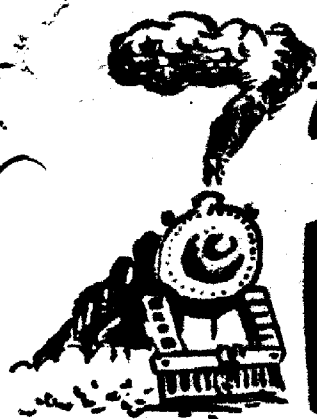




7th Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 82

NO 5

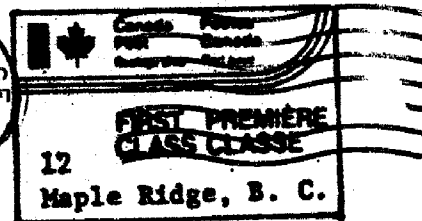
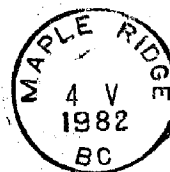
MAY

COME TO THE CLINIC

SUNDAY MAY 16

1pm Oakridge Auditorium

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



TIMETABLE No. 7 - Effective May 1, 1982.

- May 16, 1982 Seventh Division Clinic, 1:00pm, Oakridge Auditorium. As usual, we took a beating on the guest speakers who have had to beg off owing to the pressure of business, or the pressures of having to round up some business or something. Par for the course, the editor is the last to have an inkling as to what is happening and winds up at the last minute having to wing it. There will be a clinic, although I'm darned if I can find anyone to tell me who's giving it. If I get any details I'll stuff them inside somewhere.
- May 29,30 NEW WESTMINSTER HYACK STEAM FESTIVAL. At last word, there will be many exhibits to interest live steam buffs, including 3 different gauges of rail equipment, steam farm machinery, boats, etc. Also Sampson V. Location, just up front street from the parkade.
- May 29, 30 Wilt's Annual Spaghetti Bash and gathering of the clan. Please phone or write Bill or Betty if you are planning to attend. Remember there is no accomodation in Nyssa, make reservations in Ontario. Wilt's- 621 N. 2nd St., Nyssa, Oregon, 97913.
- May 21-23 6th Division Spring Switch Meet. Edmonton Alberta. Forum Motor Inn, 11845 73 St., Fees, \$25 Canadian. Banquet Sunday only, \$15. Clinics, contests, layout tours, Railroad museum. For deatails contact Mark Johnston, 11428 77 Avenue, Edmonton, Alberta, T6G 0L8 (403) 436-2480.
- June 20/82 The trip to Blackstaff's is definitely on! Tom Beaton has heard from the Island that we are welcome to come on the 20th of June. The final deatails still have to be worked out re- the buses etc. Those of you who went on the last one will surely sign up again. This is a Must trip.
- July 13-18 NMRA National Convention, Washington, D.C. For information write to John Glaab, Chairman, P.Q. Box 39, Burtonsville, Maryland, 20866.
- August 11-15 Pacific Northwest Region OGOPOGO Convention, Vernon, B.C. Registrar, Jack Smith, 4103 - 27th Street, Vernon, V1T 4X9 Convention Hotel, Vernon Lodge, 3914 - 32nd Street, Vernon. Telephone (604) 545-3385. Reserve now as space is limited. Application forms and Hotel - Motel - Campsite information contained in this issue. Should be a terrific meet. The last one these people did will go down in history as one of the best ever. Lets all go and see them do it again!
- 

