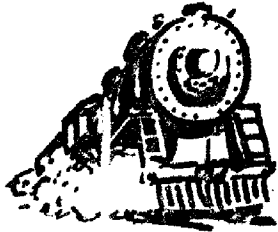
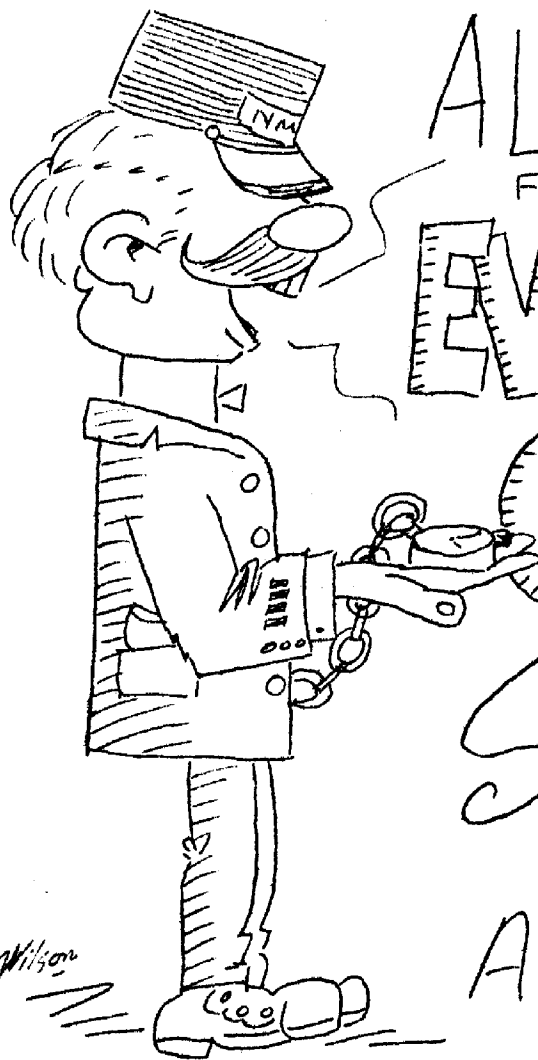


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION
JULY - AUGUST - 1972



ALL ABOARD
FOR THE N.M.R.A.

EVERGREEN

CONVENTION

SEATTLE, WASH.
OLYMPIC HOTEL

AUG. 9, 10, 11, 12

4 BIG DAYS & NITES OF MODEL RAILROAD
FUNNIN' - FAN TRIPS - LAYOUT TOURS - RAILETTES ETC.
SEND REGISTRATIONS TO: KEITH NEWSOM, PO BOX 1255, OLYMPIA WA. 98507

The BULLETIN BOARD is the official publication of the 7TH DIVISION of the PACIFIC NORTHWEST REGION of the NATIONAL MODEL RAILROAD ASSOCIATION and is published approximately six times per P.N.R. year (Sept. - Aug.). It is distributed FREE of charge to all N.M.R.A., P.N.R. members residing within the 7TH DIVISION.

Subscription rates to all others is \$1.00 per P.N.R. year.

Advertising: Non-commercial advertising is FREE to all 7TH DIVISION members who have model railroad or related equipment for sale. Send copy neatly typed to the EDITOR. For commercial advertising rates send a stamped, self-addressed No.10 envelope to the EDITOR.

Correspondence: All BULLETIN BOARD correspondence should be addressed to:

KEN GRIFFITHS, EDITOR
3215 E. 54TH AVE.,
VANCOUVER 16, B.C.

All other correspondence pertaining to P.N.R. business should be addressed to:

CEC. BRADWIN, 7th Division Vice-President,
10689 McSween Rd.,
CHILLIWACK, B.C.

* * * * *

A MESSAGE FROM THE VEEP'S DESK

As the end of the term is now coming, it seems we should all take a look back and see what has been accomplished in the past year.

There seems to be so many things that we could have done, but we did not see them until the opportunity was past. Now looking on the other side of the picture this 7th Division does not seem to have to take a second place to anyone regarding accomplishments in the term now coming to a close.

As for myself personally I feel I have been somewhat remiss in my personal efforts especially in the winter months due to the loss of my wife in December which threw me a great deal out of balance. If it had not been for the very great understanding of all the members of the Standing Committee who picked up the loose ends and saw that things were taken care of when I felt that I could not be there, then affairs of the 7th Division could have suffered greatly.

