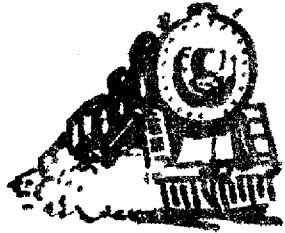


7th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

ENTER WEEKEND
Saturday,
April 5, 1990

Vernon
Lodge
Hotel

VERNON,
B.C.

FORM 19 Y 7 PNR Date APRIL 5 1990
order no. 1990

TO ALL PNR-NMRA MEMBERS at ALL POINTS

MEET AT VERNON LODGE HOTEL
7th DIV SPRING MEET, VERNON, B.C.

MODEL CONTESTS - DISPLAYS - CLINICS
AWARDS BANQUET - MOVIES - SLIDES

SILENT AUCTION - DISPLAYS - LAYOUT TOURS
RAFFLE FOR BRASS LOCOMOTIVE - "GOLD SPARK" AWARD

RAILLETES: DEMONSTRATION, CONTEST & RAFFLE
J.D. SMITH OPERATOR
4103 27th ST. VERNON, B.C.
VIT 4X9
PHONE: 542 4534

7th DIV
FORM - MEMBERS
ON ENTRY
POST

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

This issue of the BULLETIN BOARD is the SPRING MEET issue! Once again we are holding it in the Interior of the Division. The groups from Kamloops, Vernon and Kelowna have put on two previous meets for us, and have done a great job. Let's continue to support their efforts and join in on the fun at Vernon, Saturday, April 5, 1980!

We have a date change for our next Oakridge Clinic. Instead of May 25th, as previously announced, it will now be postponed until the Sunday of June 1st. Mr. Ken Schmelzer has consented to come up and give us a clinic on "weathering" and staining. He will also show some of his logging slides. For those of you who don't know Ken, besides being the present 4th Div Superintendent, he is an expert on northwest logging, is an excellent model builder, a great gentleman and a fine friend. Mark this date on your calendar and make sure you join us!

Did you remember to check the date on the address label of the envelope your BULLETIN BOARD was mailed in? If this doesn't read the same as your membership card, have it corrected by writing to Jeff Tague, 303 Anchor Loop. SELAH, WA 98942. Jeff is our P.N.R. Office Manager and volunteers a lot of his time, endeavouring to keep all the member's dues and dates, etc. up-to-date! Please assist him by keeping your dues paid up and advise him of any corrections so that he can amend his records accordingly.

There are many activities scheduled for the next few months, from Regional Conventions to local activities. Try to get out to some of these events, and in so doing, support the people who are working hard to put them together for you.

SEE YOU ALL IN V E R N O N ! !

T. Beaton

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7th Div SWAP = SHOP (Continued):-

The SWAP = SHOP section of the BULLETIN BOARD is open to all the membership. If you have anything to sell or swap, or, if there is something you want, please contact Ted Edwards. He will arrange to have your ads published in the next available issue of your news letter. Write:-

Ted Edwards
SWAP = SHOP
7th Div P.N.R.
2398 East 53rd Avenue
Vancouver, B.C. V5S 1V8

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EXTRA WEST No. 7 March 20, 1980

We had a good turnout at Oakridge on March 16th and were treated to some superb filming, thanks to our guests, Duane Damgaard and John Green, featuring UP 8444 plus CP and CN growlers in the Rockies, and John's trek from Midway to Penticton over the abandoned Kettle Valley Railway line. Thanks, fellows for sharing them with us! a.j.

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

TRAINS TO THE OKANAGAN

(From CANADIAN RAIL, April 1976)

Author: Jim Hope

THE first railway to be built from the main line of the Canadian Pacific to the north end of Okanagan Lake was the Shuswap and Okanagan Railway, which was chartered in 1886. It was completed from Sicamous, on Shuswap Lake, through Armstrong and Vernon to Okanagan Landing in June 1893 and, 22 years later, was leased for 999 years to the C.P.R. Company from July 1, 1915.

It is probable that, from its beginning, the Shuswap and Okanagan was worked by the C.P. and therefore never owned any motive power or rolling stock. At least, no photographs showing engines and cars lettered "Shuswap and Okanagan" Railway have shown up.