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 \$6.00 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:	Treasurer:	Editor, Bulletin Board:	Achievement Program:
Greg Madsen	Ken Davis	Ian D. Sloan	Gordon Varney
6648 Gladstone St.	815 Crystal Court	P.O.Box 368	2961 Willoughby Ave.
Vancouver, V5P 4E7	N.Vancouver, V7R 2B7	Maple Ridge, V2X 8K9	Burnaby, V3J 1K7
Phone: 325-7013	Phone: 987-6503	Phone: 467-2278	Phone: 421-5085
Steve Stark	Fraser Wilson	Doug Kelleway	Frank McKinney
Vancouver, 263-6323	Burnaby, 434-6828	Coquitlam, 526-6875	N.Vancouver, 988-3252
Dave Hemsley	Greg Kennelly	Ted Edwards	Harvey Moir
Kelowna, 764-4980	Burnaby, 437-3499	Vancouver, 327-9393	Nelson, 352-5472
Ken Vere	Brian Pate	Alan Dean	Bert Battey
Kamloops, 372-2885	N.Vancouver, 987-5903	Rossland, 362-5670	Vernon, 545-1697
John Green	Gary Oliver	Ken Griffiths	Cyril Meadows
Vancouver, 325-6204	Vancouver, 874-5716	Delta	Surrey, 591-1845
Hank Menkveld	Tom Beaton	Carl Sparks	Dick Sutcliffe
Chilliwack, 792-4926	Surrey, 596-6572	Burnaby, 433-5583	Maple Ridge, 467-4301
Nathan Oxhandler,			
Burnaby, 438-9046			

THE FIGURES TELL WHY

- The average age of the drivers involved in rail/highway crossing accidents in B.C. is 42.
- Rail/highway crossing accidents are the most severe type of highway accident. They are at least 15 times more likely to result in death than any other type of accident.
- During 1980, this type of accident resulted in claims in excess of half a million dollars from ICBC.
- The principal cause of rail/highway crossing accidents is the failure of motor vehicle operators to stop or exercise due care and attention or to observe and comply with existing laws and regulations.
- There are more than 35,000 crossings in Canada, of which 23% are equipped with automatic warning devices. Nearly 43% of all rail/highway crossing accidents occur at such guarded crossings.
- An approaching train activates flashing light signals and gates several seconds before the train reaches the crossing.
- An eight car passenger train moving at 100 kph requires 1070 meters to stop. When travelling at 130 km/h a stopping distance of 1825 meters is required.
- The average 150 car freight train travelling at 50 km/h needs 960 meters to stop. At 100 km/h the same freight train needs about 2.5 kilometers to stop.
- The average automobile travelling at 90km/h requires 70 meters to stop.

SANDING THE FLUES.

Probably the single most important thing is happening this month. The ballots for the election of officers for the NMRA are included in the May edition of the BULLETIN. What many of you may not know, is that these Bulletins are mailed around the middle of the month before, i.e. for this one, the middle of April. The darn things take between six and seven weeks to get to us, which makes it around the end of the first week in June.

NOW HERE'S THE PROBLEM!

The ballots for any issue that requires a vote from the membership are required to be distributed to the membership on or before the 20th of May, so they can be filled out, put in the mail postmarked no later than the 20th of June, and received no later than the 1st of July. This is all spelled out in the Constitution and the by-laws of the NMRA.

So, what am I going on about? Well, first we don't usually get the magazine until a minimum of two weeks after the due date (May 20) for the ballots. This means that I want each and every one of you who DID NOT get his magazine with the ballots in it in the mail on May 20th to phone me or Greg Madsen that same evening. THIS IS A MUST----- we have to know whether or not you have received your ballots.

As many of you are aware, the present management of the NMRA are for the most part indifferent to wants of the Canadian members, particularly those of us in the west. In this case there is considerably more at stake than plain indifference. The votes of the members of the PNR are critical to the plans of the present administration in that they would just as soon not hear from us at all. This can very easily be done if they don't get any ballots from us.

The Executive Committee have been informed of the problems with the magazines and the mails, and they have chosen to ignore them. If we do not get our ballots by the correct time, and we follow the correct procedures constitutionally, we can force them to void the election, or extend the deadline for the receipt of the ballots.

THEREFORE WE MUST KNOW WHETHER YOU HAVE RECEIVED YOUR BALLOT IN THE MAIL ON OR BEFORE THE LAST DELIVERY OF MAIL ON MAY THE 20th.

AS STATED BEFORE, TELEPHONE EITHER THE EDITOR, OR GREG MADSEN AND TELL US ABOUT YOUR MAGAZINE.

And finally, although I am not indifferent as to whom you vote for, all that I will urge you to do is for heaven's sake vote. This one is most critical to all of us. Read the proposals very carefully, as there may be some sneakers in the bunch, i.e. unified dues structure -- that one is a real corker for us. Can you imagine going to the national for seed money for a regional meet?

