

### Friends of the Railway and Forestry Museum

*A special thank you to all the friends of the museum—donors, members, and volunteers!*

#### NOTICE

To purchase a 2004-05 membership, see the on-site Gift Shop staff or telephone the Railway & Forestry Museum Office at 563-7351.

#### On Track

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*A quarterly publication for members and friends of The Railway & Forestry Museum, Prince George*

*Volume 20 Issue 1*

## Hinton Rail Station



*Hinton Rail Station, built in 1911, was the last of its kind to still be in use as a VIA Rail Canada passenger depot into the 21<sup>st</sup> Century.*

*Continued on page 8*

## SPECIAL THANKS, TRUDY!

### From the RFM-PG&R Board of Directors

The RFM-PGR Board gives a special thanks to the incredible dedication of Trudy Swaan. For the last three years, Trudy has managed the Museum from the side of her Forest Expo desk. Anyone who's been in her office knows how much of her desk has been taken up by Museum papers. With a formal contract to manage for two of those years, Trudy has been one of the finest volunteers we have ever known. The management contract ended December 31, 2003, but Trudy continues to book our events (cha ching!), open our mail and run our office. And, she has kindly agreed to continue to do so until we can hire a new General Manager.

Some of her achievements include bringing the Children's Festival to the Museum, creating order in the office as well as bringing a professional voice to our relations within our community. Trudy also initiated the Prince George Arts Coalition marketing campaign, creating joint marketing between our Museum, Huble Homestead, Exploration Place and the Two Rivers Art Gallery.

Trudy taught us a GM can be intelligent, honest, collaborative, organized, politically savvy, driven, diplomatic, reliable and fair. A new GM has big shoes to fill!

Thanks again Trudy, and we look forward to your continued participation.

## GENERAL MANAGER'S REPORT

By Trudy Swaan

The weather has really cooled, the Park is closed and, with the first skiff of snow, we are settling in for the winter season. The Park was open until October 6th this year. We tracked attendance from this time last year, and it really did not merit staying open any later in the shoulder season.

We had a great summer at the Museum! Although revenues were down, our attendance figures were up 20-25 percent, including the Chil-

dren's Festival and Back to Hogwarts. If you take the two big events out of the count, we are at par with what happened to Tourism in the Province this year . . . down about 12%.

**In my opinion, and on the up side, this Museum has never finished a season looking better!** *Many thanks to our staff, Jim and his HRDC crew, Scott and the Katimavik Group and our very dedicated volunteers for all their hard work and enthusiasm over the summer.*

Here are some of the highlights:

- Participation in the Katimavik program for the first time with Scott as Supervisor and 12 young people working here as volunteers from March to August.
  - Hosting our first major outside event – the Children's Festival.
  - Finished the landscaping in front of the Visitor Centre. Wow what a difference that has made to our street appeal!
  - Built a deck for and
- Continued on page 11*

## HINTON LEGACY CAMPAIGN

YOUR LEGACY GIFT      \$ 30.00 Individual      \$ 75.00 Corporate

Your donation in support of the LEGACY Campaign will be recognized with a commemorative inscription that will be part of a permanent display within the restored Station House.

Or donate to the. . . .

## PRECIOUS RESOURCES LEGACY CAMPAIGN

All sponsors of this Campaign will have recognition within the restored Station House and on promotional material for the project.

DIAMOND PLATINUM	BRONZE	SILVER	Gold
\$150 to \$499	\$500 to \$999	\$1,000 to \$2,499	\$2,500 to \$10,000
\$500 and over			\$10,000 and over

Sponsorships and donations can be forwarded to the Hinton GTP Railway Station House Preservation Society, 309 Gregg Ave. Hinton, AB T7V 2A7

**For further information:** Call Lorraine or Frank at (780)865-1773 or [drystone@shaw.ca](mailto:drystone@shaw.ca)

Call Wayne at (780)865-7585 or [ratis@telusplanet.net](mailto:ratis@telusplanet.net)  
Also visit [www.hintonhistory.com](http://www.hintonhistory.com) and link to Preservation Status for updates

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Prince George, BC • Telephone: 563-8160**

## THE FIREBOX AWARD

Every year the Railway and Forestry Museum recognizes one outstanding volunteer whose commitment and enthusiasm helped shape who we are.

Nominated this year were Don Holzworth, Ray Lougheed, and Moe Coutu.

