

th DIVISION BULLETIN BOARD

Volume 80, No. 7 September 1980



**PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION**

1 PM, Sunday
September 28, 1980

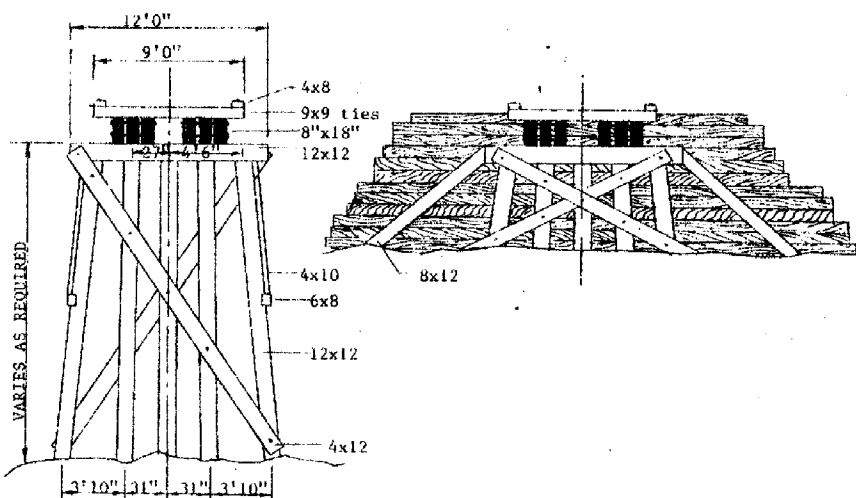
PARTICIPATION CLINIC

**Constructing
A
small, wooden
TRESTLE**

Oakridge Auditorium

Kits \$1.00

(Bring your own tools and lamp)



See Page 5 for details

COMING UP!! October 25, 1980 (Saturday) FALL MEET = Holiday Inn (Downtown)
 1110 Howe Street, Vancouver, B.C. 10 a.m. to 4 p.m.
 Displays, Clinics, Films, Door Prizes, Mart, Banquet 6 PM
 Raffle Activities, Model and photo Contests, Raffles.
 Special Film Presentation with sound effects by Carl Sparks
 Advance Registration open to EVERYONE = \$13.00 each includes Banquet
 See enclosed Form or Registrar's address on Page 10
PUBLIC WELCOME == Adults \$1.50 Children \$.75 Family \$2.50

November 16, 1980 Electronic Constant Lighting Clinic, plus Tape/Slide Clinic
 Oakridge Auditorium, 1 p.m.

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association, authorized by the Standing Committee. It is mailed free of charge to all members of the 7th Division. Subscription rates to others is \$3.00 per year, which comprises approximately six issues.

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 forwarded to the Superintendent, as listed below.

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September 1980

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SUPERINTENDENT'S REPORT

As your new 7th Division Superintendent, I would like to personally thank Tom Beaton for the good work he has done for all of us during his past four year term of office. Tom has done a lot to make our division active and healthy. I intend to follow in his footsteps, continuing his example of participation in our hobby, not only in local functions, but in others, both within and outside the Region. By becoming involved at these meets and conventions, rather than just attending them, I have made many good friends and have learned a lot. It is through participation in these various activities that one learns the real meaning of "Model Railroading is FUN."

Plans for the Fall Clinics and our Meet on October 25th are well under way - see the Bulletin Board for further information. As these clinics are intended to help YOU, I would appreciate receiving any suggestions for future clinics that you think others would be interested in.

I am looking forward to serving as your Superintendent, and with the continued support of the members of the Standing Committee, I am sure that the coming year will be a good one. Just remember that communication between the committee and the members is a two way street. Our meetings are always open to all members, and we are always willing to listen to what you have to say.

Happy Railroading!
Gregory Madsen

September 1980

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BEYOND THE LAST SPIKE:
THE RAILWAY IN WESTERN CANADA

U.B.C. SEMINAR

P A 1539-480

8 Tuesday sessions from October 7 to November 25, 8 to 9:30 p.m.
Room 205, Buchanan Building, U.B.C. FEE \$38.00

For further inquiries phone 228 2181, local 212

As Pierre Berton and others have pointed out, the opening up of the Canadian West was virtually synonymous with the building of the railways.

The railways were far more than trackage, however, and the story goes far beyond just the construction of the Canadian Pacific Railway.

This series will examine some additional facets of the history of railroading in Western Canada, with emphasis on developments here in BC.

