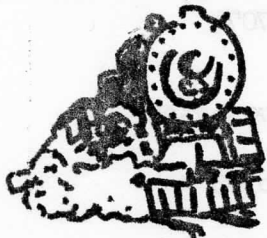
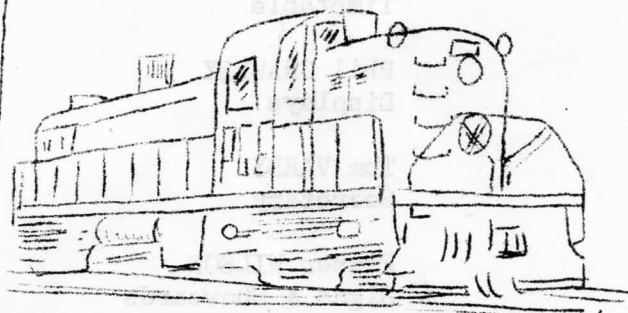
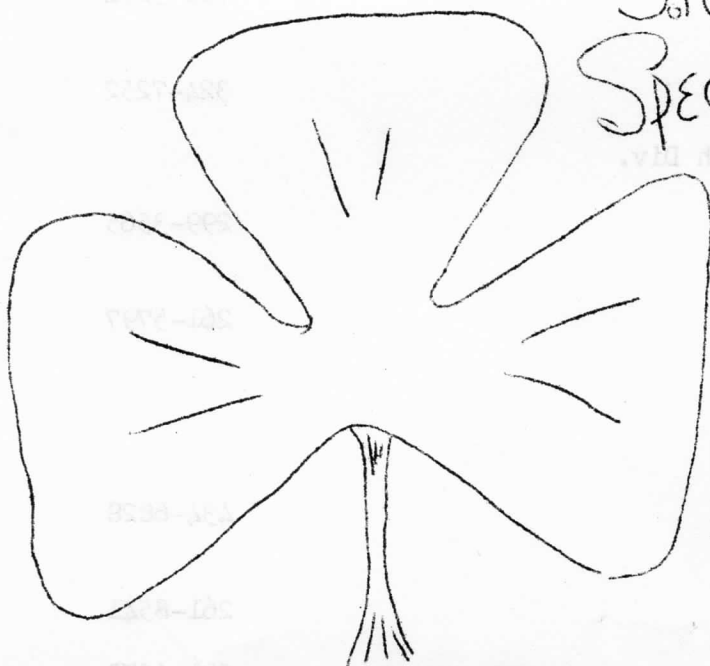


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

St. Patrick's Day
Spectacular Slides
P.G.E. plus B.C.R.



OATRIDGE
AUDITORIUM

MARCH

17

1.0 PM

PNR

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REPORT FROM THE V.P.

As I write this, the 7th Division is just winding up participation in a third Hobby Show at the Oakridge Auditorium. This year we had invited the Mt. Pleasant Lions Club to act as sponsors so that donations collected at the door could go to a worthwhile charity. In this instance, the B.C. Lions Society for Crippled Children will be the recipients of what I now estimate to be \$2700 in support of the many worthwhile programmes supported by that Society. As in past years, a lot of our members have put forth a superb effort in organizing, physically setting up, and running the show and this is to the credit of all our members. I express here and now a big thank you to all of you who devoted so much time and effort to this show.

We have yet another big show coming up on April 28th and this is of course our own ANNUAL MEET. This year we will require even more superb efforts on the part of the membership because we have a tight time schedule for setting up the show. We ask that if you are displaying anything in this show that you have it set up and READY FOR DISPLAY BY 11 AM. The show will be open to the public at 11 AM and it is up to us to ensure that it is made presentable by that time. PHIL CRAWLEY will be co-ordinating the displays this year so if you have anything to display please contact PHIL. He may, in fact be contacting you this time because we have considerably more area for this purpose than we have had in the past and we will need considerably more of your handiwork for display purposes.

Tickets for the ANNUAL MEET are now on sale and we ask that you obtain yours early because it will be necessary to tote up the banquet places at a very early date this year. The show and banquet are to take place in the same area this year so it will be quite important to know well ahead of time how much space needs to be cleared for the banquet. This will enable us to spot those displays which are most easily cleared in the area where the banquet is to be held.

