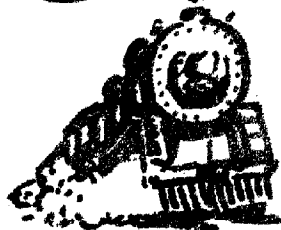


the DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Spring Meet
'77
KAMLOOPS

B.C.

SAT. & SUN. APRIL 9-10

LORD THOMPSON
HOTEL

*all Modellers
Welcome!*



BULLETIN BOARD

2.

The BULLETIN BOARD is the official publication of the 7th Division of the Pacific Northwest Region of the National Model Railroad Association and is mailed free of charge to all members of PNR residing in the 7th Division area. Subscription rates to all others is \$2.00 per year which comprises approximately six issues.

The BULLETIN BOARD is published by the Standing Committee of the 7th Division PNR, NMRA and all correspondence pertaining to this publication should be forwarded to the editor, as follows:-

Art Jones
Bulletin Board Editor
796 East 37th Avenue
Vancouver, B.C., V5W 1G1

All other correspondence relating to 7th Division PNR should be addressed:-

Tom Beaton
7th Division PNR Superintendent
13337 62nd Avenue
Surrey, B.C., V3W 1V4

STANDING COMMITTEE MEMBERS

Bob Millar
#1 2275 West 43rd Avenue
Vancouver, B.C. V6M 2E2

Greg Kennelly
#210 3353 Heather Street
Vancouver, B.C. V5Z 3K6

Fraser Wilson
#106 6630 Sussex Avenue
Burnaby, B.C. V5H 3C6

Frank McKinney
422 West 23rd Street
North Vancouver, B.C. V7M 2B7

Dave Simpson
165 East 35th Avenue
Vancouver, B.C. V5W 1A6

Billy Graham
10046 Williams Road N.
Chilliwack, B.C. V2P 5H2

Harvey Moir
524 Gore Street
Nelson, B.C. V1L 5C2

Hank Menkveld
912 Seacrest Crescent
Port Moody, B.C. V3H 1K5

Shirley Heap
10612 Santa Monica Drive
North Delta, B.C. V4C 1P7

Ken Davis
815 Crystal Court
North Vancouver B.C.
V7R 2B7

Tom Beaton
13337 62nd Avenue
Surrey, B.C. V3W 1V4

Doug Houghton
721 Williams Road
Richmond, B.C.

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

Ken Vere
2448 Thompson Drive
Kamloops, B.C. V2C 4L8

C. E. Bradwin
10689 McSween Road R.R.#3
Chilliwack, B.C. V2P 6H5

Bill Galovich
7439 First Street
Burnaby, B.C. V3N 3S9

Phil Crawley
5816 Cambie Street
Vancouver, B.C. V5Z 3A8

Ken Griffiths
3215 East 54th Avenue
Vancouver, B.C. V5S 1Z2

Cyril Meadows
8849 Ursus Crescent
Surrey, B.C. V3V 6L3

Dr. A. R. McLean
2852 Admirals Road
Victoria, B.C.
V9A 2R5

Mike Krgovich
702 S. Esmond Avenue
Burnaby, B.C. V5C 4K3

7th DIVISION SPRING MEET

3.

APRIL 9th, 1977

David Thompson Hotel

** K A M L O O P S. B. C. **

Things to do:-

- Friday, April 8, 1977 - White Pass & Yukon Movies and Slides
By Brian Pate and Tom Beaton
- Saturday, April 8, 1977 - Displays open at 11:00 A.M. (All displays
must be set up prior to opening time)
- Displays open to public 2:00 until 4:00 P.M..
- BANQUET at 7:30 P.M..
- Sunday, April 10, 1977 - A Prototype TOUR of C.N.Rly. facilities at
Kamloops Junction is being arranged.

DISPLAYS in all scales: N, HO, ON/3 & O

CLINICS --- Building with Styrene
Scenery Techniques
Tree building

Use of BLACK-LIGHT
Switch Machines & Printed circuits
and M O R E !

SWITCHING CONTEST -- Try your skill in this phase of the hobby!!

SILENT AUCTION -- Bring the piece of equipment, etc. you don't need any more.
Also your check-book for that item you have been searching for??

RAILETTE ACTIVITIES -- Display and demonstration of lace-work by Jim
Ferrier's mother

RAFFLE -- 1st prize : a VH G.3 (4-6-2) donated by Van Hobbies
2nd prize : a Dremel tool donated by Totem Tools
3rd prize : a VH modern Caboose painted by G. Mackie and donated
by Van Hobbies

DOOR PRIZES -- Win yourself some railroadiana odds and ends!