Now just a short look at what we have done this term. 1st the Picnic. This was washed out due to weather conditions over which no one had any control. We can recall the different shows, clinics, etc., that we held nearly every month at Oakridge Auditorium. Many thanks to the members of the Standing Committee and especially Doug. Harmon in making these showings possible. If it had not been for the efforts of Doug. in obtaining the Auditorium the Oakridge shows would not have been possible.

To me there are two items that stand out in the efforts of the committee in the year. First the enlargement of the members of the Standing Committee. It has been felt for some time that all of the executive of the 7th Division was in the lower mainland and the rest of the Division had little or no knowledge of what was being accomplished by the Committee. Therefore through the efforts of one of the members of the Committee namely Cyril Meadows whose business takes him over a big portion of B.C., five new members of the Committee have been appointed, in five different districts of the Province. There are now representative members of the Committee in Nelson, Victoria,

VEEP'S MESSAGE - cont.

Courteney, Powell River and Kamloops. These representatives are members of the Standing Committee, each in their own districts. They are in constant touch with the Board and kept fully informed on what is taking place in all matters of the 7th Division. This is something that many members of the 7th have wanted for a long time.

Now the second item that stands out is the Spring Meet that was held at the Royal Towers Hotel in New Westminster on May 7th last. I think we can all look back with quite a bit of pride on this effort. I think in the years that I have been at these Meets, I do not think there has been a finer one as to displays, clinics, etc., etc., and I am sure that every member got a real thrill regarding the attendance of both the 7th Division members and the general public. To me personally it was a great satisfaction to look at the attendance, especially the Banquet and see over 150 members of the Division interested enough in the efforts of the Committee to come and be with us at the Meet.

I only wish that I had the space in this message to outline and name all the Standing Committee members and their individual efforts as well as the whole collective membership that made this Meet the success that it was. All I can say is many thanks to you one and all.

Yes, we in this term have made mistakes, some we should not have made and others we could not avoid. I would just like to add to my remarks in this message a little saying that I heard a good few years ago by an eminent member of the University of B.C. Faculty that seems to fit here.

God give me the strength to change those things that can and should be changed.

The courage to accept those things that cannot be changed.

And the wisdom to be able to know one from the other.

Again saying many thanks for the support you gave in the year now closing.

C. E. (Cec.) Bradwin,
Vice-President, P.N.R. 7th Division,
Chilliwack, B.C.

* * * * *

PNR PRESIDENT SENDS THANKS

Ross Heriot, our P.N.R. President, was recently released from hospital following surgery. At the time of our Meet he was still in hospital recovering from the surgery and the grapevine tells me that it took nearly half the hospital staff to restrain him and prevent him from trying to attend the Meet.

Those of you at the Meet will recall that Fraser Wilson, alias L. Pinn, drew a big get well card which was signed by every member there. Ross called the other night to thank everyone who signed the card and obviously the best way to do this is to express these thanks through this BULLETIN BOARD. Ross said the card created quite a stir among the other patients and staff at the hospital. It was quite likely the largest that any of them had seen in a long time.

And again from all of us Ross, our best wishes for a speedy recovery and return to your normal ebullient state. (that oughta send six or eight of you rushing for the dictionary).

* * * * *

MAKE ED. ALBRECHT SMILE FOR THE CONVENTION - SEND HIM YOUR '72 - '73 PNR DUES NOW!!!

GOLD SPIKE AWARD

CYRIL MEADOWS received this years 'Gold Spike' award at the Spring Meet Banquet. This award is given to that member who through his efforts gives the most to model railroading and the 7th Division of N.M.R.A. - P.N.R. Cyril gave much in time and effort to the success of our now sold portable layout and continued to devote a good deal of time and effort after it had been sold to ensure that it was properly displayed at last years P.N.E. Cyrils employment takes him to the Southern Okanagan and West Kootenays and on his own initiative he took it upon himself to act as a 'travelling clinician'. In doing so he was able to present clinics to the people in those areas which otherwise people would have not been able to see. Our congratulations go to Cyril for this much deserved honour.