VOTE FOR WHOM YOU PLEASE, BUT PLEASE VOTE.

SANDING THE FLUES

A FEW THOUGHTS FROM THE NEXT SUPER.

Nathan Oxhandler.

To start off, I want to let you know that I do not plan to "change the world". The Seventh Division was running very well lone before I moved to Vancouver, and will run just as well long after I leave. There are a few things I would like to try, with the thought of making model railroading more fun for all of us.

One idea that has helped the Fourth Division gain new members, is to have a Greeter at the clinics to pick out the new faces, make them feel at home, and to let them know what the PNR, NMRA is all about. Any takers for the job?

Another easy job is a controller of clinics. At the moment, a great many people (including me- ED) are doing this, but there is no central clearing house to keep things straight.

If anyone out there wants to get into the world of advertising, we have an opening. We need a public relations officer to do announcements for distribution to the local newspapers and radio stations, to let interested people know that we exist.

Those of you on the Island, and in the Interior are kind enough to make the trek to Oakridge whenever practical, to attend the clinics. Is there enough interest from these areas that once a year or so we do a clinic or two on the Island or in the Interior? Can we obtain a place to meet that won't cost us anything? There are many details to be worked out, but let me know if it's worth while following up.

Finally, the most important item is what we can do to improve our income. As with everything else, our expenses are going up, and we must do something to offset these increases in divisional expenses. Any bright ideas?

And one last unrelated item, would all those members who are currently storing goods for the division, please let me know, no matter what it is so that a proper inventory can be done.

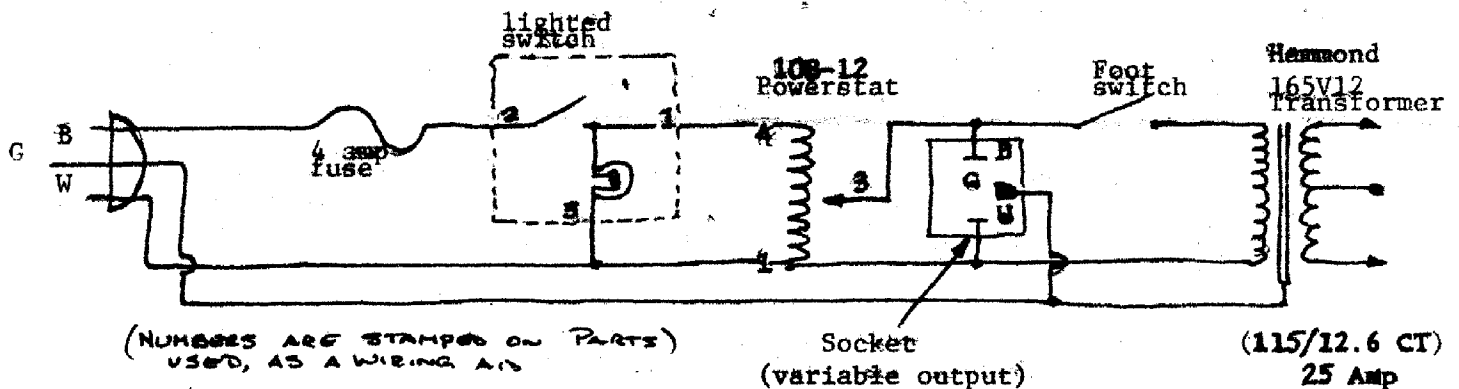
For anyone who wishes to contact me, my address is 4519 Canada Way, Burnaby, B.C. V5G 1K1. My work telephone is - 438-4321, and my home phone is 438-9046.

Three huge Selkirks binching up the slack on our road engine. A fourth Selkirk at the east end of Beavermouth yard. Then the sudden scream of the road engine's whistle, followed by the thunder of four Selkirks at full throttle smashing through Beaver Yard heading for the big hill. A mile later, settling down to a steady staccato hammering pace at ten miles an hour, as gravity and friction take hold. Jumping off and picking berries, running and catching the ladder again. The incredible crescendo of sound as our two helpers enter the East portal of Connaught Tunnel, 5 miles and 15 minutes long. The sudden blackest black and steady roaring as all light disappears. The unbelievable heat as the 4 engines fight the grade. The sudden welcome change of sound and flash of daylight as we blast out of the West Portal into Glacier Yard.

