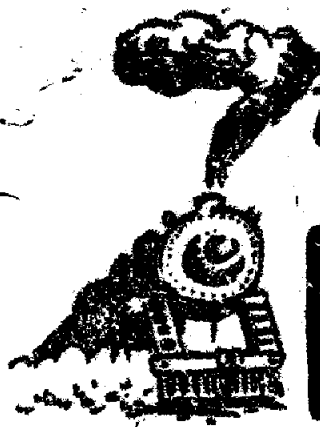




th Division



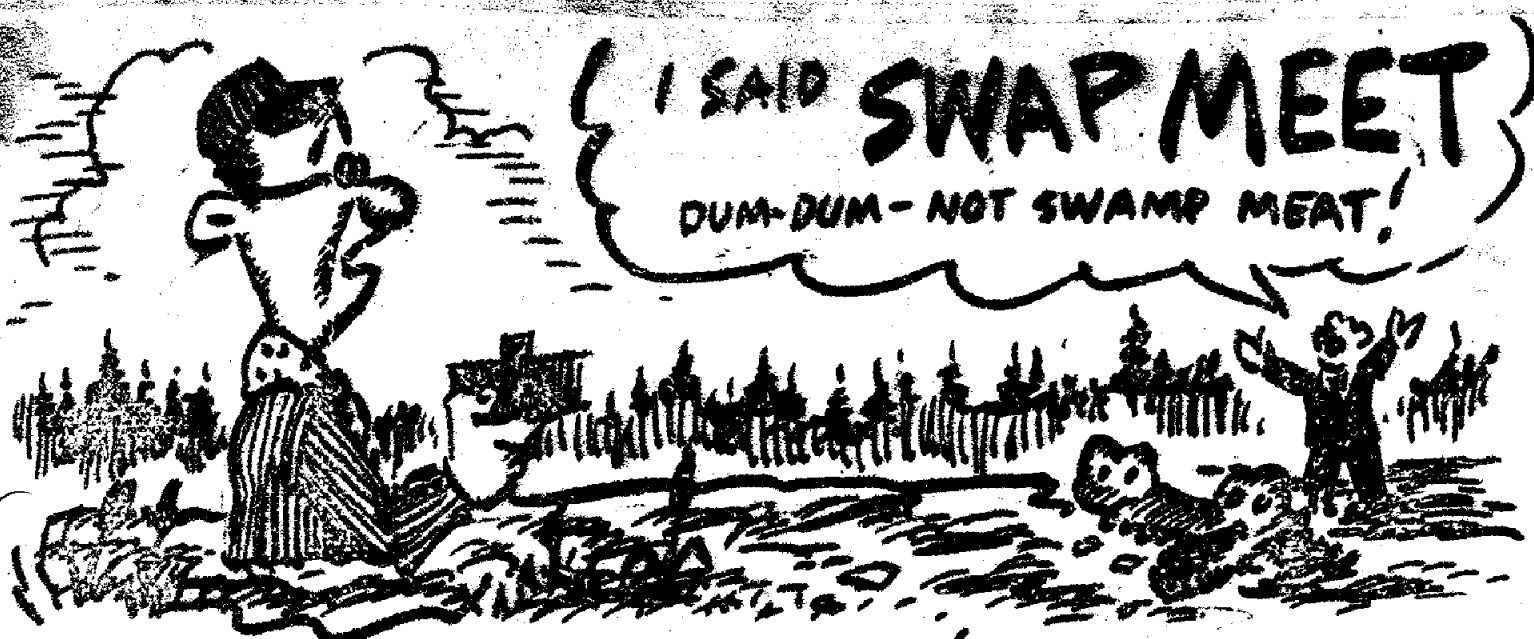
PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 82

No. 1

JANUARY 1982



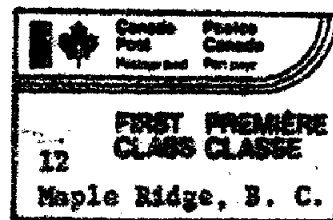
I SAID SWAP MEET
DUM-DUM - NOT SWAMP MEAT!

