

the DIVISION **BULLETIN BOARD**



PACIFIC NORTHWEST REGION
 NATIONAL MODEL RAILROAD ASSOCIATION

Sunday 1:00 p.m.,

MARCH 18th 1979

Oakridge Auditorium
 41st and Cambie Street

F I L M PRESENTATION - Featuring GERMAN RAILWAYS

Admission: By Donation or paid-up P.N.R. Dues Card

Thursday evening, March 22nd 1979 commencing at 7:30 p.m.
 Oakridge Auditorium - 41st and Cambie Street

F I L M PRESENTATION

By L.S. (Moe) MORRISON

Canadian Pacific Railway - STEAM ON THE MAINLINES OF B.C.

S P R I N G M E E T

APRIL 15, 1979 Surrey Inn Travelodge, Jct. King George &
 Surrey, B.C. Fraser Highways

CLINICS FILMS MODELS RAILETTES DISPLAYS MART

REGISTRATION: \$12.00 per person (including Banquet)

OPEN HOUSE From 1:00 p.m. to 4:00 p.m. Family \$3.00
 Single 1.50
 Child .75

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association. It is mailed free of charge to all members of the 7th Division. Subscription rates to all others is \$2. per year, approximately six issues.

The BULLETIN BOARD is authorized by the Standing Committee of the 7th Division P.N.R., N.M.R.A.. All correspondence pertaining to this publication should be directed to the Editor, as follows:-

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

All other correspondence relating to the 7th Division P.N.R. NMRA should be forwarded to the Superintendent, as follows:-

Tom Beaton
7th Div PNR Superintendent
13337 62nd Avenue
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SUPERINTENDENT'S REPORT

I understand that the February 18th Clinic came off quite well. I would like to thank Brian and his crew for a job well done. I spent that weekend on an enjoyable trip to Spokane, attending the P.N.R. BOD meeting. This meeting discussed such things as conventions, P.N.R. Budgets, library and DUES. Some of these items will be important to you and there will be more details explained in the SWITCHLIST.

Our Spring Meet is coming up fast - April 15th! Let's see you all there. We would also like to see what you have done, so please bring along some of your work. Let us know if you need space for a display or time for a Clinic. There will also be an area set aside for movies and slides, so, bring along those films you have shot during the past years and let others enjoy them. Come on out and enjoy this Meet!

On the weekend following our meet, April 19th to 22nd, the P.C.R. (Pacific Coast Region) is holding its annual Convention. I am planning to go to this, so if any of you are interested in coming along, please let me know. It is to be held in Santa Rosa, California, a little north of San Francisco.

A sad note in closing.... Many of you may have already heard of the passing of Cece Bradwin. Cece was a long time member of P.N.R. and the 7th Division. He was a member of the Standing Committee for many years and also led the Committee during his term as Superintendent of the 7th Division. Cece will be sorely missed by our Division, as a friend and ardent model railroader.

See you on March 18th at Oakridge Auditorium!

Tom Beaton

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SPECIAL NOTE :-

When the Oakridge cleaning crew opened the auditorium on the Monday after our last Clinic, the microphone and cord were missing. The Oakridge Management immediately contacted me to enquire of its whereabouts.

If anyone attending this Clinic has any idea where it went or seen anything strange going on, please let me know. I am sure none of our members would take it, but, as we were the last to use the auditorium, it is our responsibility and reflects back on us. The Oakridge Management has been kind enough to let us use this auditorium free gratis, and we wouldn't want to lose this facility because of someones mistake or stupidity.

Please let me know if you have any information that may give some light on the disappearance of this microphone.

Thank you.

T.B.

FIELD AND THE BIG HILL

By G.H. Soole

(Reprinted from "The Enthusiast", July, 1936)

(Continued from the February issue of the Bulletin Board):-

Sidings swing out, and here is Cathedral Station; the engines are racing more now, for by the eastern yard limit board the gradient grows worse. Now the sounds of the engines is a continuous rapid roar, no longer the staccato barks heard lower down. Now they are toiling around a great curve, and the lower railway bridge over the Kicking Horse is below them; they are labouring over it, and a moment later their thunder is muffled and swiftly silenced - they are under Ogden, in the Lower Spiral Tunnel. In the auto camp by the mine, the campers know that half the time is up; in a few minutes the train will go back again, higher up. For to them three stages of a battle royal are played before their eyes.

