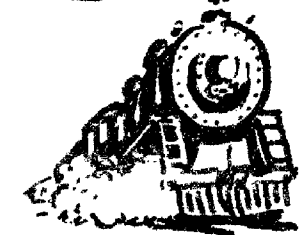


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

STYRENE
CLINIC
SUNDAY FEBRUARY 17TH.

PUMP UP STEAM
AND DRAGON OVER
TO THE OAKRIDGE
AUDITORIUM -

1:00 P.M. !!!



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 \$3.00 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, whose address appears below.

All other correspondence relating to the 7th Division PNR, NMRA should be directed to the Superintendent, as appears below.

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SUPERINTENDENT'S REPORT

It was nice to see so many of you at the Swap Meet. There was a lot of equipment that changed hands during the Meet. Maybe they should be planned more often.

The business meeting turned out as expected. Apparently you are all happy with the way the committee runs the Division, or so it seems. There were not complaints, and only a very few suggestions on activities that could be planned.

Spring Meet time is coming up fast! Please endeavour to get your Registration in as early as possible. The interior group is putting together another good meet, so plan to be there. Bring along some of your modelling work, clinics, films, slides, etc. and share them with the rest of the members. It is a lot of fun doing this, and you will meet and make new friends this way.

Check the timetable as some activity dates have had to be changed. We had planned a trip to Elmer Blackstaff's in March. However, this has now been changed to June 22nd, as the Duncan Forest Museum will be open, and we can possibly arrange for a basket picnic lunch. We hope to have a bus for those who do not wish to take their cars on the ferry. The bus will meet the ferry at the Swartz Bay Terminal, take you to Elmer's and the Museum and return you to the terminal in the evening. There will be more on this as we get closer to the date, so plan on it. Let Bob Millar or Phil Crawley know, if you are interested in taking this bus.

REMEMBER! This is election year! We need someone to run for the Superintendent's position! I would like this information before the February 17th PNR Board Meeting, if possible. I know there are many of you that would be very capable of doing this job. I'm not going to tell you that its an easy job, but I have enjoyed doing it for the past four years, and I am positive that many of you could do better. Please! someone give it a try; its really not as bad as it sounds, besides, you have a great committee working along with you. Contact Ken Griffiths if you have someone in mind, or if you wish to offer your services.

February 17th at Oakridge there will be a styrene clinic. There are only a few kits available for assembly, so if you have one that you didn't finish last time, bring it along and do some more work on it. Cyril Meadows will be demonstrating many of the ideas he uses in the construction of styrene models. If you do not have any project, he will show you what can be done with styrene.

Unfortunately I will not be able to attend this Clinic, so, enjoy your day and I hope to see you at the March 9th Oakridge Clinic.

T.S.B., Supt..

+++++

VANCOUVER HO MODEL RAILWAY CLUB - 1980 Executive

President	Greg Madsen	6648 Gladstone St. Vancr.	325 7013
Vice-President	John Green	7635 Elliott St. Vancr.	325 6204
Secretary	Bernie Vidler	1529 W. 61st Ave. Vancr.	261 4678
Treasurer	Gordon Richardson	1576 Rosser Ave. Burnaby	298 8230
Member at Large	Rod Pollok	279 E. 38th Ave. Vancr.	324 3995

(Submitted by Bernie Vidler, Secretary, Vancr. HO Model Rly Club)

NEWSLETTER from the DEWDNEY - Alouette RAILWAY SOCIETY

The Dewdney-Alouette Railway Society was formed on June 4, 1979 at a special meeting of the Maple Ridge Model Railroad Club. The members wanted to build a club owned layout and needed a legal identity to obtain space (we have not done so). An executive was elected with Jim Rankin as General Manager, Dick Sutcliffe - Assistant Superintendent, Euan Callander - Comptroller, and Ian Sloan - Secretary. (Euan has since moved to Ontario and Jay MacKinnon has been appointed Comptroller).

The executive held several meetings to draw up a Constitution and set of by-laws, using N.M.R.A.'s as a guide. In late June a second special meeting was held and the proposed constitution and by-laws were adopted in principle.