It's going to be a busy weekend, so, come along and enjoy yourself!!
It's on Easter-holiday long weekend. Drive up on Good Friday, attend the
Spring Meet on Saturday, tour the CN facilities Sunday morning and drive
back to your home Sunday afternoon or Monday (if you are one of the lucky
ones to be off work).

All members should have received a Registration Package in the mail by
now, so please get your forms back to Jim Barker as quickly as possible,
and you are urged to make Hotel/Motel reservations at the same time to
ensure you know where you will be staying. For any further information
please write the Registrar:-

Mr. James Barker
#605 - 373 Battle Street
KAMLOOPS, B.C. V2C 2L5

SEE YOU THERE!!

A MESSAGE FROM YOUR SUPERINTENDENT

4.

SPRING MEET time is here again.... As you are all probably aware by now, this year it is in Kamloops, B.C. for the 7th Div.. I hope you are all planning on attending this one, as the group in the Okanogan area are working hard to make it a good one. There will be lots to see and do, so count on a busy weekend! If you have something you would like to display, please bring it along with you, all efforts will be accepted. We are expecting to see you there.

On March 5th, the 4th Div to the south of us, had their awards banquet. The 7th Div sends their CONGRATULATIONS to Lou and Pat Toppano, as "People of the Year". They have put in a lot of hours for the 4th Div and are well worthy of this honor. Also congratulations go to that 7th Div N-gauger who won the HO Brass Door Prize! (I think we have another Ross Heriot on our hands!).

I was sorry to hear of the disappointing turn-out at the Raillette meeting on the 3rd. There were only four ladies present, including the hostess. (I hope you enjoyed all those left over goodies, Art!). I am sure Shirley Heap was very disappointed, as she was hoping to see a lot more interest shown than there was.

I would like, also, to thank Fraser Wilson for the excellent slide presentation on The People's Republic of China he gave at the last Oakridge Clinic. It sure changed a lot of our ideas on China. Thanks again, Fraser.

This will be the last Bulletin Board until after summer, but, don't let that stop you from getting around, or being active in Model Railroading. There are always a lot of activities going on, in and out of our Division. They are always fun and you always make new and interesting friends and pick up a lot of new ideas. If you have been wanting to see someones layout, give them a call, you'll be surprised to see how fast they'll invite you over. If you're not sure about something, all of the Committee Members are listed on the inside, front cover. Give one of them a call, they will be glad to try and help you.

Check your SWITCHLIST for activities going on around the Pacific Northwest Region. Make plans to attend one or two, have F-U-N! Don't forget that the PNR Convention is being hosted by Vancouver this year. Please start preparing your models, dioramas, photos, layouts and etc.. We can use all the help we can get. Remember the dates - - Friday, September 23rd and Saturday, September 24th, 1977.

MODEL RAILROADING IS FUN! Please do your part to keep it that way??????

In the meantime, I hope to see you all in Kamloops!!

Tom Beaton

oooOOOXXXXOOooo

REMEMBER "THE DISPATCHER" ? (Conclusion)

for its final edition, there was a good-feeling sense of having accomplished something of which we could all be proud, and which, as is apparent, had the substance to warrant rejuvenation to some extent by being worthy of reprinting in part. Remembrances are usually happy thoughts after many years have passed, and one tends to forget the struggle it was to keep the 7th's magazine alive, and it is therefore pleasant to know that "The Dispatcher" is not entirely forgotten. I wonder if those contributors who sent their manuscripts and photos from the distant places such as Switzerland, Sweden, South America, South Africa, England, Germany, and other spots, and afforded the magazine a somewhat international flavor, remember it, too.

The 7th Division's one-time full-fledged magazine.

By SPIKE BROWN

I have been asked to prepare a preface to a series of items which will appear in subsequent issues of the 7th Division's BULLETIN BOARD, explaining their source and giving its history. To do so requires my memory to flash back a little over eighteen years to January, 1960, when a publication named "The DISPATCHER" came into being. It was the 7th Division's very own magazine, and I can use that word in the true sense as no doubt it was the most ambitious periodical ever published by a Division of the National Model Railroad Association, and quite likely was equal or better in comparison than those issued by the Association's Regions. Many contended that it ranked second in stature in NMRA circles to the Association's official BULLETIN. I feel I may be interpreted as being immodest in sounding "The Dispatcher's" praises, for I was its editor, so I hasten to say that I cannot take all credit due for it being the magazine it was. True, I was responsible for putting the every-two-months effort together, but very considerable honors should be afforded those who contributed to it, they being members of the 7th Division and other model railroaders from all over North America and from locations far beyond that continent.

