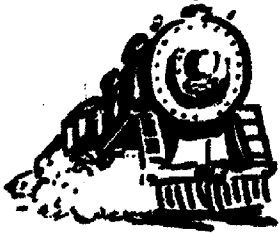


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



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 \$3. 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.. Correspondence pertaining to this publication should be directed to the Editor, as follows:-

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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:-

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

Summer is almost over and activities have already started. The first Annual (We Hope!) "Cornfield Meet" was held in Chilliwack and, although it rained, was a total success. It was nice to see so many come out, even in the rain! There are many more activities planned for the coming months, so, get out and join in the fun of model railroading.

As you may have read in the SWITCHLIST (it seems some of you don't) that members of our division were awarded most of the top honors at the Railrodeo Convention in Calgary, contest wise. Our congratulations go out to:-

Brian Pate	-	-	GOLD Award
			Carsten Award
Jack Porzig	-	-	1st & 2nd - Caboose
			Brass Lantern Award
Mike Chandler	-		3rd Structures
			1st & 3rd B&W Photo

Nice work, gentlemen!

It was great to see so many of you at Calgary. I hope you all enjoyed it as much as I did. The Calgary group put on a great Convention.

Just a reminder that many of your memberships are about to expire in the next few months. Please check your card and get your dues into Jeff Tague. Remember! As of September 1st dues are now \$4.00 US Funds.

October 22nd to 27th, inclusive, we are organizing a Hobby Show in the Oakridge Auditorium. This year it will be an all-around hobbycraft show and we need displays from all types of hobbies. If you know of someone in a hobby other than model railroading, who would like to display their handicrafts, please let me know as soon as possible. And,-- how about the ladies out there?? Some of you are doing beautiful work in your hobby; let's not just make it a show of the men's work!

We also need people to help man the displays during the week, especially during the day when most of the fellows are at work. Anyone available, please step forward and let me know what hours or days you can help.

We apologize for the change in date for the September Oakridge show. At the last minute we had to move it ahead one week due to commitments the Oakridge Management had. As we are given the use of the Auditorium without a fee, we cannot complain if Oakridge comes up with someone wanting to rent it on the day we are to use it. We are fortunate to have these facilities at our disposal, for we sure couldn't afford the rent on a place like this.

Our next Oakridge Clinic will be on November 18th.

Come along and enjoy the activities!

Tom.

NEWS from TOM VARDEY

Tom says "Hi!" to all his friends in P.N.R., and passes on this informative article from The Railway Magazine of 1938, concerning a railway enthusiast by the name of Charles Dickens.

"Our younger members may wonder at the name Dickens, who and what he was, and the following thumb nail sketch should be of assistance: Charles Dickens, author, was born in England in 1812 and died in 1870. Initially, he was a reporter who turned novelist and wrote many books, many becoming world famous: to quote a few; David Copperfield, Oliver Twist, Christmas Carol, Pickwick Papers and Great Expectations should be familiar titles. He was a great satirist and his writings have faithfully chronicled the social and economical conditions of the time in which he lived. He was a great traveller and used the railways extensively; he visited America on at least two occasions. His railway experiences were reflected in many of his books."

We wish to convey our special thanks and acknowledgement to the Editor of "The RAILWAY MAGAZINE" for his kind permission to reproduce this episode.

The RAILWAY ADVENTURES of

CHARLES DICKENS

By John Thomas

IF the Railway Magazine had been in existence eighty years ago one of its most enthusiastic readers would have been Charles Dickens, for the author belonged to that extremely rare sect whose members, in addition to being national celebrities, were lovers of the iron trail. The railway fascinated Dickens. "A great railway with all its incidents," wrote Percy Fitzgerald, "had for him something of the charm of romance, and he invested it with romance. How much it is bound up with his latter writing, just as the coaches were with his earlier! He went deep down to the poetry of the thing."

DICKENS made railway friends whenever he could. His own writings show that he thoroughly enjoyed a conversation with a person who was well versed in railway matters. "I have often asked Americans in London which were the better railroads - theirs or ours?" said Dickens. "They have taken time for reflection, and generally replied, on mature consideration, that they rather thought we excelled; in respect of the punctuality with which we arrived at our stations, and the smoothness of our travelling."