THE Shuswap and Okanagan left the C.P.R.'s main line at Sicamous, on Shuswap Lake, 44.2 miles west of Revelstoke and 84.1 miles east of Kamloops. The line followed the west shore of Mara Lake to its south end, where the valley opened up at the hamlets of Mara and Grindrod into beautiful farming country, which continued on through Enderby and Armstrong to Vernon. South of Vernon the valley was drier and irrigation is needed. The extension of the railway south of Vernon, through orchard country, followed Kalamalka Lake, its name being taken from the Shuswap Indian phrase meaning "Lake of many colors". This is, in fact very true, as on bright days, the lake reflects many different shades of blue and green.

AT the end of Kalamalka Lake, the line crossed the isthmus at Oyama and followed the length of Wood Lake on the east side, then past Dog Lake to Rutland and into Kelowna.

THE area around Armstrong and Enderby is today noted for its fine mixed farming. A considerable amount of wheat is grown here, as well as other grains, fruit, vegetables, and also livestock. In the early years of development of this part of the Okanagan Region, carload after carload of celery and lettuce was shipped from Armstrong. This small city also hosts each September the Interior Provincial Exhibition, which is the largest show of its kind in B.C., Vancouver's Pacific National Exhibition notwithstanding!

SOUTHWEST from Vernon, the S&O built a three-mile spur to Okanagan Landing on the Lake, where passengers and LCL freight and express were transferred to the sternwheel steamboat for the remainder of the journey down Okanagan Lake to Kelowna, about 33 miles, and to the landings along the west shore of the lake, the run terminating at Penticton, later the headquarters of the Kettle Valley Railway.

CARLOADS of freight and empty box and refrigerator cars were ferried down the lake on car-barges, at first pushed by the sternwheelers and later by steam and diesel-powered tugboats.

CANADIAN NATIONAL RAILWAYS completed their branch into the Okanagan region in 1925. The original portion of the branch from the Canadian Northern Pacific Railway's main line at Kamloops Junction to the town of Kamloops was built by the CNP and opened on July 2, 1920. The branch left the main line at Kamloops Jct. on the east side of the North Thompson River, 2.84 miles north of the town. It crossed the South Thompson River on a swing-bridge and terminated at an imposing

Continued...../6.

TRAINS TO THE OKANAGAN (Continued):-

station in Kamloops, adjacent to the CPR main line.

WHEN the CN decided to build a line into the Okanagan, the first portion to be built was an 0.69-mile piece from their station in Kamloops, parallel to the CPR main line to the east. At C.P.R. Junction, the CN obtained running rights over the CPR for another 10.81 miles east to Campbell Creek Junction. Here, the CN's own 56.43-mile line to Kelowna began, climbing up out of the South Thompson River valley to the settlements of Ducks Meadow and Monte Lake. This was quite a grade and, in the old days, the CN used pushers on this stretch.

AFTER passing Monte Lake, the line ran through Westwold and Falkland, both communities noted for mixed farming and livestock raising. Falkland hosted a big rodeo show every May 24th. The next station was O'Keefe, named after one of the pioneers in the area who owned a very large ranch. The old ranch buildings are now a provincial museum.

FROM O'Keefe, the CN's line began to descend into the valley in which the town of Armstrong was located, following the west side of the valley in a northerly direction and coming around to the south in a big horseshoe curve to join the CPR's branch line from Sicamous.

HAVING reached Armstrong, the CN obtained running rights for 14.69 miles onward over the CPR to Vernon, where the CN's branch resumed for the 33.73-mile distance to Kelowna, where it terminated. A 14.39-mile branch had already been constructed from Lumby Junction, about two miles south of Vernon, to the town of Lumby, to the east. This branch had been opened for service on October 20, 1915 and was and is a freight-only line, the potential for passenger service apparently never having existed.

IN summary, then, the S&O built to Vernon and Okanagan Landing from the CPR's mainline at Sicamous. The Canadian Northern Pacific built from Kamloops Junction to Kamloops and from Lumby Junction to Lumby. The CN laid the rails from Campbell Creek Junction to Armstrong Junction and from Lumby Junction to Kelowna. The CN's trackage was put in operation on September 14, 1925.

