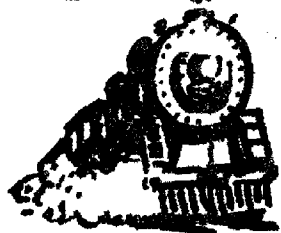


the DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

"WEATHERING"
CLINIC BY KEN SCHMELZER
PLUS —
SLIDES

CARRIDGE AUDITORIUM
415 E. CAMEL ST.

ON NORTHWEST LOGGING
1 P.M.
SUNDAY
JUNE 1ST 1980

JUNE 22

VANCOUVER ISLAND TRIP

SEE: ELMER BLACKSTAFF'S LOGGING RLY.

4 B.C. FOREST MUSEUM

LV. TSWAGEN 7 A.M. CHARTER BUS (\$8.00 EACH) LV SWARTZ BAY 8:45

BRING YOUR OWN LUNCHES.

RETURN TO SWARTZ BAY IN TIME FOR 7 PM SAILING TO TSWAGEN

BUS RESERVATIONS MUST BE CONFIRMED BY MAY 5TH 1980

PHONE 327 3210 - 596 6572 - 261 8541 FOR RESERVATIONS & INFO.

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

The Spring Meet is now history. The ladies and gentlemen from the South Caribou and Okanagan area put on a great Meet! As Superintendent I would like to thank them for all the hard work they endured to make this meet so enjoyable. The group from the North Okanagan Model Railroad Association, in Vernon, did a fantastic job on layout tours, and there were some real good ones to see. Attendance hit a new high of 171, which is the best we have had in many years. Great job, fellows!

One of the highlights of the Banquet was the presentation of the Ross Heriot Memorial 'Gold Spike' Award. Committee Chairman Frank McKinney called on Ross's wife, Sylvia, to present this award to our Bulletin Board Editor, Art Jones. Art is well deserving of this award as he and his wife, Marion, work very hard for the Division. You'll find Art and Marion helping out on just about every project that is going on in the Division, on the Lower Mainland area. Congratulations, Art, - you are well worthy of it!

A big "Thank You" to everyone who made our 1980 7th Div Spring Meet a total success.

On June 22nd we are planning a trip to Vancouver Island to visit Elmer Blackstaff's logging railway, near Ladysmith, and the British Columbia Forest Museum, in Duncan. Arrangements will be made to have a bus waiting at the Swartz Bay Ferry Terminal to transport you to the two locations, returning to Swartz Bay in time for the 7 p.m. ferry. It is essential that we know how many wish to have a seat on this bus. WE MUST have this information AS SOON AS POSSIBLE! Please contact Phil Crawley, Bob Millar or myself right away. The FINAL date to make your reservation is Monday, May 5, 1980. If there is sufficient response, we will be provided with a 41 passenger bus, which will cost \$8.00 each seat. If less than 41 passengers, the cost will be more, so, we must have a firm commitment from those who will be taking advantage of this service. Phone Phil Crawley at 327 3210 (day time), Bob Millar at 261 8541, or myself at 596 6572 immediately.

June 1st, 1980 will feature a Clinic date changed from May 25th, because of its conflicting with Bill Wilt's Annual Spaghetti Bash. We will be honored to have the 4th Div Superintendent, Ken Schmelzer, as our guest. Ken is an expert modeller and a very knowledgeable logging authority on the North-west area. He will be bringing some of his slides to show us and will conduct a Clinic on "Weathering". Come on out and join us, and meet Ken, - he's a great gentleman!

Don't forget the 1980 P.N.R. "Timber Barron" Convention in the Longview, Washington area. It looks like it is going to be a good one, so plan to attend.

Tom Beaton

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Reservations for the bus from Swartz Bay to the New Ladysmith Lumber Company (Elmer Blackstaff's) and the BC Forest Museum and back to the Ferry must be in by May 5th. Phone Phil Crawley (327 3210), Bob Millar (261 8541) or Tom Beaton (596 6572) PRONTO!!

