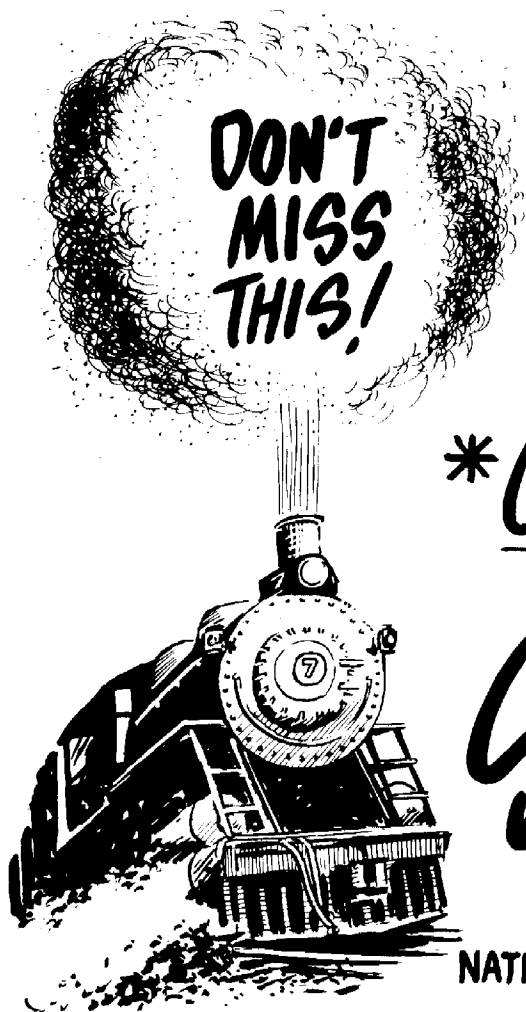




HUGE DISPLAY OF MODEL RAILROADING

** OPEN TO THE PUBLIC*

Spring Meet!

7th DIVISION

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Sunday April 15th
SURREY INN HOTEL - 9850 King George Hwy.
SURREY, B.C. 1979

SEE

- OPERATING LAYOUTS.
- O GAUGE SWITCHING CONTEST.
- DISPLAYS of EQUIPMENT by Dealers & Distributors.
- PRIZE WINNING MODELS by Local Craftsmen.
- CLINICS - Help for you in running and building your Model Railroad.

ADMISSION: TO PUBLIC - 1:00 P.M. to 4:00 P.M.
WHOLE FAMILY. \$3.00 • ADULTS. \$1.50 • CHILDREN. 75¢

SUPERINTENDENT'S REPORT

This issue of the Bulletin Board is being put out for the Spring Meet. Plans are still being put together at this time and it looks like a good Meet is coming up. We still need Displays of all kinds, so, bring along your models and let us all have a look at them.

A request for layout tours has come to me. As most of the people who have the layouts that are usually on the tours are involved in the Meet program, I felt it would be too much to ask them to open their layouts to a tour. However, if you wish to see a particular layout, please contact the person personally with your request. I will leave it up to them.

I will be at my home all day Saturday (the 14th), I hope, and you are always welcome to drop in. I also have room for campers for those who are travelling by this method.

Inflation is starting to show it's ugly face as we progress on the put together of this Meet. Due to this, door prizes and raffle prizes are getting more difficult to acquire, so, a request goes out to you, the members, for anything suitable for our Meet. If you have something you would like to donate for this purpose, please do, it will make the Meet even more fun! Please let Doug Kelleway know as soon as possible.

The ladies have not been forgotten at the Meet. I understand that Mrs. Rhona Kelleway is going to give a Clinic on the decorating of Easter Eggs, Ukranian style. I have seen some of the eggs she has done, and they are beautiful! This Clinic will be held in the afternoon, so, prepare for it, ladies!

If you have any models you would like judged for the NMRA Achievement Program, bring it along. Contact Gordon Varney, let him know, and he will make arrangements for the judging.

Let's see you all at the Meet! The Spring Meet will be our last activity for the members to gather at until next fall. Once again we have been asked to put on a display May 5th at the St. George's School, so I will be looking for exhibits for this.

