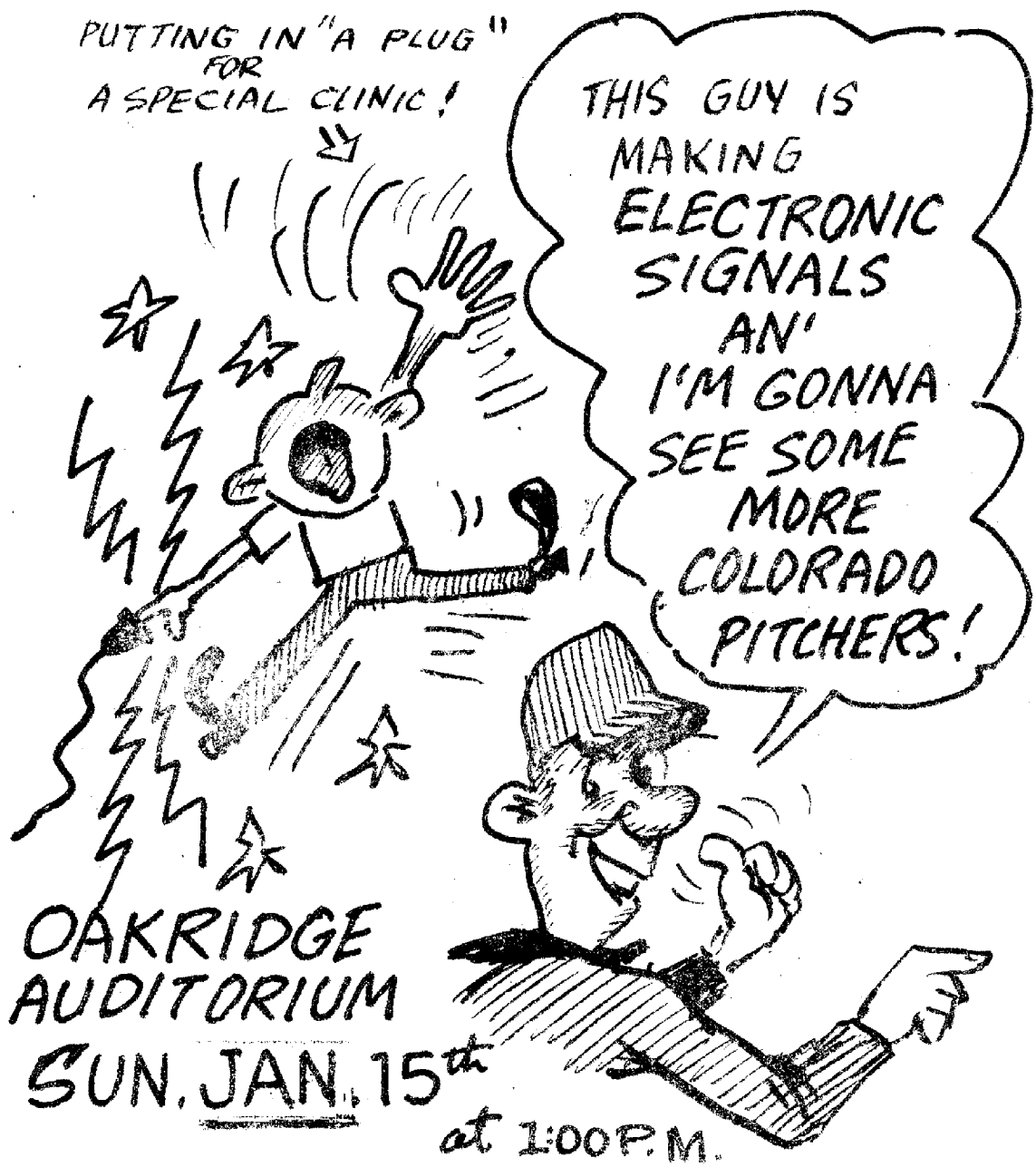
th DIVISION BULLETIN BOARD

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



BULLETIN BOARD

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. 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:-

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YOUR SUPERINTENDANT'S REPORT:-

A Happy New Year to one and all! I hope the coming year brings you all you hope it will.