We then made application to the Registrar of Societies, under the B.C. Societies Act. With the application we sent a proposed constitution and by-laws copy, enclosing a cheque for \$55.00. The Registrar had us move most of the constitution into the by-laws, retaining the societies objectives as the constitution. The first draft was received by the Registrar September 15th. Two revisions were required before our society was registered on October 23rd.

Meanwhile we had set out to find a way of raising funds to establish our society on a good financial footing. September 10th we decided to erect a give-away H.O. layout, to be raffled, with the drawing to be held on December 24th. Dave Warwick was elected project superintendent. We received our first lumber supplies on September 24th. Final drawings were completed October 8th. We used a modified Gorre and Daphetid plan from 101 Track Plans. To improve operation we set the minimum radius at 18 inches with easements, and the minimum turnout a No. 6. The track base is a cookie cutter type on 16 inch centers aggregate open grid bench top. All joints were glued and screwed due to the need for portability. The table is mounted on a base with casters, the layout can be rotated into a vertical position and rolled against a wall for storage. The layout size is 4' X 8'. The turnouts are Atlas, all track is flex track mounted on the 1/2 inch cork base. All visible track is ballasted and the rails are rust painted. 10 turnouts have been used with only two powered, the track is divided into 14 electrical blocks. Control is with an M.R.C. cab 55 throttle, on a remote cable, connected to a drawer type control panel, with single pole - double throw toggle switches for each block. A second throttle may be added.

Accessories include a stock pen, lumber mill and pond, mine on the branch line, freight house, water tower, engine house, turntable and station. The rolling stock consists of an A.H.M. Pacific, an Athearn F7 diesel, 3 Athearn streamline passenger cars, 15 freight cars, and a caboose. The locomotive, passenger cars, some freight cars and the caboose are decalled "Columbia Pacific" or "C.P.". All equipment is fitted with Kadee couplers. Scenery is hard shell with some plaster rock castings and then zip textured. Trees are spirea sprayed forest green, bushes - lichen. The bridges and trestle were scratch built. The scenery attracted a lot of attention and received favourable comments when the layout was on display.

The layout was sufficiently completed for our first display held at the Maple Ridge Square Mall on the November 30 - December 1 weekend. On the successive weekends, until December 22nd, the layout was displayed

Continued..../8

TIME-CURRENT CHARGING

of Nickel-cadmium Batteries

This article is taken from the February, 1979 issue of Ham Radio, and was forwarded to me from Carl Sparks. I passed the article on to Greg Madsen, requesting him to edit same for publication in the Bulletin Board. It is to be hoped that some of our members may be able to get some results from its application. Thank you, Carl and Greg! (Ed.):-

Want to charge sealed, nickel-cadmium batteries quickly and safely? The dump, time-current charging method is not new, but it seems little known by many people using nickel-cadmium batteries in electronic equipment.

Sealed nickel-cadmium cells may be charged and discharged at very high rates (high currents), if certain rules are observed. When discharging, overheating of the cells should be avoided. Not letting them get too hot to handle is a safe rule. (Note: Cells used in portable soldering irons are effectively short circuited by the low-resistance soldering element; for short periods, they may supply hundreds of amperes without damage.)

In the case of charging, the same rule applies - with one major limitation. This limitation is that high currents must be avoided when the cell is near or above full charge. When above full charge, the cell will produce gas if it charged at a rate above 10 per cent of its (one hour) ampere-hour (A-H) rating. In most cases, this is the recommended slow-charge rate and is the rate that can be used for prolonged periods of overcharging without apparent damage.

If you are going to trickle charge batteries during idle periods, a rate of 1 per cent of ampere-hour rate would probably be more reasonable.

Time-current charging

The basics of this system are to first completely discharge the cell and then to recharge it to less than 100 per cent full charge with a known high current for a specific length of time. It may be used at this point, or, if full capacity is required, charging may continue at the normal 10 per cent rate.