There are many activities still going on in other areas after our Spring Meet. There's Bill and Betty Wilt's spaghetti feed way down there in Nyssa, Oregon. It is always a fun weekend! Also, the 6th Div is having their Spring Meet in Lethbridge. Again, the weekend after our Meet, P.C.R. (Pacific Coast Region) is having their Convention. Some of us are travelling down to California for this one, if you wish to join us, do come along! P.N.R.'s Convention will be part of the NMRA Railrodeo Convention in Calgary July 17 to 21, so there will be lots of activities to attend and promote the fellowship with others with the same interest as yourself in this great hobby.

Please come out and make the most of your hobby!

SEE YOU ALL AT THE SPRING MEET - APRIL 14th! TSB

"Come, all you rounders, I want you to hear.
The story told of a brave engineer;
Casey Jones was the rounders name.
On a big ten wheeler he rode to fame..."

We have all heard this famous old ballad, but, how many know the story of the events that brought it into the limelight?

John Luther Jones was born in Missouri on March 14, 1864. Thirteen years later his family moved to Cayce, Kentucky where he soon became attracted to the steam engines that loaded and unloaded the big ferry boats. In 1879, at the age of fifteen he began his railroad career as an apprentice telegrapher and soon acquired the name "Casey" after the name of his home town.

Casey's big ambition was to be an engineer. At the age of eighteen he applied for a fireman's job on the Mobile and Ohio Railroad where he started his career. In March 1888 he hired on as fireman on the Illinois Central Railroad and two years later, at the age of twenty-six, passed his examinations for locomotive engineer. In 1893 he was assigned No. 638, a 2-8-0 engine. To distinguish his engine from others, he made a six tone whistle on which he would play a whippoorwill call.

After twelve years with the Illinois Central, Casey was given the highest honor obtainable as an engineer, the opportunity of running the crack passenger train, the New Orleans Special, more popularly known as the "Cannonball". His run was from Memphis to Canton, a distance of one hundred and ninety miles.

On the night of April 29, 1900, Casey and Sim Webb, his fireman brought the Cannonball into Memphis right on time. They put their 4-6-0 No. 382 into the roundhouse, and as they prepared to go home were asked to "double out" as the engineer assigned to take the Cannonball south had booked off sick and no other crew was readily available. They agreed to go if their own engine would be used for the return trip. At 12:50 a.m. the Cannonball left Memphis with Casey at the throttle of 382 pulling six cars and fifty-nine minutes late. It was a miserable night, but Casey was familiar with the road. His orders read Grenada thirty-five minutes late, Durant twenty minutes late and into Canton on time. Casey, Sim and 382 were all in good condition. They made good progress and arrived at Durant on their run late.

Here they received orders to meet No. 2 at Goodman and to "saw" through a mess of freight and passenger trains at Vaughan. After passing No. 2 they headed for Vaughan. "Canton on time" hollered Casey to Sim, "if we don't get stabbed too much at Vaughan!"

At Vaughan there was a 3100 foot passing track on the east side, and a short business track on the west side of the single mainline. Ahead of the Cannonball were a southbound passenger and a forty-four car freight, heading north to Vaughan were three other trains, all running late.

Train #83 south and #72 north were first to arrive at Vaughan. They both pulled into the passing track but had four cars too many to clear the main line. The flagman went north, placed torpedoes on the rail, to flag the southbound passenger trains, as the two freights on the passing track moved south to clear the north switch.

No. 25, the passenger ahead of Casey, moved slowly by the north

ROYAL HUDSON GOOD TIMES '79 EXPRESS - Scheduled itinerary:-

April 3	Creston	April 29	Dawson Creek
4	Nelson	30	Fort St. John
5	Castlegar	May 1	Chetwynd
6	Trail	2	Mackenzie
7	Cranbrook	4	Quesnel
8	Fernie	5	Williams Lake
9	Lethbridge	6	100 Mile House
10, 11	Calgary	7	Squamish
12	Golden	8, 9	Burnaby
13	Revelstoke	Vancouver Island with #1077:-	
14, 15	Kelowna	May 12	Nanaimo
16	Vernon	13	Courtenay
17	Salmon Arm	14	Port Alberni
18, 19	Kamloops	15	Parksville
21, 22	Prince George	16	Ladysmith
23	Smithers	17	Chemainus
24	Terrace	18	Duncan
25	Prince Rupert	19, 20	Victoria
27	Burns Lake	821	"

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7th Div SWAP = SHOPFOR SALE : Myford ML-7 Machinists Lathe.