I would like to thank all those people who have worked so hard to make 1977 a great year in the 7th Div.. If it wasn't for them we'd have few activities. This includes the Standing Committee, a group of ladies and gentlemen who are always there when you need them, our Bulletin Board Editor, the Meet Committees, the people who have helped put on the clinics and all those people who have helped us put on a great year. These are the people who make this the great hobby to be a part of. To these people, "THANK YOU!"

This may sound like a lot of people doing something in the Div., but if you look, you'll notice most of the work is done by the same few people. They found that doing a little here and there makes their hobby all that more enjoyable. We can always use more people like them. Make this year a year to get more out of your hobby, help out when you can. We always need people to help. If you have something of interest you can share with us, bring it along or let us know. We can always use new clinics, displays, articles for the Bulletin Board and etc.. There are always new people coming along who want to know your ideas, so come on out and show us what you have or can do.

As you likely know, this year's Spring Meet is to be held in Kelowna, B.C.. The 7th Div has a lot of great modellers in the interior of our province, and it seems that the '77 Kamloops Meet has sparked some interest. I have had, since Kamloops, two inquiries about having Meets in other areas, such as Nelson and Trail. Both these areas have put on good Meets of their own. These have been very well attended by many groups from as far away as Calgary and Spokane. What I would like to know from you is what you think of having two Meets a year, one Interior Meet and one Lower Mainland Meet, Spring and Fall, and would you attend a Meet that you would have to travel to? Would you go to both Meets, or just the one in your area? I, personally, would like to see two Meets as above, for the Div. is so large that we cannot just cater to one area. Please let me know your opinions on this matter.

1978 is election year in the Region. This is the time you decide whether you like the way the Region or Division is run. If you would like to offer your name, or know someone whom you think could do things better than they are being done now, get their permission and let us know. A Regional Committee is listed on Page 22 of the December SWITCHLIST. For Divisional Nominations, send them to Art Jones.

See you at Oakridge on the 15th!

Tom Beaton.

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DUES	DUES	DUES	DUES	DUES	DUES

N.M.R.A. Dues are now $10.00 per year — Life Membership in NMRA is $200.00

P.N.R. Dues are now $ 3.00 per year — Life Membership in PNR is $ 35.00 (You must be a NMRA life Member)

Please note that all the above dues are quoted in U.S. Funds.

Please forward your Money Order in U.S. Dollars to:

Jeff Tague
P.N.R. Office Manager
303 Anchor Loop
SELAH, WA. USA 98942

ARRIVALS and DEPARTURES

1978	January 15	Oakridge Auditorium, Sunday at 1 P.M. there will be 2 Clinics. One half of the room will be devoted to an Electronic Flasher Participation Clinic while the other half will have a slide Clinic, the Part II of Hank Menkveld's post NMRA Convention trip via Colorado, Arizona and California. See Page 5.
	January 24	In the Planetarium Auditorium, 1100 Chestnut Street, Vancr., on Tuesday at 7 P.M. the C.R.H.A., West Coast Railway and the 7th Div. PNR are co-hosting an evening of films taken on the Royal Hudson trip to California. Meet the engine crews and the train personell who made this a reality. Hear what they have to say, and.....(maybe) their plans for 1978.
	February 4	The annual "Target Rails" BIG SHOW on Saturday from 1300 hrs. to 2300 hrs. featuring railway lore with movies, slides and etc. and etc.. Refreshments available at cost. Location: 4000 West 41st Ave. (in church basement) FREE admission. Your donation will be appreciated.
	February 12	Clinic - Oakridge Auditorium. Details next Bulletin Board.
	February 18 19	West Coast Railway's annual trip to Lilooet on B.C. Railway's RDC. Reserved coach for rail fans, lunch at Lillooet. Further details in the next issue of the Bulletin Board or enquire at any of the above noted meets.
	March 25	7th Div. Spring Meet in Kelowna, B.C.. This is the Easter Weekend, so plan ahead for it. See the next Bulletin Board for further information.
	April 16	Oakridge Clinic date.
	June 15 16 17	P.N.R. 30th Regional Convention in Eugene, Oregon, at the Eugene Hotel. See the SWITCHLIST for further information.
	July 31 to August 6	NMRA National Convention "Wolverine Express" Dearborn, Mich..
1979	July 17 to July 21	NMRA National Convention in CALGARY, Alberta Win a T-1-c Selkirk donated by Van Hobbies.