Oct. 7 The C.P.R. as Western Landholder. Dr. David Breen
" 14 The C.P.R. influence in Early Vancouver. Dr. Rbt. McDonald
" 21 The Laurier Years: The Great Rly. Expansion. Dr. John Eagle
" 28 Western Expansion & The Cdn. Locomotive Industry. Dr. F. Lehmann
Nov. 4 The Rly. Policy of Sir Richard McBride. Dr. Patricia Roy
" 18 BC Case Study: The Kettle Valley Line. Barrie Sanford
" 25 The Logging and Mining Railroads of BC. Robt. D. Turner
Dec. 2 Rlys. and BC: Some Thoughts on the Future. Mark Wilson

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Freight Locomotives

Bombardier Inc. of Montreal has received a \$20-million order from C.N. Rail to supply 20 diesel electric locomotives by the end of 1981. (Financial Times of Canada, Sept. 1, 1980) via Ted Edwards.

GRAND CANYON ROUTE

After a very pleasant weekend at the 1980 Spaghetti Feed, hosted by Betty and Bill Wilt, Marion and I continued a south-westerly course, trying to find the elusive sunshine! It was a pleasant drive over the hills and down into Nevada. Arriving in Winnimucca, we set out to find the railroad tracks. Our first encounter was an Southern Pacific drag, sitting at the station, with three SD-45T2's idling on the head-end, waiting for a crew to take over. Crossing the bridge to the other side of the tracks, we located the station, a run-down, partly boarded up, yellow colored building. Continuing our journey, we stopped over at Lovelock for the night and next day passed through Reno and on to Truckee, where we turned off at Donner Lake, driving up to the snowsheds on the Southern Pacific around Soda Springs. There was still a fair amount of snow in the shaded areas to make it look quite wintery, but, we never did get to see a train along the line. We drove on, and after a three day stop in the Fresno sunshine, set out for another assault on the Tehachapi hillside.

We proceeded to Caliente, at the foot of the hill, where the Horseshoe Curve makes a good photographic location. However, it just wasn't to be, for the trains in both directions were all short in length, and would not fill out the curve for a good shot, so, we decided to head for the "loop" to see if we might have better luck. This proved to be a good move, for I just got above the tunnel leading to the loop, when an S.P. drag came along. After taking the shot of the train below me, I climbed up to the loop and shortly another train came down hill. After this one passed, I returned to the tunnel below in hopes of getting some shots of a train, as it approached the tunnel, and then waiting for the head end engines to appear on the loop above, with the rear end of the train still approaching the tunnel portal. To-day was a lucky day for me, I was able to get the shots I had wanted! Thanks to Santa Fe! My Southern Pacific buddies didn't co-operate!

We stopped over at Barstow that night and next morning drove on to Lake Havasu City. This is the property that was promoted by the McCulloughs', makers of the famous chain saws. These lots were advertised all over the North American Continent and their sales included free dinners and plane trips for prospective clients to select their lots. When McCullough heard that the London Bridge on the Thames River, in England was to be taken down, he made arrangements to purchase it in its entirety. Each block was numbered consecutively, shipped to Lake Havasu where it was reassembled, block by block, spanning the Lake, on the road to the airport, as a free tourist attraction. Lake Havasu (46 X 3 miles) is formed by the Parker Dam on the Colorado River. It so happened that the bright, sunny, 88 degree temperature here was the hottest we were to enjoy during our vacation. However, next morning dawned bright and sunny, and we drove to the South Rim of the Grand Canyon where the weather was partly cloudy with cool winds, making it necessary to wear a jacket all day. The Canyon is indiscribable by words -- One has to see it to believe it. It is awe-inspiring! We toured most of the lookouts and then rode the free bus along the southwest rim. While parking our van to ride the bus, we crossed over some railway tracks which hadn't seen a train for some time.

Continued...../6

TRESTLE BUILDING CLINIC

PARTICIPATION CLINIC ++ Oakridge Auditorium ++ 1 p.m. September 28, 1980

The first clinic of the fall season will be a participation type of clinic to construct a timber trestle, patterned after one of the smaller trestles located in Myra Canyon, at Mile 88.0 of Canadian Pacific Railway's now abandoned Carmi Subdivision.

