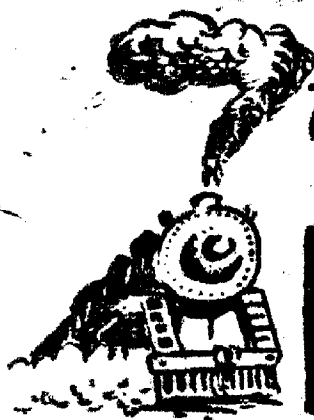




7th Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

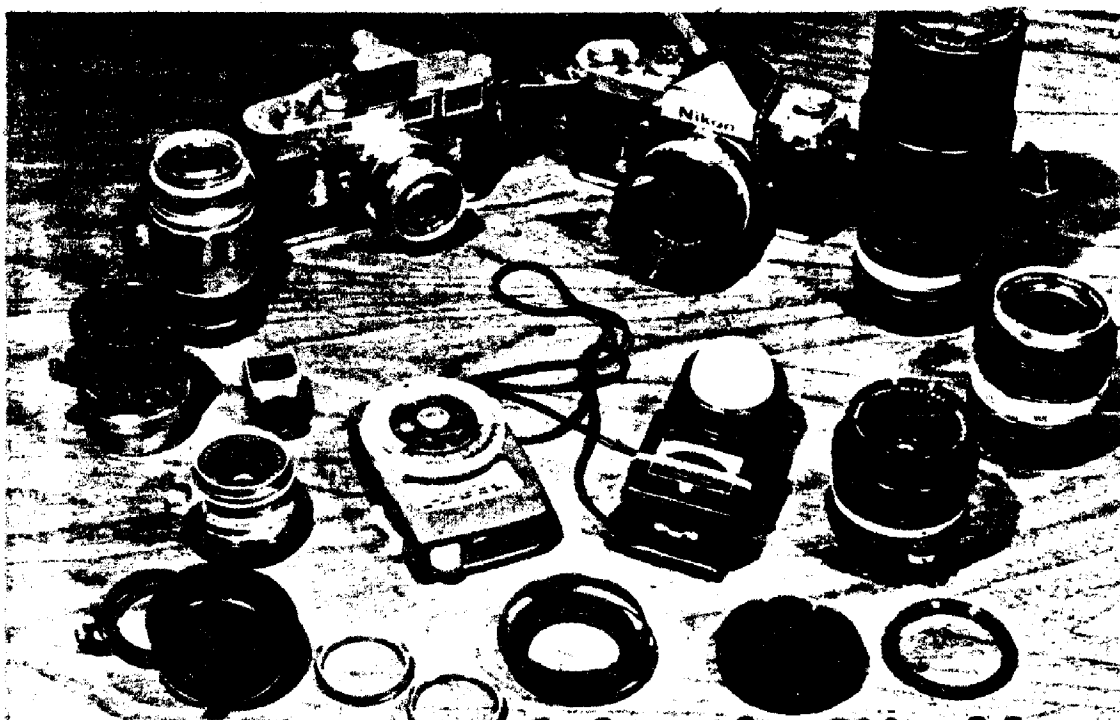
BULLETIN BOARD

VOLUME 82

No 3

MARCH-APRIL

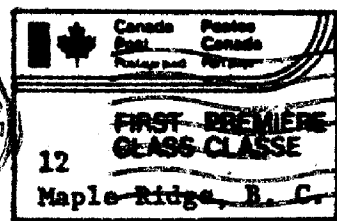
Contest Photo
Mounting



Model Photography

Camera Clinic - Participating!! March 14
Oakridge, 1:00 pm

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



7-4920 LIFE

150

GREG MADSEN
7TH DIV. SUPERINTENDENT
6648 GLADSTONE ST.
VANCOUVER, BC V5P 4E7

TIMETABLE No. 7 - Effective March 1, 1982

- March 6/82 Narrow Gauge Mini Meet and Raillette Pot Luck Supper. Calgary
- March 14/82 Participation Clinic- Basic Camera Usage and Model Photography
1:00pm Oakridge Auditorium. See details on page 6 of this
issue.
- March 20/82 Fourth Division Spring Meet. Mini Meet and award banquet,
Landmark Inn, Lynnwood, Washington. Admission \$4.50, Banquet
and meet, \$12.00. Layout tours of Pacific Fast Mail HQ-
Prototype tour of UP yards and facilities. Further info, call
Bob Smith, 8115 southwest 20th Avenue, Seattle 98106 or
telephone (206) 762-1895
- March 21/82 Pacific Northwest Region Swapmeet, Landmark Inn, Lynnwood
Washington. See maps on page 6 of this issue. Time- 10:00am
to 4:00pm, Auction at 3:00pm. Admittance fee not stated.
- April 18/82 Clinic to replace the spring function has been postponed
until next fall. The replacement clinic had not been decided
at press time, BUT THERE WILL BE A CLINIC- 1:00pm Oakridge
Auditorium.
- April 10/82 Second Division Mini Meet. Coliseum Travel Lodge, 1441 N.E.
2nd Avenue, Portland Oregon. Layout tours, Model and Photo
Contest, Displays, Movies and Banquet. For further information
call Phill Maggs - 2925 S.E. 164th Ave., Portland, 97236
telephone (503) 761-9527
- April 30-
May 2/82 Pacific Coast Region, Holiday Inn, Pasedena, California.
Planned events include over 96 clinics of all levels, tours
of Santa Fe, UP, and SP facilities. Registration, 35US.
Send to Pasedena Rose Special, c/o Gale Irwin, 10 Sorrel
Lane, Rolling Hills Estates, CA 90247 Rates increase after
March 31, 1982
- May 16/82 Seventh Division Clinic - Oakridge Auditorium, 1:00pm
Guest experts, Jim Finnell and Kelly Morris- details to
follow.
- June 20/82 Proposed Vancouver Island Tour - Repeat - Blackstaff's
backyard 12" to the foot logging railway plus the Duncan
Forest Museum. Details as they are finalized.
- 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 Street, Vernon. Phone (604) 545-3385.
Reserve your space 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 info write
Washington '82, PO Box 39, Burtonsville, MD 20730

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

Superintendent: Greg Madsen 6648 Gladstone St. Vancouver, V5P 4E7 Phone: 325-7013	Treasurer: Ken Davis 815 Crystal Court N.Vancouver, V7R 2B7 Phone: 987-6503	Editor, Bulletin Board: Ian D. Sloan P.O.Box 368 Maple Ridge, V2X 8K9 Phone: 467-2278	Achievement Program: Gordon Varney 2961 Willoughby Ave. Burnaby, V3J 1K7 Phone: 421-5085