***Congratulations to Moe Coutu, 2003 winner of the Firebox Award!***

## Happy Birthday

BC Rail was 92 years old on Feb 27 2004. Its predecessor, the Pacific Great Eastern Railway, was founded on February 27, 1912. Also this year it is the 50yr anniversary of the PGE (BC Rail) arrival to Prince George. Also it is the 90th anniversary of the Grand Trunk Pacific (now Canadian National) coming to Prince George.

January 13, 2004

Dear Editor:

We took part in your second annual "Halloween at Hogwarts" in October 2003. It was a very well-organized event, and our children both had a great time; however, we were very surprised and dismayed when we went to pay our admission.

We were informed that my husband and I had to pay full fare to enter, even though we have a family membership and we were not participating in any of the events. We only wanted to take pictures of our kids enjoying themselves, and did not feel that they were old enough to navigate the entire Railway and Forestry Museum on their own. We were not charged admission to the first "Halloween at Hogwarts" event, but when I mentioned this fact, I was informed that we had "just gotten lucky last year."

We have purchased a family membership to the Railway Museum for the past two years, and we all enjoy the facility immensely. I fully expected to pay the half-price admission as advertised for my two kids, but I certainly did not expect to pay to supervise and take pictures of my own children. Unfortunately, this "cash-grab" has made us think twice before renewing our Railway Museum membership.

Yours truly,

Deanna and Brian Larsen

RFM-PG&R Response:

In October 2003 "Return to Hogwarts," the Museum charged \$5 each for members (adults and children) and \$10 each for non-members. In the 2002 "Halloween at Hogwarts," only the children were charged admission; however, because of the large adult participation—which we encourage—our supplies and materials were quickly depleted.

We appreciate your input and trust this answers your concerns.

We will continue to offer benefits to our valued members such as yourselves, and we look forward to your continuing membership.

## PGRFM MEMBERSHIP DUES

March 1 - February 28

Family \$35

(maximum of 5 persons—2 adults and 2 or 3 children, 17 years of age or under)

Individual \$30

Senior (65+) \$15

Student (13-17 years) \$15

Lifetime \$350

## 2004-05 MEMBERSHIPS

Remember, your Railway and Forestry Museum—Prince George and Region membership expires February 28 each year. Please contact the RFM-PG&R Office at 563-7351 or visit the Office at 850 River Road, Prince George, BC V2L 5S8

***Continue to enjoy the benefits listed below—renew now!***

## ON TRACK NEWSLETTER

For information or for submissions to *On Track* contact:

**Roy Smith**

Telephone: 250-962-6942(h)

Fax: 250-962-6929(h)

E-mail: roy\_smith@shaw.ca

**Elaine Comish**

Telephone: 250-563-5847

E-mail: vwbeetle@shaw.ca

**Deadlines for submissions:**

Fall 2004 newsletter submissions by September 30th, 2004.

## MEMBERSHIP BENEFITS

- Free access to the Museum during normal open hours.
- Mr. Quick Lube & Oil offers \$4 off any oil and lube
- Members' Annual BBQ
- Free speeder rides during Steam Daze and special events
- Notification of when *On Track* publication is available on [www.pgrfm.bc.ca](http://www.pgrfm.bc.ca)
- Invitation to RFM-PG&R Annual General Meeting
- Opportunity to work as a volunteer at the Museum
- Save 10% at Gift Shop
- Free access to the West Coast Railway Heritage Park in Squamish; just show your RFM-PG&R membership card



*Thanks to Mag-Net Internet  
for designing and hosting our website  
<http://www.pgrfm.bc.ca/>*

## VOLUNTEERS ARE OUR "STEAM"

By Alecia Greenfield

The Railway and Forestry Museum is run by volunteers. Without your labour, we could not have restored the cat car, the caboose, or 7817; run our gift shop, office or events. While most of the Volunteer Award winners are familiar faces, in 2003 we also had Katimavik participants—they are named below.

Each winner dedicated hundreds of hours to the museum—thank you. And, thank you to everyone not listed—every hour helps.