The clinic will commence with a short slide presentation that will illustrate some of the technical terms and common features of timber trestles. Following this, kits in HO scale will be available at cost, \$1. with timber being supplied from the Salibachi Tie and Timber Company. Participants will be required to bring their own tools, lamp and cord, which should contain the following:-

1. 1 piece of flat plywood or donnaconna board, about 12 inches square, to use as a working surface.
2. 3 dozen straight pins
3. 6 wooden clothes pegs, the type with a wire spring
4. white glue (Bondfast, Elymars, etc.)
5. scale ruler
6. sharp knife and spare blades
7. razor saw (Zona Saw) *A Mitre Box would be useful*
8. pencil or pen
9. masking tape
10. a pin vise and some small drills if you plan to add some nut, bolt and washer detail
11. some fine sandpaper, about 400 weight.

For modelers in scales other than HO, here is a list of the wooden components for this structure:-

<u>Quantity</u>	<u>Size</u>	<u>Use</u>
8 pieces	75'X16"X8"	Stringers
75 "	10'X 8"X8"	Bridge Ties
2 "	75'X 4"X8"	Tie Spacers
10 "	16'X 4"X8"	Sway Braces
20 "	20'X12"X12"	Posts and Mud Blocks
6 "	16'X14"X14"	sills and caps
6 "	16'X 6"X8"	Tower Braces
6 "	18'X 4"X12"	Retaining Wall

For those who wish to super-detail their trestles, about 50 nut, bolt and washer castings will be required. These are not included in the kit.

If any enterprising person modeling in a scale other than HO wishes to redraw the plans in their scale, please contact John Green.

A small timber trestle was deliberately chosen for several reasons; first to have a kit that it is hoped most modelers will be able to complete during the clinic; second a low trestle was selected so that it could be easily installed on a model railroad layout without having to excavate a huge hole in the scenery. Also this trestle could be used as a display stand for your favorite small locomotive, as the bents are all the same length.

John Green

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REMEMBER! ALL DUES SHOULD BE IN US FUNDS! PNR \$4/NMRA \$15 (Note \$15.)
Mail Money Order to: Jeff Tague, 303 Anchor Loop, Selah, WA.98942 USA

Grand Canyon Route (Continued):-

Later inspection of these tracks revealed that they fanned out to form the station yard at the end of the branch line, in front of the still standing Grand Canyon Station, with the Santa Fe logo still visible. The tracks had weeds and trees growing between the ties and through the asphalt platforms, but, according to the latest issue of PACIFIC-NEWS (April 1980), negotiations are under way to purchase the 2-8-0 Great Northern Railway #1246 as motive power for a revival of passenger service on this branch by a private company.

Leaving the Canyon, we made our way to Page, Arizona, site of the Navajo Power Project's 2,250,000 kw generating station and terminus of the Black Mesa and Lake Powell Railroad. This railroad hauls coal from Kayenta Mine, 78 miles away, to supply the three generators. They have six 50,000-volt GE electrics developing 6,000 horsepower each (diesel-equivalent), fed by overhead wires. 116 four-door, bottom dump cars of 100 to 122 ton capacity, comprise the rolling stock. We stopped at the power plant, but were informed that no visitors or cameras were permitted and that the next train was not due for 3½ hours. Unable to wait that long, we went up the highway and took a couple of shots of the railroad right-of-way and the power plant with the stock-pile of coal and then visited the Glen Canyon Hydro Electric dam and powerhouse as we headed out of town. North of Richfield, Utah we came upon a Denver, Rio Grand & Western branch train with four diesel units hauling 4 cars and a caboose. How come all that power? We drove on ahead of the train to Salinas, where we were going to wait and take a picture, but when we located the railway we found the apparent reason for the heavy power - two tracks of coal cars being unloaded, stock-piled and loaded onto trucks for transport to another power project. When the train arrived, they cut off the 4 engines and commenced switching the yards, so we never did get the picture we were looking for.