SWAP = SHOP : For Sale - T1c Selkirk, Brass, Mint - \$375.00
P.H.(Spike) Brown, 3491 West 37th, Vanc'r. - 266 2972

B.C. Hydro Railway (The "BCE" Route) Continued:-

interest, because of the unavailability of a suitable site with good soil conditions, this yard was built partly on a peat bog consisting of 20 to 25 feet of soft organic silt beneath wet peat varying from 5 to 25 feet in depth. Special techniques involving the use of sawdust and other fill with new drainage methods brought about sufficient settlement in 10 months to permit construction to proceed. In 1967 a new repair and service centre was completed at this same location near the Queensborough Bridge.

The area served by the rail lines operated by B.C. Hydro contains well over 50 per cent of British Columbia's population. It is also Western Canada's largest financial, commercial, manufacturing, and distribution centre. The prospects for steady growth in B.C. Hydro's railway freight operation appear excellent.

The present B.C. Hydro railway freight operation had its origin in the electric interurban system built in the Lower Mainland by B.C. Hydro's predecessor, the British Columbia Electric Railway Company Limited, in the 20-year period prior to the outbreak of World War 1.

These lines played a major part in the early development of many communities within Greater Vancouver and the Fraser Valley. For periods ranging from 40 to 60 years, electric trams provided passenger as well as freight service to Vancouver, Burnaby, New Westminster, Richmond, Surrey, Langley, Matsqui, Abbotsford, Sumas and Chilliwack.

Communities such as Brighouse, Newton, Cloverdale, Langley City, Abbotsford, Sardis, Chilliwack City owe much of the impetus for their early growth to the fact that they are each located at the intersection of the railway and a major highway. Particularly in the Central Fraser Valley, where the distances between settlements and the absence of good roads made transportation difficult, the electric trains provided a vital link. Trains brought the farmers' milk and produce to market regardless of weather, and brought back feed, machinery, and manufactured goods and supplies. Trains carried logs to the mills in return for lumber and shingles. Passenger trains supplied convenient transportation for the settlers and their families on their occasional visits to New Westminster and Vancouver.

The earliest interurban service to be established was the Central Park line in 1891 through Burnaby between Vancouver and New Westminster, a year before the incorporation of the Municipality of Burnaby. At first there were only two trips a day. The single fare was 50 cents, return fare 75 cents. Through passenger service between Vancouver and New Westminster ended on October 23, 1953, and the last interurban cars in Burnaby were replaced by a bus service on July 15, 1954. Part of the Central Park line, from Nanaimo Street east to New Westminster, is still in active use by B.C. Hydro's railway freight service today.

In 1902 the Canadian Pacific Railway Company built the Vancouver and Lulu Island Railway from downtown Vancouver to Steveston. The C.P.R. operated this line with steam locomotives until the B.C. Electric leased the railway for electric interurban service in 1905. The C.P.R. constructed a branch of the Vancouver and Lulu Island Railway between Marpole and New Westminster in 1909, and this branch line,

Continued..../8

1980 SPRING MEET - Vernon, B.C. - CHAIRMAN'S REPORT

The 7th Division Spring Meet held in Vernon, B.C. was one of the best attended in several years, with 171 registered guests, coming from Edmonton, Spokane, Seattle, Calgary, Eugene, Oregon, Fort St. John, Vancouver, Washington and all points in B.C.. The Meet was held April 4th, 5th and 6th (Easter weekend) and made a good spring break for those attending. There were also 16 people registered for the day's activities on the 5th and over 200 people were admitted during the general public viewing from 2 to 4 p.m.. Six local members opened their home layouts for tours on Friday night, and the club layout, manned by our junior members, was also open for viewing.

Saturday's activities started at 9 a.m. with several clinics put on by the following:-

Brian Pate, of North Vancouver demonstrated turnout construction on board ties;

Roy Hansen, of Vernon, demonstrated construction of building flats from plastic models for large industries against the rear of a layout. (Roy is an excellent artist and his building flats blend in with his background scenery exceptionally well, showing how two hobbies can be used together).