To avoid reverse charging, it is very important that fast discharging be done individually on each cell. If you are working with a battery of cells, a jig must be made to separately discharge the cells. Even at normal discharge rates, care must be taken not to discharge cells connected in series. In some cases, the discharged cells are reverse-charged and frequently become reverse-polarized. When this occurs, the cell will not recharge in the normal manner; it will retain its reverse polarity. Sometimes the cell can be brought back to normal polarity by giving it a massive charge in the proper direction. Typically, half-ampere cells are charged at rates of several amperes for a few minutes. This "cure" works in many cases, but the reliability of the cell is questionable from that point on.

Dumping

Discharging (or dumping) can be safely accomplished at four times the rated one hour A-H current. Typically, a four A-H cell can be safely discharged at 16 amperes. In this case, a full charge will take about fifteen minutes to dissipate. If the cell is less than fully charged,

Continued...../6

Time-Current Charging of Nickel Cadmium Batteries (Continued):

correspondingly less time will be required. Satisfactory values of resistance for several popular nickel-cadmium cell sizes are given in table 1. If the batteries are not soldered into the circuit, a simple battery holder, with dumping resistors soldered across the terminal can be used. A voltmeter can be used to measure the cell voltages. Discharge each cell to about 0.5 volt; at 0.5 volt, the cell has less than 5 per cent of its full charge.

Table 1. Resistance values needed for a cell discharging system.

cell size	A-H rating	discharge current amperes	resistance	minimum wattage
D	3.5 A-H	12.0	0.10hm	25.0 watts
C	1.5	6.0	0.2	10.0
AA	0.5	2.4	0.5	5.0
-	0.25	1.0	1.2	1.0

Charging

Charging is most effectively done with the cells connected in series. This allows a single charger to put the same charge current through all of the cells simultaneously. Charging can be done at currents as high as 50 times the one-hour ampere-hour rating of the cell; a 150-mA cell can be charged at 7.5 amperes. The charging time is calculated as follows:

$$\begin{aligned}
 \text{time} &= \frac{\text{A-H rating}}{\text{charging current}} \\
 &= \frac{0.150 \text{ A-H}}{7.5 \text{ A}} \\
 &= 1.2 \text{ minutes}
 \end{aligned}$$

This short a time, however, is an extreme that should be avoided because of the timing accuracy required. Missing by a few seconds could lead to an accident. A misrating on the cell could be equally dangerous. If you choose a rate of five times the A-H rating, the time would be twelve minutes and the time tolerances become reasonable. Plus or minus one minute will result in about 10 per cent of full charge.

At any rate of charge, the 100 per cent charge time may be calculated using the previous formula. Although the prime advantage of the dump, time current charge method is speed, somewhat slower discharge and charge rates will tend to be safer than high rates, which may ruin a battery if care is not used. I strongly recommend that a timer be used to turn off the charger, rather than trusting the clock-watching method.

Acknowledgement

The assistance of Mr. E.L. Williams in the preparation of this article is gratefully acknowledged

bibliography

1. Ralzone, R.L., Publication GET-3248, plus supplement, NICKEL-CADMIUM BATTERY APPLICATION HANDBOOK, General Electric Co., Gainesville, Florida.