Next morning we visited the Bingham Canyon Copper Mine, some 20 miles south and west of Salt Lake City. In 1973, our previous stop-off at this operation, all ore car movements were made by overhead electrically operated engines. At that time their information tape said the pit was deep enough to set a structure as high as New York's Empire State Building in it. The mine works year round with three shifts per day, and they are still going deeper and wider. To-day the electrics are being replaced by diesels, and the upper third of the pit is hauled by the big Euclids. There is so much activity going on that it is almost impossible to concentrate on one train movement! We tried to follow one train from the bottom of the pit. One diesel engine had brought the train of 18 empties to the loading site. When the last car was being loaded, two M/U'd diesels were dispatched to assist our train out of the hole. With three engines pulling, the train ascended on its way around the pit until it reached a switch-back. Here the two helpers were cut off and the train pulled by with the third engine. The two helpers then took over the head end, and with the third engine now pushing, they continued their assault on the grade and finally arrived at the holding yard where they were waiting for a 'clear board' to proceed through the tunnel to the outside main switching yards. From here to the concentrator the loads and

Continued...../8

(1946)
Rejuvenated Engine "Tops" in Performance

When a 35-year old locomotive turns in a better performance after conversion than the engine it was remodelled to resemble it rates near the top of the standings in the Beat the-Shortages League.

That is why the Canadian Pacific Railway's mechanical department is feeling so pleased about Engine 5200 recently placed in service from Angus Shops in Montreal. Looking at Engine 5200 it is hard to believe that it was converted from a "3700"-class locomotive built before World War I. And there are 15 such locomotives in all slated for conversion. The 5200 has a 2-8-2 wheel arrangement while the old 3700-class was a 2-8-0 job. The tender is longer, a trailing truck has been added, a new boiler constructed and a stoker fitted. This makes the converted engine practically identical in appearance with the latest models of the 5100-class which superseded it as a heavy freight locomotive for main-line service.

Performance of the new 5200 so far has been better than the 5100 which explains the mechanical department's satisfaction. This latest conversion, of course, was helped by the fact that a good base had been provided in the 1920's when all the then 3700's were given new frames, cylinders, motion and superheaters. At the start of World War II the 3700's were destined for relegation to switching service but they had to be kept on the road to move war traffic. In their converted form they are giving service when shortage of materials and soaring costs make new building in the volume required out of the question.

Engine 5200 was turned out of Angus Shops on October 4 and it, with 14 additional engines to be delivered in the next seven or eight months, bearing numbers 5201 to 5214 inclusive, is of the N2 class of locomotives built in the years 1909 to 14. The N2 class of locomotives of the 2-8-2 type were followed later by

P1 class locomotives.

Both classes of locomotives were of such a weight that they were in the class of power to which stokers are now generally applied. Stokers could be satisfactorily applied to P1 class locomotives, which had a trailing truck, but not to the N2 class.

The P1 class locomotive in the 5100 series had given a particularly good account of itself from a performance and availability point of view so the recommendation that the conversion be made from N2 to P1 was quickly approved in November, 1945.

Naturally in making a conversion of this kind there are some improvements made over existing engines and, while changes were kept to a minimum, the principal differences from the present-day P1 class locomotives are as follows:

The boiler pressure has been increased from 190 lbs. per square inch to 215 lbs. per square inch.

The cylinders have been reduced in diameter from 23 inches to 22 inches.

The tractive effort has been increased from 43,400 lbs. to 45,000 lbs.; thus the rating of the engines will be 45 per cent instead of 43 per cent.

The weight on drivers has been reduced from 216,500 lbs. to 197,500 lbs.

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 (The above item from Canadian Pacific Staff Bulletin, February, 1947. With thanks to Glenn Lawrence. Ed.)

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LONGEST RAILWAY WALK IN HISTORY

During the great commuter train snarl-up of 1969, trains lay stationary end to end out of Victoria for 2 hours. Two passengers walked along the corridors in search of a buffet car all the way to Brighton, where they went to the station bar. They later claimed a rebate on their

Continued.../9

2nd Annual CORNFIELD MEET Report

Our 2nd Annual Cornfield Meet has come and gone, but not unnoticed! We are pleased to report that more than 130 people came and enjoyed the fun, the good weather and the fine fellowship, as well as the corn!

The first campers arrived on Friday afternoon, followed by others Friday and all day Saturday. The Saturday evening no host dinner at the "Pantry" in Chilliwack was attended by 38 adults while the younger set were treated to a Weiner Roast at the homestead. On Sunday it was real fun welcoming car after car, bringing our members and friends together, for the newest and best get together of model railroaders with intentions of making FUN!

The horseshoe pits were again well utilized. Darts were thrown, and the "Rail Baron" game was never off the table.

Pacific N Scale's garden layout in Texas N Scale (also known as O scale) supplied many hours of fun for old and young alike.

The help we received during the day was terrific, especially with the actual corn feed. Thank go to all those hard workers.

Afterwards we were all entertained with movies and slide presentations by Steve Stark, Tom Beaton and Carl Sparks.