Has many extras such as 3-jaw and 4-jaw chucks, Face Plate, Jacobs Chuck, milling attachment and Tool Post on Compound Slide. Features power feed, etc., extra set of gears.

Will take CN or CP Brass Steam locos in part trade.
(No Brass Diesels). Phone Dave Simpson at 876-7352

Don't forget, the SWAP = SHOP is open to all P.N.R. members. Ted Edwards will be pleased to hear from anyone with saleable items, swaps, wants, etc., so send him a letter. Write:-

SWAP = SHOP, 7th Div PNR
c/o Ted Edwards
2398 East 53rd Avenue
Vancouver, B.C. V5S 1V8

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Extra No. 7 West March 31, 1979

The participation clinic of February 18th was well attended, and proved to be very well organized, thanks to the efforts of Brian Pate, Frank McKinney, Dave Simpson and Ken Griffiths. This clinic was the construction of a CPR wooden type caboose, using styrene and cast detailing parts. Maybe some of the fellows will be showing the finished models at the Spring Meet on April 15th.

We trust that no one was inconvenienced through the last minute cancellation of the Moe Morrison CPR Steam Films on March 22nd. This was brought about by circumstances beyond our control. We hope that another date can be scheduled for next fall.

Once again the Bulletin Board schedule has been fulfilled, the markers down and put away until the next call. I trust that some of you have received some benefits from this publication. a.j.

"Casey Jones" - Continued from Page 4:-

switch. As the rear of the train cleared, the two freights on the passing track sawed back, clear of the south switch, to let #25 proceed south. When #2 arrived the same procedure was followed in reverse to allow the northbound passenger to fulfill its meet with Casey's train at Goodman.

The two freight crews were now waiting to see the Cannonball through Vaughan when #26, another northbound passenger train, arrived. The two freights once again sawed north to allow #26 to pull into the business track, clear of the mainline. When the south switch was cleared, the two freights started to saw south again when an air hose burst on Train #72, leaving four cars of Train #83 fouling the northbound mainline, with Casey and his Cannonball approaching at full throttle. The flagman frantically waved his lantern with a washout signal as the Cannonball sped by. The torpedoes he had placed on the rail detonated and were heard by fireman Sim Webb, the flagman, and the trainmen in #83's caboose. Sim later testified that Casey applied the brakes as soon as he heard the signal, but as they came around the curve and saw the lights of the caboose a few hundred feet in front of them he yelled to Casey to jump, and leaped to join the birds himself. Casey Jones stayed with his emergency application. He was found in the wreck with one hand on the throttle and the other on the airbrake handle. Casey was the only fatality, none of the passengers were seriously injured. If he had jumped to save his life there would have been fatalities and more serious injuries.

John Luther Jones - 1864 to 1900 - 36 years, was buried in Jackson, Tennessee and became immortalized as the engineer who rode to fame, in the ballad of "Casey Jones".

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RAI LETTES

Eleven members of the RAI LETTES held a meeting at the home of Marion Jones on Tuesday, March 13, 1979 to plan activities for the ladies attending the Spring Meet at the Surrey Inn.

Door prizes will be donated by the ladies who wish to assist in making the Meet more interesting. There will also be a raffle.

A demonstration is also being arranged by Rona Kelleway. She will conduct the clinic and show the Rallettes her method of coloring eggs for lasting decorative uses.

The Rallettes will be hosts in the Hospitality Room, serving refreshments and goodies. Drop in and relax for a few minutes with a cup of coffee made in their new West Bend urn!

Girl friends, wives, mothers and even grandmothers are all welcome to join in with the Rallettes. Try it; you'll like it!

Raillette Committee Chairlady - Bente Beaton
Secretary - Marion Jones
Treasurer - Shirley Heap

A good selection of T-shirts for men, women and children are available, while the stock lasts, at reduced prices.

C N snake

Royal Hudson

Keep on Trackin'

I N M E M O R Y o f C E C E B R A D W I N

For all who have known CECE BRADWIN as a friend, a fellow model railroader, or in any of his many fine qualities, February 16th, 1979 was a sad day indeed..... It was on this day that Cece passed away in the Chilliwack Hospital, where he had been admitted just a few days previously.

Cece was 79 years of age and in his life had made many friends. He was an active modeller and was always willing to help in any way that he could.