* * * * *

P.N.E. LAYOUT HELP NEEDED

Again this year the call goes out for assistance in setting the P.N.E. portable layout up for this years fair. No firm dates for the set up have been fixed but if you are ready willing and able (probably on a Sunday morning or afternoon) please call:

BILL GALOVICH - 526.5992 to offer your services.

* * * * *

SPRING MEET '72

Words cannot do justice to this years Spring Meet. I'm sure if you ask anyone who was there, whether he attended the Banquet or not, he will tell you that this was a most enjoyable event even if Ken Griffiths did screw up the advertising and promise contests and live steam operating outdoors etc.

* * * * *

UPPER ISLAND MEMBER FOR COMMITTEE

An oversight by our V.P. left out mention of BILL ALLSOPP as the Standing Committee member for Upper Vancouver Island. In this capacity, BILL is invited to attend Committee meetings if he is in the Vancouver area when they are held and he will receive a copy of the Standing Committee minutes so that he can keep those in his area informed on what is happening or about to happen.

* * * * *

7TH DIVISION CRESTS

Those of you who saw our smashing new crests at the Spring Meet but couldn't swing one at the time are invited to order one from KEN DAVIS, 815 CRYSTAL COURT, NORTH VANCOUVER, B.C. by mail. Enclose a cheque or money order payable to 7th Division, P.N.R.-N.M.R.A. and one will be sent to you post paid by return mail... PRICE: \$1.50 ea.

* * * * *

GETTING IN THE LAST WORD.....

The best way to keep good intentions from dying is to execute them!

REPORT FROM THE LINE - N. DIV.

By GEORGE BELL - ROSDALE, B.C.

I am not going to talk about the Meet, for if You did not go, too bad for You.

All that talk about the CPR this, the Cpr that leaves me cold.

Since CNR Northern #6218 went into retirement, Canada has no live Steam on its mainline. Why doesn't the CPR do something about it? All they want is REVENUE. CNR Mountain #6060, on display in Jasper, will be back in service by 1973, 74 at the latest. The CNR will replace the display locomotive with #6015, an earlier edition which is in the Museum at Delson, Qu. # cheers for the CNR.

The PGE lost a Norfolk and Western Boxcar full of lumber on its way to Wisconsin. Anyone having or seeing this car please notify Mr. Broadbend.

A real oldtimer came clicking down the CNR mainline yesterday. A wooden outside braced boxcar: W A G. faintly visible over it Louisville and Nashville

on the other side of the door: The Sole Leather Line in big letters.

It appears the Cute lines will be losing two of its members to the law for some time to come. Bill Graham and Val Smith are our Meet committee, and responsible for the receiving, handling and RETURNING of the exhibits.

A United 060 plainly marked "B" has not been returned. It's better be back when I get back from vacation. Legal counsel has been alerted. We have one prospective new member (N gauge)

Warning: Do not use a stapler to fasten wires to wall or ceiling. I almost burned the place down. The staple shorted two wires and that insulation burnt like wax. pff.

Did You ever secretly wish You had a place along the track or near the yard of one of our Railroads? A recently completed development located near the tracks sold quicker than average. When queried the buyers responded almost to a man, it's the interest in the Railroad prompted them to buy.

cont...6

REPORT FROM THE 'B' LINE - cont.

Your editor knows of another housing project just being started, right beside the tracks and near town. If seriously interested write him for the address.

Ed. Note: This real estate deal is the best I have heard of in many a year, but act now because the property will go quickly. Just received a change of address card from GEORGE BOYKO who is now attached (not by the umbilical) to the Canadian Embassy in Yugoslavia. Hope to hear some non-strategic stories about the railroad activities of that country in the near future.

Typist's note: At the end of George's 'B' Line report was the following note to the B.B. Editor.

"Ken, you better retype the above report, for you can surly tell my 'Swedish' accent by the typing"

Note to George: Please don't feel offended by my reproducing your 'Swedish' accented report just as it is typed. I, and I'm sure there are others ^{that} feel the ^{accent} adds a delightful touch of colour and character to the B.B. that gives us the feeling that M.R.'ing can be and is FUN.

Keep up the good work George!

Doug. Stevenson, Typist.

* * * * *

CLASSIFIED ADVERTISING

FOR SALE: Four Pennsylvania Railroad calanders approx. 18" x 24", 1933 - 1937. These have some very fine lithographs of the zenith of the steam era. Contact BILL GALOVICH at 526.5992 for details. Terms available. Price???