George Mackie, of Kelowna, gave a clinic on Painting Techniques. He is an excellent model painter, having painted the CPR-D4 brass loco which was first prize in the raffle.

Dave Hemsley, of Kelowna, gave an excellent clinic on weathering. He has consented to let this clinic be printed in either/or both the Switchlist and the Bulletin Board.

Alvin Adams, of Salmon Arm, gave a demonstration and talk on O gauge trolley construction and techniques.

A huge Silent Auction was handled by a group from Kelowna comprised of Harry Shim, George Mackie, John Schlosser, Dave Hemsley and several sons of the model railroaders.

Slide Shows were given by John Green, of Vancouver, covering his hike from Midway to Penticton over the abandoned Kettle Valley Railway and by Jack Smith, of Vernon, on the grade changes done to the Notch Hill section of the CPRail. Movies were also run by Gerry Doeksen, of Montr se, showing his excellent 16mm films. Three NMRA Tape/Slide clinics were also shown for added interest.

Our sincere thanks to all these fellows for their clinics and films!

Saturday nite started with "happy hour" from 6 to 7:15, with the raillettes holding an Easter bonnet contest. There were 11 entries, with 1st prize being won by Lucille Sloan for the most beautiful, and by Jessie McKinney for the most humorous. Raillette activities were carried out during the day, in a room provided for their use. They held a beauty counsellor demonstration, a clinic on dried flower arranging, by June Vere (Kamloops) and lace making, by Betty Ferrier, also of Kamloops. The raillette room was in constant use by the ladies as a place to rest up, talk, and have a cup of tea or coffee.

The Banquet was preceeded with grace, given by our able Salmon Arm modeller, the Reverend Alvin Adams. After the scrumptious dinner the head table was introduced, and guest speaker Walter Pafford, Assistant Superintendent, Revelstoke Division of the CPR, spoke of the mountain operations and future grade and track improvements being planned for this area.

Continued...../6

1980 Spring Meet, Vernon - Report (Continued):-

Frank McKinney, 7th Div "Man of the Year" award Chairman, called on Sylvia Heriot to present the ROSS HERIOT MEMORIAL "Gold Spike Award" to our quiet spoken 7th Division Bulletin Board editor, Art Jones. The raillettes then called upon Gladys Battey to draw for their raffle prizes, with the following results:-

Joan Ploeger was winner of 1st prize - the hand made quilt, Jean McNab - the cushion, Sandy Weir - the flower arrangement and Ken Davis - the candlesticks. The big raffle on the brass loco was handled by Ken Vere and Pat Quain, with the following winners:- The brass loco was won by 7th Div Superintendent, Tom Beaton, who declined to accept, as it was not in his gauge. It was redrawn and won by John Green. The 2nd prize, a panavise was won by Chanly Wier and the third prize, a CPRail framed picture, was taken by Bill Keeley. The 4th prize, another CPR framed picture, was won by an Edmonton modeller wearing a "Monashee" red sweater with the fifth prize, a gift certificate, was claimed by Sterling Stump.

The CPRail supplied two films, one on unit coal train loading, hauling and unloading, and the other of an avalanche taking out Bridge 87.4 in the Rogers Pass. Following the films, Walter Pafford opened the meeting for discussion relating to the problems, conditions and changes affecting the mountain operations. The nite ended with a couple of railroad jokes and the announcement that three layouts would be available for viewing Sunday morning. In closing, the model railroaders were advised that the Notch Hill, Kamloops C.N. Yards and the Revelstoke CP Yards would be good railroad interest points to see on the way home.

The following people are to be thanked for their door and raffle prizes:-

Village Hobby Center, Richmond; Van Hobbies, Vancouver; Pacific N Scale, North Vancouver; Totem Tools, Vancouver; Meridian Distributors of Vancouver; Hunter Hardware, Kamloops; National Gifts, Vernon; Vernon Hobbies & Toys, Vernon; and Hobby West, Calgary.