DON'T BE A STICK-IN-THE-MUD! COME TO THE
OAKRIDGE AUDITORIUM —

JANUARY 17, 1982

NOTE: ANYONE CAN BUY - ONLY MEMBERS CAN SELL!

THE BULLETIN BOARD
P. O. BOX 368
MAPLE RIDGE, B. C.
V2X 8K9



The BULLETIN BOARD is the official publication of the 7th Division of the 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, and comprises approximately six issues.

Correspondence pertaining to this publication should be addressed to the Editor, whose address appears below. All other correspondence relating to the 7th Division, PNR, or NMRA, should be forwarded to the Superintendent, as listed below.

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HELP HELP!

John Green is trying to assemble a clinic for the Vernon Convention, and he needs slides and or photographs of trains operating on the Coquihalla Sub. or of the timber trestles before they were demolished. Please contact John at 325-6204. Any contributions will receive full acknowledgement.

The present hand operated interlock at Clayburn, on the BC Hydro Line, Will be demolished in the spring and replaced with a fully automatic one. The thing was built in 1910, and is a rare bird, Get ou there and have a look before it vanishes!

Superintendent's Report
or
What Does it Really Cost to Put on a Fall Meet?

The 1981 Fall Meet is now history. Thanks to many people, it was quite a success. The final banquet count was 120, about normal. During the day a little over 300 people paid to come in and see the show. The displays included operating layouts, table top clinics, a most popular model contest, a most popular photo contest, retailers showing their wares, and last but not least, the "Top Link" British prototype modellers. If you have never attended one of these meets, all I can say is that you should. They really are a lot of fun.

I would like to discuss a more serious aspect of a meet like we just had, namely their financing. The price tag for this meet's banquet was \$15 before 31 October and \$16 thereafter. Some members have complained that such a price is too high. I am not about to argue whether that is too high or too low. I simply want to shed some light on the various expenditures of this meet, in relation to the income from ticket sales.

First of all, for everyone who bought a ticket at \$15 or \$16, you got a bargain. The total hotel bill was approximately \$2150, including display room, banquet, and coffee for the hospitality room. In addition, there were expenses for printing the tickets, postage, and for two of the raffle prizes, totalling approximately \$150. Therefore the total cost of the meet was \$2300. Of the 120 people at the banquet, only two tickets were complimentary, those for our after dinner speaker and his wife. That leaves 118 people to pay the shot. If my arithmetic is correct, the cost per person was \$19.49. So you can see that \$16 was a bargain.

By now you are probably wondering how much money we lost on the meet. Not to worry, we ended up with a small profit. The public gate totalled \$300, the raffle much more than payed its way, and the mart netted over \$100. The total income was just over \$2600, yielding a profit of approximately \$300. Not much when you consider what is going to happen to postal rates. I should also mention that donors of raffle and door prizes help out in a big way. There was a total of approximately \$500 worth of prizes donated. If it were not for the generosity of these people and companies, I am not sure that we would have been able to afford to have the prizes that we did.

The largest single component of the cost of a meet is the banquet. The price of the meal was \$11.95 when we booked the hotel in June, but as does everything else, it went up on 1 September to \$13.50. Even as early as June, we had difficulty finding an affordable hotel that had a vacancy in late October or November. Although we knew at the time the arrangements were made that the food price would go up, we felt that it was best to hold the ticket price as low as possible, and if necessary, subsidize the banquet goers from the other proceeds of the meet. This is precisely what happened.

In retrospect, the public charge of \$1.00 per person was ridiculously low. Had it been \$2.00 for adults and \$1.00 for children, the total would probably have been \$150 - \$200 higher. Also, the mart did not fare as well as usual, due to a number of circumstances. We intend to correct both of these situations for the next meet.