### 2003 winners of the Volunteer Award are:

<b>January</b>	Curtis Walch	<b>July</b>	Julie Dianne Lanie Laganse
<b>February</b>	Velvet Sutherland		Mark Dorner
<b>March</b>	Steve Gauthier		Meghan O'Connor
<b>April</b>	Beth Galbait Jessie George Kevin Clark Shannon Anderson	<b>August</b>	Shawn Myers Carl Simpson
<b>May</b>	Sabine Porter	<b>September</b>	Scott Armstrong
<b>June</b>	Jamie Burak	<b>October</b>	
		<b>November</b>	John Armstrong
		<b>December</b>	Tanja Reszat

## VOLUNTEER AND EARN A FREE MEMBERSHIP

You, too, can be the recipient of a free Railway and Forestry Museum—Prince George and Region membership! It is as easy as volunteering and recording 50 hours of donated time. For example, working at the Shops or Museum and signing the in/out sheet.

Congratulations to the following volunteers will receive a free 2004/05 membership:

Scott Armstrong  
Jamie Burack  
Elaine Comish  
Lloyd Comish  
Dave Doust  
Jocelyn Gallager  
Alecia Greenfield

Brenda Herbert  
Don Holzworth  
Ron Jansen  
Denise Marcotte  
Daryl Moulder  
Jim Nicholson  
Greg Phillips



## GRANTS, SPONSORSHIPS AND IN-KIND DONATIONS

By Alecia Greenfield

Thank you to each and every one listed below and to any whom may have been missed on these lists. Without all of you, there could be no Railway & Forestry Museum.

### GRANTS

Regional District of Fraser-Fort George  
HRDC – Job Creation Program  
Education Coordinator  
Landscaping Project  
Katimavik Coordinator  
Summer Students  
Bingo

### SPONSORSHIPS

Forest Expo  
Dick Byl Law  
Canfor  
CILA  
Money Concepts

### IN-KIND DONATIONS

Acklands-Granger  
BC Rail  
Brink Forest Products Ltd.  
Boston Pizza  
CN Rail  
Canco Hose & Fittings Inc.  
Canfor  
Royden Carey  
Chinook Scaffolding  
Chubb Security  
Dean Mason & Co.  
Forest Expo  
Forever Green Irrigation & Landscaping Ltd.  
George Chenial  
Gingerbread Toys  
Guillevin International Co.  
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LEJ International Trucks Ltd.  
Mag-Net Internet  
McInnis Lighting

McLachlan & Shaw Dev. Co.  
NAPA Prince George  
Nechako Brake & Wheel Ltd.  
Pacific Western Brewery  
Pellet Flame  
Ted Perry  
Pete Stone  
Prince George Citizen  
Randy's Light Oil Field Hauling Inc.  
RCMP  
Regional Security  
Twin River Developments  
United Rentals  
Carl Vanderspek  
Western Fraser Electro/Mechanical Ltd.  
Western Industrial Contracting



## ALBERTA DEPOT TO MOVE

Taken from *TRAINS Magazine*, November 2003

In Alberta, the former Grand Trunk Pacific (a Canadian National predecessor) depot at Hinton is being moved and preserved. The town has entered into a lease with the newly-formed Hinton GTP Railway Station Preservation Society, and site planning is under way. The sta-

tion's move to its new location was to take place at the beginning of October.

"This preservation project has unfolded very fast and, after many years of dedication to the preservation of this municipal historic building, the oldest structure in Hinton is being preserved," said Lorraine Johnston-MacKay, president of the preservation society.



## CN SHOPS WORK PARTIES

Call the  
Museum  
Office

563-7351



## ALL ABOARD for the PRESERVATION of the HISTORIC HINTON RAIL STATION

By Lorraine Johnston-MacKay

The preservation of the Historic Grand Trunk Pacific Railway Station House in Hinton was ensured with the relocation of the building on Tuesday, November 18, 2003, onto a basement foundation at 225 Gregg Avenue. This property is being leased, beginning August 11 2003, for an indefinite period from the Town of Hinton for the preservation of the Station House. This site is located across the Trans Canada Yellowhead Highway 16 from the original location on the rail line.

Interest in the preservation of the Hinton Rail Station, built in 1911, has been ongoing for a number of years; and our community has worked hard to make this project a reality. On May 30, 2003, the Hinton GTP Railway Station House Preservation Society, dedicated to the preservation of the Hinton Station House, was incorporated under the Alberta Societies Act. Charitable tax status with Canada Customs and Revenue Agency was obtained September 4, 2003.

The station house was purchased by the Hinton GTP

Railway Station House Preservation Society on October 14, 2003, from VIA Rail Canada for \$1.00 on the condition that the building be relocated.