The Vernon club, the NORTH OKANAGAN MODEL RAILROAD ASSOCIATION, would like to thank Kelowna and Kamloops for their assistance and all other modellers for their help, participation and comradeship in this very good Meet.

J.D. (Jack) Smith
Chairman
1980 Spring Meet
Vernon, B.C.

(Thank you, Jack, for a very comprehensive report, and in such a short time. Your group are to be commended for your efforts in making this Meet, the First Class Show that it was! Also your choice of the Vernon Lodge Motel, as Meet Headquarters, provided us with excellent display areas, very pleasing surroundings, and a superb Banquet for the Awards events.

As P.N.R. Vice-President Elaine Jones said, "With the accommodations available to you, and your experience in organizing this Meet, you and your group are definately P.N.R. Convention calibre." I agree! (Ed.))

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SWAP = SHOP - For Sale : 1 CPR & 1 CNR brass Caboose - \$50.00 each

A.J. Knowland, 4030 Haro Road, Victoria - 477 4882

CONTEST WINNERS - 1980 Spring Meet, Vernon, B.C.

There were many nice models entered in the Contests at Vernon. This year we used the N.M.R.A. rules for judging and I would like to thank Duane Damgaard of Seattle, Al Jones of Springfield, Oregon and Cyril Meadows of Surrey, who acted as judges in the contests. There were five winners who received better than 87% points, and they will be receiving recognition from the Meet Committee as well as Merit Awards. They are:-

1. Jerry Quon of Calgary - With his bridge display, earning 105 points. This display is part of Jerry's layout, so you can imagine what the rest of the layout is going to look like.
2. Cyril Meadows of Surrey - (Note: Cyril did not judge his own model). An ON-2 Stock Car, accredited with 104 points.
3. Jack Porzig of Surrey - a Great Northern Air Flow hopper which received 95 points.
4. Dave Hemsley of Kelowna - with an HO 4-6-0 steam locomotive earning 94 points.
5. Ian Sloan of Maple Ridge - with a model of the Carson and Colorado Railway turntable, at Laws, California in HO scale which was given 88 points.

Congratulations to these people for their great models and workmanship!

If anyone wishes forms for future contests, which we hope will be judged by N.M.R.A. rules, please call me or Gordon Varney and we will send them to you.

Don't let this way of judging scare you off from entering, as it is an excellent way of finding out what you have done right or wrong in the building of your models, and a great way to help you improve your modelling techniques.

Further information can be had on the Achievement Program and Contest Rules by referring to the January 1st, 1980 Special Bulletin from N.M.R.A. on Pages 55 through 63. There are many opportunities to have your models judged in the coming months, such as the P.N.R. Convention in Longview and our Fall Meet on October 25th. Let's start working on those models and give it a try. You're never a loser, as you can always learn something through your experiences.

T.S.B.

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JUNE 22, 1980 - Vancouver Island Trip

Elmer Blackstaff's logging railway and the Forest Museum

It will be necessary for you to make your own way to the ferry terminal at Tswassen, boarding the 7 a.m. sailing as "walk-on" passengers. If sufficient reservations are received for bus seats, a bus will be at Swartz Bay (about 8:45 a.m.) waiting to transport you to Elmer's and the B.C. Forest Museum, returning to Swartz Bay in time for the 7 p.m. sailing back to Tswassen. Bring your own picnic lunch or take your chances enroute. If 41 bus reservations are received by May 5th, the bus fare will be \$8.00 per seat. PHONE right NOW!

B.C. Hydro Railway (The BCE Route) Continued:-

also leased to the B.C. Electric, operated with electric interurban cars. After a gradual abandonment programme, the last electric interurban cars on the Vancouver and Lulu Island lines were replaced by buses on February 28, 1958. Diesel locomotives now use these lines to provide a frequent freight service.

