layout, and passed on all HO to son and grandson of Portland, where a new layout is under construction. Earl Johnson, Grants Pass, has taken a sort of leave of absence - matrimony a possibility soon! (Brakeman Rag, February 1980).

TIMBER BARON'S CONVENTION 1980 PNR. Some of the films to be shown:-

- Magic of Model Railroading
- American Freedom Train
- Last of the Santa Fe steam
- Coming of the Streamliners
- California Zephyr
- South Shore Interurbans

There will also be comedy films for the children, the Railettes and one for general audience. (The Semaphore, February 1980).

Extra West No. 7, February 26, 1980 (Continued):-

be better utilized towards mass transit. Already we have indications that gas will be in short supply this summer and the cost is due for substantial increases. Do we need another freeway for automobiles? Secondly, we have the Greater Vancouver Regional District which is responsible for transportation, and transit in particular, on the Lower Mainland. They have just completed a study costing \$500,000 to determine the feasible locations for Light Rapid Transit and have chosen a crossing east of the Pattullo Bridge. In the meantime, this automobile wheeler-dealer Sacred Government didn't even consult with the G.V.R.D., but went ahead with their own automobile-conscious minds and dreamed up this nightmare "at no cost to the taxpayer", so said the man from Kelowna, which town isn't even big enough to support a transit system. Now the Lower Mainland has two studies to pay for, half of which will be money down the drain.

As members of P.N.R., NMRA, I believe we should do our utmost to support all railroad matters, and this includes transit. Please take some of your valuable time to write the M.L.A. of your area, with a copy of the same letter mailed to the Opposition's Municipal Affairs Minister, voicing your disapproval of this announced new bridge system and requesting that this bridge money be allocated for Mass Transit requirements. It is imperative that you express your concern NOW!

Once again, - please read the above and prepare your letters for immediate mailing to your own M.L.A., with a copy of same to the Opposition Municipal Affairs Minister, Charles Barber, M.L.A., c/o Parliament Buildings, Victoria, B.C. V8V 2H3 Thank you!

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Railroading was UPHILL WORK - Courtesy Canadian Pacific Staff  
Bulletin - April, 1946.

There's at least one old-timer who could make an engine do things that would put a pack-horse out of business.

He is T.L. Bloomer, a retired Rocky Mountain engineer, who has had experience going back to the time when trains negotiated hills the hard way by going over them - not through. He remembers the days when the "Sweeney" - sometimes inaccurately called a water brake - was in use on the Big Hill at Field, B.C.. This was a device for injecting saturated steam into the cylinders to prevent them from overheating when coming down in reverse, as was often necessary.

In those days new men behind the controls were not allowed to come down the "Hill" alone, but for the first few trips were coupled in behind another engine with a seasoned man at the throttle. To the men who learned their firing in the hills the sloping track was as familiar as their front steps and they "soloed" in shorter time than the men reared on the gentler grades of the Pacific sides.  
(Thanks to Glenn Lawrence for this tidbit! Another episode next issue).

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7th Div SWAP = SHOP

The SWAP = SHOP section is open to all members. Please contact Ted Edwards to have your sell, swap or want ad placed in the next Bulletin Board.  
Ted Edwards, SWAP = SHOP, 7th Div PNR

2398 East 53rd Avenue, Vancouver, BC V5S 1V8

TIMETABLE NO. 7 Effective March 1st, 1980

- March 9 Special FILM CLINIC - 1 p.m. Oakridge Auditorium - 41st and Cambie Street, Vancouver, B.C.. Movies with SOUND by Duane Damgaard, 1979 style, taken in the U.S.A. and Canada. John Green will screen his filming of the Kettle Valley Railway, taken along the 134 mile trek, by foot, from Midway to Penticton over this abandoned subdivision. Come early, and bring something for display!
- March 15 4th DIV AWARDS BANQUET, Seattle Boeing Field Holiday Inn. \$10.00 per plate, No Host Cocktail Hour starting 6:30 p.m.. Contact Ken Schmelzer, 23245 S.E. 57 Street, Issaquah, WA. 98027 for further information.
- March 22 Annual 1-day FAN TRIP to Lillooet and return on B.C. Railway  
& 23 Dayliner, sponsored by West Coast Railway Association. For information write: WCRA c/o 365A East Broadway, Vancouver, B.C. V5T 1W5. Adults \$25.00 return, including dinner.
- March 29 2nd DIV MINI-MEET at Steamer's Restaurant, Portland, Oregon. 10:00 a.m. to 5 p.m., cocktails 6:30. Banquet 7:30. \$9.50 before March 22nd. Contact Chuck Tooley, 2223 NE Davis, Portland OR. 97232 for registration and information.
- March 29 3rd DIV SPRING MEET, Twin Falls, Idaho. No confirmation of this date has been received to date. Contact Bill Kee, 630 Hayes Drive, Twin Falls, Idaho 83301 for information.
- April 5 7th DIV SPRING MEET - Vernon Lodge Motel, Vernon, B.C. See Page 5 of this issue for details. Registration Forms were included with February Bulletin Board. \$12.00 per person, which includes Banquet. This is the Saturday of Easter weekend; drive up Friday and return Sunday or Monday. Get your applications and reserve your accommodations early!
- May 1 1980 Pacific Coast Region Convention, Disneyland Hotel, Anaheim, California. Registration \$25. before March 15, \$27.50 to 4 after. Convention Car \$5. - Extra Fare to Perris Trolley Museum \$8.50 each. Registration and further information:- G.M. Stoh, 2300 Lark Ellen Drive, Fullerton, CA. 92635 USA.
- May 3 5th DIV Mini-Meet, Tri-City Model RR Club. Write:- Larry Lucas, 312 Bernard Ave., Richland, WA. 99352.
- May 25 Oakridge Clinic, 41st and Cambie Street, Vancouver, B.C..
- May 30 Great Plains Express 6th DIV SPRING MEET - Regina, Sask.,  
to June 1 Sheraton Centre. Pre-registration \$18.00. Contact:- Wayne Wessner, 142 Mollard Crescent, Regina, SK S4T 6J5
- June 22 FAN TRIP to Vancouver Island to visit Elmer Blackstaff's logging railroad with the wooden rails, also the Duncan Forestry Museum where we hope to have some "live" steam. Bring your own picnic lunch... If enough response, a bus will meet the BC Ferry at Swartz Bay for the return tour. Let Bob Miller or Phil Crawley know, if you want a seat on this bus. See NMRA BULLETIN, April and October 1979 re "The New Ladysmith Lumber Co.,".
- July 24 1980 PNR REGIONAL CONVENTION, Thunderbird Motel, Kelso, WA.  
to 27 Write Jim Whaley, 3106 SW Beaverton HWY, Portland, OR. 97201. See SWITCHLIST for further details.