This Municipal Historic Building (so declared in 1999 by Hinton Town Council) is the oldest building in the town of Hinton. Of the 345 Standard Plan A GTPR stations built in western Canada, the Hinton station was the last of its kind to still be in use as a VIA Rail Canada passenger

## CN SHOPS UPDATE

*Continued from page 10*

**November 19, 2003**

We are waiting for the McPherson Coach and 9169 locomotive to be moved over to the shops. We are hoping this will happen with in the next week. Once they are inside, we will photo document the artifacts and then start work on them.

- The McPherson Coach is a fairly easy project.

- Locomotive 9169 will take up a lot of room in the shops, and once it comes apart, it will not be able to be moved.

depot. The building had to be relocated from railway property or it would have been destroyed. The station will be restored to its 1911, 1927 and 1956 eras and preserved as a legacy for future generations.

The restoration and renovations of the Station House will be completed in time to celebrate Alberta's Centennial in 2005.

For more information, contact: Lorraine Johnston-MacKay, 780-865-1773 or drystone@shaw.ca ✕

- Mini Rail We will be starting to cut the ties next week—we need to make 45 thousand of these and each of them needs to be pressure treated (thanks for the donation by Stella Jones.)

- The Louisiana Pacific locomotive axle is apart, and we are awaiting a piece of steel. Once the piece is here, it must be machined and then put on the broken axle. We are hoping to have LP back together by mid December.

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## RAILWAY & FORESTRY MUSEUM—PRINCE GEORGE & REGION

### ELECTIONS 2003-4

By Chris Hunter

This year has been very exciting for the Museum. We hired more on-site staff with HRDC grants, created incredible landscaping, completed the patio behind the Visitors' Centre, moved and opened the Telus Community Connections building, welcomed the Children's Festival (25,000 people attending), and held another successful Halloween at Hogwartz. These successes are due to both excellent administrative staff and the dedication of many volunteer members.

Despite a small turnout, the Museum held successful elections in October. We would like to thank all those who attended. Welcome all new board members, and thanks to those who keep sticking around!

#### Executive

President	Dean Mason (1 year remaining)
Past President	Daryl Moulder
V President	(vacant)
Treasurer	Tanja Reszat (1 year term)
Secretary	Chris Hunter (2 year term)

#### Directors

Don Holzworth (2 years term)
Garry Grant (2 year term)
Roy Smith (2 year term)
Stan Smith (2 year term)
Marion Switzer (1 year remaining)
Grant Moulder (1 year remaining)
Moe Coutu (1 year term)

#### Community Representatives

John Armstrong, CN (1 year term)
Kate McCabe (1 year term)

## PRINCE GEORGE AND THE GRAND TRUNK PACIFIC RAILWAY

PART III  
By Brenda Herbert

It took until 1921 for a decision to finally be made regarding the placement of the railway station, and in the interim a temporary shed located at the end of George Street was used as a station. Bev Christensen explains that by the time the decision was at long last made to place the permanent station two blocks west of George Street between Quebec and Dominion Streets, "most of the businessmen who had purchased property in Fort George realized Hammond was losing the fight to have the station built near his townsite and either moved their buildings into Prince George or abandoned their property and rebuilt in the new townsite."<sup>1</sup> Hammond had tried to outwit the railway company by purchasing prime land early, but his plans seem to have backfired and his community suffered in the short-term.

Frank Leonard suggests that in response to Hammond's actions in the buying and selling of land, the railway company laid out the townsite on the Indian reserve in such a way as to alienate the residents Hammond's

townsite from the new station:

An examination of the architect's plan for Prince George Townsite reveals two outstanding features: the greenbelt in the south and the crescent streets in the west. . . . The crescent streets . . . served the railway company's interest in the NRS dispute. During a 1913 BRC hearing, a lawyer noted that the curved streets were designed to increase the distance between the station and the centre of Fort George Townsite.<sup>2</sup>

Frank then quotes a New Yorker who invested in Fort George who felt that "It was a monstrous thing to do, to throw artificial obstacles in the way of the growth of the town in the one direction left open by nature. But this is exactly what these experts did by creating the artificial barrier known as the crescent to the west . . . Any man who knows anything about cities can see by a glance at the plan that a vicious angle was interposed to block traffic . . . going west."<sup>3</sup> The reaction of this investor indicates the way this struggle between the GTP and Hammond affected investors in and residents of Fort George.