Who can forget the many long hours Cece volunteered in operating the N-gauge layout, and previous to that the H.O. layout, for the Oakridge Hobby Shows just a few years ago.

For many years Cece has been a member of the 7th Division Standing Committee, faithfully attending the monthly meetings which necessitated driving 150 miles from his home in Chilliwack to Vancouver and return. He also served his term as Vice-president of the 7th Division from 1971 to 1973.

At his home in Chilliwack he built his "Western Division" of the "Canadian Pacific Railway" in the former garage at the rear of his property where visitors were always welcome.

Besides model railroading, Cece was very much involved in local affairs. He was a member of the B.C. Wild Life Association, the Fish and Game Association and the Chilliwack Lions. He was a life member of all three organizations, as well as Past-President of two of them and Secretary of the third.

CECE BRADWIN will be missed very much by all who have known him, but will be long remembered as a true friend and ardent model railroader.

Hank Menkveld and Billy Graham.

The 7th Division Standing Committee is planning to hold a "CECE BRADWIN MEMORIAL", some Sunday afternoon, as one of our future fall Clinics in the Oakridge Auditorium.

At this Memorial Clinic, we hope to be able to screen some of the movies Cece has made during his lifetime.

Hank Menkveld

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I N M E M O R I U M

CECIL E. (CECE) BRADWIN

TIMETABLE NO. 2 - Effective April 2nd, 1979

- April 15, 1979 7th DIV 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, Mart and Door Prizes. Raffle activities for ladies! PUBLIC OPEN HOUSE from 1 p.m. to 4 p.m.. Admission: \$3. per family, \$1.50 single, 75¢ child. Write: Hank Menkvel, 10689 McSween Road, R.R.#3, Chilliwack, B.C. V2P 6H5.
- April 19 to 22, 1979 P.C.R. 'Vintage '79 Convention' - Santa Rosa, CA. Pacific Coast Region puts on a good show!
- April 21, 1979 Division 2 Spring Meet, Steamer's Restaurant, 82nd & Sandy Blvd., Portland Oregon. Contact Phil Maggs, 3417 NE 79th Ave., Portland, Oregon 97213
- May 5th, 1979 Model Railroad Display at the St. George's School annual Fair. 4175 West 29th Ave., Vancouver BC
- May 19, 1979 Southern Oregon (Division 1) Spring Meet, tentatively set for Medford, Oregon
- May 25 - 27, 1979 6th Division Meet at Lethbridge, Alberta. Write: 'Bridge '79, c/o Harry Lubbers, 1906 - 9A Street, Coaldale, Alberta.
- May 26 - 28, 1979 Wilt's Annual Spaghetti Feed and Bash, Nyssa, OR. Please let your President know that you are planning to attend.
- July 17 to 21, 1979 RAILRODED '79 NMRA Convention, Calgary, Alberta. Write: 1979 NMRA Railrodeo, P.O. Box 6443, Station "G", Calgary, AB. T3A 2G3. Hurry if you wish a chance to win one of the three Van Hobbies! "Selkirk" locomotives being drawn from the registration numbers! The PNR Convention will coincide.
- October 20 to 27, 1979 HOBBY SHOW - Oakridge Auditorium, featuring model railroading. Plan ahead for this event!
- 1980 P.N.R. Regional Convention, Bellingham, Washington. This will be co-hosted by the 4th & 7th Divs.
- 1980 NMRA National Convention - Orlando, Florida

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CHATTANOOGA CHOO CHOO, ALL A-BOARD-R-RD!

CHATTANOOGA, Tennessee, here comes the N. M. R. A.!!!!

The Tennessee Valley Railroad Museum, INC. has just donated land to the N.M.R.A. and our parent body has voted to accept their offer for the construction of their new Home Office Building. Both Denver, Colorado and Omaha, Nebraska were sites being considered, but were sidetracked in favor of Chattanooga. GRAB IRON 4th Div PNR

SNOW TAKES A BEATING!

Men and Machines

Defeat Old Man Winter

(Courtesy of
SP Bulletin,
March, 1956).



It was still dark and snowing at 5 a.m.. The men assigned to the snow fighting work train finished their coffee at the little cafe near the Trainmasters office at Crescent Lake in the Cascade Mountains of Oregon, and trudged through the snow and whiplashing storm to

reboard their train.