It is only understandable that many present-day 7th Divisioners will not have knowledge of "The Dispatcher", for they joined the Pacific Northwest Region of the NMRA (automatically becoming 7thers) after the magazine's decease, and it for that reason I have been requested to write this article. It will give them an appreciation of the source of the items planned to be reprinted from its pages in the BULLETIN BOARD, which will have been selected because they are considered to be as fresh in content as when they first were published many years ago.

Old-timers in the 7th will certainly recall the magazine. Many of them will have a collection of all its issues, perhaps hard bound. They will remember that prior to 1959 activities in the PNR, and particularly in the 7th were far from organized, helpful, and enjoyable programs of today. In fact, they were decidedly sketchy in most regards, bordering on or being impromptu, and as a result membership was at a very low ebb. (Paid up membership in 1959 stood at about 73, and the 7th, as you know is a large Division.) In 1959 the PNR Convention was held in Vancouver. It proved to be no doubt the most outstanding event that had been staged up to that time. It had been planned with no funds of any extent in the coffers of the 7th Division which was host, and ended with almost \$1,000.00 on hand due to the diligence of its committee. As half the profit was returned to the 7th by the PNR Board of Directors in accordance with the policy of the Region, for the first time the Division was in the chips, and had a reserve to work with, and considering this, and that since an active and obviously responsible group had been formed to program the convention, it seemed lamentable to allow it to dissolve when its members had shown their capabilities to organize activities. As a consequence, the 7th Division Standing Committee was formed consisting of most members of the 1959 PNR Convention Committee, plus others, for the purpose of causing a continuing schedule of events to foster increased interest in the Pacific Northwest Region which, of course, meant a strengthening of the 7th Division, for members of the PNR become members of the Division in which they reside. The initial and formative meeting of the Standing Committee was held on December 29, 1959 at the home of Ross Heriot, who before then and for many years after until his demise in 1976, worked conscientiously to

(Continued...../6

REMEMBER "THE DISPATCHER" ?

benefit the PNR and the 7th Division, holding many official capacities as the then-known 7th Division Vice-President (now termed "Superintendent"), and repeatedly as PNR President, as NMRA Western Regions Vice-President, etc.. The second meeting of the new Standing Committee occurred in a very appropriate climate, the Canadian Forestry Association's coach (used for educational purposes), spotted near the Canadian Pacific's Vancouver depot. The Committee's original roster was Dr. Bill Doe (Vice-President of the 7th Division and Chairman of the Committee), Ken Vere, Ron Coward, Art Sutcliffe, Ross Heriot, Fraser Wilson, Roy Jennings (official photographer), and the to-be editor of "The Dispatcher", Spike Brown. That evening, early in January, 1960, the magazine was inaugurated as a desirable means of keeping members and potential members of the 7th informed of what was to develop through the efforts of the Committee, and so assist in bolstering the Division's strength. To quote Bill Doe from his forward to the first issue of "The Dispatcher" "It is our desire to keep all of us within the 7th Division in touch, and our interests keen. We learn about, and increase our enjoyment of this wonderful hobby of ours by making contacts with others through publications, conventions, and other get-togethers."

Evidently "The Dispatcher" helped to accomplish what the Standing Committee intended it to do, for membership increased in the 7th by leaps and bounds. Since it is many years ago when the first edition was released (January, 1960), and I am long retired from the position I held with a large industrial concern that just happened to have an extensive printing department under my control, it is safe to tell anecdotes that were once best kept secrets. By some mysterious means the first 10 issues of "The Dispatcher" were printed (with many half-toned photos and line illustrations, yet!), and were distributed free to all 7th Divisioners, and so a very presentable magazine was produced, sans 7th Division cost, for 20 months. Then came a day when the company by which I was employed became aware of what was going on and surprisingly (!!!) suggested that if "The Dispatcher" was to be run on company presses the cost of materials and labor at least should be compensated. Although this unreasonable decision was somewhat of a blow to the Standing Committee, there are, as we all know, ways of model railroaders getting things done, including me, for we are ingenious cusses indeed. After all, I did have the printing department under my wing. In the meantime, before "management" once more decided there should be a readjustment of policy regarding "The Dispatcher", and took the sticky attitude that realistic recompense for the use of its equipment was mandatory, there had been considerable demands for the privilege of subscribing to the magazine, which had grown from its original issue of 8 pages plus cover, to about 40 pages with cover extra, and subscriptions had been assessed to 7th Divisioners at \$1.00 per year (six issues) and then later raised to \$2.00 to include all subscribers (after the first ten buckshée editions), and "The Dispatcher" was being mailed (bulk mail was only 2¢ per copy in those days) to recipients in many parts of the world. Although circulation grew to approximately 450, and advertising was sold, both to model railroaders and commercial customers, there never was enough revenue to more than barely cover each publishing, and that was a circumstance possible only by various inveiglements such as percentages of profits kicked back by the PNR from conventions hosted by the 7th being earmarked to support the magazine, and other subterfuges, and finally after little over 5 years of continuous publication it was found impossible to effect the frenzied financing any longer, and the semaphore was reluctantly set for no more runs after Issue 32, March-April, 1965.