While the arriving railway brought many new aspects to

Prince George, it also meant the end of some long standing traditions, namely the end of river steamboats such as the BX Express. The BX began operation to Fort George on 24 June 1910, when she made her first trip north through the Fort George Canyon. The BX Company continued service to Fort George through 1912 when a second steamboat, the B.C. Express, was added to its service. These two great steamboats continued service until 1920 when the railway made their service unnecessary.<sup>4</sup>

Robert A. J. McDonald suggests changes in the economy as a result of the railway occurred throughout British Columbia:

At the peak of their construction, these two railroads [GTP and CNR] employed 10,000 workers in B.C., and the resulting demands for lumber and supplies injected a new dynamism into the provincial economy. No less important was their role in producing the speculative climate that enveloped the province from 1909 to 1913.<sup>5</sup>

Of course, the outcome of that speculation in Prince George has been shown to

*Continued on page 7*

## GENERAL MANAGER'S REPORT

*Continued from page 2*

painted the two Telus Buildings. The main Telus Building was opened to the public the middle of September. Thanks to Moe for his hard work to finish his dream!

- Painted the Staff Trailer to match the other white and green buildings in the park.
- Built a beautiful patio at the back entrance of the Gift Shop – another major improvement!
- Created a children's playground off the patio. This playground is on a bed of chips and contains two large wooden chairs, a speeder and a couple of picnic tables.
- Brought the 1940 Plymouth car from the back storage and put it on display in the Penny Station driveway.
- Moved the Canfor ambulance to mask the end of the rail line which has the CN snow plow on it.
- Moved the International pickup in front of the small building beside the fire hall. (The location of the future garage for the Russell House.)
- Put two artifacts in the place where the ambulance and the pickup were previously.
- Cleaned up all the 'stuff' that was stored in front of the green storage box cars down the fence line.

- Repaired the doors (all but one) of the green box cars so that they close and look much neater.

With the success of *Halloween at Hogwartz* in 2002, we held *Back to Hogwartz* on October 2-5, 2003. The event was another resounding success with about 2,000 people coming through. I would like to extend a heartfelt thank you to our generous sponsors, the volunteers and the staff for making this one of the most successful events ever hosted by the Museum. This has definitely become an annual event. If you are interested in volunteering for this fundraiser next year, please call the Museum.

Congratulations to everyone involved with the Museum on being nominated for the Chamber of Commerce Tourism Business Excellence Award! Even though we did not win the award, just being nominated is an indication that all your hard work over the years has once again been recognized.

Building on what we accomplished last year, *Trees and Trains at Christmas* took place again this season. We have applied to the City for a grant to help us expand this

event. We had about \$1,000 in lights donated last year, and we hope to build on that. A work bee was held and the lights were turned on in the Park on November 29. It looked great—we hope that each year will be even better than the last.

In conjunction with the exterior light up we have started a Christmas Village for inside the Visitor Centre. Anyone can sponsor a house or buy a house and bring it to the Museum. We will add it to the Village and put your family name in front of it. We currently have had 11 houses/stores etc. donated as well as a skating rink, a large tree, and some people. This will also grow each year and will truly become a winter wonderland showcase at the museum!

It is great to see that, as the park winds down, things at the CN Shop are getting into high gear. I look forward to seeing the results of all the volunteers' hard work in the spring.

In closing I would like to take this opportunity to wish you and yours all that is good in the New Year.



## RFM-PG&R SAFETY MANUAL

By Ron Jansen

Last summer a volunteer suffered a broken hip while working around the steam crane. This incident was not the result of poor work practices; however, it did serve as a wake up call for Museum management. The safety program is currently being expanded to include all work performed on site by all workers/volunteers.

This past year, besides the regular staff there were volunteers, Katimavik personnel and crews working

under HRDC grants both on site and at the CN shops. The nature of the work performed by these people—the restoration and maintenance of railway and forestry artifacts—may expose them to hazardous situations. Many of the tasks performed by volunteers are quite removed from their normal every day work environment, leaving these individuals unsure of safe work practices.

To further confuse the issue, workers and supervisors must be familiar with the WCB Regulations, the Rail-

way Act and Hazardous Materials Regulations. Since the end of December, there is a manual in place that provides the resources for performing all tasks in a safe manner.

This manual is a dynamic document requiring continual updating as regulations change and tasks not now performed on site are added. In that light, any training manuals, safety bulletins, or videos that can be either donated or copied will be greatly appreciated. (Contact RFM-PG&R Office)

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## CN SHOPS UPDATE

By Daryl Moulder

### November 9, 2003

November 15 will mark two years of being in the shops! In those two years, we have accomplished a lot and with very little money.