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Ken Vere Kamloops, 372-2885	Brian Pate N.Vancouver, 987-5903	Alan Dean Rossland, 362-5670	Bert Battay Vernon, 545-1697
John Green Vancouver, 325-6204	Gary Oliver Vancouver, 874-5716	Ken Griffiths Delta	Cyril Meadows Surrey, 591-1845
Hank Menkveld Chilliwack, 792-4926	Tom Beaton Surrey, 596-6572	Carl Sparks Burnaby, 433-5583	Dick Sutcliffe Maple Ridge, 467-4301

* * * * *

FOR SALE

Have one Painted brass G-3 Pacific # 2356 (Canadian Pacific) with Kadees, built by Samhongsu for Van Hobbies, price- \$175.00. Runs well and looks good. Anyone that is interested, contact Rod Craggs at P.O. Box 223, Ashcroft, B.C., V0K 1A0.

FOR SALE

Remnants of a six by twelve N gauge layout. What remains is the layout itself. Most of the rolling stock has already been disposed of. For further information call Gary Graber, 467-9488.

WANTED

Al Jones, of 750 North 8th Street, Springfield Oregon, would like to have information on all the modular setups that are being built out there. In particular, he would like to have copies of the finished specifications. For those of you replying to this request, the Zip Code for Al is 97477

Take note you guys in Nelson!

APPOINTMENT NOTICE

Greg Madsen has been appointed the new Regional Photo Contest Chairman! As my Grandpappy always used to say, " If you want a job done in a hurry, give it to a busy man!" The job may not need to be done in a hurry, but Greg has got to be one of the busiest men around! Thank you from all of us for allowing yourself to be railroaded once again.

SANDING THE FLUES

Subject- PNR Memberships.

At the last Standing Committee meeting, Greg Madsen brought us the news that at the last BOD meeting, it was decided that there is no reason why we could not have Associate members in the PNR. THEREFORE, starting now- we have Associate Memberships available for those who do not wish to join the NMRA in order to join the PNR. For a fee of \$6 US per year, one can become an Associate Member to the PNR, with all the same rights and privileges as a full member with the exception that an associate can not take part in any of the functions or contests that are sponsored by the NMRA. As an Associate member, you would receive both the Switchlist and the Bulletin Board (or the Highball, or the Grab Iron or whatever) Just use the Standard Membership Form and print ASSOCIATE at the top, send along your \$6 US, and that's it! A really neat way to get one without the expense of the other. Let's get out there and organize a membership drive! I can think of some way to print the extra couple hundred copies of the DB that I'm sure we are going to need!