This was the background of the source of the items that will appear as reprints in the 7th's BULLETIN BOARD. It was a gallant effort by all concerned, and although it was a sad day when the obituary of "The Dispatcher" had to be written

(Continued...../4

7th Division "GOLD SPIKE" AWARD

With a unanimous 'yes' vote, your 7th Div Standing Committee has passed a motion, "That the 7th Division Gold Spike Award be renamed

** "The ROSS HERIOT MEMORIAL GOLD SPIKE AWARD" **

to permanently commemorate our valiant PNR, NMRA Model Railroader.

A memo to ALL members of the 7th Division:-

You are urgently required to give this important matter your immediate attention.....!!;-

The time has come when YOU, the members of the 7th Division, can select the person who will receive recognition for his valuable services and contributions in furthering model railroading generally and the aims of the PNR and NMRA in particular within this Division.

NOMINATIONS will be received from now until Friday, April 1st, 1977. Please direct them to:-

Frank McKinney
422 West 23rd Street
North Vancouver, B.C.
V7M 2B7

The ROSS HERIOT MEMORIAL GOLD SPIKE AWARD will be awarded at the Spring Meet Banquet in Kamloops, B.C. on April 9th, 1977, depending on YOUR individual efforts, so come along, fellow members, and submit your nominee's name right now while you have it on your mind.

All that is required of YOU is a brief note or letter to show YOUR reasons and the name of your nominee selected as a candidate for this Award. YOUR candidate MUST be a member in good standing of the 7th Division, P.N.R.. (Do not confuse this award with 'The Man of The Year Award' which will be dealt with at the 1977 PNR Dogwood Convention in Vancouver on September 24th, 1977.)

TIME has almost run out! REMEMBER - - - the members are the only basis for selecting this candidate, therefore PLEASE, ALL of YOU, take a few minutes to submit YOUR Nomination, so that the Award will be truly representative of the 7th Div as a whole. April the first (no fooling!) is the deadline. P L E A S E ! Do it NOW

oooo0000XXXXX0000oooo

Something to stir your thoughts with: A feature of the '77 PNR Dogwood Convention will be a CONTEST, with a prize awarded, for the best diorama, display or model of RUNNING WATER. Ken Davis has undertaken this feature and there will be further details in the SWITCHLIST and Bulletin Board.

Convention Headquarters will be in the Sheraton-Plaza 500, opposite the Vancouver City Hall at 12th Avenue and Cambie Street, Vancouver, B.C.. Participation Clinics Friday, Sept. 23rd, Fan trip Saturday, Sept. 24th. Displays open to public Saturday afternoon, Banquet on Saturday evening and self-guided layout tours Sunday the 25th. Registration will open Thursday evening, Sept. 22nd during set-up activities. See the SWITCHLIST and Bulletin Board for further information, as available.

Once again the Chief Dispatcher has ordered another run of the Bulletin Board, he wants to give the Okanogan-Kamloops area all the exposure possible for the Spring Meet on April 9, 1977. It looks like things are shaping up for a real good Meet. If you are planning to be there, please get your Registration in pronto; the fee is \$8.00 per person and is open to ANYONE interested in model railroading. You don't have to be a paid member of PNR, NMRA to attend this one. Just send your \$8. to Jim Barker (See Page 3) in Kamloops. Also please make reservations for your accommodations right away, as there is a Hockey Tournament scheduled for the same weekend, and there will be 3 or 4 out-of-town teams and their fans to be accommodated in the Hotels and/or Motels. Also, please add to the list of Clinics for this meet, a clinic on the "Twin 'T' Circuitry" to be conducted by Greg Kennelly. Jim Ferrier, who was active in the planning of this Meet, was unexpectedly hospitalized. A get-well card was signed by those attending our last Clinic at Oakridge, and sent to Jim in the Royal Inland Hospital in Kamloops. We have received Jim's acknowledgement of the card and his message that he hopes to be able to look in on things sometime on April 9th. Best wishes, Jim for a quick recovery to good health and physical fitness.