Against a background of pines shrouded with snow the short train waited in the dark and drifting world. At its head crouched the spreader - box-like body behind a platform of weird machinery. Next, the throbbing radio-equipped diesel locomotive, and at the tail a bay window caboose. Aton the caboose a radio antenna, resembling a deserted tea table, was another link by radio between the train and the dispatcher almost a hundred miles away at Eugene.

Ready for Action

Crew of the spreader edged past the air compressor into the cabin and went silently to their posts -- Nose Operator "Red" Crawford to the front window to stare ahead; and Wing Operators Jerry Boyd and Ben Bertch to the side windows. Head Brakeman Joe Perry put on the earphones which connected him with the engineer of the diesel just behind. General Track Foreman Harlan Wiley stood to the rear out of the way but ready for action.

From the caboose Conductor Wayne Parks walked up to say it was time to go. Wiley grinned down at him from the spreader's steam heated cabin.

The diesel growled. The air compressor came to life with a clattering roar. The work train moved slowly ahead to its job of clearing track.

Wings Get to Work

At a word from Wiley, the 24-foot wings of the spreader, which had been folded back against the cabin, now began to reach out like giant ground-hugging wings of a prehistoric bird. Drifts of snow which had deepened alongside the tracks were shoved away by the wings, along with snow scooped and thrown off the rails by the spreader's nose plow. The aim is never to allow the snow to lie deep on the rails, and to keep the deeper trackside snow pushed as far away as possible.

The snow in the glare of the spreader's lights looked like tidal waves of soap suds frothing against the heavy blades.

Red Crawford spoke sharply, "Lift, Ben!" Wingman Bertch twirled a wheel and the compressed-air-operated right wing lifted high, skimming a snow-covered signal box, and then eased down again, edging along the rails.

Easily Adjusted

Each wing is divided into two sections, so jointed that the wings may be raised or lowered, extended or withdrawn, much like a mechanical arm hinged at shoulder and elbow.

Continued...../10

SNOW TAKES A BEATING (Continued):

Red has to be familiar with the location of every narrow cut, rock abutment, switch stand, or any other obstruction coming within the 24-foot radius of the spreader. Collision with any solid object could do a great deal of damage.

The spreader approached a bridge. "Talker" Joe Perry spoke through his mouthpiece to Engineer Chuck Spencer, telling him to cut the speed. Both wings were retracted and the work train slowly crossed the bridge. On the other side the wings once more were extended and snow again was pushed unceremoniously away from the tracks.

Battle on Two Fronts

Hour after hour, day and night, this battle with winter is fought on two widely separated mountain ranges crossed by the Southern Pacific Railway tracks -- the Sierra Nevada on the Overland Route, and the Cascades on the Coast Route. It has been fought every year in the memory of present railroaders, and their fathers.

A Stubborn Enemy

It's warfare against a soft, tenacious blanket that sometimes thickens to 10 or 20 feet deep on the level beside the tracks, and in many places drifts to much greater depth -- but not on the rails.

When snow is shallow, pilot plows attached to the nose of locomotives toss it aside. Slicing flangers -- caboose-like cars with flare-shaped metal moldboards and cutting blades reaching down inside the rails -- scoop the snow out where the wheel flanges roll, and send it flying.

Rotaries are Powerful

When the storms get bad the heavy artillery is sent into the fray -- the rotaries. These 110-ton monsters contain their own steam plant to whirl their giant steel blades, and are pushed by a locomotive, as are the spreaders. The 20-bladed fan mounted on the nose of the rotary revolves at velocities up to 240 revolutions a minute. It may be as large as 11 feet in diameter, housed in a metal hood that usually is adjusted down to within about four inches of the rails. It's whirling knives cut up the snow to throw it far to one side of the track through adjustable openings near the top of the hood.

Operate Continually

In heavy storms the flangers, spreaders and rotaries operate continually, always going ahead of trains to clear the track. The powerful spreaders also do the clean-up, smoothing out and pushing away the piles of snow tossed by pilot plows and flangers, and cleaning the snow left in the center of the track by the rotaries.

Snow fighting is still a tough job for men like Red, Jerry, Ben, Joe and Harlan who protect the tracks -- but it also is now a science. Preparations are made far in advance of the snow season. Thanks to our men and machines, snow clearing is no longer the problem it was in pioneer days. It's an important job -- well done. Only occasionally is service temporarily interrupted.