Subject- NMRA WESTERN REGIONS VICE PRESIDENT.

The position of Western Vice President is currently being held by Ernie Mattschei of Walnut Creek, California. His term is up this June or July, and I haven't heard if he is going to seek the office again or not, but I have heard who is! Duane Damgaard of Seattle, that's who!

To the best of my limited knowledge, we have not had a Western Veep from the PNR. It seems that they are always from the PCR. Duane intends to change the pattern. Lately, many of the things that have bothered the members here in the PNR have really come to a head, and Duane intends to let the NMRA know what is on the minds of all of us here in the Northwest.

Since there are such a large and active group of dues paying members here in the PNR, Duane feels that local representation would be a distinct and pleasurable change.

I agree with this for two reasons. First, a local Veep who is available for some face to face meetings would be great. Second, I know and respect Duane from the time I first attended a convention and found him on the panel of judges for the model contests. Duane is one of those selfless people who are the backbone of our organization, and has devoted countless hours to the service of the PNR. He is a man who feels keenly about the treatment of members in this region, and is prepared to do battle over a number of issues that will have dire consequences if allowed to proceed as planned. Duane is one of those rare people who is at times, more at home on our side of the 49th. Certainly he spends enough time up here that he feels no national boundaries are in the way of his representing us all.

I don't think that Duane would state his election platform quite so baldly, but I have no such qualms. He is running on the S---T disturbing plank. For those of you unable to fill in the blanks, here are some words that fit; ScoT, SilT, Sift, ShoT, SuiT etc. He feels that it's high time the NMRA directorate heard loud and clear from the PNR.

When the ballots arrive in May or June in the Bulletin, I for one will vote for Duane Damgaard, You vote for whom you please, but VOTE!

SANDING THE FLUES

INTERIOR MEMBER DISCOVERS NEW MEDICAL SYNDROME!

Article by Rod Craggs.

SHOCK- by definition is perfusion which is inadequate to maintain cellular metabolism, thus resulting in cellular anoxia and tissue death.

TYPES-Hypervolemic or decreased circulating volume of blood or fluid.

-Cardiogenic or inefficient heart pumping action.

-Shock from violent trauma as in car accidents.

However there is one type for which I can find no mention. I call it BRASS SHOCK. It is peculiar to model railroaders owning brass locomotives.

CAUSE- brought on by the decision of the model railroader deciding that the dummy brass head light on old 99 would look better drilled out, and a constant lighting kit installed.

ONSET OF SHOCK- when aforementioned dummy headlight comes off its mount and the modeler's Dremel suddenly sets up a high speed vibration, as the light spins merrily at equally high speeds on the drill bit, followed by a sudden crunch as the whirling headlight tears the mounting platform from the smoke box front.

SYMPTOMS- Sudden anxiety, cool clammy skin, pallor, rapid heart beat, rapid shallow breathing and thirst.

TREATMENT- aid him in setting the loco down carefully, remove his head magnifier, and assist him to the nearest couch and place him in a semi-sitting position. Pour a stiff one, (preferably 21 year old Scotch) and place the drink in his trembling hands, with a caution to drink slowly.

Reassure him constantly, (the damage isn't as bad as it looks, and old 99 will run again), advise a good nights sleep and leave the patient in the care of his understanding wife.

NOMINATIONS FOR DIVISIONAL SUPERINTENDENT

Nominations will be received by the nominations chairman, Ken Griffiths, 7997 Modesto Drive, Delta, 3 .C. V4C 4A9 until March 31st, 1982.

Nominations for the position of Divisional Superintendent should be acted upon soon so that the nominees can be listed in the Bulletin Board, and Ballots can be printed in time for the election which is held in the early summer.

I haven't had a single letter, telegram, smoke signal or rocket about my questions on the pike ads. Is there no one out there who reads this thing? or am I just writing the whole deal for typing practise? Speaking of that, you can just bet that it has sure picked up from twenty or so years ago when I did the last of the touch typing. At that time I could do about 85, now it's getting back up there again, although with a few more errors than there used to be.

SANDING THE FLUES

SUBJECT- Membership form in last issue.

PROBLEM- Your Editor makes abject appology for the dismal truth that he didn't even read the copy before putting it in the scanner, hence a number of new members or renewals were sent to Greg with \$5 Can enclosed.