Once again, this 2003-4 winter we are taking over artifacts for refurbishment.

### Locomotive 9169 (GM F7A)

This unit will be going through a total rebuild to operational.

### Mini Rail

We will be cutting ties and getting them ready to be treated.

We will be building switches.

### Norman A McPherson Coach

The old roof material will be removed and new roof installed.

The doors at either end of the coach will be repaired.

The leaking windows will be repaired.

Painting will depend on the availability of funds.

### Louisiana Pacific Locomotive update

The axle is at PG Pulp machine shop for machining—should be complete in a week.

The electric motor parts are in and the motor will be rebuilt.

Once the axle and traction motor are put back together, the traction drive will be reinstalled. The engine will be given a tune up, and she will be back in operation.

Painting depends on paint donation.

*Continued on page 12*

## PRINCE GEORGE AND THE GRAND TRUNK PACIFIC RAILWAY

*Continued from page 6*

have been turbulent. However, the influx of railway workers into the city, and the increased demand for supplies did have a positive effect on the new community.

Once the railcars began regular service to the newly developed Prince George, the community continued to grow and change. After another short controversy between the three townsites, they decided in June 1914 to come together and incorporate into one city, Prince George. This enabled the communities to provide electrical service, water supply, fire protection, schools, and hospitals for their residents.<sup>6</sup> Unfortunately, the newly developed Prince George did not immediately flourish: “The railway construction boom died, men were enlisting in the services and leaving for overseas; and, as people turned their attention to World War I, the land boom in the central interior died.”<sup>7</sup> However, the city did gradually grow with expanding and changing industry. Bev Christensen’s book, *Prince George: Rivers Railways and Timber*, explores the growth in the city that occurred both during the construction of the railroad as well as in the following

years. Soon Prince George had schools, many churches, and a hospital; and community social events began to emerge, such as picnics, dances, and sports.

Eventually, the community as we see it today emerged. Prince George now boasts a population of over 80,000 and is a booming community with several large shopping centers, a growing university, and a strong cultural community. Two railways, BC Rail and CN Rail, still service the area; and there is a large railway and forestry museum located here to commemorate the impact these industries had on the community. The major industry has changed from the railway and real estate speculation of the early 1910’s to the current major local industry of forestry.

When studying the history of Prince George, one of the biggest challenges is identifying the areas covered by the three townsites, as well as the naming of these sites. Because Hammond ‘borrowed’ the name Fort George when he began his townsite, there is often confusion between which townsite is being mentioned in different sources. From the simple beginnings—the area of

a small Indian Village with a Hudson’s Bay Trading Post—through the upheaval of the railway and real estate speculation, to the eventual joining of all three townsites into the current Prince George, this area has a rich history. The railway can be given credit for the population boom that occurred prior to 1920, as well as the diversity that then occurred in the communities. It is impossible to say if Prince George would have become the centre it is today without the railway, but without a doubt, it did grow in response to the promise of the Grand Trunk Pacific Railway’s arrival to the area. Although the transition from trading post and Indian Reserve to booming city was full of dispute and controversy, a beautiful city did eventually emerge.

1 Christensen, *Prince George*, 41.  
2 Leonard, *a Thousand Blunders*, 191.

3 Ibid.

4 Runnalls, *A History of Prince George*, 97.

5 *Victoria, Vancouver, and the Economic Development of British Columbia, 1886-1914*, ed. Alan F.J. Artibise (Regina: Canadian Plains Research Center, 1981), 46.

6 Christensen, *Prince George*, 42.

7 Ibid., 44.

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Photo by Mark Fast



Photo by Cathy Thomas



Photo by Mark Fast

Photo by Mark Fast



Photo by Mark Fast



**SPECIAL THANKS TO HINTON VOLUNTEERS**

*By Cathy Thomas, President  
Hinton Historical Foundation*

Special thank you's go out to the hard working volunteers who have gone above and beyond the call of duty to make this move a reality. Thank you to the relocation site volunteers, especially, Roger Schneider, Ron Matkea, Frank McKay, Glen Maglis, Brent Simmonds, and Tony Sitar.

The hard work to relocate the station is done, but now the hard work to upgrade the building and the site continues!



Photo by Cathy Thomas