IN his time, the author was one of the most faithful patrons of the railways. During his busy years as a public reader all except a few of his total thousands of miles of travel were done by rail. On the South Eastern route to Folkestone, which by a long way his favourite route, he was familiar figure to every stationmaster, guard and porter.

THE iron road, besides entertaining the author, provided him with ideas and adventures. His journeys involved him in incidents of great variety. Among other things, he had humorous encounters with his fellow passengers, was involved in fire and flood, played a part in a curious mishap on an Irish line, and narrowly escaped death in an English disaster of first magnitude.

DICKENS best known railway piece is "Mugby Junction!" It is a satire on the fare provided by the catering department of a railway company, and this is how it came to be written.

Continued...../6

NEWS from CHILLIWACK

What was carefully announced as "1st Annual (We Hope!) Cornfield Meet" is now history. Judging by the number of people that came, I believe that we now can scratch the "(We Hope!)."

In spite of the rain, the meet turned into a very good and pleasant get-together of 65 fun loving model railroaders.

On Saturday people started to arrive and our backyard became the 7th Division's second campground.

Sunday morning several people went on a mini layout tour and visited George Beil's well known "B - Line" and then over to Bill Brown's layout, both in Rosedale area.

My thanks go to a few model rails who worked very diligently during the weekend in an effort to uncover most of the secrets that were built into the layout that I inherited when Cece Bradwin passed away. Thanks again, fellows, for I now have an operating layout!

Since the weather did not cooperate, we had to use two large tarps to keep the rain off our heads, and, believe it or not, between the 3-Bay garage and the tarps everyone was able to stay dry while eating and playing cards. The fellows playing horse-shoes were not as lucky, however, but they had just as much fun.

The evening was spent watching slides, projected from the garage on to an 8' X 8' outdoor screen made for the occasion. A real treat was a presentation by Carl Sparks who had taped synchronized music to his timed slide show!

On Monday morning the campers who had stayed for the night took a trip into Sardis to visit the Antique Farm Machinery Association's annual threshing bee. Operating under steam was a full scale 'Case' tractor as well as a 1/4 scale model of a similar tractor - LIVE steam in 2 scales!

Guests to this 1st Annual "Cornfield" Meet came from the Lower Mainland, Vancouver Island, Seattle, Kamloops, and, even England, although they did not make the trip just to come and join the cornfeed.

Our thanks for all the help received from the ladies who brought salads, cakes and other goodies, and not to forget to mention our local master cake baker, Al Ford.

All in all we feel that the 1st Annual "Cornfield" Meet was a total success and Henny and I are looking forward to next Labor Day Weekend, hoping to see even more friends from all of P.N.R..

Hank and Henny Menkveld.

News from the "B" Line in Rosedale (Continued):-

the "B" Line kitchen, coffee is available. The "B" Line has also received a shipment of lenses for switch lamps (standard gauge). Anyone needing one or two or three, bring your trading stuff!

The "B" Line will remain a member of the NMRA, but PNR will expire this fall and will not be renewed due to too many commitments, and I am only a retired civil servant, but that does not mean that the "B" Line is not open to one and all.

Geo. Beil.

The RAILWAY ADVENTURES of CHARLES DICKENS (Continued):-

While he was travelling from London to Manchester, the carriage in which Dickens was a passenger caught fire. A stop was made at Rugby, and while the burning vehicle was being detached the author and one of his friends made their way to the station refreshment room. They ordered cups of coffee; and while Dickens's companion was fumbling in his pocket for small change, Dickens himself leaned across the counter to obtain some sugar. Before he could reach the bowl, however, the lady attendant snatched it away with the remark, "You sha'n't have any milk and sugar till you two fellows have paid for your coffee." A small page boy was so amused at hearing the distinguished passengers being "ticked off" that he burst into loud peals of laughter. That employee of the L.N.W.R. was fated to become a leading character in a story that was bought by 250,000 people in its first week of publication.

SOME years later, when Dickens was on a visit to the factory of the Birmingham firm of Elkington, he saw, stacked in a corner, a collection of familiar-looking tea urns, just like the kind he wrote about in "Mugby Junction". On making enquiries he was not surprised to learn that the urns had come from an L.N.W.R. refreshment room. Dickens made a minute inspection of their interiors, after which he declared that the vessels had been "for goodness knows how many years the cause of poisoning the passengers with a beverage produced under the agency of hot water and a mixture of decomposed lead, copper and a few other deadly poisons."