One final comment on the meet. Although the total for the banquet was the usual 120, many of those tickets were purchased at the meet. This makes it extremely difficult to predict how many will be coming. Many people do not realize that all hotels require at least 48 hours advance notice of the total for the banquet. This means that we have to guess at a number greater than the ticket sales, stick our collective necks out in guaranteeing the hotel that number, and then sit back and hope

that buyers for the extra tickets materialize. Thank goodness we have always been able to sell the extra tickets. It is not certain that this will always be the case, however, what with continued inflation, population shifts, etc. Consequently, for future meets we may have to severely limit the number of unsold tickets that we assure the hotel of. So please, in future buy your tickets as far in advance as possible. It will make our job just a little easier, and will give you a better meet.

Now, on to some other items. As I am sure you all know by now, the latest membership directory put out by National has a slight problem. If you happen to live outside of the U.S., it is totally useless for looking up people in a town that you are visiting. Unless, of course you happen to know their name and can look them up in the alphabetical section, in which case you don't need the directory! Seriously, if you feel strongly about the directory, please send letters to our president Huebenthal, the Bulletin editor Mike Schafer, and anyone else you feel should know. I will however warn you not to get your hopes up that they will do anything. The top NMRA executive have their own problems, and unfortunately I don't think things will change much until they do. I will try to work with Elaine, up through the ranks, to see if anything can be done. I personally do not accept their excuse that it was difficult to extract the Canadian (and other) names properly from the computer files. I work with computers, and if that is the case, then they have a pretty poor records system.

Well, I think that does it for this time. If you have any ideas on meets, the directory, clinics, or anything else, please let me know.

Happy Railroading,

Greg Madsen

SPEAKING OF MEETS,

Dear Ian,

Just a quick note for the Bulletin Board. As Raffle Chairman, I would like to thank the organizations who contributed to the raffle. They are; Van Hobbies, Village Hobbies, Railway World, Pacific N Scale, and C & S Enterprises, who donated raffle prizes.

Also I would like to thank Totem Tools and Van Hobbies who made prizes available to us at cost.

Thanks,

John Green.

EDITORS NOTE: These are some of our strongest supporters, and it behooves us to support them in return. I.D.S.

THE FOLLOWING TWO PAGES WERE COMPILED BY KEN RUTHERFORD OF PORT ALBERNI WHO ENCLOSED A NOTE SAYING " I can't be sure that everyone is listed, because the NMRA directory has a lot of incomplete addresses. Also I have shown only one member per household to keep the list as short as possible."

Ken Rutherford.

N.M.R.A. MEMBERSHIP FOR BRITISH COLUMBIA

Compiled by Ken Rutherford
of Port Alberi, retyped
for spacing by Ian D. Sloan.

ABBOTSFORD

HARPER, Vernon

ALERT BAY

FOLLINGTON, Howard

ASHCROFT

OWENS, Ken

PETTETT, Ted

BIG BAY

FOSTER, A.

BRENTWOOD BAY

BAXTER, Reg.

MOAT, Geoffrey

TIDMAN, Roy

BURNABY

BASLER, Clifford

CALVIN, Art

CODE, John

COLQUHOUN, Rob

DICK, Gordon

EIKLOR, Jay

GALOVICH, William

HAMILTON, Darryl

JOHANNESSEN, O.

KENNELLY, Greg

MEYER, Ron

MORGAN, Brian

OXHANDLER, Nathan

PAUL, Al

ROBERTS, Fred

RUSCH, Robert

RUSNELL, Dale

SPARKS, Carl

STABLES, Colin

SUTTON, Gerald

THOMAS, Ross

VANWELY, A.

VARNEY, Gordon

WILSON, Fraser

WILSON, Ken

ZIMMERMAN, L.