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********* D E R A I L M E N T **********

Remember the Dogwood Convention last year?? One left over item involves the distribution of the Royal Hudson Souveneir Plates.

All production is derailed until after the new year. (The Ceramic business is snowed in with yuletide orders). We hope to be able to fill the Washington - Oregon orders and then, if we can keep on tracking, the B.C. orders will be handled as they become available.

Please, please try to extend your patience. We didn't order the snow that tied up our railroad, it was circumstances beyond our control. Thank you!

ELECTRONIC FLASHER CLINIC COMBINED WITH SLIDE CLINIC -- YOUR CHOICE

SUNDAY, JANUARY 15, 1978 at 1 P.M.

Oakridge Auditorium 41st and Cambie Street.

SLIDE CLINIC Hank Menkveld will show the second part of his post NMRA Convention trip via Colorado, Arizona and California. If you don't wish to participate in the electronic clinic, you are certain to enjoy this clinic. Bring the family.

ELECTRONIC FLASHER CLINIC Greg Kennelly will be in charge of this participation clinic, similar to the one held at the Dogwood Convention. Those wishing to participate in this clinc please bring your 25 watt soldering iron or pencil, cutting pliers, needle nose pliers or locking tweezers or clamping heat sink, plus an extension cord and desk lamp for your own use. The cost to cover materials for this clinic will be $2.00 per person.

The Railettes will be on hand to serve refreshments during the intermission.

T-SHIRTS with ROYAL HUDSON, C N (snake logo) and KEEP ON TRACKING are still available in most sizes. Adults $5.00 Child's $4.50

COME ONE! COME ALL! SOMETHING FOR EVERYONE! BRING A MODEL OR DISPLAY OR FAMILY!

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N O M I N A T I O N S

This is Election Year in P.N.R. and your 7th Division. The SWITCHLIST will be publishing the Regional information. I have been asked to cover the 7th Div. Election Committee Chairman's office.

NOMINATIONS are now open to any members wishing to submit their names to fill the opening for Superintendant of the 7th Division. Nominations will close on April 14th, 1978.

You may submit your name or the name of a friend, along with a few lines expressing your opinion why you or your nominee should be a suitable Candidate for the Superintendant's position.

Please forward your submissions to:- Art Jones
Election Committee Chairman
796 East 37th Avenue
Vancouver, B.C. V5W 1G1

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x IN MEMORIUM x
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x OUR SYMPATHY TO GEORGE'S LOVED ONES x
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EXTRA No. 7 WEST December 22, 1977

Here I am writing this item in the week before Christmas, and already I am hoping that you all had a Happy Modelrailroader's Christmas and a sane New Year's celebration. Let us all look ahead to a good year of modelling and railfanning starting with our Clinic on January 15th in the Oakridge Auditorium. Watch the "Arrivals and Departures" for other activities and all of you, come on and join in the fun of model railroading.

Our previous Clinic last November 20th drew some 55 interested persons to see Part I of Hank Menkveld's slides of his post Denver Convention trip. I guess some members couldn't resist staying home to watch the C.F.L. Football play-off game on the television. However, Part II of this trip through western Colorado, Arizona and California will be screened on January 15th, along with a Participating Clinic for an electronic flasher. You may take your choice as to which Clinic you wish to attend, they are both scheduled for a 1 p.m. start in the Oakridge Auditorium.