The Vancouver, Fraser Valley and Southern Railroad was incorporated in 1906 and acquired by the B.C. Electric in 1907. By 1910 the greater part of the 64-mile line from New Westminster to Chilliwack was completed. The first through passenger train reached the eastern terminus at Chilliwack City on October 3, 1910. The following day regular passenger service (\$3 return) was inaugurated. Milk trains capable of hauling up to 650 cans per trip, made their last pick-ups on February 18, 1939. During November, 1949, diesel locomotives were put into service on this line. Passenger service ended on September 30, 1950, the electric cars being replaced by buses. The line is still extremely active as a freight operation.

The Burnaby Lake interurban line, from Vancouver to Sapperton and New Westminster, was opened on June 12, 1911. The line was completely abandoned and replaced by bus services on October 23, 1953. Part of its right-of-way was taken up by the No. 401 freeway in the vicinity of Burnaby Lake.

With the coming of the private automobile into more general use, and the obvious advantages of the interurban motor-buses, the old electric trams disappeared from service. Thanks to the Burnaby Historical Society and Burnaby Council, Interurban Coach No. 1223, one of 28 received from the St. Louis Car Company in 1913, remains on display at Heritage Village Park at Canada Way and Sperling in Burnaby. Street Car No. 54, a B.C. Electric product of 1904, has been on display in the Pacific National Exhibition Grounds in Vancouver for several years.

After converting the passenger service to buses, the B.C. Electric Company actively promoted the railway freight operation on its remaining interurban lines. "The B.C.E. Route" became well known among industrial firms doing business in Vancouver. The use of powerful diesel locomotives and the installation of 115-pound rail, replacing 85-, 70- and 60-pound variety used during earlier periods, have upgraded the operation and fitted it to serve as a modern freight railway.

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7th Div SWAP = SHOP

The SWAP = SHOP section is open to all members. Please contact Ted Edwards to have your sales, swaps or wanted ads published in the Bulletin Board. Write:-

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

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MODEL RAILROADING IS FOR F-U-N! Let's try to keep it that way!

B.C. HYDRO RAILWAY (THE "BCE" ROUTE)

The railway operated by the British Columbia Hydro and Power Authority in the Lower Mainland may not be as well known to British Columbians as it should be. Compared with the Hydro Authority's other operations providing electricity throughout the Province and gas and bus service in the Lower Mainland and Greater Victoria areas, the railway operation has not received much in the way of publicity. On top of that, it is a railway that does not even carry passengers!

B.C. Hydro's railway is a freight operation generally handling carload quantities only, renting freight cars provided in inter-line traffic with other railways. Yet it owns 23 diesel-electric locomotives. It is more than a terminal railway, for it operates main and branch lines in Greater Vancouver and the Fraser Valley totalling 103 miles of mainline and approximately 90 miles of spurs, sidings and yard tracks, from False Creek in Vancouver south to Steveston, and east to Chilliwack. It is a successful operation, too, with gross revenue of \$20.7 million in the fiscal year ending 31 March 1979 and good prospects of bettering that amount in the current year. Last year the railway handled 2,536,000 net tonnes of freight.

SERVICE

B.C. Hydro shares its service area with the two Canadian transcontinental railways and one American railway. It also provides interchange facilities with one other American line. In effect, it works with, and complements, the other railways in the lower mainland, and to a degree competes with them for new customers, offering, as it does, an unrivalled flexibility of routings and interchange with all other lines on a rate parity. Other features offered to industrial firms include a variety of freight cars supplied to meet each shipper's requirements, and ready and knowledgeable advice on carload routings and rates to and from any point on the continent.

CONTINENTAL CONTACTS

Interchanges at Vancouver, New Westminster, Abbotsford, Chilliwack, and Huntingdon-Sumas provide connections with lines operated by C.P. Rail, Canadian National, British Columbia Railway, Burlington Northern Railway, and Chicago, Milwaukee, St. Paul and Pacific railroads. Through these connections, shipments over the B.C. Hydro Railway can be routed to and from every rail point on the continent open to any Canadian or American line. In addition to serving on-line industries, B.C. Hydro is an intermediate carrier for through traffic. One example of this feature is lumber originating on the British Columbia Railway and routed over the Hydro line via Vancouver or New Westminster to the U.S.A. connections at Sumas.