A few moments later the roar bursts forth again as the two of them make their appearance on the side of Ogden; they are crossing their former line now, over fifty feet above it. This is a gruelling gradient, made worse by a sharp curve again over the Kicking Horse, and the thunderous explosions of the battling giants echo all down the valley to Field, sounding right up to the ragged pines at timberline. They are moving at hardly more than running pace now, pounding the great 130 pound steel; from side to side they sway with the horsepower in alternate cylinders; the headlights etch the pines with brilliance, and again the hoarse whistles howl in unison for the upper grade crossing. The fireman of 5810 opens the fire-door and paints the smoke against the black pines with gold and red; they cross the road, now running west; sidings branch off, and in a few minutes the buildings at Yoho Station fling back the deafening roar, while the operator stands in the open door of his hut. On they storm, through a cutting; and now they make a wonderful sight from the camp, the sight that so amazed us that first night. A curve, the string gallows by the tunnel, and the artillery of the engines is silenced as they enter the snowshed and the tunnel. Only a strange hush, and a hanging smoke, and the gentle squeak and rhythm of the coaches, the ring of flanges on the rails as they take the curve, and billows of steam rising from the tunnel mouth. The high smoke cloud is left, bewildered; it rises indecisively and slowly, waiting for the supplies which will never come to it again; and the last two coaches and the bright observation car slide successively into the tunnel. That lovely Cathedral Mountain holds Train No. 2 in its very vitals. Now the coaches are silenced, and an auto can be plainly heard grinding pitifully in second gear up the hill; it stops, and then a great silence descends on the valley.

Suddenly a plume of smoke bursts out of Upper Spiral, then another. Up and up mounts a new sky-climbing pillar, threatening to darken the very crags of Cathedral, which hang glowing in the last high rays of the setting sun. Slowly the two engines drag their reluctant load from the tunnel, high on the side of Cathedral up there, half way to timber-line; they are swallowed up in the pines again, but the hill is just as bad; they must

Continued.../6

EXTRA!

EXTRA!!

EXTRA!!!

EXTRA!!!!

MARCH 22, 1979 - Oakridge Auditorium, 41st & Cambie Street

THURSDAY evening, March 22nd, commencing promptly at 8:00 p.m., Mr. L.S. (Moe) Morrison of Penticton, B.C. will present us with some, I understand, excellent movies of C.P.R. Steam in action. This showing is open to everyone and a donation at the door will be taken to help cover Mr. Morrison's expenses.

Come, one and all, and enjoy these films! Be sure to be early and see all of this extra special event. The Railettes will serve refreshments during the intermission.

NOTE! Due to illness in Mr. Morrison's family, this special show could be cancelled. If this becomes necessary, we will get notices out to the Hobby Shops, or you can check with Brian Pate or myself.
T.S.B.

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MEMBERSHIP DUES

Please note the date circled on your envelope label. If it is Black, your dues have expired within the past three months. If it is RED, your dues are three months or more overdue. This means you are being taken off the P.N.R. mailing list and will not be receiving the SWITCHLIST, which has now become an excellent publication. Please stay with us! Whether some people think so, or not, model railroading is a fun hobby to be a part of.
T.S.B.

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A TRIP AROUND THE WORLD

33 DAYS FOR \$3,300 ALL FOUND!

A group of 15 or 20 Canadians are leaving Vancouver in the first week of September 1979 (if peace prevails) for what should be a momentous journey!

This is the tentative itinerary:-

Fly to Japan and board a Soviet ship at Yokohama for two day trip across the Sea of Japan, landing at Nakhodka, U.S.S.R. (60 miles east of Vladivostok), terminus of the Trans-Siberian Railway.

Thus will begin a rail journey of over 3,000 miles with several stop overs, and terminating at Novosibirsk in Central U.S.S.R..

3 nights are spent in Tashkent (a plane trip from Novosibirsk), which is just north of Afghanistan.

By plane for all the remainder of the trip between the following Cities, with 3 nights in historic Stalingrad, 4 nights in Kiev, 4 nights in Leningrad and 4 nights in Moscow. The return journey to Vancouver is via Montreal.

For further information, please contact Fraser Wilson as soon as possible. Evenings, Phone 434-6828, or days, phone 299-1031.

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DOOR PRIZES for the SPRING MEET Doug Kelleway is in charge of this committee. Any donations will be gladly accepted from Hobby Shops, Business Firms, or any individual who wishes to contribute.