Since the ANNUAL MEET will feature for the first time the portable H.O. layout which we built over four years ago, we will need at least eight people to help transport, set up and run the layout at the meet and these people SHOULD NOT be committed to any other function or display for the whole day. If enough of you have not volunteered within the next two weeks I will start at the beginning of our mailing list and call you asking for volunteers. We will also be looking for people to help man the P.N.R. Booth, several clinics such functions as the Tape Slide clinics and others. You will be surprised how rewarding the devotion of an hour or two to one of the above functions can be.

This years meet will have all of the best features of meets from years passed including model and dealer and distributor displays, Raillette activities, silent auction, clinics - live and tape slide -, raffle, door prizes for banquet attendees only, and of course the P.N.R. free draw. We are indeed fortunate this year in having Mr. Bob Turner, author of Vancouver Island Railroads, as the guest speaker

for our banquet. I look forward to seeing all of you at the MEET.

Beginning with this issue, we have a new Bulletin Board Editor in the person of ART JONES. ART is a member Vancouver H.O. Model Railroad Club at the C.N. Station but is really a Southern Pacific fan at heart. I hope you will continue to support the Editor by sending in your local news bits or modelling news which we all enjoy reading so much.

Greetings readers and fellow members of the 7th Division. My name is Art Jones. I am a member of PNR, and NMRA and also the Vancouver H.O. Model Railway Club. I was born and have lived most of my life in Vancouver, and acquired the railroad "bug" in my younger days. I was employed by the B.C. Electric Railway in the days of electric motors and interurbans on the Chilliwack line, and by the Canadian Pacific Railway in the hey days of steam and Passenger trains on the Kettle Valley and Main Line as brakeman and conductor (remember when CPR had #1 and 2, #3 and 4, #5 and 6, #7 and 8, #11 and 12, #13 and 14, #45 and 46 and #809 and 810 all on the timetable?). Shortly after the transition to Diesel power I left the railroad and for the past eighteen years have been employed by Johnston Terminals Ltd. in the Pool Car Division handling merchandise transported by Box Car (CPR/BCH routing) from Toronto, Montreal and London.

In 1970 I became interested in Model Railroading and selected Van Hobbies to seek further information where I met Phil Crawley and was shortly invited to Vancouver H.O. Club and soon joined up. Being a frequent visitor to California, I never miss a chance to look in on the interesting area on the Southern Pacific Railway between Bakersfield and Mojave, especially the Tehachapi Loop. As a result of this interest I have taken on "Southern Pacific Lines" in the early 1950's steam era for my prototype. From there on is another story - unfinished and better unwritten. As they say, "Model Railroading is F_U_N.....".

Talking to Ken Griffiths one day I asked if he had any response to his request for a volunteer to take over the editorship of our Bulletin. His answer was, "No, not yet". Realizing Ken had his time taken up with his new chores as President of the 7th Division I took a further two weeks deliberation and finally offered him my inexperienced services in journalism to tackle this new task of being an Editor.

Looking through some of the last four years issues of our Bulletin brings out the fact that the one BIG thing that has been lacking is YOUR/MY/OUR participation. Items covering any aspect of Model Railroading will be gratefully received from anyone who can spare the time to send them in. Also, if the secretaries of all the Clubs in our Division would forward a monthly news report or a copy

5558 S.E. Marine Dr.,
Burnaby, B.C.

Jack Aiple
(433-3881)
- 3 -

Members-at-Large

of the "minutes" from their meetings, our members out of town would know what was going on around town and likewise we would know what was going on outside our local areas, which is the original purpose of our news Bulletin. How about the ladies "Railettes" - they should be getting back on the track in preparation for the Spring Meet coming up in April. Also, anyone who can furnish us with informative write-ups on Planning, Designing, Trackwork, Electrical, Scenery or Prototype stories??? Our Bulletin can only be as good as WE want to make it, so, please PLEASE send in your contributions, no matter how little they may seem. Phone 327-7071 or send them to your Editor:

Art Jones,
796 East 37th Ave.,
Vancouver, B.C.
V5W 1G1

Logging Car Clinic

About 30 interested members turned up January 20th, 1974 to participate in Frank McKinney's clinic on logging cars. From Al Adams L.G.B. scale car to Hank Menkleveldt's and Dave Simpson's "N" scalers proved quite a contrast.

Sunday, 17th IRELAND, 1974.