Looking Back, Rod Craggs.

RESISTANCE SOLDERING UNIT

For lack of something else to contribute, I took my homemade resistance soldering unit to the multi-clinic we held on April 18. While at that clinic, I had a large number of enquiries as to where I got the parts, and for a copy of the wiring diagram. The wiring diagram was revamped on the spot, (at the clinic) by our Divisional super, Greg Madsen. The wiring diagram that I had used was adequate to do the job, but Greg redesigned it so that it was much safer. So here it is:



The parts, with the exception of the tweezers, were bought locally. The address for the tweezers and formable tips is:

Contact Inc.
9 Elm Ave.,
Hudson, NH 03051

The probe I was using was made from a Staedler Mars Drafting Pencil with the plastic removed, and a tungsten rod substituted for the lead. However, the lead can be used if the binder is burned out first. This is done by connecting one lead from the soldering unit to each end of the lead and turning the power on slowly until the lead glows dull red and smokes. The smoke is the binder burning off. The handle of the pencil I inserted into an old porcelain cylinder from the old knob and tube wiring days. The cable in use at the moment (until we can find more flexible stuff) was stove wire with asbestos wrap, available at all good appliance repair stores. (#10 wire) The Powerstat and the transformer and the misc. stuff were bought at RAE Electronics, 3455 Gardner Court, Burnaby. That's just east of Canada Way and Willingdon, near the Canfor Bldg.

Powerstat by Superior (10B-12) \$31.00

Hammond Transformer (165V12) \$50.33

The foot switch was an Armaco brand, if you can't get one at RAE, go to Armaco at 820 SW Marine, Vancouver. The case and the fuse can also be gotten at Radio Shack, but try RAE first, they're cheaper.

Have fun,

Ian.

RUNAWAY ON THE HILL

As told to Tom Beaton

It was nearly midnight on November 25th, 1977 when extra 5820 arrived at Glacier at the summit of Rogers Pass. They had taken the hole to wait for an eastbound freight, and aboard were five crew members, the engineer, a trainee engineer, and the head end brakeman in the lead unit, and the tail end brakeman and the conductor were separated from the other three by six locomotives and 106 loaded coal cars. At 12:25 am on the morning of Nov. 26., they recieved a green light on what was to become the wildest ride this crew had ever experienced or heard about.

Eighteen inches of fresh snow had fallen, and more was coming down in blizzard conditions. Ahead lay 40 miles of up to 2.3% twisted down grade on which the hand book stated that the maximum speed was to be 20 mph. It takes very little time to get 15,292 tons of train rolling downhill. At 10 mph., a quick application of the brakes is required, but as railwaymen on the Mountain Subdivision know, one can get a little bit of a jump on the upcoming hill by letting the train coast a bit. The train speed was approaching 15mph., when the trainee applied the brakes with 15 pounds of air pressure. Air hissed into the cab, but the train did not slow! The speed increased, and the engineer told the trainee to hit it again. Still the speed increased. About a mile and a half from Glacier is a level spot, and the engineer, expecting the train to slow, waited. He waited in vain, as the speed increased and the speedometer now read 35mph.

In the caboose, the conductor was wondering waht was happening, as the caboose was being whipped at the end of a mile and aquarter of train. He radioed the engineer to find out what was going on, and the engineer told him that three brake applications had been tried, including full emergency, but nothing had happened!

Outside, it was now minus 5C, and nothing could be seen through the blizzard of snow flakes that was now passing the train horizontally. The speed continued to increase, and the crew decided that it was now too dangerous to jump since nothing could be seen in the driving snow.

Seven miles from Glacier lies Flat Creek Siding. The signal lights told the engineer of something that added even more terror to what he was already feeling. An Eastbound freight was ahead of them out there some where in the blizzard! The engineer radioed the eastbound their location, and told them he was ridng a runaway and to get the hell out of the way, as less than two miles separated the trains!