CHASE

BEHN, Roger

CHEMAINUS

BEAUCHAMP, Frank

HULFORD, Gordon

CHILLIWACK

FORD, Allen

GRAHAM, William

GRUBB, Eric

MENKVELD, Hank

MURRAY, Ray

CLEARBROOK

SILLS, Vernon

COQUITLAM

CALVERT, Scott

COLLINS, Thomas

COOPER, R.

JERICK, James

KELLEWAY, Doug

LACASSE, D.

CRANBROOK

LEPAGE, Paul

MOAN, Ken

DELTA

AVERY, Glen

CARRIK, Bruce

GOODALL, Alfred

HEAP, Robert

PERINCE, Jim

ROYSTON, David

RUEGG, Ulrich

SZALANSKI, Vies

DUNCAN

NICHOL, Brian

FORT ST. JOHN

GOLDTHORP, James

FRUITVALE

BARONE, F.

LYNN, Robert

GIBSON'S LANDING

HILDEBRAND, Herb

HARRISON HOT SPRINGS

McCOMBS, Arnold

INVERMERE

CARLOW, Kenneth

WEIR, John

100 MILE HOUSE

NICKERSON, Andrew

KAMLOOPS

BAKER, James

BAWTEE, Hugh

BENNETT, Rick

CORNESS, Dennis

DAY, Douglas

KAMLOOPS CONTD

FERRIER, James

FERSHAU, Herbert

HOOK, Harold

HYDE, Bert

LIFFORD, D.

NETHERY, George

O'BRIEN, Gerald

SEEL, R.

VERE, Ken

KELOWNA

HEMSLEY, David

ROSS, C.

ZEILMAN, Eric

KEREMEOS

SMITH, William

KITIMAT

HAUN, R.

KING, J.

LADYSMITH

PLECAS, Mike

ROBINSON, W.

WILLIAMSON, L.

LANGLEY

GRANT, R.

NEWBURY, G.

POWERS, F.

SPITZNAGEL, H.

LOGAN LAKE

KOETTER, Werner

WEIR, Charles

LOUIS CREEK

VARDY, Thomas

MAPLE RIDGE

GALE, John

HODGINS, Robert

MAUGHN, John

RANKIN, James

SLOAN, Ian

SUTCLIFFE, Dick

THOMSON, Art

WALLACE, Robert

WRIGHT, Don

MACKENZIE

SHAPPERD, John

MERRITT

FAST, Gary

NANAIMO

KENNEDY, W.

MAYNER, Paul

RAMSDEN, Robert

RICHARDS, D.

THOMSON, J.

WATSON, David

NANOOSE

NIXON, Mark

NELSON

FRASER, Charles

FREEMANTLE, B.

MOIR, H.

SLINGERLAND, R.

WALKER, A.

NEW WESTMINSTER

KINSEY, Harold

LOMAS, Gerald

SIEVERS, Wayne

WARWICK, David

NORTH BURNABY

RICHARDSON, G.

WALKER, Stewart

NORTH VANCOUVER

ANDERSON, Garet

ANDERSON, Malcolm

BERESFORD, A.

BOOTH, Robert

BOWMAN, Ted

CAMPBELL, H.

CARROLL, George

COAN, Claude

DAVIS, Ken

ELLIOTT, C.

FURMEDGE, A.

JONES, Robert

LAVENDER, James

LAWS, Charles

LILL, Alan

McKINNEY, Frank

PATE, Brian

RATCLIFFE, W.

SLED, John

SUNDERLAND, Phil

THOMPSON, Robert

WEBSTER, C.

OLIVER

SLADEN, R.

PARKSVILLE

LORENZ, Bill

PEACHLAND
MARSHALL, Walter
WILLIAMS, Harry

POWELL RIVER
JOHNSTONE, John

PORT ALBERNI
JEMSON, John
LORD, Rick
LOWE, David
McINTYRE, Irwin
RUTHERFORD, Ken
WILSON, Douglas

PORT COQUITLAM
CAMP, Lord
COOMBES, Ken
DUMARSQUE, Paul
JENNINGS, E.
SHELTON, Cal.