The actual amounts required for dues in the NMRA are \$15 US dollars per year, while the PNR dues are in fact \$6 US per year. What Greg has done for those of you who sent in the 5 bucks in Canadian funds, is convert that to an actual 8 months of membership in the PNR. Fortunately, our computer is set up to handle these weird time periods. My appologies also to our PNR Office Manager, Jeff Tague, who has to enter said 8 month memberships.

Be forewarned, that your renewals will cost you for NMRA- \$18.44 Can. as of yesterday (Feb.20) and your PNR- \$7.32 Can.

From here on, as punishment, I will use a small e in front of editor!

SUBJECT- Last Clinic.

My sources tell me that the last clinic was one of the best attended that we have ever had. The Production Manager tells me that he lost count somewhere around the 75 mark, including a larger number of wives. Prehaps this is due to the natural inquisitiveness of the female of the species wanting to know just what it is that we offer in place of a Sunday at home with the wife and kids. Whatever the cause of the increased attendance, I for one am surely glad to see it.

SUBJECT- THE GREAT PACIFIC NORTHWEST REGIONAL MODEL RAILROAD SWAP MEET.

THE BIGGEST EVER!

Everything in Railroading! Buy, sell, swap, Sunday March 21, 1982 10:00AM to 4:00PM. Auction at 3:00PM. The drawing for the PFM MARK II Sound System and ELEVEN other prizes.

Held at the LANDMARK INN, in LYNWOOD, WASHINGTON. See the map(s) on the following page(s)

For additional information, call or write Bob Smith, 8115- 20th Avenue SW, Seattle WA 98106. Telephone (206) 762-1895.

Sponsored by the NMRA and the PNR.

SUBJECT- OGOPOGO CONVENTION UPDATE.

I haven't heard anything new from OL' Smith recently, so we can assume that the planning for the whole deal is going smoothly without a hitch. Come to that, even Pat Quain is very quiet these days. I wonder what's bothering him?

SUBJECT- ELECTION OF OFFICERS, CAPILANO WESTERN RAILWAY.

A letter dated Jan.28, 1982 announces the election of the following:

President- Rick Ruegg, 4771-44B Ave., Delta, V4K 1H7, 946-1909
 Vice Pres- Jay Eiklor, 5338 Beresford St., Bby V5J 1H9 434-8874
 Treasurer- Gordon Richardson 4223 Gravely St., Bby., V5C 3T7 298-8230
 Secretary- Jim Bower, 7071-115A St., Delta, V4E 2E4 591-9825
 Member at - Richard Anderson, 2458 Lampman Pl., N/Van. V7H 1M5, 929-4792
 Large

SUBJECT - CAMERA AND PHOTOGRAPHY CLINIC, MARCH 14, 1982, OAKRIDGE AUDITORIUM.

