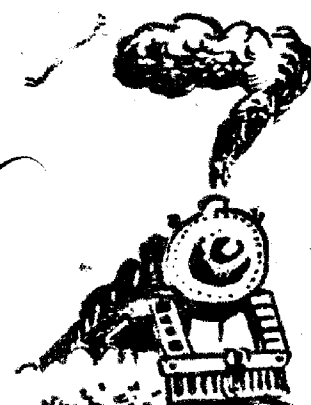




the Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 82

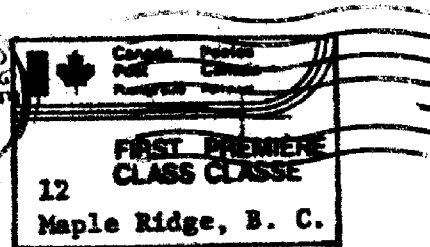
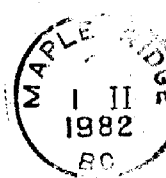
No. 2

FEBRUARY/MARCH '82



Scenery Clinic Feb. 14 — 1:00pm Oakridge Auditorium
details page 5

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



BULLETIN BOARD

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.

STANDING COMMITTEE MEMBERS

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Hank Menkveld Chilliwack, 792-4926	Tom Beaton Surrey, 596-6572	Carl Sparks Burnaby, 433-5583	Dick Sutcliffe Maple Ridge, 467-4

* * * * *

OGOPOGO UPDATE

I was on the telephone to "Sagebrush Smith" this morning asking about the convention plans, and what I got was a rumor that 4' man hand car races (the timed variety, since there's only one hand car) and velocipede races are in the works if the railroad will spring loose a piece of track for the purpose.

The clinic department is booming right along with 15 clinics proposed at the moment. The VIA Rail trip to Golden and back is definitely in the works although NOT CONFIRMED at this time by the VIA people. One word of advice---- for those of you planning to attend, and who require hotel, motel or trailer park and camping space, get your reservations in now as things are already filling up.

I have some information on the accommodations available so if in doubt, give me a call and perhaps I can help out. I also found out that even driveway camper space is already getting tight so contact whoever you planned to mooch from and confirm your parking space, or sleeping bag space or whatever!

During the last Standing Committee meeting, I think it was Frank Mc Kinney who told me that we had permission to reprint articles and material from back issues of the old "Dispatcher". I was looking through one the other night, and I found the one that I am going to reproduce below. It is a timeless piece of advice, criticism, and common sense. It fits quite nicely even today.

MAR- APRIL 1960

THE DISPATCHER

Page 4

HOW MANY OF US ARE GUILTY ?

The word is pronounced CLEEK and is spelled CLIQUE. The dictionary gives its meaning in noun form as an " exclusive group". As an adjective, so says the book of words, "cliquish" means "inclined to be clannish". In the language of model railroading, the word should not exist in any form.

A hobby is a "favourite pursuit", according to Mr. Webster. Model railroading is a hobby. A hobby is a fraternity when several enthusiasts get together, because it's "a body of men banded together by common interest", which is, to again quote the dictionary, the meaning of " fraternity" and fraternize means " to bring into association as brothers".

So what are we trying to prove? Just this--- We may forget to exercise the fraternal spirit of model railroading by not taking the time to help some beginner with his problems, and may, unconsciously, no doubt, be inclined to seek the company of other rails who are on our own level of proficiency or above it, rather than that of the fellow who is still feeling his way. It's only natural. However, in doing so, we're exposing ourselves to the accusation of being cliquish. It does happen every so often.

Let's search our memories. Did we give that youngster a brush-off at the last club affair, the last convention, or whatever the occasion -or a short reply when he timidly asked our advice, because we were anxious to join our pals across the room in a discussion that sounded mighty interesting? Did we seek out the boys we knew well, and stay with them all evening -- or did we mingle?

Model railroading, like any other hobby, attracts devotees from various walks of life, of different personalities, and possessed of degrees of skill ranging from rank novice to the fellow who has reached a stage of expertness that he may be considered to be a "pro". It's a safe bet that those who became master craftsmen didn't do so entirely on their own, and they'd be the first to admit that they had some help from others--- and quite likely a lot of assistance through advice and practical demonstrations. In the process of gaining their experience they were given the chance to fraternize, and all of them are more than willing to help others.