Field and the Big Hill (Continued from 4):-

go on, and they do. Higher and higher yet you can follow those columns of smoke, up to the lofty pine-clad saddle between Ogden and Cathedral; and, crawling up a hill that has a very wicked sting in its tail through the top of the Kicking Horse Pass, they burst on the placid enchanted Wapta Lake, sending the very trout scudding away through the clear water.

It may be that they will shut off here and grind to a reluctant stop, if anybody wants to get off; here at Hector Station you have to flag the train. In this case it means that the locos., do not get much run at the little stretch up to Sink Lake. Otherwise the pair quicken to a perfectly incredible rate on the level past Wapta and fairly yank the unhappy observation car out of the gorge, going hell for leather at the final hill. Down in the auto camp by the mine all this has sunk to a distant mutter; all that is left is thinning clouds of smoke rolling up with imperceptible slowness into the star-dusted indigo of a summer mountain sky. Up by Hector to the east, where the night is already sweeping over the pass, the battle still goes on; and by Sink Lake the level is reached. The clouds of black smoke roll away unsupplied, and by the switch points the pair come panting to a standstill. 5810 is uncoupled, and rumbles away gratefully to the wye; on each side the mountains look lower now, but the valley is peaceful, and the last echoes have died. A wide valley this, fraught with pride; the Canadian Pacific Railway has done it again; the Rockies have again been conquered, for every successful ascent of the Field Hill is a veritable victory, a cool-headed onslaught into the worst gradients that it has ever been my privilege to see.

5902's bell clangs, and she jerks her train forward; and alone - how thin she sounds - she wheels the twelve coaches away with quickening rhythm, checking momentarily by the dispatcher's cabin. Brakes, now, and plenty of them, to Lake Louise; and an hour and a half hence they will draw placidly into Banff, where we so often saw them. Only 5810 is left; this picture of brute force striving through the mountains has changed, and the actors have stolen away quietly, coming in like lions and going out like lambs. Presently 5810 slips quietly off down to Louise in the wake of No. 2, and complete peace descends on the Kicking Horse Pass.

The End

(Once again I wish to thank Glenn Lawrence for his kindness in sharing these documentaries with us. I am sure that those who remember the days of this era will have been caught up in the enchantment of Mr. Soole's thrilling description of those Live!, steam-powered engines, conquering the Big Hill. a.j.)

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C.P.RAIL mainline was severed February 13 when a large snow-slide shifted a bridge off its abutments and deposited it in the river below where it soon began to freeze over. The over 100-foot long bridge was picked from the river, skidded and lifted back into place by railway work crews and machinery operators who toiled around the clock for over three days, under most difficult weather conditions just west of Connaught Tunnel.

D I V I N G

O N T H E R A I L R O A D

PART 2; Continued from February Issue. By James Seeley White

That ghost locomotive was still thundering along the rails in our heads, though, and more rumours began to flow. Someone knew about a locomotive that had fallen from an old trestle in Oregon's Yaquina Bay. In exchange for the promise of a brass ball, the precise information was divulged, and the search began again. This time we didn't even get into the water - it was too shallow. No locomotive could be hiding there.

There was another one about Nehalem Bay, and that was one of our favorite diving areas anyway. To reach this spot, we had a pleasant boat trip up the North Fork of the Nehalem River, a winding journey between timber-lined banks, past solitary, staring Blue Herons and panicky little clusters of ducklings. It was the haunt of a ghost railroad, all right, for whitened skeletons of abandoned trestles occasionally stood along the river bank.

The described location was at the end of tide water, a place where crystal clear water rushed into a quiet Alder-shaded pool. It was the kind of place where the little ones of the family could paddle about in a rubber boat and watch the divers below.

Yes, this had been a railroad location, all right. The huge Alder trees that shaded the pool grew from between trestle piling on the bank. It had either supported the rails around a sharp point of hillside that pressed in against the stream, or it had been a place to dump logs for rafting. At any rate, it didn't appear large enough to hold a locomotive, but might have some interesting relics.

Beneath the water, trout fled our coming, and an occasional crayfish backed between protective rocks. Nature had certainly taken over this place completely; man's snorting locomotive would hardly seem appropriate.