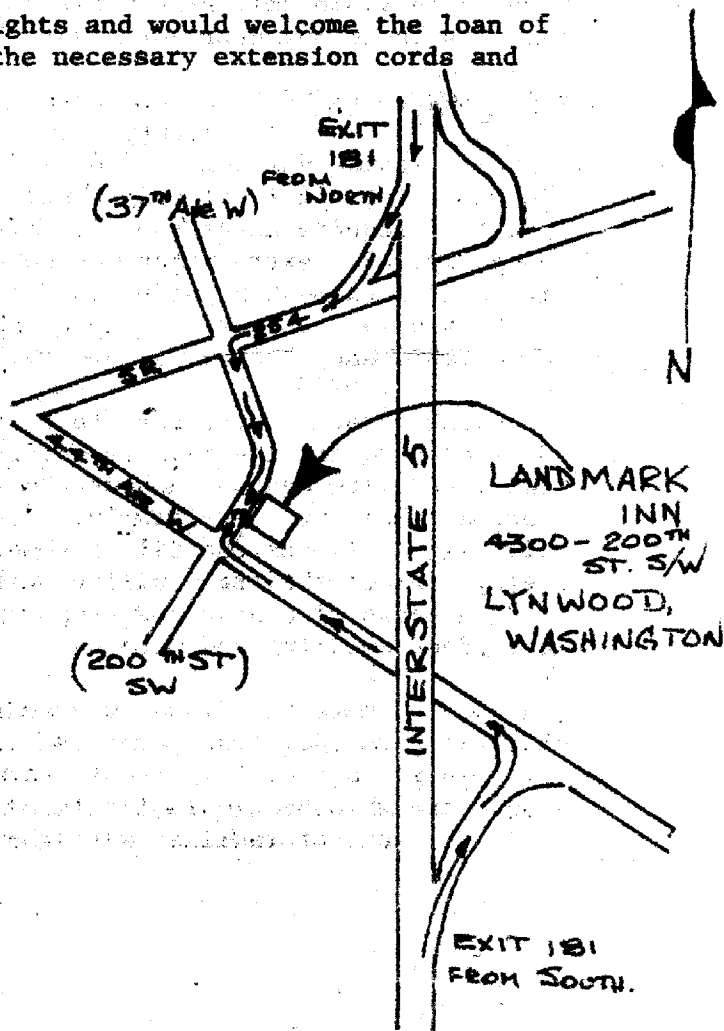
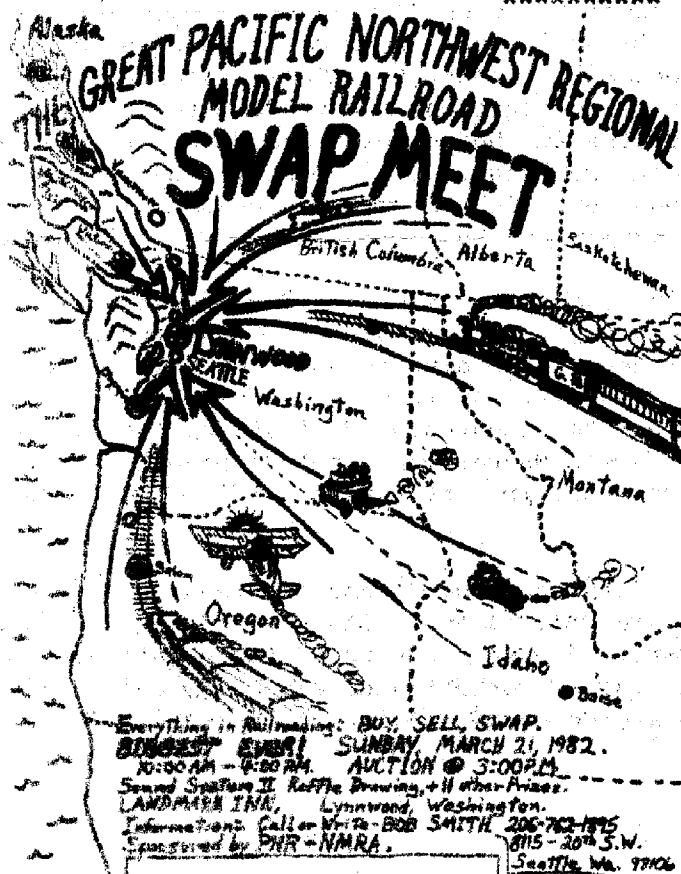
Vies Szalansky, the presenter of the clinic advises me that the following items would be useful if brought along:

Bring whatever you wish to photograph, rolling stock, small structures, etc., as Malcolm Anderson will be bringing along his logging diorama to pose them on.

The most preferred type of camera would be a 35mm, although any camera will be welcome. A normal lens, or slight wide angle such as a 28mm will be the best.

No close up equipment will required at this particular clinic. Film should be Tungsten 160 for hot light work, or 200 - 400 for flash work. He does not recommend Kodachrome for general inside work. Kodacolor II for prints, and black and white for general use.

He has a limited number of sets of hot lights and would welcome the loan of other sets if you can bring them along with the necessary extension cords and plugs.



Editors Note. I have altered this article only to the extent that I have upgraded the addresses of the firms that Ken dealt with, and provided current addresses for them. I have made no attempt to change the prices of ten years ago, or to ascertain whether they still stock the goods. Some product changes will be sure, others won't have changed in any way except price.

Ed.

MAKING DECAL - PART II

by Ken Griffiths

CONTINUED from last issue of BULLETIN BOARD.

By now, many of you who have taken the first part of this article to heart will be ready to forge on to the finished product. But first, a word of encouragement to those who desire to have their own private decals but do not wish to undertake the considerable effort to make them themselves.

Scott Silk Screen Products of 1716 West 4th Ave., in Vancouver are prepared to make decals for individuals or small groups of individuals. These people are the ones who do the very fine Pacific Pike decals with which I'm sure most of you are familiar. If the art work were supplied, the cost of a run would be in the neighbourhood of \$50. to \$60.00. This cost seems high at first glance but it looks better when you realize that two, three or even four people could combine their work and share this cost. These costs will, of course, go up if you require split color runs or two or more colors with registration.