We don't have to make bosom pals of everyone we meet. We're human and like to choose who become our fast friends. So be it---it's our privilege. But let's not be clannish. We've lots of time to keep our close friendships alive. There's no place in group activities of model railroading for cliques. Agree?

SANDING THE FLUES-Cont'd.

The article on page 3 caught my eye particularly, because not too long ago, a number of young people said to me, "What's the matter with so and so? Doesn't he like teen-agers?", and I found my self in the awkward position of having to defend an attitude I didn't like, with a passle of white lies, because the blunt truth would have likely cost us a number of promising young people.

CONTINUING NONSENSE OVER THE NMRA DIRECTORY!

In the latest issue of the NMRA BULLETIN, we get a variety of printed letters to the editor, including one of Brer Beaton's, and the responses were quite vague because the editor says that the answers were covered elsewhere in the magazine. Diligent searching found the alluded to article, and again, everything is blamed on the computers, or the computer tapes. At the latest Standing Committee meeting, some comments were offered by our resident computer experts, John Green, and Greg Madsen, that given a copy of the NMRA Master mailing computer tape they could, in a matter of a couple of hours, correct the whole thing so that it would print out proper addresses for even the foreign members.

How I detest that word "Foreign", why can't they use non-american or something? And what the Hell is foreign about another model railroader just because he lives in another country? I calculate the postage used in vilifying letters to NMRA brass would have paid for the printing of another issue of the blinkin' thing!

Here's a letter from Brian Freemantle in Nelson.

Dear Ian,

You asked for a report for the Bulletin Board from Nelson, so here it is.

After a couple of years of relative inactivity, the Nelson Model Railroad Club has developed a new lease on life. Several members are building modules, a new slate of officers has been elected, and a mini-meet for the fall has been proposed.

At the January monthly meeting, the annual election of officers saw Rick Slingerland elected president, Brian Freemantle, Secretary-Treasurer, and Charles Fraser and Bob Moisey, Trustees. Election was by the usual means-RAILROADING!

Like a number of model railroad groups, the Nelson club has discovered modules as a means of providing larger scale model railroading than would be possible on an individual basis.

Rick Slingerland has developed an HO gauge system that was subsequently adopted by the other club members. It provides for two through tracks on a standard two foot width table. Several club members are building at least one module. For those who are relatively new to the hobby, modules are an excellent means of practising construction techniques without tying up a lot of money.

Cont'd page 5.

SANDING THE FLUES- Brian Freemantles letter cont'd.

We hope to make the modules the focus of a min-meet in the fall. As the decision to hold the meet has just been made, further information won't be available until later. We would appreciate hearing from any groups or individuals who are interested in having a display at our mini-meet.

Contact:

Brian Freemantle, Secretary,
Nelson Model Railroad Club,
1512 Vancouver Street,
Nelson, B.C. V1L 1E6

P.S. The Nelson club meets the first Friday of the month at various members homes.

CLINIC ON SCENERY- THE CONTINUATION OF THE OCTOBER 18th CLINIC.



Even if you missed the one in October on basic scenery construction, done by Tom and Hank, come along to the one to be held on Sunday, February 14th, at 1:00 pm, at the Oakridge Auditorium. This time Mr. Beaton and Mr. Menkveld will show you how to add the finishing touches to what you have already started. Tom has a terrific clinic on the making of trees, and Hank along with Fraser Wilson will give instructions on the painting of backdrops. These pro's are a



must for anyone who wishes to complete his railroad with realism! (no the photos aren't Tom's or Hanks hands! or mine either for that matter!)

WHAT CONSTITUTES A REAL DEAL?

Last month, when it came time to print the Bulletin Board. I trucked on over to our Production Managers house, with the stencils all primed and ready. We put the first one on the machine, ran the required number of copies, and then went to place the next one on the drum. Then a new ream of paper had to be opened up, and fanned out to separate the sheets. By the time we got back to the Roneo, and started her up, we found ink all over the place! We couldn't figure it out! So we took the thing apart, and proceeded to clean the rollers and all the other inky stuff.

by the time we had done that, you guessed it, more ink all over the place! After some soothing profanity, we started to analyze the problem, and on the way through the possible causes, Doug suggested it might be the ink. I said no way, it's the same stuff we always use and we've had no trouble before. Doug said, it's not the same ink, it's some stuff I got a real deal on. \$1 a tube or something like that.