However, the evidence was clearly here. It looked as though there had once been a train wreck in this quiet pool. Near the boat anchor lay an S-spoked iron wheel like the ones used on railroad-car brakes. Strewn beyond were various iron objects and many ridged-and-grooved fire bricks. At the far end of the hole was a huge boiler-plate disc, punctuated at intervals with broken rivets. Imagination could easily place this form at the front of the boiler of an old steam locomotive. Yes, the elusive locomotive had certainly been there, but had slipped away.

It was in the lower part of the Nehalem where we actually caught the image of our locomotive, and in a surprising way. As we cruised along the bottom, not really thinking about railroads, and concentrating on finding old bottles, we came upon a bright round object lying in the channel. With the mud shaken from it, the object shone - a gold-plated railroad watch. And, on the back was an engraving of the old wood-burning locomotive. There it was, old No. 12.

For awhile, this discovery satisfied our locomotive-chasing desires. We had some mementos of railroading along the waterways, and went about our other interests.

Then, we started diving along the Willamette River, and unconsciously picked a site adjoining the right-of-way that had been that of the

Continued.../8

DIVING ON THE RAILROAD (Continued from Page 7):-

Oregon and California Railroad since its construction in 1868, assumed by Southern Pacific in 1886 in completing the great tie-up to the south. It still operates as a main line, with frequent lengthy trains echoing like thunder above the sound of our bubbles.

From the first underwater survey of this untouched area, we were fascinated by some of the telegraph equipment that was coming up: a repeater coil, ceramic connection block marked, "W.U. TEL. CO.", lightning arrestors, and insulators. Then, with a metal detector, an object was found that brought about a relapse of railroad fever. From the mud emerged an old brass padlock with its shackle stamped "O.& C.R.R.". It was in such remarkable condition that the gate still swung to the side to reveal the keyhole, and a brass clevis for chain attachment remained. Adjoining it in the mud was a red bullseye lens from a railroad signal.

From then on, old bottles and such things assumed a secondary importance to the railroad artifacts. The telegraph relics took on more specific meaning as we probed through the river bottom. By the time the river diving season was over, we had added a little iron ball flare about the right width to sit upon a rail, a gandy-dancer's tool for tamping gravel around ties, railroad spikes, and enamelware cups and coffee pots that may have come from a work train kitchen. We also found a railroad lantern, and lost it. Lost it, that is, in that it crumbled before steps could be taken to preserve it with fiberglass. We wonder, though, if the little hand-blown bell-shaped milkglass lamp base that is among our treasures might have been a small wall-hanging lamp of an early salon car.

So far, there've been no brass bells, no shrill whistles, no ornate steam valves to adorn our collector's cabinet, but the locomotive-chasing fever isn't cured yet. I just heard about an abandoned railroad bridge farther up the Willamette.

Editor's Note: Our thanks and appreciation are extended to James White and his staff of "DIVER MAGAZINE" for permission to reprint this article from their Nov/Dec 1978 issue. Thanks also to Ted Edwards for getting this permission and submitting this article for our enjoyment. a.j.

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

If you have not already done so, please take a few minutes right now and submit YOUR entry to nominate your choice of candidate.

Just send a short note with your reasons why your choice of candidate should receive this recognition for his or her services and contributions in furthering model railroading in general and the aims of the P.N.R. and N.M.R.A. within our own 7th Division. REMEMBER - YOU, the membership are the only ones who will select this Nominee!

Nominations are open until April 6, 1979. Send them to:

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

DO IT NOW!

DON'T PUT IT OFF!

PLEASE CO-OPERATE!

JUST A THOUGHT

Are you an active member, the kind that would be missed?
 Or are you just contented that your name is on the list.
 Do you attend the meetings, and mingle with the flock?
 Or do you meet in private and criticise and knock.
 Do you take an active part to help the work along,
 Or are you satisfied to be the kind that just belong?

Do you work on committees to which there is no trick,
 Or leave the work to just a few and talk about the clique?
 So come to the meetings often and help with hand and heart.
 Don't just be a member, take an active part.
 Think this over friends, you know what's right from wrong,
 Are you an active member, or do you just belong?