IT is not widely known that the great Dickens once danced a sailor's hornpipe in a compartment of the Flying Scotsman. He gave this performance on an occasion when, having played cards from King's Cross to Newcastle, he became bored, and decided that his companions needed some lively entertainment. The author danced merrily to a tune whistled by the other members of the company - until, a little north of Morpeth, the North Eastern engine in charge of the train broke down. During the half hour that elapsed while another engine was being sought, Dickens and his friends enjoyed a stroll in the woods and fields adjoining the line.

ANOTHER amusing incident took place of the nineteenth century counterpart of the Night Scot. Dickens was travelling south from Edinburgh with his friend Dolby, whom he was entertaining with a rendering of the drinking song from "Der Freischutz." The author, with a glass poised above his head, was singing loudly when a train suddenly whisked past on the opposite line. The inrush of air through the open compartment window lifted Dickens's hat from his head and carried it out of the window at the opposite side of the compartment. The cap was a valuable sealskin one, and its loss greatly perturbed the author. However, Dolby made a note of the exact point on the route where the cap had vanished, and at Preston he notified the stationmaster that a reward would be paid to any member of the railway company's staff who found and restored the article to its owner. A few days later, much to the author's delight, a parcel containing the cap arrived for him by post.

A month after this incident took place Dickens had the experience of being a passenger in a train that was held up in a blizzard. He was travelling to Holyhead en route for Ireland when, near Bangor, the train ran into huge drifts. The engine was soon hopelessly embedded, and a squad of labourers had to be summoned to clear away the snow. This task occupied four hours, during which time Dickens was forced to remain in his freezing compartment.

Part 2 to be Continued...../October

NEWS from the "B" Line, Rosedale, B.C. - George Beil reports:-

Travelling by rail through Western Europe is a trip I will never forget nor regret. Monica and I bought our tickets here for 320 Dollars a piece, good for 30 days First Class, which also included ferries and other boat trips.

Since I still have relations in the Land of Sauerkraut and Knackwurst, we made our headquarters at Oberhausen on the Ruhr. (By the way, the plant where Hitler made his synthetic gasoline from coal is in that city and still standing.)

We started our trip in Cologne, through Belgium to Paris, Paris to Toulouse (what a dirty place!) over Lourdes to Irun on the Spanish border. Modellers, here is your first challenge! The train stops for 20 minutes, no one leaves the train, and when we proceed we are on the 5 foot gauge from Irun, overnite to Madrid, arriving at the new, not quite finished station. On the way we seen 2 cold steam locos in some unknown town. From Madrid to Cordoba with its colorful arabic buildings, next to Malaga, the most southerly port of Spain, then back up to Granada through solid rock and canyons with tunnels by the foot; the Fraser Canyon is puny in comparison! In Granada the Jewel of Spain, the Alhambra, a Moorish castle of marble and alabaster. Attended a bullfight and experienced real Spanish hospitality during the intermission.....Wine, wine, cheeses and meats and more wine.....oleeee! From here to Barcelona and the well known Montserrat.

All these train trips were fast and practically noiseless over the all-welded rails, the only clicks when the train passes over a switch, clean and efficient. From Barcelona to Bern, Switzerland; up the Rhone Valley in France on the Talgo, Spain's #1 train, man-o-man, it practically floats!

As it was cold in Bern, in fact snowing a little higher up, we left in a hurry for sunny Italy; first to Milano and then all the way down to Napoly (Pompei included!); a real slow train to Rome, through the countryside to Florence and Venice. The canals stink!

I took many pictures, but, it is getting harder by the day with so many tourists around. Why don't they stay home? One morning I had to get up at 4 o'clock to get a few shots. In Florence I saw seven, yes SEVEN steam locies in the station, one was steamed up; In Granada I got some pictures of two locies standing by a half demolished roundhouse, they must have been used for helper service and finally forgotten. From Venice over to Undine; last years earthquake still very much in evidence, and on to Vienna, on the Blue Danube (brown and dirty!). An all day trip took us to Linz, but we could not go on to Passau because the water was too high and some of the bridges too low. Again by train to Munich, then along the the Rhine to Oberhausen on to Denmark and Sweden and back to Germany. A one day trip to the superb Railway Museum at Utrecht, Holland, next day to Amsterdam and then Haag, where the tickets expired.