The wearing o' the GREEN - Green as in British Columbia Railway. This is BCR/PGE Day - 1 PM at the Oakridge Auditorium. Our guest will be Bert Mills, a retired hogger of the P.G.E. Railway, who will show his slides of British Columbia's own railroad. Space will be available for anyone interested in displaying PGE/BCR engines, structures, equipment, pictures, railroadiana, etc.

Sunday, April 28th, 1974 - SPRING MEET

This is the day of our Annual Spring Meet. Please note that we are planning a new location with larger convention facilities at the new Sheraton Landmark Hotel, 1400 Robson St., Vancouver, B.C. There will be a Buffet Banquet at 6:00 PM. Tickets are now on sale at \$7.50 each. As our display areas are enlarged it is hoped that many members will submit models and/or displays to fill the extra space available. Our usual Auction will be included, for those interested. It has been decided to have the "show" open to the public from 11 AM until 4 PM, admission by donation of one dollar each, children 50¢ or a whole family for \$2.00. To help answer the many questions on scenery and switches we will be offering open clinics on these two subjects. Please secure your tickets soon and advertise this event so that it may prove to be a financial success for our 7th Division. Let's keep the public aware of our presence.

1974 P.N.R. CONVENTION

Scheduled for Spokane, Washington sometime in June in conjunction with the World Fair has fallen through, due mostly to the difficulty in securing accommodations for the event.

N.M.R.A. CONVENTION 1974

The NMRA Convention 1974 is in San Diego, California from July 24th to 28th this year. Registration before May 1, 1974 is \$35 for rails and railettes; \$38 after the first of May.

THE GREAT RAILWAY

Based on the book by Pierre Burton entitled "The National Dream", the Canadian Broadcasting Corp. will televise eight (8) one-hour weekly installments (in colour) starting March 3rd. Ex CP 4-4-0 No. 136 is renumbered as CP 144 and stars in this production. Watch for announcements in your area, it could be interesting.

ROSEDALE, B.C.

George Beil reports that his Yardmaster, Val Smith is way up north on the D.E.W. Line, therefore his railroading is kind of snow-bound or as he says, "froze up", as in his last letter he mentioned a week of 106 below zero. George continues, "We need a law against such weather. We conscripted a new member for the NMRA, Allan Ford. But that is only the start, the poor fellow will know gradually what he got mixed up in. Thanks to Santa and my wife, our clubroom deiling is now fully tiled. The Blue Streak, that luxurious passenger train of the "B" Line is now complete in two consists, pulled by heavy Pacifics. The Mainline is again in operation, after the last section of Truescale has been replaced with individual ties." George also encloses a track plan from Sandy Miller, a new teen member with no known name as yet.
(Thanks a lot George, this is the kind of news we like to be able to pass along - Art)

VANCOUVER (HO) MODEL RAILWAY CLUB - Sec.-Treas. Gordon Richardson reports:

At the recent Annual General Meeting, the following Officers were elected for 1974:-

President	John GREEN (733-6244)	#404-1720 Balsam St., Vancouver, B.C. V6K 3M2
Vice President	Roy MORRIS (224-4600)	4097 West 32nd Ave., Vancouver, B.C. V6S 1Z5
Secretary Treasurer	Gordon Richardson (298-8230)	1576 Rosser Ave., N. Burnaby, B.C. V5C 5C8

We work at our usual rate of progress on the layout Mondays and Fridays, except the last Friday of each month. This is Visitors' Night and we are open to the public starting at 8:00 pm on this night only. Modellers and others interested welcome.

ELECTIONS ARE COMING

And the 7th Division requires CANDIDATES. If you are or know of someone who could serve in the position of 7th Division Vice-President or any of the P.N.R. elected offices including President, Executive Vice-President or Secretary-Treasurer then it is up to you to see that these people are nominated. Cyril Meadow will be looking after nominations within the 7th Division and you can contact him at 324-7252 or-

Apt. #316,
695 S.E. Marine Dr.,
Vancouver, B.C.
V5X 2T6

MODEL CARS IN BREAKFAST CEREALS

GEORGE BOGDANOW informs us that models of old time cars are being included in Kellogg's Apple Jacks, Sugar Snacks and Frosted Flakes. These are about H.O. size or slightly larger and come in the form of approximately sixteen piece kits and are constructed in the same manner as Jordan Miniatures. They are not as good as Jordan of course but George says they are quite good and with a good paint job can be made quite convincing. All of the models are of pre 1930 cars and can thus be used on any layout from the 1900's to as late as 1950. There are 10 different models and GEORGE sends his recommendation that you look into it.