FOR SALE: Model Railroader bound volumes 1961, 1962, 1963 - \$7.00 each. Railroad Model Craftsman 1961, 1962, 1963 bound years \$4.50 ea. Contact KEN GRIFFITHS 433.1401. Also many loose issues of M.R. & R.M.C. 1964 - 1971 @ 30¢ ea.

BOOK BINDING: Anyone interested in having their M.R.'s, R.M.C.'s, NMRA BULLETINS, etc. bound with a first class binding at reasonable rates contact: DOUG. STEVENSON at 299.4276 or write to 7036 Hillview St. Burnaby 2, BC for further info.

* * * * *

HUMOR? Sleeping the sleep of the just in his upper berth, the gentleman was awakened by a persistant tapping from below.

"Oh, Mr.Forsythe, are you awake?" asked the middle aged lady in the berth below.

"I am now," he said groggily".

"It's frightfully cold down here, Mr.Forsythe. I wonder if you would mind getting me a blanket?"

"I've got a better idea, lady," he said, "Let's pretend we're married."

He could hear her giggling softly below him. "That sounds like a lovely idea," she

"Good," he said, rolling over, "Now go get your own damn blanket."

said.

TRAIN OPERATION AT ITS BEST

This may leave some of you with your noses in the air but I'm going to write it anyway. Unfortunately, articles about operation usually have their emphasis on explaining the paperwork, identification systems and operating rules and these are rather dry subjects. They are not likely by themselves to excite anyone enough to try an operating system.

I had the good fortune to visit BRIAN PATE and spend an evening operating his BURRARD, DELBROOK & PACIFIC. BRIAN has recently installed a card operating system similar to the one described by DOUG. SMITH in the DEC. 1961 MODEL RAILROADER. Rather than regurgitate the basic ideas contained in that article I will describe the evenings operation in the hope that this may be the most entertaining thing to do.

BRIAN started by briefing BILL GALOVICH and myself on the card operating system and the quirks of his particular track arrangement and electrical system. This took only 10-15 minutes and at the end of that time BRIAN became 'brakie', BILL took on the 'conductors' role and looked after the waybills, etc. and I took the throttle of a consolidation at the head of a 6 car way freight. Then the FUN began!!! It only took a half a minute to reach the first village with its cluster of industrial sidings and team track. Following good railroad practice, one car was dropped off, two were picked up and one was moved from a team track to a private siding. Total elapsed time at this first stop off - more than 6 minutes. At this juncture I should point out that BRIAN has a mixture of old 'K' series and newer 'KD' series Kaydee couplers and NO uncouplers. This gives the 'brakie' something to do besides watching the train and waving his arms at each impending disaster. He must do all the uncoupling with a small pick or screw driver. Besides giving the 'brakie' another active function it eliminates the difficulty of never having enough uncoupling ramps. BRIAN'S layout is laid out around the wall and all uncoupling spots can be easily reached by hand for manual uncoupling.

The operation at the first village was carried out at about 5 more spots before we completed one circuit and returned to the yard. Each stop, I should emphasize, presented a different and interesting problem. I remember one stop in particular where we were to drop only one car and pick up another from the same siding. A piece of cake I thought until the difficulties wrought by facing points, a long 'gon' blocking access and a slightly swollen train and a short passing siding turned a one or two minute "piece of cake" into a seven or eight minute struggle.

The total time for our single circuit was about one actual hour and I can see that an experienced and lead footed operator might have got around in 45 minutes or less. But then we didn't have the problems of meeting higher class scheduled trains which most certainly would have added many minutes to our circuit time. Nor did we have any moves in the yard as our train was waiting for us with hack and loco hooked up at the start and we left it that way at the finish. At the finish I had the feeling that we had accomplished something and had enormous fun doing it.

Two features of the system I should emphasize are that NO writing is required to run a train and no special identification such as coloured thumb tacks or cards have to be carried on the cars.

I hope this will induce some of you to research this operating method in the 'M.R.' mentioned previously and if you have already installed some such operating system - I envy you.

* * * * *

OUR THOUGHTS FOR THIS MONTH.....

A lot of the trouble in this world is caused by combining a narrow mind with a wide mouth.

English is a funny language. A fat chance and a slim chance are the same thing.