We check into it and sure enough what was happening was that the ink was running through the stencils during the standing time we were changing paper or whatever.

Cont'd page 6.

So all this verbiage (and some of our readers would claim that it was excessive verbiage) is by way of an appology for the smudged and blackened copy that went out last issue. Also the thin ink doesn't provide enough stickum to hold the paper to the rotating drum of the press properly, so some pages missed getting printed and the people who collated the pages also missed the blank sheets. So for those of you who had unkind words to say about the Editor and or the Production Manager we say " the same to you fella!" (I went out and bought some of the proper ink, and we can mix the cheap stuff with the \$10 tube ink. That's if you buy case lots it's \$10 a tube. Singley it's more than that!

Here's a copy of a news release that was handed to me in November, and I filed it. There's nothing wrong with my filing system, it's my retrieval system that's faulty!

GRAND TRUNK CORPORATION

MILWAUKEE ROAD AND GRAND TRUNK CORPORATION BEGIN INTEGRATION DISCUSSIONS

FOR IMMEDIATE RELEASE

DETROIT, October 27, 1981-- The Trustee of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company(Milwaukee Road) and the Grand Trunk Corporation (GTC) have announced that they are beginning discussions concerning the possible integration of the Milwaukee Road into the GTC system of raailroads.

The Milwaukee Road is in reorganization and on September 15, 1981, filed their revised Plan of Reorganization calling for operation of a 2900 mile system and projecting profitability in 1983.

Grand Trunk Corporation is the holding company for the wholly owned American railroad subsidiaries of Canadian National Railway Company (CN); namely, Grabd Trunk Western Railroad Company (GTW), Detroit, Toledo and Ironton Railroad Company (DT&I), Duluth Winnipeg and Pacific Railroad Company (DWP), Central Vermont Railway Inc., (CV) with a total of over 2000 miles of mainline track in operation. Grand Trunk Western interchanges freight with the Milwaukee Road at Chicago, Illinois as does the DWP at Duluth, Minnisota.

Officials for the two companies stated that no determination with respect to any possible transaction can be expected before 90 days. A spokesman for Grand Trunk Corporation stted that Milwaukee management has made impressive progress in elimination of unproductive lines, improving service, and reducing the cost of operations. Continuation of Labour Management Programs to improve productivity and operating efficiency are critical to a successful outcome of the discussions.

John Green reports that there was a net profit of \$317.54 on the raffles at the fall meet. When one considers that over \$2500 was spent on the meet and this had to be recovered from the sales of the banquet tickets and the gate prices, it's remarkable that any profit at all was realized. This profit is used for seed money for future meets and functions and to purchase the necessary supplies that keeps this rag coming to you. (the rag bit is a tag of Brian Pates, not mine! With the continuing increases in prices, I wonder how long the organizers of these meets can keep the price of the registration and banquet tickets under twenty dollars!

Barrie Sanfords new book "The Pictorial History Of Railroading in British Columbia" has a dedication on the flyleaf that just about says it all- "TO THOSE BRITISH COLUMBIANS WHO CALLED THEMSELVES RAILROADERS, AND TO THOSE WHO ENVIED THEM THE TITLE". The book itself has a nicely written text, accompanied by a host of photographs that I hadn't seen before, and some information of which I was totally unaware. There are some super pictures of the early street-cars and trams in the lower mainland area. If you can lay hands on a copy, I can recommend that you read it.

CROWS NEST RAILWAY

ISSUED TO

Subject to
conditions on backIan D. Sloan
General Manager

No. _____

Authorized by _____

The reproduction of one of my rail passes that appears on the left, is an example of the things that we can do with the stencil cutter. We learn as we go. The original was a print shop job, but the copy used here seems to indicate that we could run pike ads from your rail passes, or from your black and white art work. The question of pike ads has been raised before and the reception

was lukewarm. For those of you who receive the sixth division High Ball, you are aware of the fees involved to get the magazine. The producers use the \$5 per year tariff to pay for their production costs, as well as the revenue produced by the pike ads that they carry as well. I'm not advocating that we try and put the Bulletin Board on a paying basis, but it would be nice to go to one of the Standing Committee meetings and say 'no thanks we don't need any money this time'.