The estimated cost for the two of us for tickets would be about 3,000 Dollars. I also saw a fine railmuseum in Bochum, Germany. Almost all stations in Germany and Denmark have coin-operated HO layouts, which are very much in use. Also O gauge models and larger are to be found in many of the stations.

The speed of the European trains is fantastic. The rails are fastened with four lag screws to each tie, no spikes. The wooden ties are all banded at the ends - no splitting or checking. Pictures can be seen at

Continued...../5

EXTRA WEST No. 7, September 20, 1979

Well, folks, once again we are back for another session, after the long hot summer recess. Let's get the 'white' flags ready, and shine up the classification lights for another run of old No.7!

Our Spring Meet at the Surrey Inn proved to be a financial success. The accommodations were ample and satisfactory, but, the Banquet was questionable. However, my wife, Marion, and I managed to walk away with two of the Door Prizes - a Van Hobbies C.N. 4-6-0 and a large framed picture showing a C.N.R. Diesel hauled freight crossing a bridge along the Fraser Canyon. Thank you all very much!!

The 7th Div had a good representation at the 1979 Railrodeo in Calgary; we even took most of the top prizes in the contests. The 6th Div really put on a fun show for the N.M.R.A.! The only low points on the agenda were the inadequately catered Banquet dinner, minus the expected square dancing entertainment. The optional bus trips were well organized, as were the layout tours and the shuttles to Heritage Park and the Club layout. Even the commercial displays were superbly set up with a good sampling from the popular suppliers of model railroad equipment, parts, and other related rail fan products.

Before leaving for Calgary I received a letter from Tom Vardey. Tom says "HELLO" to all his friends in model railroading! In his letter he enclosed an interesting item entitled "Railway Adventures of Charles Dickens", by John Thomas, and taken from the October, 1938 issue of RAILWAY MAGAZINE. This I am reproducing, by kind permission of the editor of RAILWAY MAGAZINE, and Part 1 is on Pages 4 & 6 of this issue of your Bulletin Board. "Charles Dickens" may sound a little stuffy to some of us, but after reading this whole article, you will find it most interesting! Thanks a lot, Tom, for taking the time to secure permission to pass this on to the 7th Div members.

After the Calgary Railrodeo, Marion and I drove the Banff - Jasper Highway, via the Columbia Icefields to Miette Hot Springs and on down the Yellowhead route to Clearwater. From there we exited the highway at Lois Creek and went looking for Tom Vardey. Luckily, the logging trucks were not operating this day (due to forest fires), so we had the road to ourselves. We soon came upon a rural mail box with the Vardey's name on it and were welcomed by Tom, his wife and daughter. We were introduced to the dogs, cats, birds, goats, the cow and Tom's 2 gauge layout which is under construction. Tom looked very fit and healthy, and needless to say, was busily attending his chores with the livestock, and his wife working on her handicrafts. However, we enjoyed a cup of tea together, and after our short visit, headed down toward Adams Lake, to Chase and over to the Okanagan. Good to see you, Tom!

From Summerland we travelled the back road to Princeton via Faulder, Kirton, Osprey Lake, Chain Lake, Jellicoe and down the Jura Hill. The road was quite dusty and in fairly good condition, but the route was not very scenic, being in the bush most of the way, and there was no railway activity enroute.

About 40 persons were treated to a delightful afternoon of 16mm films taken during the 1948 Fraser River flood and another showing scenes throughout B.C. and Alberta. taken by the late Cece Bradwin. This was our tribute to a recently departed modeller. What better way could a "Cece Bradwin Memorial" be portrayed! HIGH BALL!! a.j.