PORT HARDY
NELSON, Nels

PRINCE GEORGE
KAY, George
MacLATCHY, E.
WALCH, L.

PRINCE RUPERT
ARCHER, Anderson
GOLDS, Brian
ROPCHAN, Leonard
WALKER, David

QUATHIASKI COVE
HLECK, William

QUESNEL
McINTOSH, Ron

REVELSTOKE
OLSSON, Fred
WASSON, Ernest

RICHMOND
ALLEN, Edward
BOUZEK, Bill
CHESTER, Robert
CLARK, E.
DUNDEE HOBBY CRAFT
DUTHIE, W.
ESSON, James
FENTON, Dave
FLOWERS, W.
GREEN Mervyn
MAGNALL, Philip

MALES, Jim
NEW, Ralph
OAKLEY, Dennis
ODETTE, Edward
ROBINSON, Roger
SZUN, Norman
TAYLOR, R.
WAROWAY, Gerry
WEBBER, Gary
WRIGHT, Bruce

ROSEDALE
BEIL, George
BROWN, William

ROSSLAND
COWELL, A.
DEAN, Allen

SALMON ARM
ADAMS, Alvin

SARDIS
CHRISTENSEN, Svend

SLOCAN
FINLAYSON, Peter

SOOKE
COUZENS, D.

SUMMERLAND
SMITH, D.

SURREY
BEATON, Tom
CLOGG, Brian
CODLING, S.
DEJONG, J.
DETZ, L.
ELLIS, Alan
JONES, Ralph
KEITH, Ronald
LANDSMAN, Gerry
McCRACKEN, Lindsay
PORZIG, Jack
WEBSTER, George

TAYLOR
AMON, Robert

TERRACE
DAVIS, Douglas

VANCOUVER
B&B SCALE MODELS
BASARABA, L.
BROWN, P.
BULLOCK, W.
CALDWELL, John

COURTNEY, Earl
COWARD, Mrs. Ron
CRAWLEY, Phil
DARLINGTON, A.
DAVIS, James
DOE, Dr. William
EDWARDS, E.
FAYERS, Bruce
FOLKINS, J.
FORSTER, James
FRANK, Melvin
GARY'S TRAIN CENTER
GREEN, John
HAGERMAN, Douglas
HAWKINS, J.
HOLTBY, Harold
HOUGHTON, F.
JONES, Marion
KEELEY, Bill
KEILL, R.
KOMOROWSKI, Richard
LAIRD, Dale
LAWRENCE, Glen
LITTLE, David
MacGREGOR, W.
MADSEN, Greg
MARRS, W.
McGOWAN, Don
McLAREN, William
MESZARDS, Andrew
MILLAR, R.
MILNER, John
MURPHY, B.
NOBLE, Glen
NORMAN, D.
PATTERSON, Glen
PERCIVAL, George
POLLOCK, R.
RENOVICH, Stephen
REYMOND, Claude
ROGERS, Martin
SHANEMAN, R.
SHELDRAKE, Mel
SILVERSON, Clifford
SMALTZ, Al
SPRING, Robert
STEVENS, Roy
STUART, D.
TRAMMELL, Alan
VANCOUVER LIBRARY
WILIMOVSKY, N.
WISINGER, H.
WRUGHT, B.

VERNON
BATTEY, H.
HANSEN, Ray
MAGUIRE, J.
North Okanagan
Model RR Club
OLSEN, F.
PLOEGER, Klaus
SMITH, Jack
STUMP, Sterling
VANGELDER, Dick

VICTORIA
BARR, A.
DONALD, Dr James
HOSFOR, Pat
KEREIFF, Mike
KNOWLAND, A.J.
MacLEOD, Don
MASON, H.
MILLAR, D.
MINIATURE WORLD
MURTON, R.
PARKER, David
PETCH, S.
PURDY, W.
RAPPS, Julian
SENKLER, Rick
SMITH, Paul
THWAITES, Joe
WELLS, Brian
WHITE, E.
YOUNG, Brian

WESTBANK
McINTOSH, Ken

WEST VANCOUVER
BOGDANOW, George
BROWN, James
FIRBANK, David
JOHNSON, Barry
REID, Ken
ROBINSON, G.