WHEN the CN's Okanagan Subdivision from Campbell Creek Jct. south was planned, it was intended to build the line directly from O'Keefe to Vernon, by-passing Armstrong. The citizens of Armstrong, not content with one railway, apparently put up such a fuss that the CN was forced to change their location so that the branch went to Armstrong, after all!

ORIGINALLY, freight traffic into the north end of the Okanagan Valley was mostly building supplies and consumer goods, while vegetables and fruit in refrigerator cars made up the majority of the northbound tonnage. The valley meadows along the lakeshore were a very high yielding fruit-farming area and, in the 20's, from early summer to well into the winter, there was trainload after trainload of fruit routed through Armstrong. While carloads of apples predominated, there were also reefers of celery and lettuce.

BOTH CP and CN used the yards at Vernon initially, although traffic patterns changed somewhat over the years. When the CN completed its branch to Kelowna, the CPR abandoned its dock facilities at Okanagan Landing and built new ones at Kelowna. CN was not slow to get into

Continued/..... 7.

TRAINS TO THE OKANAGAN (Continued):-

the tug-and-barge business in competition with the CPR's sternwheelers. This competition was to continue for more than 30 years.

PASSENGER service on these two Okanagan Valley lines was always good. There was a CN passenger train to and from Kamloops Jct., on the mainline, daily except Sunday, and a CPR passenger train to and from Sicamous on the same frequency. In the 1930's and 40's, CN offered a sleeping car service, daily except Sunday, on trains 193-194, between Kelowna and Vancouver, using a 12-section/drawing room car, No. 739-740. This car was handled on trains 1 and 2 between Kamloops Jct. and Vancouver.

ON Tuesdays, Thursdays and Sundays, there was a through sleeper off CN train 1, the "Continental Limited", from Blue River to Kelowna. This was also a 12 section/drawing room sleeper, No. 807. On the alternate days, Monday Wednesday and Friday, the same service was provided between Kelowna and Blue River by sleeping car No. 808 on trains 193 and 2, arriving at Blue River at 08:50 hours.

IN the early 40's, CP offered a single passenger service by rail from Sicamous to Kelowna; this was train 708, which departed Sicamous at 10:25 a.m.. South of Kelowna there were three bus runs to Penticton, with baggage carried by CP Express highway truck. Freight was handled by car-barge. Northbound from Kelowna, CPR train 707 departed at 3:50 p.m. and made a connection at Sicamous with train 2, the eastbound transcontinental, at about 8:10 p.m. and, on Saturdays and Sundays, with trains 3 and 7, the westbound Dominion.

After 1925, it was a great advantage to have two railway lines from Campbell Creek Jct. to Armstrong Jct., for whenever there was a derailment or washout on either line, both CPR and CNR trains could use the other's route. However, if CP's main line from CPR Jct. to Campbell Creek Jct. or from Armstrong Jct. to Vernon were cut, there was no service into the northern end of the Okanagan Valley.

THE heavy late summer traffic in vegetables and fruit, originating in the small settlements along Okanagan Lake, was initially all carried by the CPR on car-barges to Okanagan Landing and switched into trains in the yard at Vernon. Later the rail-water service was relocated at Kelowna, when the CN built their extension in 1925. About this time the CN began to compete with the CP for the fruit traffic. Refrigerator cars were taken by barge to the fruit and vegetable packing houses along the west shore of the lake, where they were switched off the barges and into sidings alongside the plants. Switching was generally carried out using winches or horses. The tug-and-barge operation lasted until about 1970, when refrigerated semitrailer trucks took over the perishable goods transport business.

ARMSTRONG Jct. was a great place to observe the action on branches of Canada's two major railways in the days of the steam locomotive, although the variety of power in this area was somewhat limited. While there was a trend to larger power in the 30's, the CNR used 2-8-0's and 4-6-0's, both light engines. In the later years, until the end of steam in the late 50's, larger pacifics and consolidations appeared, together with some 2-10-2's. The pacifics were of the 5100-series, the 2-8-0's of the 2500 and 2700-series and the 2-10-2's of the 4300-series. There was also the occasional 400-series mogul (2-6-0).

Continued...../8

TRAINS TO THE OKANAGAN (Continued):-

The CP was a little more conservative in its selection of motive power, using class D-9 tenwheelers in the 30's, with some 3600-series 2-8-0's during the fruit season. In later years D-10 class 4-6-0's arrived, with some 2-10-0's of the 5750-5790 series. Occasionally, just for variety, a D-4 appeared on one of the freight trains.