After reviewing this article, Greg Madsen has included the following comments:-

Continued...../8

SET OUTS & PICK UPS CP Rail has applied to abandon the 6.3 mile Nicola Spur, Princeton Subdivision from the outskirts of Merritt to the village of Nicola. A hearing was held in Kamloops on November 8, 1979. The line to Nicola was completed in 1906, but was built to such crude standards that regular freight and passenger traffic was not permitted until March 28, 1907. At that time Nicola, and not upstart Merritt, was considered the logical temporary terminus of the line from Spences Bridge, since Nicola was already the administration center for the area and possessed a Government office, courthouse, church and various stores. The C.P.R. felt it would become a divisional point on their projected southern route across B.C. (later the Kettle Valley Railway) and so built at Nicola a depot, freight shed, wye, water tower, two stall engine house and cattle loading facilities. Only the last mentioned item survives in 1979.....The C.P.R. discontinued passenger trains and withdrew all staff and closed the depot in 1924. The last major shipment of cattle on the spur from Nicola to the coast took place in 1961, and since that date no regular traffic has worked the line, and it was downgraded to the status of a spur. AMTRAK Since changing the daily departure of the "PacInt" from Vancouver to 11:30 there has been a noticeable drop off in traffic. The train has therefore been re-scheduled from February 1: departure will then be at 07:00, to make a connection with the "Coast Starlight" at Seattle. B.C. HYDRO May 11, 1980 is tentative date of West Coast Railway Association's excursion from New Westminster to Abbotsford and return, using Museum Train 2-8-0 #3716 assisted by Hydro diesel power on the steep Fraser Valley line's grades. U.S.S.R. For the 3,000 km long Baikal-Amur Railway now being constructed, the Voroshilovgrad Loco Works has designed a new 4-unit loco, totalling 12,000 hp. Extreme weather conditions demand great insulation, special heating and much automation to monitor engine performance and correct faults. ROYAL HUDSON Ex CP #2860 is undergoing her annual refit in Drake Street roundhouse, in preparation for a trip south to San Diego, California, over BN and SP metals this spring. 1979 was a record year for the Squamish excursion train, which carried an average of 672 persons per trip, up from 635 in 1978. THE NEW LADYSMITH LUMBER CO. operation of Elmer Blackstaff and his two sons on Vancouver Island, using wood plank rails, stub switches and a Class A vertical boilered Climax was reported on in two issues of the NMRA Bulletin: April and October, 1979. (All the above gleanings were taken from "The Sandhouse", official publication of the Pacific Coast Division of the Canadian Railroad Historical Association. Many thanks, fellows for a very informative newsletter! Ed.). The NMRA Bulletin reads, in part, "Elmer Blackstaff operates a Standard Gauge (4'8") wood plank railway with a 4-wheel Class A, vertical boiler Climax over some 1800 feet of trackage. His railway features 10 percent grades, trestles and a switch back from a meeting point with the E.&N. Railway to a small saw mill he is in process of building..... The saw mill is entirely steam operated from resaw, with a steam operated saw carriage, to a steam operated cut-off saw. The edgings and cut-offs from the timbers produced are the fuel for the Climax as well as the saw mill itself. In the process of cutting timbers for a more permanent saw-mill building his current mill produces the ties and planks for rail, necessary for the operation of his railway. (The October Bulletin airs an appreciative reply in the "Blowing off Steam" section. While on this subject, please be reminded that this is to be the feature attraction of our June 22nd combined picnic and trip to Vancouver Island. Please submit your names to reserve a seat on the chartered bus we are planning.) Ed.

Dewdney - Alouette Railway Society (Continued):-

at the Westwood Mall in Port Coquitlam. The final display was on December 24th at Fuller - Watson's store in Haney. The winning ticket was drawn by local Alderman Bill Archibald, with the layout being claimed by 12 year old Jamie Wellwood of Maple Ridge.

The building of this project turned out to be a good test of various modelling techniques, with all members learning a great deal. The monetary returns were suffice to make the project worth while from a money raising stand point as well. Since some of our members are modeling in N gauge we may construct next year's layout in that gauge. We intend to start construction earlier this year as the time was a bit short with some members having to put in too much time to have it completed for the first display date.

The Dewdney - Alouette Railway Society presently has 13 Journeymen (full members over 18), 5 apprentice Journeymen (probationary members over 18), 3 Wipers (full members under 18), 4 apprentice Wipers (probationary members under 18), 1 Boomer (part time member without voting privileges). We meet Monday nights, 7 P.M. to ?? at the home of Jim Rankin, except when we have a special project under way. Jim may be contacted at 463 3682, Ian at 467 2278, Jay at 467 2761 and myself at 467 4301. New members are welcome!

Happy Railroading!

January 17, 1980.

Dick Sutcliffe

(Thank you, Dick, for your very interesting and informative letter. Maybe some of the other clubs in the 7th Div could follow up with the kind of news we are always glad to let everyone enjoy! Editor a.j.).