PROTOTYPE GOES FOR MOULDED PLASTIC FREIGHT CARS

A short report in the January, 1974 issue of MODERN PLASTICS tells of an Italian Firm, Snia Viscosa of Milano, which is using a vacuum moulding process to make large area sandwich panels for refrigerated railroad cars. Urethane foam is sandwiched between two glass-reinforced polyester layers with vacuum moulding used to ensure thorough saturation of the glass with polyester. What results is a side, roof, door or end panel which has the strength and insulating properties required without the use of steel panels. I wonder if they use Kadees and RP-25 flanges too.

PRINTED CIRCUIT TIES

CARL SPARKS informs us that there are some beautiful printed circuit N scale and H.O. scale ties and tie strip available from England. These will be extremely handy if you do not have the facilities for cutting your own from printed circuit material. These are available from:

PRECISION SCALE MODELS,
RICCALL, YORK,
ENGLAND, YO4 6PZ

If you write them for information be sure to do the courteous thing and enclose 25¢ worth of international postal coupons. DO NOT send Canadian coins.

CP 2860 ROYAL HUDSON

Work is continuing to return this steamer to operating condition. The 4-6-4 has been in and out of the roundhouse under steam on several occasions.

F/M TRAINMASTERS

Southern Pacific will eliminate these locos in the San Francisco Bay Area during the next three years. Most will likely be retired.

UNION PACIFIC RAILROAD

Union Pacific Railroad plans to spend 37 million in new rail and track maintenance, upgrading the right of way to take to-day's increasing volume of freight.

PULLMAN SLEEPERS

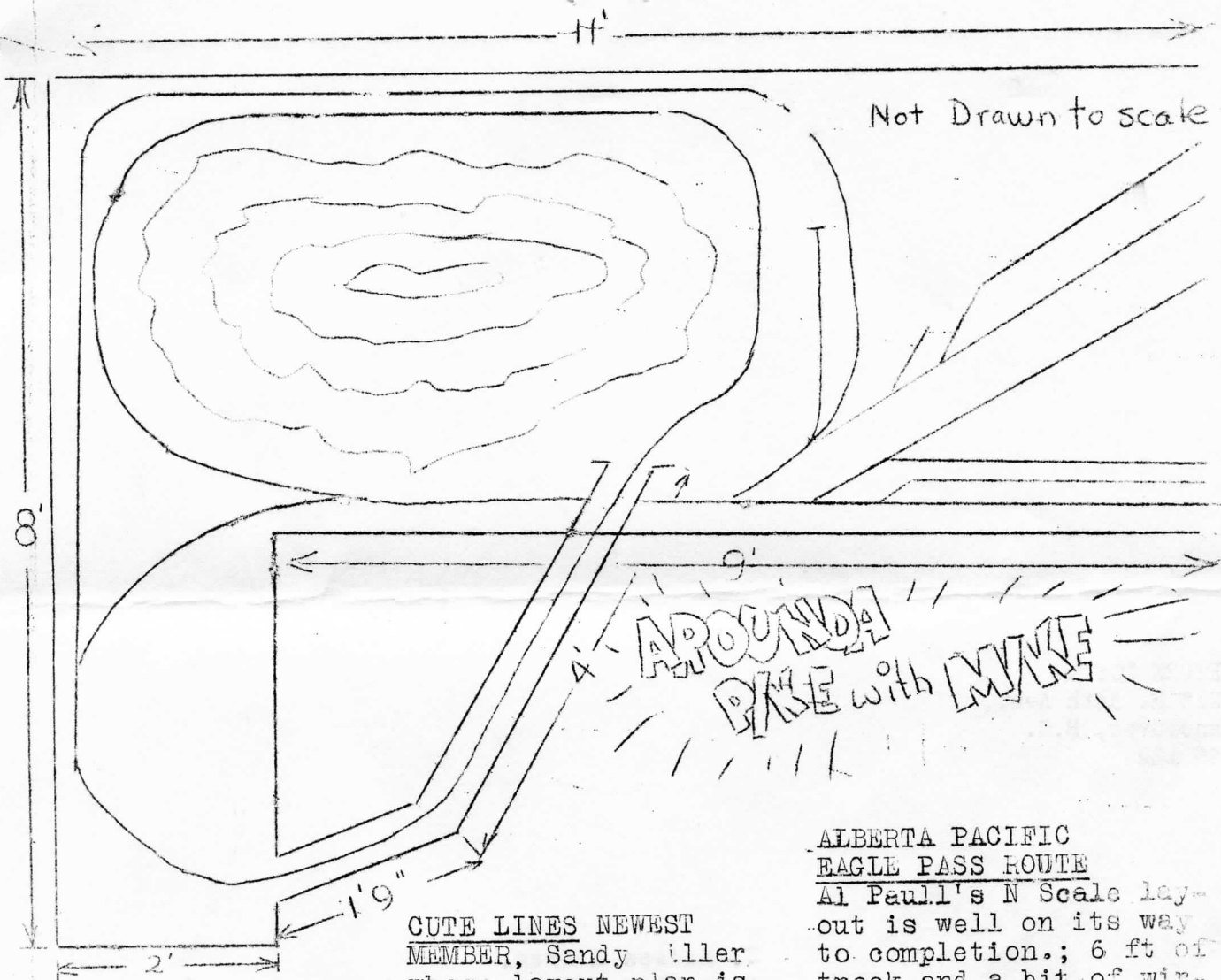
Pullman Sleepers and other railroad cars were pressed into service at Mount McKinley National Park in Alaska to ease a shortage of lodging after the main Hotel was burned in 1972. This proved so popular with the guests that management is looking into the possibility of using the equipment on a permanent basis.