Speaking of printing, if any of you have train order forms or schedules or clinic handout material or whatever, just get the copy to me along with the numbers required, and we will get back to you with an approximate cost and a time for delivery. Please write or phone and let me know what you think about the pike ads

A list of the people and businesses who contributed door prizes appears below. Thank you letters should have already reached these people. Our staunch supporters are;

John and Sharon Green, Vancouver.
Hank Menkveld, Chilliwack.
George Beil, Rosedale.
Circuit Graphics, Burnaby.
Burlington Northern Railroad, Vancouver.
Meridian Distributors, Vancouver.
Totem Tools, Vancouver.
Sidetrack Hobbies, Nanaimo.
Gary's Train Center, Vancouver.
Van Hobbies, Vancouver.
Creative Hobbycraft, New Westminster.
Pacific Hobbies, Burnaby.
C & S Industries, North Vancouver.
Pacific N Scale, North Vancouver.
Village Hobbies, Richmond.
Railway World, Vancouver.

These folks are our greatest supporters, so support them in return. Without them we would not be able to have the kind of meets that we do! My appologies for not printing this list in the last issue, but our production manager neglected to give me the list, and my crystal ball was on the hum at the time!

And while we are on the subject of crystal ball gazing, I would like to make a statement. I can't print material that I don't have, and I shouldn't have to phone around and solicit the stuff just before press time. For thaose of you not in direct contact with me, press time is two weeks before each of the functions listed on the last page of each issue in the TIMETABLE! Of course, if I had the material a week or so before that, I wouldn't have to type the sheets for the stencil maker on the morning that I am going to print the thing. Makes for a great rush at the last minute.

I have had a number of requests for a clinic on preparation for making decals and while reading through the back issues of the Bulletin board, I came upon the article which appears on page 9. The text of the article, has remained virtually unchanged except for a couple of addresses, and I have left out any priced items that the author, Ken Griffiths had written into the article. This should give you people that are interested in decals at the very least a place to start your planning, if not the actual execution of the work, Good luck and have fun. Dick Sutcliffe and I did up our own artwork a couple of years ago, and had Ken contract out the photography part, and He did the silk screening of the decals for us. We have been thoroughly spoiled by the quality of his work, and particularly the thinness of the decal paper that he uses. Super Stuff!

FEATURE ARTICLE by Ken Griffiths taken from BULLETIN BOARD April 1971

DECAL MAKING MADE EASY? First Part of a Two Part Article

Your editor has recently been fiddling with a project to make his own decals. Some comments on the ins and outs encountered so far may be of interest to those of you who have considered doing this yourselves.

First of all, a brief description of the basic steps involved in making decals: A master drawing of the proposed decal sheet must be made and in the interest of quality this is usually done at a scale of from two to four times the finished size. This master is photographed on a very high contrast film. Reduction to finished size is carried out at this step. Next, the photographic transparency is used to expose a stencil material. The stencil is then developed and mounted on a silk screen which has been stretched in a wooden frame. After drying, the mounted stencil is ready for printing. The decal printing is done on special decal paper simply by dragging "ink" over the stencil with the paper underneath. Now for a more detailed description of the steps involved.

Making a Master

It should be made perfectly clear at the outset that this is the most time consuming and important step in making decals. It has become very apparent to me that every little blemish or misalignment in the master will be faithfully reproduced through all the remaining steps to the finished decal. Neatness and accuracy are thus, of paramount importance.

I have chosen a scale of four times finished size for my masters. I chose this because I am a rather mediocre draftsman and at this scale my errors will only be half as big finally as they would be if I did the masters at two times finished size.

I use that boon to model lettering known as 'Letraset' to prepare the masters. This material is available in a large variety of letter styles and sizes from Behnsen Silk Screen Supply on Richards Street in Vancouver. There are other sources of this type of material - Rushant Cameras, 4538 W. 10th. Woodward's carry a very limited range.