+++++

Time Current Charging - Ni-Cad Batteries (Continued):

The above mentioned article gives discharging and recharging currents of four times the rated one hour ampere-hour current. This can lead to shorter cell life and may even cause a cell to explode if overcharged at this rate. A safer practice is to not exceed the rated one hour A-H current. For example, a 500 mAH "AA" cell should be discharged and recharged at 500 mA. It is difficult to tell when a Ni-Cad battery is fully charged, and damage can result from overcharging. By always starting with a fully discharged cell, it is simple to recharge it without fear of overcharging. Any possibility of cell "memory" is also eliminated with this method. Most cells list a charging current and time. If this is followed, after the cell has been discharged, few problems should occur.

Greg Madsen

24 Jan 80

(Thanks also to Greg Madsen, and especially Carl Sparks for this item and the comments included. I trust this will be informative to some of our members. Ed.)

+++++

#7-3240 Mrs. Winnie HEARN, Victoria, B.C. - Honorary Member since 11/77

A sad note from Mrs. Verna Giles, informing us of the passing of her mother. Verna writes that her mother enjoyed receiving the Bulletin Board and expresses her thanks for the same.

George and Winnie Hearn of Victoria were very popular members of the 7th Div. George made his last run in 1977, now Winnie follows. Amen.

7th Div SWAP = SHOP

1. Mr. Arnold McCombs lists the following items for sale:-

HOn3 PFM Sumpter Valley, mint, latest run	\$500.
HOn3 PFM D&RGW K-27 mint - latest	390.
HO PFM Climax "B" painted, extra detail	290.
HO PFM 65 ton Heisler, painted	350.
HO NWSL "A" Climax 15 ton T Boiler, Mint	135.
HO PFM 25 ton Hillcrest Shay - painted	370.
HO PFM G.N. G3 4-8-0, mint	240.
Tenshodo Big Boy	690.

Others and Kits - List available.

Contact Arnold by writing P.O. Box 188, Harrison Hot Springs, B.C.,
Postal Code VOM 1K0, or phone 792 4841.

2. A Mr. R.N. Green, 8606 Fraser Street, Vancouver, B.C. V5X 3Y3
has the following items for sale:-

CNR 2-6-0 Mogul E10, unpainted (VH)	\$170.
CNR 4-6-0 VH H66, custom painted	300.
GPR 4-6-2 Pacific # 1200, unpainted (VH)	300.
SP 0-6-0 S8 - Sunset Models, unpainted	200.

These locos are all boxed, brand new, and haven't been run, as I do not have a layout. The above is my business address. Call 324 7988 and leave your number. I am frequently away, but will reply at my earliest convenience. Will bring any model to your door for your examination.

3. For sale or Trade; Marklin HO collection, with transformers, tracks, switches and signals; Lionel parts and for sale list; Marx collection list; other HO for sale and parts list, engines, rolling stock, switches, track, transformers, accessories, etc..

Wanted; Lionel, Marx, Flyer in O gauge, Standard, S gauge and HO gauge. #60 trolleys, #128 and #282 Gantry cranes for parts. For lists send large .50¢ 7X10 SAE to J. (Jim) Perinice,

7492 113th Street,

Phone (604) 596 2834

Delta, B.C. V4C 5B5

The SWAP - SHOP section is open to all members. Please contact Ted Edwards to have your sell, swap or want ad placed in the Bulletin Board.

Ted Edwards, SWAP = SHOP, 7th Div PNR

2398 East 53rd Avenue, Vancouver, B.C. V5S 1V8

Ted also encloses a clipping from the December 17, 1979 issue of the Financial Times:-

Diesel Locomotives: General Motors of Canada Ltd., of Oshawa, Ont., received a \$75 million order from CP Rail for 75 diesel locomotives. the 3,000 horsepower locomotives will be built by GM's diesel division in London, Ont..

(Thanks, Ted. a.j.)