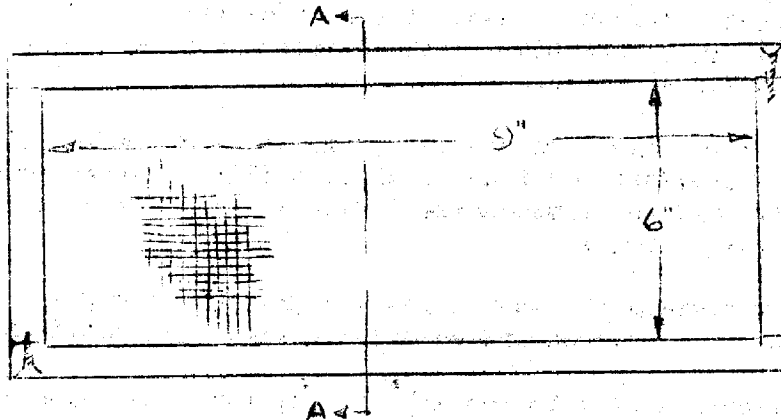
Now back to the hardy ones who wish to do all their own work. By now you should have a suitable same size positive of the decal sheet you wish to print. The next step is the manufacture of a suitable . . .

SILK SCREEN FRAME: Refer to the accompanying drawing for details on the construction of a silk screen frame. I have made my frame with an inside dimension of 6" x 7" but now wish I had made it at least an inch longer. Too big is all right but too small is just too small. Within the frame you will require extra room so that the squeegee has enough room to operate properly. Pay extra attention to getting the bottom of the frame flat so that it won't rock on high points while you are printing. I found it best to flatten it by running it over a piece of sandpaper which was sitting on the flat surface of a table saw.

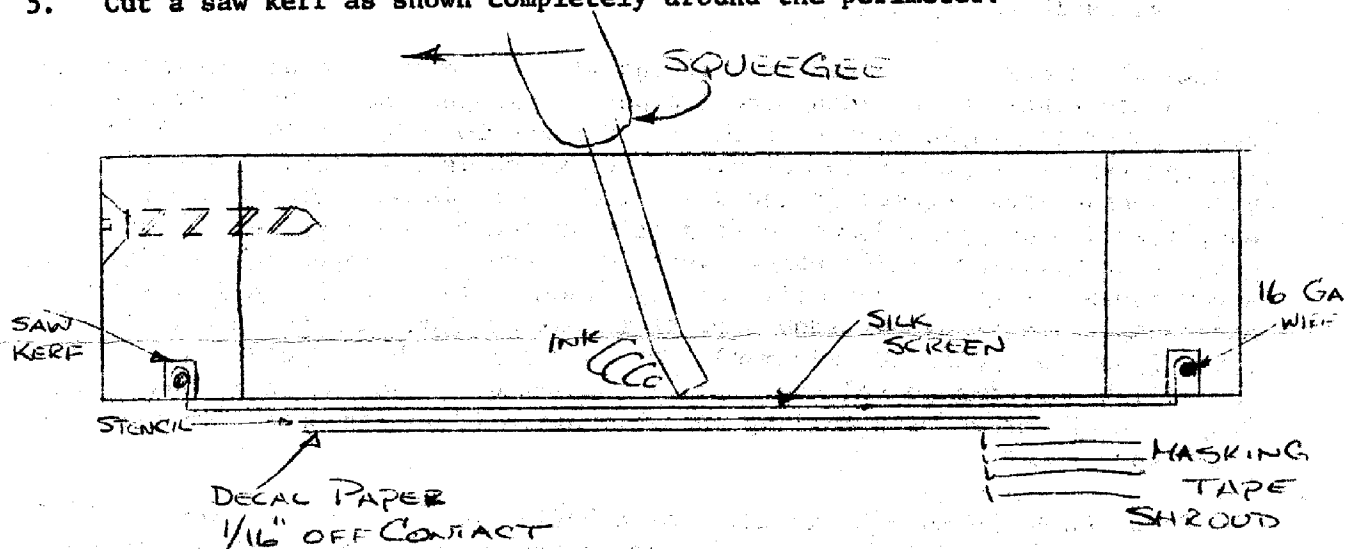
The silk screen is attached to the frame again as shown in the drawing. It is desirable to get the silk as uniformly tight as possible. I found that 16 ga. insulated wire was just about the right size to draw the silk down into the saw kerf and hold it there firmly. Your saw kerf may require a somewhat different wire size. I lock the silk screen in after tightening by covering the wire with epoxy. Since the frame will be wetted with water many times I have sealed the wooden parts with a two part epoxy paint to prevent water absorption with its attendant swelling and warping.