Back in the caboose, the two men managed to cut it loose from the train, and raced to either end of the caboose and frantically spun the brakewheels. Dogging them down as tight as they could, the two men changed ends to make certain that no slack remained in the brakes. The caboose continued to slide at a terrifying rate, and over the radio they could hear the engineer counting off the speed, seventy-five, eighty as the runaway kept on gaining momentum. Again the engineer called the eastbound asking for a location, while the other two in the cab watched for a headlight that would signal their deaths.

Down in Revelstoke, the dispatcher watched in astonishment as Extra 5280 lit up light after light on the CTC board. The lights were going on and off like a pinball machine! Meanwhile, she radioed the eastbound to warn them about 5280, and asked if they thought they could make it to the siding at Illecillewaet? The driver came back to ask how fast 5280 was coming, and all the dispatcher could say was "very fast." The driver of the eastbound came back to say that since he didn't have much choice in the matter, he'd try and make the siding.

Back on the runaway, the crew waited through every curve for the train to derail. As the speedometer reached 85mph.; it happened. Behind #3 unit, the drawbar snapped as the train whipped through a sharp curve on the bridge at mile 33.6. The fourth unit broke free, and sailed off the bridge into the Illecillewaet River 20 feet below, and behind it and onto it piled up 78 cars and three more engines.

Freed of 15,000 tons of push, the three lead engines amid a shower of sparks and smoke from the brake shoes on 36 wheels, finally began to slow and come to a halt. The crew waited, figuring that any second an errant coal car or two would slam into the rear engine. Behind them they saw a series of flashes light up the valley.

Meanwhile, the caboose, after miles of tobogganing down the tracks, had finally come to a complete halt. Both the Conductor and the brakie jumped off to feel solid ground under their feet once again, but staggered around on rubber legs as the shock of the ride began to hit them.

The engineer of the now stationary engines radioed for assistance, as the other two men walked back up the track to assess the damage, which, when finally tallied up, consisted of 3 engines totaled, two more badly damaged, seventy-two cars totalled, two more badly mauled, one bridge written off, and one other knocked off it's footings into the creek for a total bill of more than six million dollars.

It took CPR wreck crews 6 1/2 days to clear the wreckage and repair the bridges and to get trains rolling through the area once more. Although the crew were deemed responsible for the accident, they are still at work for CPR, and there have been no further runaways on the hill since.

1188 LONSDALE, NORTH VANCOUVER, B.C., V7M 2M4

PACIFIC N SCALE LTD.

Quality N Scale Products

G. CARROLL
980-5294

980-8818
(PACIFIC BOOKS)

S. STARK
263-6323

Daily 10 - 6
Thur. & Fri. 10 - 9
Closed Sun. & Mon.

(604) 874-5716

GARY'S TRAIN CENTRE

TRAINS are OUR BUSINESS

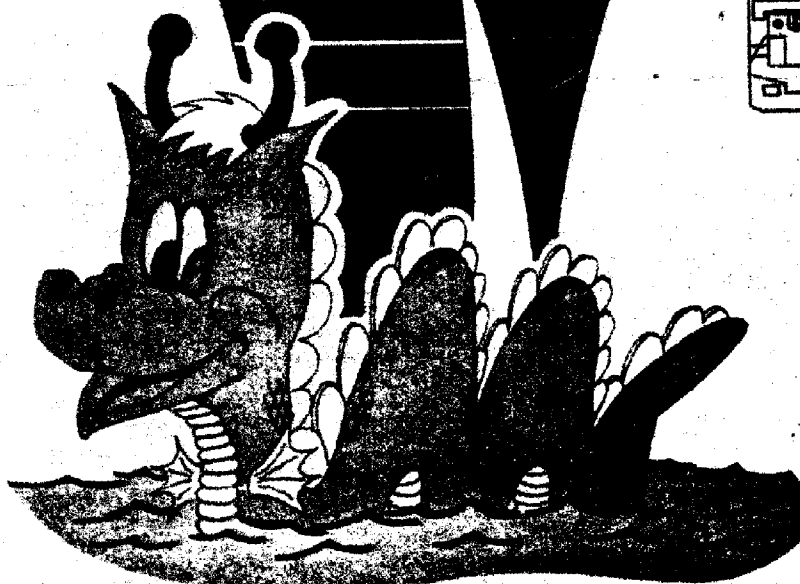
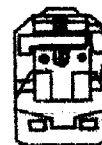
Models • Books • Magazines • Pictures • Railroadiana • Novelties
+ Special Orders a Pleasure +