Take note that on Tuesday, January 24th at 7 p.m., in the Planetarium lower Auditorium, 1100 Chestnut Street, Vancouver, the Pacific Coast Branch of the CRHA, the West Coast Railfan group and the 7th Div. P.N.R. are jointly sponsoring an evening of films and narrations, etc., taken from the Royal Hudson tourist promotion trip to Los Angeles, California and return last March and April. The members of the train crews, planners and hostesses have been invited as guests to relate some of the experiences that made the trip so successful.

I was very priveledged to receive a letter from Tom Vardey. I have taken the liberty of copying most of it for all of us to enjoy. It was so interesting, there was very littl I could leave out. Thank you very much, from all of us, Tom!! We would sure like to hear from you again in the near future.

Last Friday, December 16th, the Vancouver HO Model Railway Club held their annual Christmas party. Some 25 were on hand, representing 15 different families. A Juneau CPRail Bathtub Gondola kit, donated by yours truly as a door prize, was won by my wife, Marion, who declined to accept it. The next ticket drawn was my own name. Naturally I declined and it was finally taken by Gordon Dick. Malcolm Anderson raffled a Westwood (Blue) Coach kit which was won by Roy Morris. Vies Szalanski brought a switching contest layout for us to try our skill with. Food and refreshments were plentiful, and a happy evening was enjoyed by all.

'Tis the season to be merry! I could belabour you to keep your dues paid up to date, or repeat the same old story, requesting your copies of minutes or news letters, but, instead, I'll just ask that you please submit your name or the name of a friend whom you think would be a good person to lead the 7th Div. as Superintendant. ANOMINATIONS are now open until April 15, 1978. Mail or forward them to me, I have been asked to attend to this committee.

Your Standing Committee is pleased to announce that Doug Kelleway of Coquitlam has accepted our invitation to join us. Doug is very interested in railroad related matters and should be a help in keeping those "drivers" a-turning. Welcome to the committee, Doug, All Aboard!

Please keep January 15th and January 24th in mind, and all join in with the fun, found in all aspects of model railroading. Plan ahead for the Spring Meet in Kelowna on March 25th and the MMR Regional Convention in Eugene, Oregon in June.

All the best to one and all for 1978

A.J.

THE TRANSPORTATION TEST CENTER

Federal Railroad Administration

Pueblo, Colorado 81001

At the Transportation Test Center near Pueblo, Colorado, the U.S. Department of Transportation has developed one of the world's largest and most sophisticated railroad test centers for the purpose of examining the latest in railroad technology.

The Center officially opened in May, 1971, as the High Speed Ground Test Center. At that time, the focus of attention was on futuristic highly advanced transportation systems using linear induction motors for propulsion, air cushioned suspension systems and channeled guideways with plans to reach speeds of 300 miles per hour. But in 1974 the Department of Transportation changed the mission of the Test Center to reflect new national priorities. With the changing of the name, the Transportation Test Center ushered in a new emphasis on the development of conventional railroad technology.

Today's testing revolves around the safety, reliability, and operating economics of rail transportation systems. One such test program that combines all three areas is the Test Center's Facility for Accelerated Service Testing (FAST). The key to the FAST project is the plan to provide ten years of normal train operations on the 4.8 mile loop within a single year. This accelerated wear on a track that is literally wired for recording data gives a compressed-time history of how and, in some cases, why track wears out.

A key area of testing at the Test Center involves the demonstrated ability of new locomotives, rail cars, and transit cars to perform to optimum standards. Performance tests at the Center have enabled both builders and buyers of new vehicles to be assured that all minor technical problem areas, common to newly designed vehicles, have been worked out before they are put into revenue service.

The interaction between wheels over rails determines whether a train will have a smooth ride, a rough ride, or even derail. Since it is difficult to control test conditions for wheel/rail interaction while a train is moving over track, the Test Center is currently putting the finishing touches on the $35 million Rail Dynamics Laboratory which is designed to probe the very basis of railroad technology known as wheel/rail dynamics. Because of this, the Rail Dynamics Lab should become as important to railroad research as the wind tunnel has been to aviation research. The test facility will house two separate test areas; the Roll Dynamics Unit which places a test car on rollers that recreate the effects of perfect track, and the Vibration Test Unit which duplicates the vertical and horizontal forces that hit wheels of a vehicle when it traverses less than ideal track.