WHITEROCK
ELLIS, Warren
REUSS, David
TUBBS, Gerald

Any errors or omissions can be
positively attributed to machine error.
(the nut in front of the keyboard)

Seventh Division Swap Meet.

To be held again this year at the Oakridge Auditorium, at 1 PM on Sunday January 17, 1982. The meet is open to everyone, but only PNR members may offer goods for sale or trade. As in the past, there is a 10% charge, or levy on all goods sold or traded, payable to the Seventh Division. Please remember that on all goods bought or traded, there is the six percent Provincial tax levy. This is the responsibility of the seller to forward this money to the Social Services Tax Branch. Failure to do so can cost you plenty if they happen to pick up on it!

Standing Committee Appointment.

At the last meeting, we were pleased to have Gary Oliver of GARY'S TRAIN CENTER, 365 East Broadway, 874-5716, present to give us some in-put as to the feelings of the commercial display people at the various meets.

We all enjoyed the time that we had to talk to Gary, and I'm sure that all of us gained some new insights with regard to the people who are some of our greatest fans and supporters in the hobby. After Gary had finished his remarks, and we had thanked him for his time, some one moved that we invite Gary to join the committee, and it was seconded, and passed before he could open his mouth.

WELCOME ABOARD GARY, THAT'S REALLY WHAT YOU COULD CALL BEING RAILROADED!

EDITOR OF BULLETIN BOARD GETS NEW TOY!

Seriously, at the last meeting of the Standing Committee, a sub-committee appointed to study the matter, brought down a positive recommendation to purchase a used Roneo Electro Scan Stencil Maker. This will enable us to do all kinds of new things such as maps, diagrams, photographs, and to make stencils from typewritten copy direct. This will eliminate having to type stencils for each of the various projects. For your information, the whole of the last issue was printed on a borrowed unit, and the picture that graced John Green's article was done the hard way from a colour slide, put through a copier until the correct size was reached (I think six times) and then run through the Electro Scan. If we had known, we could have done it direct from the photo.

We can also now print in full colour, as the scanner has the capability of separating the four basic colours. We would need to buy more ink drums for the printing press, so as to avoid washing out all the ink. Also it makes sense to have one drum for each of the four primary colours.

EDITORS NEW TOY CONT'D

This machine opens a whole new concept not only to the Bulletin Board, but also in the way of handouts at the various clinics. We could think about doing pike ads as a way of promoting the hobby and making a small amount of money to offset the cost of printing what Brian Pate calls "This Rag". If for no other reason, the Electro stat will make simple the printing of the BB. Wow! no more running around to get freebee cover stencils done, and get them in the right place at the right time. Here we say many thanks to Shirley Heap who did our cover stencils in the past, and we won't say how or where she got them done. The one thing that is the hardest to do on an ordinary stencil is the line drawing or cartoon type thing. With the new rig, no problem! However Doug, I don't think we'll tackle the printing of money just yet. Let's get used to the machine first.

REMEMBER THE QUIZ AT THE FALL MEET BANQUET?

Here are the questions and the responses given:

QUESTION	YES	NO	NO ANSWER OR NOT APPLICABLE
1. Have you attended 1 or more of the last three clinics?	48	28	6
2. Did you know about the clinics?	62	7	3
3. Were you interested in the subject matter?	72	6	5
4. Could you come?	41	27	7
5. Did you forget to come?	12	51	12
6. Is the present Sunday afternoon clinic time convenient?	62	11	0
7. Would a mid week clinic time suit you?	14	60	0
8. In general, have the last few clinics been interesting?	66	4	6
or			
9. useful?	65	6	4

Those are the results for what they are worth. Some of the comments aren't worth repeating, while still others will be passed on to the Standing committee.