RUTLAND, VERMONT

A 120 ton diesel loco was started in motion and travelled 80 miles during the night until "apprehended" by Police. It is believed "someone" lined the switches from the engine servicing tracks to the main line of the branch and set the engine in motion. Apparently there was no damage to engine or tracks as a result of the ordeal.

SKAGIT VALLEY RAILROAD

"Prairie" 2-6-2 Baldwin No. 6 is being rebuilt to handle tourist traffic operating over BN branch line tracks between Sedro Woolley and Concrete in Washington State, about 24 miles. Target date is May 25, 1974. (A photo of No. 6 on display plus coverage of the Skagit River Railway appeared in March, 1973 NMRA Bulletin). This is a very interesting area. A drive by car east of Concrete Wn. following the old railway route to Newhalem and on to Diablo is a full days trip, for one must return by the same route. Diablo is near the Seattle City Light and Power's Ross Dam, which has been in the local news of late.



VANCOUVER HO CLUB
CNR STATION BUNCH
report they now have
more members than
ever before in their
history (37).
New mainline panel
has been installed,
the old wiring being
torn out after the
last "open house".
It took 'till 1 AM to
remove. A portion of
the mainline was
torn out to add a
siding to service a
new ore mine discov-
ered at Chalk Mt..
Look for the start
of mainline extension
soon.....
Good Luck.....

PGE/BCR DAY 17 Mar 74

CUTE LINES NEWEST
MEMBER, Sandy Miller
whose layout plan is
shown above has not
come up with a name
for his pike as yet.
We hope to hear more
from the Fraser Valley
area soon.

FALSE CREEK & NORTHERN
The diesel shops have
advised us that Jerry
Lewis's FC&N is in
process of repainting
its motive power to a
bright Blue and grey,
with white lettering,
to be shown for the
first time at the
Spring Meet....Don't
forget Diesel LOVERS
bring your Rose col-
ored glasses, Steam
Fans your Black
glasses or come
blindfolded.

Not Drawn to scale

AROUND A
PIKE with WYKE

ALBERTA PACIFIC EAGLE PASS ROUTE

Al Paull's N Scale lay-
out is well on its way
to completion.; 6 ft of
track and a bit of wir-
ing and the Eagle Pass
Route will be rolling.
The Southern Slops have
helped Al make this
pike one of the best in
the west, to coin a
phrase. You could call
this the "BOUDOIR LINE"
(not what you're think-
ing), the EPR is in Al's
bedroom & rumor has it
that a cab control will
be installed in his rad-
io headboard???? The
line consists of Diesel,
Electric and Steam locos
and hundreds of pieces
of rolling stock. Also
featured is the high
level station called
"Aerie" (the eagle's
nest). In my opinion
the E.P.R. is a work of
excellence.