The "silk" material I used was again obtained from Behnsen's Graphic Supplies, 1016 Richards St., Vancouver, and is in fact nylon. It is a 260 mesh nylon and you can get a piece big enough to make at least two screens for about \$6.00. There are undoubtedly real silk materials or other materials which will do the job but I am not familiar with them and so cannot advise you on their use.

Assembly Procedure



1. Cut the frame members to length from $3/4"$ x $1 1/4"$ pine or yellow cedar.
2. Assembly as shown by placing on a flat surface and gluing the joints with "5 minute" epoxy glue. A rubber band may be used around the outside while the glue sets but make sure it doesn't distort the frame.
3. After the glue has set, drill and install one wood screw in each corner and make sure it will not interfere with the saw kerf.
4. Paint the frame except the bottom edge with a paint that has a very high solvent resistance.
5. Cut a saw kerf as shown completely around the perimeter.



Making and Mounting the Stencil: The next step should be the first visible reward of your labours. The stencil material used is manufactured by the McGraw Colorgraph Company and is available at Behnsens. It is called Type 4570 but is not available in handy model railroader sized packages! You can get a suitable piece off the roll and an instruction sheet for its use for a nominal charge. The following are a few tips to go along with the instruction sheet.

1. RE-EMPHASIS! Make sure the back of the stencil, the positive and the copy glass are squeaky clean. I wasn't too careful on the first stencil I made and the result was a horrible rash of salt and pepper marks caused by dust specks on any or all of the above.
2. Follow the instructions carefully in preparing and mounting the stencil. The stencil is quite soft and fragile while still wet after mounting and can be quite easily damaged if mishandled while in this state. (I found this out the hard way, too.)
3. I strongly recommend the use of the alcohol solution for a final rinse before mounting. It does indeed help to keep very small detail open.
4. Some experimenting will be required to get the right exposure with the stencil material especially considering the fact that most people won't carry a 35 amp arc light in their hip pocket. What is required for exposing the material is a good source of ultraviolet light such as the "blacklight" fluorescent tubes a la Frank McKinney or possibly even a sunlamp. I have used a vapor lamp and found my exposures to be very near the middle of the range suggested in the Type 4570 instruction sheet. I use a contact printing frame for holding everything together for the exposure.
5. The nylon treatment referred to in the Type 4570 instructions consists of etching the screen with a phenol solution and this material is again available from Behnsen's. Alcohol (anhydrous) is used to rinse the phenol at the end of the etching step and water must be kept away as long as the phenol is still on the screen. There is again a McGraw Colorgraph instruction sheet available for this step.

You should now have a mounted stencil and will be ready to start printing as soon as you can find some bleeding decal paper. Behnsen's sell what is called duplex decal paper in single sheets of about 20" x 20" for 60¢ per sheet. There is another type of paper called Simplex paper which is identical to the blue tinted paper seen on some commercial decals. This paper is referred to as superflat and it is indeed. I had some difficulty in locating a supplier but finally found that Barber Ellis of 1125 Vernon, Vancouver, have just begun to stock it. They are wholesalers and do not sell very small quantities but I was able to buy 60 sheets of 25" x 36" paper from them at a cost of about 33¢ per sheet, including taxes (they have a \$15.00 minimum). Of course now I have 3,247 years' supply and will be willing to sell very small quantities to you at cost plus an exorbitant 2¢ per sheet markup plus mailing costs if any. (Editor's Note: This may not still hold true.)

The decal paper comes with the film of adhesive but without the clear carrier film for the decals. It will thus be necessary to silk screen them with a coat of clear decal lacquer through a blank - no stencil - screen. I did this originally with the same 260 mesh nylon screen used for stencil printing and got a film so thin that it shrivelled up into a ball of nothing when I put it in water. I now put the film on through 12XX real silk (Behnsen's) which is about 125 mesh.

Printing the stencil and getting a good job will be a matter of experience. I am using Naz Dar "inks" for all my printing and have yet to be dissatisfied because of some shortcoming in the ink. Naz Dar make a complete line of decal lacquers (inks) in clear gloss and flat and gloss colours. They also make another ink called the 5500 series which has flat colours and I have used the white and been

completely satisfied. This ink series has the advantage of being able to produce opaque letters in extremely thin films.