The letters are laid out on a good, ink quality tracing paper. I use a second sheet of tracing paper underneath with a large number of parallel lines to act as guide lines to keep the lettering straight. Doing it this way saves the bother of erasing light pencil guidelines after the lettering is complete. There is a risk of damaging the lettering if you try to erase guidelines which touch the letters.

If you have a herald or figures which you cannot do with Letraset you will have to draw them at the same scale with India Ink. I refer you to the September 1970 M.R. article on Photo-etching for tips on drafting. A lot of the chalk scribbles which are seen on all freight cars can also be done freehand in India Ink. It will be useful to include an 8" or suitable length line on the master to simplify scaling down in the photographic step. An 8" line should be 2" on the ground glass for 4X reduction.

Three Tips:

1. Put as many sets of dimensional data, etc. as you have room for on the sheet. This will come in handy when you are lettering different types of cars which obviously shouldn't have the same data.

Decal Making Made Easy - continued

2. Arrange car numbers randomly and not in the usual 111222333... .. seen on decal sheets. This way you can letter a car number with 1/2 or less the number of separate decal bits normally required.
3. Try reproducing some of the 2" and 1" data seen on freight cars. In HO scale, some of this will be only about 10 thousandths of an inch high and it may not work too well. But even if it doesn't it is still worth a try. Nothing ventured, nothing gained. A field trip or two to see just what kind of information is printed on the cars is highly recommended.

Photographing the Master

The objective of the photographic step is to make an exact size photographic positive of the decal sheet for use in exposing the stencil material. For this you have to cut up and tape (invisible magic mending) the various parts of lettering to a large piece of plain white paper in the usual 4" x 5" proportions.

The photographic materials used are the extremely high contrast lith films such as Kodak Kodalith or Ilford Formalith and their respective developers and other solutions. These films are available only in sheet form and you must therefore have the use of a camera capable of using sheet film if you contemplate doing your own photographic work. The photography is carried out by mounting the artwork on a wall and lighting it with two floodlights, one on either side, at about a 45 degree angle. The angle. The camera is easily positioned for the right size reproduction using the 8" line mentioned previously. Some experimenting will be required to get the correct exposure and I again refer you to the September 1970 MR article for hints on the photography.

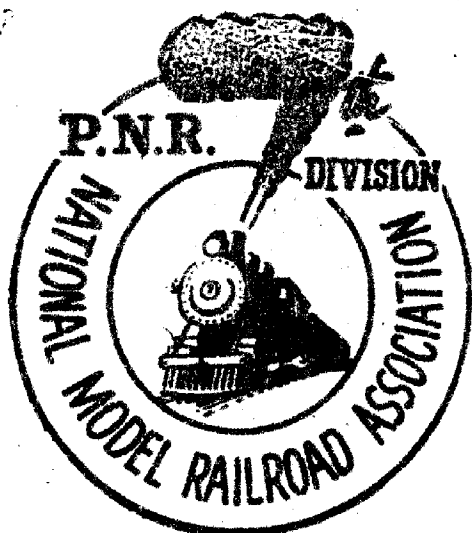
The film as it comes from the camera will be a negative and a positive is what is required. This is obtained by simply contact printing the negative on a second piece of film. Cleanliness is again of great importance in the photographic step - any dust spots on the film will produce pin holes in the stencil and blemishes on the decals.

The Ilford photographic materials are available from Rushant Cameras. Kodak materials are widely available. Try London Drugs for your Kodak supplies.

For those not wanting to do their own photographic work it is possible to have this done by any printing or engraving firm which regularly uses photos for composing their work.

Well I hope this inspires some of you to attempt making your own decals. Next issue I'll describe the steps remaining to get to the finished product. If any of you get started and stopped before the next issue arrives, write me c/o the BULLETIN BOARD.

Continued next issue.



7th Division

PACIFIC NORTHWEST REGION

National Model Railroad Association

The NMRA was founded in 1935 for the purpose of developing standards allowing the interchange of equipment from one model railroad to another. It has also promoted a closer understanding and cooperation among model railroad manufacturers, distributors, dealers, publishers, consumers, and the general public. The NMRA aim is to advance the hobby of model railroading by publications, conventions, meets, etc., wherever and whenever possible.