7th Div SWAP = SHOP

1. An interesting letter from a new PNR-NMRA member, Frank Gouge, of Kamloops. He is a retired C.N.R. man, having worked in Northern Ontario, Prince Rupert and Kamloops. Until recently he has been purchasing his equipment in a haphazard manner, but has now decided to model the 1940-50 era, and consequently has surplus items he would like to swap:-

- 3 Bachman CN diesels (GP40 Type) 2 powered and 1 dummy
- 1 BN 6 wheel GP40 Type, powered
- 1 extended cupola caboose, CNR
- 1 extended cupola caboose, BNR

If possible, he would like to exchange the Bachmans for GP9's, the BN diesel for a trainmaster, and the cabooses for 1940 types with the cupola on the end. All equipment is in excellent condition, the cabooses have not been used; color or road names do not matter as he will be using his own color scheme. His mailing address is:-

Frank A, Gouge
1043 Newton Street
Kamloops, B.C. V2B 5J6

2. Norman Swallow from Aldergrove informs us that his SWAP = SHOP ad resulted in the sale of his CN Northern and Alco Pennsy flat car. He now wishes to sell the following:-

Set #1 and Set #2 Van Hobbies - CPR steel lightweight passenger cars (Grove Class) - factory painted (mint - original boxes)
Sale Price \$450.00

For more information, please write:-

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

3. Jim Perinice from North Delta requests the following ad be placed:-

FOR SALE

Marklin HO collection with transformer, track, switches and signals, Lionel, Marx, Flyer O, parts.

WANTED

Lionel, Marx, Flyer O, O gauge, standard, S and HO gauge.

For list of sale items send L.S.A.E. to Jim, or write him if you can fill any of his wanted articles, as follows:-

Jim Perinice
7492 113th Street
Delta, B.C. V4C 5B5

REMEMBER! This SWAP = SHOP column is open to all PNR members. Ted Edwards is awaiting your letters telling him what you have to sell, swap, or what your wants are. Please write him! His address:-

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

TIMETABLE No. 7 Effective October 1st, 1979

- October 6 - 7 3rd Div Fall Meet at the Eastern Idaho Vocational
Technical School in Idaho Falls, Idaho
For information:-
Dick Loop (208) 523-1489
550 Amy Lane
Idaho Falls, Idaho 83401
- October 13 1st Div Mini-Meet in Corvallis, Oregon
Theme: "Operation" For further info, contact the
Jones's (Elaine or Al) at 750 North 8th Street,
Springfield, OR. 97913
- October 14 Salem Swap Meet 10:00 AM to 4:00 PM
Contact:- Ray Cline, PO Box 334, Salem, OR. 97308
- October 20 Salem Slide-A-Thon 10:00 AM to LATE
Info: SSAE to Ed Austin, 587 22nd Street NE
Salem, OR. 97301
- OCTOBER 22 - 27 MODEL RAILROAD & HOBBY SHOW - Oakridge Auditorium
41st & Cambie Street, Vancouver, B.C. by 7th Div
Displays of Models and Crafts - week long event.
Admission by Donation to Red Feather Campaign.
- October 27 - 28 "Narrow Gauge Meet" 4th Div at Redmond, Washington
Contact: Ken Schmelzer, 23245 SE 57th Street,
Issaquah, WA. 98027 or 'phone (206) 392-5157
- November 18 OAKRIDGE AUDITORIUM - 7th Div Clinic
Details next issue.
- November 24 - 25 Pacific Science Center, Seattle Washington 4th Div
6th Annual Model Railroad Show. For info:
Lou Toppino, 1111 Shorebrook Dr. SW, Seattle, WA
98166
- May 1 - 4 1980 Pacific Coast Region Convention
Disneyland Hotel, Anaheim, CA
Rails & Railettes \$25. before March 15; \$27.50 after.
Perris Trolley Museum Trip \$8.50
Convention Car (Harriman Observation) \$5.00
Info: G.M. stoh, 2300 Lark Ellen Dr.,
Fullerton, CA. 92635
- July 24 - 27 PNR Timber Baron Convention 1980
Thunderbird Motel, Kelso, Washington
Contact Jim Whaley, 3106 SW Beaverton Hwy.,
Portland, Oregon 97201
- August 9 - 16 NMRA National Convention - Orlando, Florida 1980
Contact: Sy Aufseher, PO Box 695, Orlando, FL 32802
- 1981 NMRA National Convention - San Mateo, California
- 1982 NMRA National Convention - Washington, D.C.
- 1983 NMRA National Convention - WINNIPEG, Manitoba

Please give your support to these activities, and especially to P.N.R..
Keep your dues "Paid Up"! Dues are now \$4. per year or \$70. for life (US)