Old line decal makers may tell you that decals should be printed with decal lacquers which are especially formulated to be extremely flexible and stay that way over a long period. This other 5500 series ink is not a lacquer but it has fortunately been formulated to produce a flexible film so that it can stand folding after drying without cracking. The only difficulty I can see is that it may not be very resistant to things such as Decal Set, or Solva Set and may run if a decal squeegee-downer is used.

Some hints follow which may help you to print successfully without as many false starts as myself:

1. The rubber squeegee which is dragged over the stencil pushing ink to print should be kept absolutely sharp edged. The rubber should even be shaved after each run or better yet keep two or three razor sharp ones handy when you begin printing. The squeegee is a piece of rubber about 3/8" thick which is dragged on edge - the sharp one - to do the printing. You can make your own or buy them from Behnsens.
2. Printing very small detail through very fine silk is liable to give problems of misruns caused by ink drying in and plugging the stencil. There are retarding thinners available for both the lacquer and 5500 series inks and I recommend that all thinning be done with these. Keep the ink as thick as possible, respecting the above, because as the ink gets thinner it has a greater capacity of running under the stencil to produce a blobby mess.
3. Most hand silk screening is done "off-contact", that is, the screen is held about 1/16" off the decal paper and only touches the paper directly underneath the squeegee as it passes over. I hold my screen off-contact by building up the edges with several layers of masking tape. Masking tape can also be used to blank off non-printing areas of the screen which are not covered by stencil material. The masking tape should be removed at the end of a run and before the solvent is run through to clean the screen.
4. There are several ways of holding the paper still while printing and here are two suggestions:
 - i.) Use a piece of glass with a coat of spray adhesive or two sided tape to hold the paper. This is probably the simplest if you do not require registration for two or more colours.
 - ii.) Make a vacuum register board by drilling a multitude of small holes in a steel plate. Then put a chamber on the bottom with a pipe leading to your wife's vacuum cleaner. If two small raised bars are used on the edges of the plate these can serve as register marks for repositioning the sheets precisely for printing a second or third colour in register. In this case it will also be necessary to anchor the silk screen frames to the board with a hinge arrangement so that they too can be precisely returned to the same printing position. The hinge arrangement is probably useful even without the board as it could reduce the number of hands required when printing (one to hold the screen, one to hold the squeegee, and one to hold the paper when changing paper).

.....

Well, there you have it! I hope this has inspired at least a few of you to have a go at silk screening decals. As before I am ready to try to answer any questions you may have or to be of assistance in materials acquisition if I can.

I have some of the 260 mesh nylon and 12XX silk left over from my efforts and will be willing to sell this at cost to anyone who requires it.

Last Word on Decal Making: You may encounter some difficulty as I did in getting uniform and thick enough clear film coating on the paper. The following suggestions may help in this regard:

1. Use a 12XX silk or coarser screen.
2. Don't use a sharp or hard squeegee, this has a tendency to scrape everything off. Squeegees come in at least two hardness grades - "Shore A" 76 and "Shore A" 63. Use the 63 with a very dull edge for putting the clear film on and the 76 (hardest) with a very sharp edge for printing.
3. Practice on some scrap paper until you get it down pat. Some further experimenting with squeegee pressure and angle is in order here.
4. Spraying the clear coat is an alternative I have tried and so far the results have been encouraging. This of course will require great care to ensure that the coat is uniform and it is extremely difficult to judge thickness when spraying a clear coating.

#####

Memories----

By Rod Craggs

Sitting in the cab of a struggling D-10 trying to lift 380 tons up the Coquihalla Pass out of Hope. Thunder, then spinning drivers, hogger cursing, the bang of the throttle slamming shut. Then cautiously widened out along with the hiss of the sanders and the hoggars coaxing words- Come On You Son Of A B----. Clang of the fire doors and the scrape of the fireman's shovel on the steel deck plating, heaving the coal into the raging inferno trying to keep the steam up. The steady clang, clang, clang of worn rod bearings.

Whine of the generator, the burbling roar of the injector. The pitched scream of the pop valves. The smells of coal and steam. The hoggars curses as he coaxed every ounce of power out of the little loco as we worked up the better than 2% grade. The creaking of the many wooden trestles with the sight of mountain streams far below. The collective sigh of relief as we topped the pass at Coquihalla Lake.

#####

Rod wrote to me a little while ago, and along with his letter to my wife and me, were several of these short stories, remembrances of a time when Rod was a young telegrapher with the CPR. I hope he will keep on sending them to us.

ed.

ENDIT - 30 - FINITO!