Although the Transportation Test Center is only a few years old, researchers from the Government and railroad industry alike have taken advantage of its facilities to advance railroad technology into a new era where useful results are needed now more than ever before.

THE TRANSPORTATION TEST CENTER

Federal Railroad Administration

Pueblo, Colorado 81001

FACILITY FOR ACCELERATED SERVICE TESTING

The Facility for Accelerated Service Testing--FAST--was created to answer the need for a full systems approach to track structure research. More significally, plans for FAST and its construction and operation are achieved in less than one year because of the enthusiastic support provided by the Federal Railroad Administration, the railroads, the railroad supply industry, the Railway Progress Institute, the Association of American Railroads, and the Transportation Development Agency of Canada.

The twenty-two sections of the track include rail of various weights and metallurgy, and crossties made of wood, woodchips, concrete and even steel. Fasteners include the traditional spike, but also spring clips, and bolts. Ballast has been brought from across the country and laid in different depths. Operations will provide a time compression of around ten to one over regular service conditions, subjecting the track to well over 200 million gross tons of traffic a year compared with around 30 to 40 million gross tons on high density main line track.

In operation, four 2,000 horsepower road locomotives pull a consist of more than 75 tank cars, hoppers and flat cars--at least 90% with 100-ton ratings--around the FAST Track at an average speed in excess of 40 mph, up to 16 hours a day. Track segments under test are exposed to a maximum of 1.25 million ton-miles daily, nearly ten times the daily wear received by busy main line tracks in this country.

The remaining hours every day are used for track measurements, refueling, safety inspections, revising the make-up of the consist and turning it around to change the direction of travel on the loop. Every second day, 10% of the consist is moved from the head end to the rear of the consist. Adequate spares are kept on hand for replacement of bad-order cars.

The loop is inspected every working day, for wear and degradation. There are between 1,600 and 2,000 mechanical and track measurements taken daily. Measurements at the rails include rail head profile wear, laterial and vertical loads and static and dynamic deflections, and ultrasonic inspection. Rail joints are checked for vertical deflection, with insulated joints also being tested for resistance changes. Frogs are examined for wear. Cross-ties are checked for static and dynamic deflections, both lateral and vertical, and tie plate cutting. Concrete ties are inspected for degradation and dynamic measurements are made of tie stresses. Ballast and subgrade properties are checked. Wheel tracking patterns are examined and both static and dynamic track geometry are inspected.

Daily records are kept of speeds, throttle positions, fuel consumption, distance traveled or the number of circuits of the loop completed, brake applications and events timetables. Even daily weather records are kept.

One positive indicator that the FAST Facility is performing as planned is the component that failed after 26 MGT and 3 months of operation in FAST. This same component failed in commercial use after 26 MGT and 2½ years in operation. All other components are still under test.

A LETTER TO THE EDITOR

Dear Art:-

The Bulletin Board arrived in the last mail; it was good reading and nice to see it again after the summer shutdown.

The first point is it reminded me of my overdue P.N.R. dues. Sorry for the omission, and I can't remember when I paid it last.....(cheque enclosed, Ed.).

You also mention the perennial problem, insufficient contributions from your reading public. I've dropped out lately, mainly because of my isolation here and lack of contacts with railway subjects, other than English. Such items have limited appeal. I contribute occasionally to the Bulletin and should have another article early in the new year, but that doesn't help you.

Reading about the C.N.R. and concrete ties in the last B.B. prompts me to send the following commentary. It may be of interest.