Our last Clinic, with the slides and commentary by Fraser Wilson, on the Peoples Republic of China was a real insight into the scenes behind the Great Wall of China. A BIG vote of thanks from the 56 people who attended. They came, they saw, they were entertained and the knowledge of China unfolded before their eyes. Nice going, Fraser!

The Superintendents Report was sent to the printer before our last Standing Committee meeting on March 11th. Tom Beaton had a room reserved for him in St. Mary's Hospital, New Westminster to undergo some minor surgery, so that he was incapable of attending this meeting. It was suggested at our meeting that one more Clinic should be arranged for in May or June. If this is the pleasure of the committee, there will be another issue of your Bulletin Board to publicize this event. In the meantime, Tom is making satisfactory progress and is expected to be back home to day.

Marion and I spent a weekend in Victoria recently and drove up Island and dropped in at Deerholm on the C.N.R.. Being Saturday, the rolling stock, etc. was standing idle. The railway buildings alongside the tracks appeared to be in good repair and nicely painted. With the extra Maintenance of Way equipment that was tied up, it was apparent that a small extra gang could be working on the track in the vicinity. CN #1000 (GMD 1), CN Caboose 79124 and CN Box Car 428560 were resting on the sidings. Deerholm was a former Junction on the CN mainline between Cowichan Lake and Victoria, serving the branch down to Cowichan Bay where the barge slip is located to connect with the Mainland. It may be that the line between Cowichan Lake and Cowichan Bay is now designated as the main line, since the track between Victoria and Leechtown has been unused for several years. To get to Deerholm by road, leave the Island Highway at Koksilah, just a hundred feet or so south of the Esquimalt & Nanaimo Rly.'s station shelter.

We then dropped in at Ladysmith where the C.Z. Comox Logging facilities are located. The diesel engine was tied up in the engine house and the defunct Victoria Pacific Rly. equipment was scattered about on the shop area spurs looking forlorn as they sat gathering rust. At Nanaimo, the E&N facilities included C.P. engines 8823, 8646 and 8664 - all GP9's. On our way to Parksville we met RDC 9103 on her return trip to Victoria and activity was nil at Parksville, so we headed back towards Victoria.

Continued...../9.

I have just returned from a chase to White Rock, trying to get ahead of the Royal Hudson and it's consist of 6 coaches, baggage, generator car and auxilliary tender, as it proceeded along B.C. Hydro's line via Kitsilano, Kerrisdale, Marpole, Burnaby, into New Westminster, across the bridge and along the Burlington Northern via Fraser-Surrey, Crescent Beach, White Rock and across the Border on it's tourist promotional tour to Los Angeles and return, stopping at the principal cities for display. #2860 looked in first class condition, and brought out the crowds all along the route. The 7th Div was very well represented. My episode started at the Kitsilano barns. Just as it was ready to leave, I headed up to 6th and Maple St. to record some tape and get a picture, but, with the two BCH pushers on the tail end, the Hudson didn't have to exert itself very much. From there I wasn't able to get ahead until it had stopped at Kerrisdale. Next, it was ahead of me at Marpole, and I managed to beat him to Fraser St.. I then headed for the Annacis-Queensboro bridge to get an overhead shot, but the parking spaces under the bridge were all taken, so I drove on to the Hydro yards in New Westminster. It wasn't long before the train arrived and was on it's way to Front St.. From there I figured that there would only be one more opportunity to beat him to the Border, so I drove along Scott Rd. where I saw him on the Bridge. By the time I reached the Serpentine I could see him about the #10 Highway crossing so I went up the Johnson Rd. and down into White Rock. By the time I was up on the roadbed he appeared around the point from Ocean Park. The Royal Hudson was soon by us and we watched as he disappeared from sight in Blaine..... Good luck, Royal Hudson, show them your stuff!!