All in all it turned into an unforgettable weekend. Henny and I wish to thank you all very much for coming and helping us to prove that we now really have an annual event. Our thanks also for the contents from a special white cowboy hat!

We hope to see you all again next year, plus a lot more, on Labour Day Weekend 1981 for the 3rd Annual Cornfield Meet.

Thanks again,

Hank and Henny.

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GRAND CANYON ROUTE (Continued):-

empties are all hauled by larger electric locos. If you plan a visit to this operation, be sure to have a 300 or 400mm lens, as the observation tower is the only overlook open to the public.

Arriving in Brigham City close to 4 p.m. we decided to take our chances on a visit to Promontory, site of the Golden Spike, which we hadn't seen since 1974. It proved to be a good move, for we had the opportunity to see the "Stars" of the exhibit steamed up and moved off on their own power to the engine house around 5 p.m., at the close of another days showing. In 1974 their were metal replicas of the two engines exhibited. In 1980 it was good to see exact replicas of Central Pacific #60 and Union Pacific #119, in their sparkling black paint, with red trim and polished brass, and above all.... capable of operating under their own steam!

Continuing our journey north, we thought of Betty and Bill Wilt as we passed through Nampa and Ontario. Rather than chance the Yakima route, we took the long way around via The Dalles to Portland. Passing through Kelso, in the pouring rain, we saw some of the devastating results caused by the major eruption of Mount St. Helens, as we wended our way home.

a.j.

MODEL CONTESTS

The upcoming Fall Meet in October (the 25th) will have a model contest. As was done in Vernon at the Spring Meet, these models will be judged for N. M.R.A. Achievement Program merit awards, using these rules. If you are going to enter a model in this contest, I would like you to be prepared ahead of time. Forms are now available for you to fill out and all Achievement Program and contest rules are printed on pages 55 to 63 of the January 1980 Special Issue of the NMRA "Bulletin". In addition to the above I would like to mention a few extra hints:-

First, have a complete description, written clearly or typed, broken down into the five categories (Page 60 of the Special Bulletin) of your model, with photos or plans to show where your ideas came from. The more information you can give the judges, the better they will be able to judge your model.

Second, from past experience, most people loose a lot of points by not taking enough time preparing their models. Remember, if you're entering it in a contest, make sure it is finished with the best work you can do. Don't let this frighten you away from entering the contests, for this is one of the best ways of finding out how you are doing in your model building and how you can improve your modeling capabilities.

And one last comment; remember, this is a Model Contest, not a people contest; only models will be judged and they will all be judged with the same attitude.

Now, let's get those models finished and ready for the contest. If you need more information, or require Entry Forms, just give me a phone call.

I am hoping to see a good selection of models in the contest!

Tom Beaton.

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PHOTO CONTESTS

There will also be a Photo Contest at the October Fall Meet. This contest will be run according to the NEW P.N.R. Rules adopted by the Board of Directors executive meeting held at the 1980 Convention in Kelso, Washington. The major change to the rules is the elimination of slides, and a restructuring of the remaining categories to separate steam and diesel. Copies of the rules and entry forms are available from either myself, or from the Meet Registrar, Hank Menkveld. (Addresses are on inside front cover). Please include a stamped, self addressed long envelope when requesting rules or entry forms.

We wish to see as many entries as possible, and I would encourage you to enter, even if you don't feel your photos are worth it. Although there is no Achievement Program for photos, you can still learn how to improve your photography by talking with the judges. They will be happy to discuss your photos with you and point out why they placed them where they did. If you have any further questions, please give me a call.

Greg Madsen

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LONGEST RAILWAY WALK IN HISTORY (Continued):-

tickets on the grounds that the train had not taken them to Brighton, but this was rejected on the grounds that they had taken the train to Brighton. In fact, British Rail counter-claimed that they had taken thirty-seven trains to Brighton and should pay accordingly, but this was turned down. The two walkingpassengers were Lord Boothby and Laurence Olivier.