"The article on Concrete Ties in the November Bulletin Board is just another reminder of how the "old order changes" and how quickly, too. I wonder how many of our younger members have seen gandy dancers in action and, I am sure, still fewer know how and why this derivation came about. The skill required for this important phase of railroading is still practised to a limited extent, especially in the maintenance field but is rapidly losing out to the wizardry of mechanization and advances in modern technology. It is said the term 'gandy dancer' came into prominence during the construction of the western extensions of U.S. railways to reach the Pacific ocean. After the wooden ties had been spread out on the graded right of way rails were carried from the stock piles by gangs of eight men spaced on opposite sides of each rail along its length. The rail was lifted by means of double handled tongs, wielded by each pair of men. The forged steel jaws were so designed that when a man lifted his portion of the handle the rail was gripped and held. To carry the rail the tongs were lifted in unison and the gang trotted off to the point of laying and spiking. Carrying was awkward and the men had to take short steps, rapidly and with knees bent slightly. To an observer they appeared to be dancing with the rail, rather than carrying it. The gandy portion is so derived because the majority of tongs in use, in those days, were made by the Gandy Manufacturing Company, whose name was forged into the handle at the time of manufacture."

Fortunately I managed a trip to U.K. again this September, I go to enjoy travelling on British Rail and as many steam preservation societies as possible. The number of the latter is continually growing and to cover them all is becoming increasingly difficult, I still missed many though my travel mileage exceeded 14,500, included in which were four separate main line steam journeys of 100 miles or more. A variety of well conditioned engines were used, one of course being the famous Flying Scotsman.

I was impressed too by the speed and punctuality of the trains on which I travelled, plus the frequency of service. The high speed trains have to be experienced to be believed, speeding along for the most of the way at up to 125 miles per hour. Another remarkable service is the hourly departure of trains from London to Glasgow, and vice versa covering the four hundred miles at consistent speeds of 90 to 100 m.p.h.. The locos are electrically propelled and take the grades effortlessly, they are not even noticeable.

Best wishes to you and all the "fellows",
Sincerely Tom.

(Who'll send the editor a letter for the next Bulletin Board??? Thanks Tom Vardey)

FAST WATER .... AN EXPERIMENT

Prior to the '77 Dogwood Convention of the P.N.R. it was announced that a prize would be given to the PNR Member who could produce the best display model, depicting fast, running water. A ceramic milk can, emblazoned with a Royal Hudson decal, was presented to the winner, Glenda Bockel of Lake Oswego, Oregon, at the Awards Banquet of the Convention. Following is the proceedure Glenda used to come up with her winner:-

My first step was to research the last fourteen years of Model Railroader for ways to approach water on layouts. Of all the methods for modelling water, resin seemed the best for fast water.

The creek bed and land is made from Polyurethane foam. Rout the basic form with a Dremel tool and hand sand to desired depth for stream bed. The creek bed was then painted with light brown latex paint. I put a small strip of clear plex at each end to hold the resin.

The gravel and rock is from the roadside, the acquarium and some dark brown cork. These were glued in place with watered white glue, the same method as laying ballast, using an eye dropper for the glue dispenser. The whole surface was sprayed lightly with soapy water before using the glue. This keeps the arrangement from being disturbed. Logs and tree branches were put in place at this time. After gluing it was set aside to dry overnight. I also set up a small sample to test my proceedures.

Clear cast resin, tinted pale blue, was poured on the large portion of the creek bed to about 2/3 full. After gelling, the model was tilted to pour resin on the smaller portion of the stream.

When thouroughly set (the next day) I used acrylic paints in whites, blues and greens to "streak" the water flow around the rocks.

The second pour of resin was tinted a little darker blue and applied with a brush in a thin layer to almost full depth. Dry overnight.

Thick white acrylic paint straight from the tube was applied with a brush to form a foamy look.

At this point I thought the experiment to be finished, but the foam had a harsh look and the water didn't appear to be disturbed enough. I had some clear silicone left over from a fish tank repair job, so I tried a small bit on my sample and it looked quite promising. I then applied the silicone to the model, liberally, with a tooth pick and another old throw-away watercolor brush.

If you look close at water level you can see the "splash" of water on the rocks.

An added feature for the silicone water finish is that it wont show dust as readily as the resin surfaces. Also, with a damp brush and a little care it could easily be cleaned.

Glenda Bockel.

Glenda adds a notation that the above article was written as "seeing" the model before you.

We, of the Convention Committees wish to thank Glenda for a superb effort and a job well done. Congratulations!
Come on, fellows, where's all your competition disappeared to??