GARY OLIVER
365 E. Broadway
Vancouver, B.C. V5T 1W5

CHARGE X
MASTER CHARGE

**NATIONAL MODEL RAILROAD ASSOCIATION
PACIFIC NORTHWEST REGION**

OGOPOGO CONVENTION

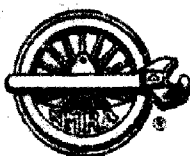


AUGUST 11-15, 1982

**VERNON LODGE
VERNON, B.C. CANADA**

LAYOUT DISPLAYS - PHOTO DISPLAYS - LAYOUT TOURS
COMMERCIAL DISPLAYS - ORAL/PARTICIPATION CLINICS
BANQUET - CONTESTS - RAILETTE ACTIVITIES
SILENT AUCTION - FILMS - MODULAR LAYOUTS
SLIDES - PROTOTYPE TOURS - AND MORE

**PICK UP A REGISTRATION FORM HERE
OR WRITE TO:**



P.N.R. Ogopogo Convention
Box 255
Vernon, B.C. Canada V1T6M2





PNR OGOPOGO CONVENTION
VERNON LODGE HOTEL, VERNON, BRITISH COLUMBIA

AUGUST 11th to 15th, 1982

REGISTRATION APPLICATION

REGISTRATION PRICES

	POSTMARKED BEFORE JULY 15th	AFTER JULY 15th
PLAN A FULL CONVENTION	\$35.00	\$38.50
PLAN B RAILLETTE (no prototype tour)	\$30.00	\$33.00
PLAN C SATURDAY ONLY (includes banquet)	\$18.00	\$20.00
PLAN D CONVENTION ONLY (no banquet)	\$20.00	\$22.00
PLAN E CHILDREN (special supervised functions no banquet)	\$10.00	\$11.00
PLAN F CHILDREN (with banquet)	\$25.00	\$27.50
PLAN G DAY PASS (no tours)	\$ 2.00	\$ 2.00

If you are not an NMRA member add \$2.50 to all prices. This will be credited to your membership application fee if you join NMRA at the convention.

NAME _____ NMRA NO. _____ PNR No. _____
ADDRESS _____

FAMILY MEMBERS NAMES:

_____	PLAN _____	AMOUNT _____
_____	PLAN _____	AMOUNT _____
_____	PLAN _____	AMOUNT _____
_____	PLAN _____	AMOUNT _____

Include child's age for E & F Plans, Please

Babysitting required _____ Age _____ Nominal Charges _____

SITTERS TO BE ARRANGED AT
REGISTRATION DESK.

Monday Evening Early Starters' Barbeque Get-together \$1.00 Each

Special Additional Prototype Tours - Tuesday, August 10th 8:30 AM to 8:30 PM

Salmon Arm to Golden and return by VIA Rail through beautiful Rogers Pass.

(meals extra on train or bring your own boxed lunches) Adults & Children 12 and over \$21.00

Total: _____ Children 6 to 11 (5 and under free) \$10.50 Total: _____

Wednesday, August 11, 9 AM to 5 PM Self Guided Tour of Kettle Valley Railways - Myra Canyon Trestles. You supply or arrange your transportation and we will get you there. You supply a box lunch and refreshments. There will be no charge.

Number Planning to Participate _____

Total all prices above and enclosed a cheque or money order made payable to: PNR OGOPOGO CONVENTION (Address is: Box 255, Vernon, B. C. V1T 6M2) Prices are in Canadian currency. Please mark cheque payable in Canadian funds.