Prior to 1950, the greater part of eastbound freight carried was from the forest industries. Then, as additional secondary industries were established in the Lower Mainland, the railway freight business became more diversified, although forest products still make up a quarter of the total traffic handled.

WELL SITUATED

To meet the steadily-increasing operational demands, in 1965 the railway completed a 21-acre marshalling yard in Burnaby with an initial trackage length of 7.4 miles, sufficient to store 450 cars. This has expanded to 650 cars and further expansion is planned. As a point of

Continued.... /4

TIMETABLE No. 7 Effective April 25, 1980

- May 1 P.C.R. Convention, Disneyland Hotel, Anaheim, California.
to 4 Registration \$27.50, Convention Car \$5.00, Extra fare trip to Perris Trolley Museum \$8.50 each. For information and Registration contact:- G.M. Stoh, 2300 Lark Ellen Drive, Fullerton, California 92635
- May 3 5th Div Mini-Meet, Tri-city Model Railroad Club. Write:- Larry Lucas, 312 Bernard Avenue, Richland, WA 99352
- May 24 Bill and Betty Wilt's Annual Spaghetti Bash. If you plan
to 26 to attend or wish further information, contact Bill at 621 North Second Street, Nyssa, Oregon 97913
- May 30 6th Div Spring Meet - Great Plains Express - Regina,
to Sask., Sheraton Centre. Pre-registration \$18.00. See:-
June 1 Wayne Wessner, 142 Mollard Cres., Regina, Sask. S4T 6J5
- June 1 7th Div Clinic at Oakridge Auditorium, 41st & Cambie St. Vancouver, B.C.. Div 4 Superintendent, Ken Schmelzer, will be our guest. Ken will present his Clinic on the Weathering Techniques for models and will also show some of his slides of the Northwest Logging area.
- June 22 VANCOUVER ISLAND TRIP - Visit Elmer Blackstaff's logging railway, the "New Ladysmith Lumber Co." and the B.C. Forest Museum. It will be necessary to arrive at the Tswassen Ferry Terminal in time for the 7 a.m. sailing, board the ferry as "walk-on-passengers". If there is sufficient response, a bus will meet the ferry at Swartz Bay (about 8:45 a.m.) and transport you to Ladysmith, Duncan, and back to Swartz Bay in time for the 7 p.m. sailing back to Tswassen. You will be obligated to pay your own ferry fares, both ways. If 41 passengers reserve a seat on the bus, the cost will be \$8.00 each. You are advised to bring a picnic lunch or take your chances enroute. RESERVATIONS for the bus must be in by May 5, 1980. Phone Phil Crawley at 327 3210, or Tom Beaton at 596 6572, or Bob Millar at 261 8541. See NMRA Bulletin, April & October '79, for write-ups about Elmer's logging railway, using wooden rails.
- July 24 "Timber Baron's Convention", Thunderbird Hotel, Kelso,
to 27 Washington. Prototype Tours of Pulp Mill featuring railway facilities, Port Tour and Pole Treatment Plant. Home layout tours, Clinics, Movies, plus teenager and railette activities. Model and Photo Contests, plus two special contests on logging, to be judged by special vote. For information and registration write:- PNR Timber Baron's Convention, P.O. Box 1053, Longview, WA. 98632. (See SWITCHLIST for more details).
- August 31 7th Div 2nd Annual CORNFIELD MEET (Labor Day weekend). Hosted by Hank and Henney Menkveld, 10689 McSween Road, Chilliwack, B.C..
- October 25 7th Div FALL MEET - Holiday Inn, (Downtown) 1110 Howe St., Vancouver, B.C.. Further details coming up!