IT is curious that, in all of those years, the CP never made a practice of running engines with trailing wheels on the branch to Armstrong. As far as the writer can remember, the first steam engine with trailing wheels to come down from Sicamous was a 4-4-4 Jubilee-type on a new streamlined train named the "Chinook", which was being exhibited prior to entering service between Calgary and Edmonton, Alta..

IT has been reported that the CP once used 2700-series pacifics on this branch. This is not true. At one time, the CN used engine No. 3560, a 2-8-2, on freights through Armstrong Jct., but this was not a permanent arrangement. Frequently, CP engine No. 575 appeared on the mixed train; later she was replaced by No. 962, one of the ubiquitous D-10 tenwheelers - but with a difference! (She was adorned in the tuscan red and black usually reserved for main line passenger engines).

The CN rostered one of the 1423-series on their mixed train; later, class M-3-a engines powered this service. Later still, 2500 and 2700 series 2-8-0's appeared, then 4-6-2 No. 5120 and still later No. 4323, a 2-10-2. Near the end of steam, there were the booster-fitted steamers of the 5100-series, which had been displaced from mainline service by the 6000-series mountain type engines.

IF you were to turn off the Trans-Canada Highway at Sicamous next Friday and drive down BC Hwy 97A to Armstrong, you would probably be disappointed at the lack of railway activity there and the condition of the track in the yard. Well, things aren't exactly as they used to be. At one time, there was a great deal of coming and going in the yards at Armstrong Jct., with a satisfying variety of large and small steam engines and freight traffic.

THINGS are different in 1975. About the only place to find any variety of motive power on CPRail is at Calgary and the variety only becomes interesting when one or two of the Vancouver Island Baldwins or one or two of the Kootenay Division FM "C-Liners" or "H-Liners" rumble into Ogden Shops for repairs. Otherwise there is a steady stream of MLW and GM units, two main themes with few variations.

IT is hard to say very much about present-day power on the CNR in the Rockies these days, except that it is efficient and utilitarian. Indeed, these are very desirable characteristics, but they don't gain the attention to the motive power at the station stops that the steam engines did, when they were roaring through the Rockies!

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 can suggest anyone that could capably fill this position, please contact Ken as soon as possible. Time is running out! Tom Beaton's four year term ends this summer and we need someone prepared to take over in September. Please give this your immediate attention!

7th Div SWAP = SHOP

1. Here's something to interest Canadian National Railway fans! Wayne Sievers, phone 526 9505, has the following locomotives for sale:-

CANADIAN NATIONAL E-10 2-6-0
 - Custom made oil bunker in brass
 - Custom paint and decals
 - \$250.00

CANADIAN NATIONAL J-4-e 4-6-2
 - Custom made oil bunker in brass
 - Custom paint and decals
 - Hand fitted mechanism
 - \$350.00

2. WANTED : To BUY, BORROW, or just LOOK at PHOTOGRAPHS showing early "Esquimalt and Nanaimo Railway" freight cars with special interest in the car lettering. Will produce dry transfers for models (from C.O.S. Ltd) if sufficient data can be found.

Also of interest : Hillcrest Lumber Company locos, and White Pass and Yukon Route rolling stock.

Come on, there must be some E&N fans on Vancouver Island who can reply to David Steer's request. We also have a good number of our members residing in Alaska and the Yukon who should have treasured shots of White Pass equipment. As to Hillcrest Lumber, which was operated on Vancouver Island near Mesachie Lake, they had two Climaxes, No. 9 which is displayed at the Cowichan Forest Museum, and No. 10 which was bought by Terry Ferguson for the Victoria Pacific Railway. I may be wrong, but I think one of these engines was displayed, live, on the Museum Train when 3716 was leading the British Columbia tour.