APPLICATION FOR MEMBERSHIP IN THE

PACIFIC NORTHWEST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

NAME _____ NMRA NUMBER _____ EXPIRES _____

ADDRESS _____ ZIP _____

Send \$4. US Funds to Jeff Tague, 303 Anchor Loop, Sela, WA. 98942 USA

TIMETABLE NO. 7 Effective February 1st, 1980

Note	March	22	British Columbia Railway fan trip to Lillooet and return,
New	Date	& 23	One day round trip sponsored by West Coast Rly. Assoc..
"	"	17	STYRENE CLINIC, 1 p.m. Oakridge Auditorium. A few kits available, Demonstrations by Cyril Meadows. Bring your unfinished car or caboose and participate, also tools and lamp. P.S. The Superintendent will be away! Let's have a good turnout while the boss is away!
"	"	17	P.N.R. Board Meeting - Kennewick, Washington
March	"	9	NOTE CHANGE OF DATE! Oakridge Special Film Clinic.
"	"	15	4th Div Awards Banquet, Seattle Boeing Field Holiday Inn. \$10.00 per plate. No host cocktail hour starting 6:30.
"	"	29	Third Div Spring Meet, Twin Falls, Idaho. This is a tentative date, please make further enquiries.
?	?	?	Royal Hudson 2860 to San Diego over BN & SP .
April	"	5	7th Div SPRING MEET - Vernon Lodge Motel, Vernon, B.C. Registration \$12. per person, including Banquet. This is Saturday of Easter weekend. Bert Battey and the Okanagan - Kamloops fellows are preparing a good one! Get your registrations in as soon as possible!
May	"	1 to 4	Pacific Coast Region Convention - DISNEYLAND Hotel, Anaheim, California. Registration \$25. before March 15, \$27.50 after. Convention Car \$5. - Extra Fare to the Perris Trolley Museum \$8.50. Registration and info:- G.M. Stoh, 2300 Lark Ellen Drive, Fullerton, CA. 92635 USA
CANCELLED			#3617 Excursion New Westminster to Abbotsford & return over BC Hydro's Fraser Valley line, with a diesel assist for the steep grades. Sponsored by West Coast Railway Association. (Ex CPR 2-8-0 Consolidation).
"	"	25	Oakridge Clinic
"	"	30	Great Plains Express 6th Div Spring Meet - Regina, Sask..
"	"	31	Sheraton Centre
June	"	1	Pre-registration \$18.00
"	"	22	Trip to Vancouver Island to visit Elmer Blackstaff's logging railroad and the Duncan Forest Museum. A bring your own basket picnic will be arranged. If enough response a bus will meet the ferry at Swartz Bay for the return journey. Give your name to Bob Millar or Phil Crawley. Further details coming up.
July	"	24 to 27	Timber Baron Convention - 1980 PNR Regional at the Thunderbird Motel, Kelso, Washington. Information:- Jim Whaley, 3106 SW Beaverton Highway, Portland, Oregon 97201 USA
August	"	9 to 16	NMRA National Convention - Orlando, Florida See the BULLETIN for further information.
1981	"		NMRA National Convention - San Mateo, California
1983	"		NMRA National Convention - Winnipeg, Man..

REGISTRATION FORM

SPRING MEET

7th DIV. P.N.R., NMRA

VERNON, B.C.

April 5, 1980 - Saturday - - VERNON LODGE MOTEL - - Highway 97 N.

Name _____

Address _____ Phone No. _____

Postal Code _____

Registration Fee includes attendance at all functions and Banquet

Full registration is \$12.00

Additional Names _____

Total Enclosed - - - - - \$ _____

NOTE:.....Registrations received up to and including March 24th, 1980 are \$12.00. Thereafter the fee will be \$14.00. Pre-registration is important as the Hotel requires maximum advance notice.

Make all cheques payable to:

"7th Division P.N.R."

Direct all correspondence to:

Jack D. Smith, Registration Chairman
4103 27th Street, Vernon, B.C. V1T 4X9

Phone: (604) 542 4534

MOTEL/Hotel RESERVATIONS ARE YOUR RESPONSIBILITY. RESERVE EARLY

~~Model Contest.....Best of Show.....Achievement Awards~~

This is an open contest on NMRA rules. Models and Displays are also required, mainly for Display purposes only.

YES! I will bring a model _____ Categories _____

I will need a space _____ X _____ Special power _____

Name _____ Address _____ Phone _____

We are providing security guards in the show room, any extra protection (insurance, etc.), is the responsibility of the entrant.