PNR/NMRA REGIONAL CONVENTION
VERNON LODGE HOTEL, VERNON, BRITISH COLUMBIA

AUGUST 11TH TO 15TH, 1982

PNR-OGOPOGO CONVENTION

UPDATE

DECEMBER 10, 1981

Plans for the P.N.R.'s annual regional convention are proceeding at a good pace. A registration form and schedule of events are in the January Switchlist.

The committee has offered a little extra for those who plan to come earlier as part of their holiday. This was asked of us by several different people and we offer this. Monday evening, August 9th a barbeque (not fancy) for early arrivers to plan Tuesday's trip on VIA Rail from Salmon Arm to Golden and return through Rogers Pass. Leaves Salmon Arm at 8:30 AM and returns 8:30 PM. You are responsible to get to Salmon Arm and take care of your meals. Railfare costs are \$21 return (\$10.50 for children 6 to 11). Wednesday, at no cost, a trip to the Kettle Valley's beautiful Myra Canyon trestles. You supply boxed lunch and refreshments and a vehicle and we will guide you to the site where you may join us or tour it on your own. Leave Vernon at 9 AM and be back by 5 PM. The convention desk and program start at 7 PM Wednesday evening.

Contests: Start now as we are offering the regular photo and modelling contests, plus a 10,000 square foot scale diorama on an agricultural or lumbering theme. We have contests on your favorite model, favorite freight train, favorite passenger train, a rolling tank car contest, locomotive pulling contests and more to be noted in future convention updates.

If you require more information, or registration forms, write P.N.R. Ogo-pogo Convention, Box 255, Vernon, B.C. V1T 6M2.

Please note, Vernon is a holiday area and our hotel accommodation is tight during the summer, reserve early to avoid disappointment. Information on hotels also available.

OGOPOGO CONVENTION SCHEDULE.

Wednesday evening: Board meeting 7PM. Registration desk open, layout tours and hospitality room.

Thursday August 12: Raillette activities, registration, displays, clinics, films and slides, industrial tours, childrens activities, layout tours.

Friday August 13: Raillette activities, children's activities, breakfast (extra) then tour of either CPR Revelstoke or Kamloops CN (CTC, yard, and facilities) movies and slides, and swap meet.

Saturday August 14: Displays, clinics, contests, public show, raillette activities, children's activities, happy hour, banquet, awards and speakers.

Sunday August 15: Continental breakfast followed by PNR business meeting, layout tours can be arranged for the afternoon.

Information on the clinics will
be forthcoming.

COQUIHALLA UPDATE

John Green handed me a note at the last Standing Committee meeting which read;

Ian;

We missed a couple of closing paragraphs on the Coquihalla article, maybe you have the space to print them in the next issue. (Don't give me that WE stuff John, I printed all the material you gave me!)

For any one venturing up the Coquihalla, I should like to place a couple of thoughts in mind. First, the road is gravel in a wilderness area, and there are no garages or services, and BCAA, tow trucks, and emergency vehicles will not travel up the gravel road. In addition ther are wild animals up there, and I have, on several occaisions, seen black bears on the road. Also. please remember the country code; "TAKE ONLY PHOTOGRAPHS, AND LEAVE ONLY FOOTPRINTS"

Finally, never go up there alone!

THERE'S ALWAYS SOMETHING NEW.

By Tom Vardy.

A new development in transportation is underway in Britain. It is to convey passengers to and from the Birmingham International Airport and the Birmingham International Railway Station, a distance of 600 metres. A major extension of airport facilities is to be completed in 1984, and the "railway" is commissioned to be ready for test running in 1983.

The system is called MAGLEV and comprises two vehicles, the size of a small bus, each running on its separate track. The vehicles have no moving parts, instead electro magnets are provided at each corner of the car chassis.