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TIMETABLE No. 7 EFFECTIVE September 15, 1980

- September 28. PARTICIPATION CLINIC + Oakridge Auditorium + 1 p.m.
Constructing a small wooden trestle = Kits \$1.00
See Page 5, this issue, for further details. Bring your own tools!
- October 6. Please Note! The 7th Div Standing Committee meeting will be Monday, October 6 instead of the 13th, which is Thanksgiving Day holiday.
- " 6. The RAIETTES will meet at the home of Marion Jones, 796 East 37th Avenue, Vancouver to elect a new slate of officers.
- " 11. First Div Mini-Meet, International Dunes Motel, Springfield, OR. \$11. before October 1st, \$12. after. For further information write: Dave Kleger, 2154 Golden Garden Street, Eugene, OR. 97402 or call Elaine Jones: 746 4785, Springfield.
- " 12. Swamp Creek & Western Model RR Club, Edmonds, Washington - First Annual SOOPER Swap and Clinic Meet at the Francis E. Anderson Cultural & Recreation Center on Main Street from 1 to 6 p.m.. Adults \$1.50, Children 50¢. For info write: Swamp Creek & Western, 211 Railroad Avenue, Edmonds WA 98020
- " 18. Fourth Div 2nd Annual Narrow Gauge Meet. Info: Will Davis, P.O. Box 404, Redmond, WA 98052
- " 25. FALL MEET = Holiday Inn (Downtown), 1110 Howe Street, Vancouver BC Displays, Slides/Movies, Clinics, model and photo contests, door prizes, raffles, Railette Activities, Mart, and Banquet with super entertainment, courtesy Carl Sparks. Registration \$13.00, open to everyone. For further information, contact Hank Menkveld, 10689 McSween Road, R.R.#3, Chilliwack, B.C. V2P 6H5 or phone (604) 792/4926
- November 1 Fifth Div Spokane Mini-Meet, Swap, and Model Railroad Show,
& 2. co-hosted by Spokane Model Railroad Club, Inland Empire Historical Society, 5 Gaugers at IOOF Hall, Monroe and First. 10 a.m. to 4 p.m. each day with no host dinner to be arranged for Saturday nite. Write: Bob Sample, Rt. 2 - Box 45 A, Elk, WA 99009 or phone (509) 292/8332
- " 16. Electronic Clinic = Oakridge Auditorium = 1 p.m.
Constant Lighting plus Films and/or Tape/Slide clinics.
- 1981 P.N.R. Regional Convention, Tacoma, Washington
- " N.M.R.A. National Convention, San Mateo, California Aug. 18-21
- 1982 P.N.R. Regional Convention, Vernon, B.C.
- " NMRA National = Washington, D.C.
- 1983 NMRA National = Winnipeg, Manitoba July 18-24

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FOR SALE Layout HO Equipment (mostly layout with snap track. Please phone 526/3138, ask for Mrs. Morrison at 1905 7th Avenue, New Westminster, B.C.

REGISTRATION FORM

7th Division P.N.R., NMRA

F A L L M E E T

Saturday, OCTOBER 25, 1980

10 AM to 4 PM

HOLIDAY INN (DOWNTOWN)

1110 HOWE STREET

VANCOUVER, B. C.

Name _____

Additional Names:-

Address _____

Number of Registrations _____ @ \$13.00 per person == Total \$ _____ .00
(Including Banquet)

Make cheque or Money Order payable to: 7th Division P.N.R., NMRA

To Register or request further information, please write or 'phone:-

Hank Menkveld
10689 McSween Road R.R.#3
CHILLIWACK, B.C. V2P 6H5

'Phone: (604) 792-4926

Activities include: DISPLAYS, TABLE TOP CLINICS, FILMS, MART, BANQUET, and,
as always, the meeting of old and new friends!

For information on Display Space, contact: Cyril Meadows
8849 Ursus Crescent
'phone (604) 591-1845 SURREY, B.C. V3V 6I3

Bring and show your Super-8 Movies or Slides. Super-8 Movie Projector,
a Sawyer and a Kodak Carousel Slide Projector, and Screen will be set - up

*** I will bring _____ mins. Super 8 Movies *** _____ 35mm Slides

For Model Contest Forms and/or Photo Contest Forms, please enclose a large,
Stamped, self Addressed Envelope, with your request, to the Registrar, Hank
Menkveld.

Models will be judged for Merit Awards

Friday Night, October 24th, is OPEN HOUSE at the Capilano Western Railway
Club, on the 5th Floor in the Canadian National Railway Station, 8 to 10 PM

HOLIDAY INN (Downtown) Rates: Single \$37.00
Twin or Double 43.00
Each additional Person 6.00
Children under 12, with parents Free

REGISTRATION IS OPEN TO EVERYONE, INCLUDING NON-MEMBERS! COME ALONG!