If you can fill any of David Steer's requests, please write him at 4408 Arbutus Street, Vancouver, B.C. V6J 4A2.....or phone between 7 and 9 p.m. to 263 5478

3. Norman Swallow has Set #1 and #2 of the Grove Class CPR Steel Lightweight Passenger Cars, imported by Van Hobbies in factory painted brass (mint-original boxes). He is asking \$400.00 for both sets. Please write:-

Norman R. Swallow
 P.O. Box 1430
 Aldergrove, B.C. VOX 1A0

4. Mr. R.N. Green, 8606 Fraser Street, Vancouver, B.C. V5X 3Y3 has the following items for sale:-

CNR 2-6-0 Mogul E10, unpainted (VH)	\$170.00
CNR 4-6-0 H66, custom painted (VH)	300.00
CPR 4-6-2 Pacific #1200, unpainted (VH)	300.00
SP 0-6-0 SB, unpainted (Sunset)	200.00

These locos are all boxed, brand new, and haven't been run, as I do not have a layout. My business address is shown above, please write me or phone 324 7988 and leave your number. I am frequently away, but will reply as soon as possible and am willing to bring any model to your door for examination. Continued/3.

TIMETABLE No. 7 Effective March 26, 1980

- March 29 2nd Div MINI-MEET at Steamer's Restaurant, Portland, Oregon
10:00 a.m. to 5:00 p.m., Cocktails 6:30, Banquet 7:30
\$9.50 before March 22nd. Contact Chuck Tooley, 2223 NE
Davis, Portland, OR. 97232 for information & registration.
- April 5 7th Div SPRING MEET - Vernon Lodge Motel, Vernon, B.C..
\$12.00 per person, including banquet. This is the Satur-
day of Easter weekend, drive up Friday and return Sunday
or Monday. You are advised to reserve your accommoda-
tions early, as Vernon is home to the Silver Star Ski
slopes. Further information elsewhere in this issue.
For registration, contact Jack Smith, 4103 27th Street,
Vernon, B.C. V1T 4X9 or phone (604) 542 4534.
- April 12 3rd Div SPRING MEET, Twin Falls, Idaho. Registration
& 13 starts 10:00 a.m. at Ron Dingwall's home on Highlawn
Drive. Contact A. Douglas Herrmann, 3rd Div Superintend-
ent, Route 3, Box 237, Idaho Falls, Idaho 83401 for fur-
ther information.
- May 1 Pacific Coast Region Convention, Disneyland Hotel, Anaheim,
to 4 California. Registration \$27.50, Convention Car \$5.00,
Extra Fare trip to Perris Trolley Museum \$8.50 each. For
information and registration:- G.M. Stoh, 2300 Lark Ellen
Drive, Fullerton, CA. 92635.
- May 3 5th Div MINI-MEET, Tr-City Model Railroad Club. Write:
Larry Lucas, 312 Bernard Avenue, Richland, WA. 99352.
- May 24 Wilt's Annual Spaghetti Bash, Memorial Weekend. Contact
to 26 Bill and Betty Wilt, 621 N. Second Street, Nyssa, OR.
97913, if you plan to attend or wish further information.
- May 30 6th Div SPRING MEET - Great Plains Express - Regina, Sask.
to Sheraton Centre. Pre-registration \$18.00. Contact
June 1 Wayne Wessner, 142 Mollard Crescent, Regina, Sask. S4T 6J5
- June 1 NOTE NEW DATE FOR OAKRIDGE CLINIC. Arrangements are under
way to have Ken Schmelzer, 4th Div Superintendent, pre-
sent his clinic on weathering. Further details next
issue. The May 25th date conflicted with Wilt's Spag-
hetti Feed, hence our new date of June 1st.
- June 22 Visit to Elmer Blackstaff's "New Ladysmith Lumber Co." and
the Duncan Forestry Museum on Vancouver Island. Jack
Knowland of Victoria is making arrangements for a bus to
meet the ferry at Swartz Bay for the return tour. Give
your names to Bob Millar or Phil Crawley if you wish to
reserve a seat. Plan to bring your own picnic lunch.
The NMRA Bulletin, April and October, 1979 have write-ups
about the logging railroad with the wooden rails. More
information and prices in your next Bulletin Board.
- July 24 PNR "Timber Baron's Convention", Thunderbird Hotel, Kelso,
to 27 WA.. See SWITCHLIST for further details or write to:-
Jim Whaley, 3106 SW Beaverton Hwy, Portland, OR. 97201
- August 31 2nd Annual CORNFIELD MEET - Hank Menkveld's, Chilliwack BC
October 25 7th Div FALL MEET, Vancouver, B.C.. More later!