When energized, they are attracted upwards towards steel rails supported from the track and positioned above the magnets. Contact with the rails is not made, the car hovers below them at a fixed distance which is constantly maintained by a computer aboard the vehicle. The track should really be termed a concrete guideway and when the magnets are energized there is no contact with it what so ever. Its main purpose to provide the means of propulsion. In the center of the guideway, on sleepers, is laid a steel reaction rail and the vehicle is fitted with a linear induction motor and is the component for giving horizontal motion. This method of propulsion is similar in principle to the one proposed for the projected Vancouver Rapid Transit vehicles; however the latter will be wheeled and run on standard railway track. They will not levitate.

The vehicles will carry 49 people each plus baggage. It will be standing room only, as the journey will take approximately 90 seconds.

It is an interesting concept and brings another dimension to the modeling scene. A short feeder line passenger facility, a car without wheels, and easy to model too.

T.V. 20/11/81

For you trivia collectors- Last month I reported on a CN Flat at 121'1" and 306400 lbs weight. Well, just a short time ago I got a new Railway Equipment Register and guess what? Consolidated Rail Corporation has 1 and one only at 124'3" and has a dead weight of 500400 lbs, 4 trucks, 8 wheels per truck, and is 54'9" between trucks in the center, and 19'9" between trucks at either end.

TIMETABLE No. 7 - Effective January 1, 1982.

- Jan.17/82 7th Division Swap Meet, 1.00 PM Oakridge Auditorium- Anyone can buy, only members can sell. See information on page seven of this issue. SPECIAL-- Mugs etc. from the National in Calgary will be on sale.
- Feb 14/82 7th Division Clinic, 1:00 PM Oakridge Auditorium. This will be a scenery clinic, following on from where Hank and Tom left off in October. Fraser Wilson and Tom Beaton will show how to landscape the basic coloured hardshell with trees and foliage. Don't miss this one!
- March 6/82 Narrow Gauge Mini Meet and Railettes Pot Luck Supper. Calgary. Details to follow.
- March 14/82 PARTICIPATION CLINIC - BASIC CAMERA USAGE AND MODEL PHOTOGRAPHY 1:00 PM, Oakridge Auditorium. Bring along your camera and film, and learn how to take contest quality photos of your favourite model. Bring a diorama if you have one for positioning your subject. Instructions will be given on both a group and individual basis. As an added extra, you will be shown how to mount your photos for contest entry.
- March 30/82 Fourth Division Spring Meet. Details as we get them. More likely I'll have to phone someone and ask!
- April 1982 Seventh Division Spring Function. Details as the Standing Committee works them out.
- April 10/82 Second Division Annual Mini Meet. Coliseum Travel Lodge. 1441 N/E 2nd Avenue, Portland, Ore. Layout tours, Model and Photo Contest, Displays, Movies, and Banquet. For information call Phill Maggs 2925 S/E 164th Avenue, Portland Oregon, 97236. Phone(503-761-9527)
- April 30- May 2 Pacific Coast Region, NMRA Holiday Inn, Pasadena, California. Planned events include over 96 clinics, of all levels, prototype tours of Santa Fe, SP, and UP. Registration \$35 US. Send to Pasadena Rose Special, C/O Gale Irwin, 10 Sorrel Lane, Rolling Hills Estates, CA 90247. Rates increase after March 31, 1982.
- August 11-15 PNR OGOPOGO Convention, Vernon, B.C. Registrar, Jack Smith, 4103-27th Street, Vernon, B.C. V1T 4X9. Convention Hotel, Vernon Lodge Hotel, 3914-32nd Street, Vernon. Phone (604-545-3385). Reserve your room(s) now as space is limited, and there are other functions on in Vernon at the same time.
- July 13-18 NMRA National Convention, Washington, D.C. For information write: Washinton '82, PO Box 39 Burtonsville, MD 20730.