I noticed that a new stainless steel engraving with "CANADA" was added, just below the one reading "British Columbia", on the front of the engine. Decals of a red Canadian Maple Leaf were also placed on the sides of the coaches between the last window and the end of the car or vestibule. Bringing up the rear of the train was a new visitor to this area. I understand that the "Mount Hood" is owned by a museum in Portland, Oregon and was loaned to the American Freedom Train's administrative staff which travelled ahead, making arrangements for the display train. Apparently some of this same crew has been given the task of preparing for the Royal Hudson's tour, so the Mt. Hood was sent to Vancouver where it was painted and decalced "British Columbia" to match up with the balance of the train. After this tour is over the Mount Hood will likely be returned to its original coloring and put on display in the Portland Museum, awaiting her next tour of duty.

Please take a few minutes of your time to write a note to Frank McKinney, letting him know who you think should be the recipient of the 1977 Ross Heriot Memorial Gold Spike Award. Please give your reasons for selecting your nominee. Frank must have all nominations in by April 1st so that he can have the Award prepared for the April 9th Spring Meet Banquet in Kamloops. By the time you receive this Bulletin Board there will only be about a week left, so, EVERYONE, take a few minutes and DO IT NOW!

Watch for the next issue of the Bulletin Board for more news of our '77 Dogwood Convention, as hosts to P.N.R. this September 23rd and 24th, also news of our next Clinic at Oakridge. I'll try to keep you filled in with all the latest activities. See you all in Kamloops on April 9th!!!!

A.J.

oooo0000XXXX0000oooo

RAIETTES Shirley Heap, your Rallette Committee representative is preparing for a meeting in May. Please give her your support when you convene to plan activities for the PNR Convention and other items she has on the agenda. Shirley has plans, so come along all you ladies and help her to realize some of these plans!

NEWS ITEM

10.

AMTRAK has announced that it has signed an agreement to lease two high speed Canadian trains.

The LRC (light, rapid, comfortable) trains, a joint venture of three Canadian manufacturers, will be into experimental Amtrak service late next year or early in 1979 on the run between Vancouver, B.C. and Portland, Oregon.

The trains are built by Alcan Products Canada Ltd., Dominion Foundries and Steel Ltd. (Dofasco) and MLW Industries Division of Bombardier-MLW Ltd..

The Amtrak announcement said one innovative feature of the LRC is a banking system that can tilt coaches up to $8\frac{1}{2}$ degrees, enabling higher speeds on curves.

Amtrak said that with the many curves on the 342 miles of track between Vancouver and Portland, this feature alone should save 50 minutes in the schedule.

A prototype LRC locomotive and car has been tested for more than 150,000 miles in Canada and the United States, including 21,000 miles at speeds up to 120 miles an hour at a Colorado test facility. (Pueblo, CO.)

Amtrak is already using 13 French-designed trains and is testing Swedish locomotives.
(Vancouver Sun February 12, 1977)

oooo0000XXXXX0000oooo

TIMETABLE No. 7 Effective March 19, 1977

April 9, 1977	:	:	:	:	7th Div Spring Meet - Saturday of Easter Weekend. Lord Thompson Hotel, Kamloops, B.C. Registration \$8.00 - all modellers are welcome - see page 3.
April 15 - 17	:	:	:	:	2nd Div Spring Meet - John Labbe on logging - Prototype rail car manufacturing plant tour - Banquet, layouts, etc. - Sheraton Hotel, Lloyd Center, Portland, Oregon - Registration \$11.00
April 23 - 24	:	:	:	:	1st Div Southern Oregon Spring Meet - Red Lion Motor Inn, Medford, Oregon
May 7 - 8	:	:	:	:	5th Div Meet at Wenatchee, Washington
May 8	:	:	:	:	Yakima Trolley ride - all sold out
June 11	:	:	:	:	7th Div Kootenay Meet - Nelson, B.C. Write Harvey Moir, 524 Gore St., Nelson, B.C. V1L 5C2
May 28 - 29	:	:	:	:	6th Div Spring Meet - Highlander Motor Hotel Calgary, Alta.
May 28 to 30	:	:	:	:	Wilt's Annual Spaghetti Feed - Nyssa, Ore. Memorial Weekend in USA
July 19 to 24	:	:	:	:	'77 Rocky Rails N.M.R.A. National Convention. Curriegan Exhibition Hall, Denver, Colorado
September 23 - 24	:	:	:	:	The 7th Div will host the '77 PNR Dogwood Convention. From Beautiful British Columbia, Land of the Royal Hudson. Clinics - Contests - Fan Trip - Banquet REGISTRAR:- Dave Simpson 168 East 35th Avenue Vancouver, B.C. V5W 1A6 Canada