TIMETABLE No. 7 Effective March 1st, 1979

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|---------------------------|--|
| March 18, 1979 | A special Clinic has been arranged to screen some film featuring German Railways. Tom Vardey has graciously loaned this film, which must be returned by April 15th. Bring your FAMILY and your friends! 1 p.m. in the Oakridge Auditorium. Donations will be accepted from non-members. Refreshments served. |
| March 22, 1979 | EXTRA! 7:30 p.m. Oakridge Auditorium (Thursday) - Mr. L.S. (Moe) Morrison, from Penticton, will show film of C.P.Rly. STEAM, mainline and other selected subjects. Refreshments will be served by Railettes. |
| April 15, 1979 | SPRING MEET - Surrey Inn Travelodge, Jct. of King George and Fraser Highways in Surrey. Registration \$12. per person, including Banquet. Participation Clinics at 11 a.m., 1 p.m. & 3 p.m.. Displays, models, slides and movies, raffles, Door Prizes. PUBLIC ADMISSION 1 to 4 p.m. - \$3 per Family, or \$1.50 single or 75¢ for a child. Information and Registration: Hank Menkveld, 10689 McSween Road, R.R. #3, Chilliwack, B.C. V2P 6H5 |
| July 17 to
21, 1979 | NMRA RAILRODED National Convention, Calgary, Alberta. See "SWITCHLIST" for details. Write: 1979 NMRA Railroded, P.O. Box G443, Station "G", Calgary, AB. T3A 2G3. Hurry for a chance to win a Van Hobbies "Selkirk" locomotive. The 1979 PNR Convention will coincide. |
| October 20 to
27, 1979 | Model Railroad HOBBY SHOW - Oakridge. Suggestions and new ideas are welcome! A chance to become involved in this display of our hobby. |
| 1980 | P.N.R. Regional Convention, Bellingham, WA. This will be co-hosted by the 4th and 7th Divisions.

NMRA National Convention - Orlando, Florida |
| 1981 | NMRA National Convention - San Mateo, California |
| 1982 | NMRA National Convention - Washington, D.C |
| ?? | NMRA National Convention - Montreal, Quebec |

ROYAL HUDSON STEAMS MARCH 26

The Royal Hudson 1979 odyssey will get under way March 26 in Richmond.

After visits March 27 and 28 to Langley and Abbotsford, the famous locomotive will cross into the United States for a two-day stay at Spokane and then on to Sandpoint, Idaho.

From April 3 the train will visit six eastern B.C. centres then swing into Alberta April 9, 10 and 11 to stop at Lethbridge and Calgary.

From April 12 through May 9 the train will stop at Golden, Revelstoke, Kelowna, Vernon, Salmon Arm, Kamloops, Prince George, Smithers, Terrace, Prince Rupert, Burns Lake, Dawson Creek, Fort St. John, Chetwynd, Mackenzie, Quesnel, Williams Lake and 100 Mile House.

On May 7 the train returns to the Lower Mainland with a visit to Squamish and Burnaby on May 8 and 9.

On May 12 the train will be in Nanaimo followed by daily stops in Courtenay, Port Alberni, Parksville, Ladysmith, Chemainus, and Duncan.

The tour will end in Victoria with a three-day stop May 19, 20 and 21. (Express, March 2, 1979 Vancouver, B.C.)

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7th Div SWAP = SHOP

Ted Edwards is vacationing in Australia, but we still have two interesting letters to place before the membership:-

1. Rapido Electric Turntable; 13 entry segments, original instruction book. Never used, only operated to check out. Complete. \$45.00
Sell or Trade for steam engine or cars. Contact:-

C.A. Weir, 1268 Clearview Drive,
Kamloops, B.C. V2C 5E5 Phone 573-4407

2. a. Alco Models - Pennsylvania FW-1 & FD-2 depressed center-well-thru flat car (mint - original box) \$90.00
b. Pacific Fast Mail - CNR 4-8-4 #6218 (Toby Model Co. - mint - original box) \$450.00
c. PFM/Van Hobbies - CPR 6 car streamlined passenger set - factory painted (mint - original boxes) \$450.00

Write:- Norman R. Swallow, P.O. Box 1430,
Aldergrove, B.C. VOX 1A0

Thanks fellows, for your letters. This SWAP = SHOP is open to all P.N.R. members, so please send in your list of saleable items, swaps, wants, wishes and desires to your SWAP = SHOP reporter:-

	SWAP = SHOP, 7th Div PNR	
	c/o Ted Edwards	
You must be a	2398 East 53rd Avenue	Include
P.N.R. Member!	Vancouver, B.C. V5S 1V8	Postal Code!

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MARCH 18, 1979 - Oakridge Clinic will feature movies of German Railways. Tom Vardey offered this film for our viewing, advising that it must be returned to Germany by April 15th. Consequently this special Clinic has been arranged. Come along and bring a friend!