ORGANIZATION:

NMRA is divided into 15 Regions in the United States, Canada and Britain.

The PACIFIC NORTHWEST REGION comprises the States of Washington, Oregon, Idaho, Montana, and Alaska; the Provinces of British Columbia, Alberta, Saskatchewan, the Yukon and Northwest Territories, which is divided into 8 Divisions.

The 7th DIVISION, P.N.R., NMRA includes all of British Columbia, Alaska, and the Yukon Territory.

PUBLICATIONS:

The NMRA "BULLETIN" is published monthly, a Directory when finances allow.

The PNR "SWITCHLIST" is published five to six times a year.

The 7th DIVISION "BULLETIN BOARD" is published approximately six times a year.

DUES & MEMBERSHIP APPLICATION:

MEMBERSHIP APPLICATION

National Model Railroad Association
P. O. Box 2186, Indianapolis, Indiana 45206

Enclose ☐ Check ☐ Money Order ☐ Cash

☐ Regular, One Year	\$15.00	☐ Sustaining, One Year	\$30.00
☐ Regular, Two Year	\$30.00	☐ Sustaining, Five Years	120.00
☐ Regular, Five Year	\$60.00	☐ Life Membership	300.00

(Also available on installment plan. Details upon request)

☐ Family Membership \$3.00 per name
Available to spouse or minor children of regular member

PLEASE PRINT PLAINLY

Name _____ Age _____

Street or Rural Route _____

City, State _____ Zip No. _____

Scale (Gage) _____ ☐ New ☐ Renew

Recommended by _____

PNR _____ NMRA No. _____

MEMBERSHIP APPLICATION

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

PLEASE PRINT PLAINLY

Name _____ Date _____

Street and No. _____

City _____ State or Prov. _____ Zip Code _____

Telephone _____

N.M.R.A. Membership Card No. _____ Expires _____

☐ Renewal ☐ NewEnclose ☐ Check ☐ Money Order ☐ Cash☐ Regular \$4.00 ☐ Family \$1.00 ☐ Life \$100.00

(You MUST be a Member of N.M.R.A.)

PRICES QUOTED ARE IN U.S. FUNDS. SEND \$18.(NMRA) and/or \$5.(PNR) in CANADIAN FUNDS,
MONEY ORDER OR CHEQUE PAYABLE TO: Greg Madsen, 6648 Gladstone Street,
Vancouver, B.C. V5P 4E7

TIMETABLE No. 7 - Effective February 1, 1982

- 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 not available at press time.
- 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 20/82 Fourth Division Spring Meet. Mini-Meet & Awards Banquet, Landmark Inn, 4300-200th St.S.W., Lynwood, WA. Mini-Meet: \$4.50 (& banquet-\$12.00 with NMRA/PNR Membership number) or \$3.00 to Members. Layout Tours of Pacific Fast Mail Headquarters - Prototype tour of UP yards & facilities Further info obtained from Bob Smith, 8115-20th Ave.S.W., Seattle, WA. 98106 - Phone (206) 762-1895.
- March 21/82 4th Division - PNR Regional Swap Meet - Lynwood, Wa.
- April 1982 Proposed 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 & Photo Contest, Displays, Movies, and Banquet. For information call Phill Maggs - 2925 S.E. 164th Ave., Portland Oregon 97236. Phone (503) 761-9527.
- April 30-May 2 Pacific Coast Region, NMRA Holiday Inn, Pasadena, Ca. Planned events include over 96 clinics of all levels, prototype tours of Santa Fe, SP, & 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.
- May 16/82 7th Division Clinic - Oakridge Auditorium. Guest Experts - Jim Finnell and Kelly Morris - Details to follow.
- June 20/82 Vancouver Island Tour - Repeat - Blackstaff's Backyard 12" to the foot logging railroad plus the Duncan Forestry Museum.
- August 11-15 PNR OGOPOGO Convention, Vernon, B.C. Registrar-Jack Smith, 4103-27th Street, Vernon, B.C. V1T 4X9. Convention Hotel, Vernon Lodge 3914-32nd St. 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, DC For information write: Washington '82, PO Box 39 BURTONSVILLE, MD 20730.