TOTAL: \$ _____

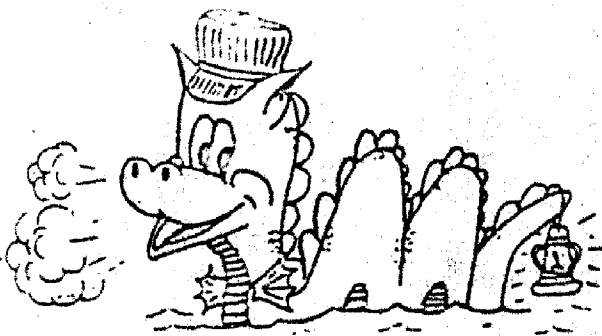
Hotel reservation information (Rooms, being held till July 15)

Rates are as follows: Single \$48 Double \$52
Children 12 and Under -- No Charge
Additional Person \$5.00

PLEASE ADD 6% SALES TAX
TO THESE RATES

Send hotel reservation request to:

Vernon Lodge Hotel
3914 - 32nd Street, Vernon, B. C. V1T 5P1
Telephone (604) 545-3385 TELEX 048-85326



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

AUGUST 11TH TO 15TH, 1982

PNR-OGOPOGO CONVENTION

VERNON MOTELS

Within walking distance of Vernon Lodge (Book early as Vernon is a summer tourist area)

+ Tax 6%

MOTEL	SINGLE	DOUBLE	TWIN	KITCHEN	LARGE KITCHEN
Vernon Lodge, 3914 - 32nd Street, Vernon, B.C. V1T 5P1 Phone: 545-3385	Convention Prices \$48	\$52		Convention Hotel	
Hillside Plaza Inn, 4100 - 32nd Street, Vernon, B.C. V1T 5P1 Phone: 549-1211	\$42	\$44	\$48	-	-
Slumber Lodge, 3602 - 32nd Street, Vernon, B.C. V1T 5N3 Phone: 545-2195	\$34	\$38	Sleeps 4 Children N/C with parents \$42	-	-
Sandman Inn, 4201 - 32nd Street, Vernon, B.C. V1T 5P2 Phone: 542-4324	\$30	\$34	\$37	-	-
Willy's Motor Inn, 3309 - 39th Avenue, Vernon, B.C. V1T 3E2 Phone: 545-3351	\$30	\$32-\$36	\$36-\$38	\$36-\$46 2-4 people	
The Globe Motel, 3900 - 33rd Street, Vernon, B.C. V1T 5T7 Phone: 542-2327	\$30	\$34	\$36	\$8 +\$4/person	\$10 +\$4/person
Silver Star Motel, 3700 - 32nd Street, Vernon, B.C. V1T 5N6 Phone: 545-0501	\$26	\$30	\$31	\$5 +\$4/person	
Westgate Motor Inn, 4204 - 32nd Street, Vernon, B.C. V1T 5P4 Phone: 542-0314	\$29	\$36 4/\$47	\$39	\$4	

Convention Registrar:

J.D. Smith,
4103 - 27th Street,
Vernon, B.C. V1T 4X9
Phone: (604) 542-4534



PRINCE GEORGE REGIONAL CONVENTION
VERNON LODGE HOTEL, VERNON, BRITISH COLUMBIA

AUGUST 11TH TO 15TH, 1983

PNR-OGOPOGO CONVENTION

VERNON CAMPGROUNDS

- | | | |
|--|--|-----------|
| Lakeway Motel,
Tenting and Trailer Court,
15401 Kalamalka Rd.,
Vernon, B.C. V1B 1Z3
(604) 542 2060 | Close to swimming, golf, fishing,
etc.

Good availability in mid-August | 125 sites |
| Crystal Waters Resort
Highway 97,
Vernon, B.C.
(604) 542-3332 | Camping, cabins, hookups,
dump station, fishing, swimming, etc. | |
| Dutch's Campground,
Kalamalka Lake Rd.,
Vernon, B.C.
(604) 545 1023 | As above, 500 yds. to beach | |
| Sandy Beach Resort and Store
Okanagan Lake,
Vernon, B.C.
(604) 542 7980 | As above | |
| Swan Lake Tent and Trailer,
R.R. #7, Old Kamloops Rd.,
Vernon, B.C.
(604) 542 6823 | As above | |