



7th Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

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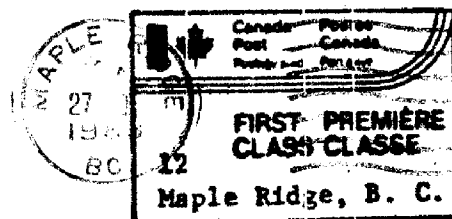
JANUARY/FEBRUARY



Photo-Nick Morant

SPRING MEET - KELOWNA, APRIL 2, Details page 10

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



TIMETABLE No.7, Effective Feb. 1/83

- Feb. 20/83 Seventh Division Clinic at Oakridge, time-1:00PM.
Phil Magnall will present his clinic on how to display your models for contests or exhibitions. See details on page 3 of this issue. Also at this clinic, Ken Griffiths will present information on how to do art work for decals.
- Mar. 13/83 VANCOUVER ISLAND CLINIC (No.2) will be held on Sunday March 13, in Nanaimo. This clinic will be presented by Grant Stevens from Qualicum, and is on "Trestle Construction". Location, Beban Park Recreation Center, Time-1:30PM. There will also be buy and sell tables, as well as display tables. So bring the things you wish to sell or show. For further info contact Ken Rutherford at 724-4698 Port Alberni.
- Mar. 20/83 Clinic at Oakridge at 1:00PM. Al Trammell and Chuck Laws will demonstrate their 128 channel CTC, and field questions regarding same.
- Mar. 26/83 Evergreen(fourth) Division Mini Meet at the Doric Tacoma Motor Hotel, 242 St. Helens St., downtown Tacoma. Featuring layout tours, clinics, movies and a rail excursion to Frederickson. Advance registrations, mail to Fourth Division Mini Meet, PO Box 278, Spanaway, WA 98387. Costs, \$3.50 for the meet, \$4.00 for meet and swap meet, and \$13.00 for both and a banquet ticket. On the 27th, there is the Evergreen Div. swap meet at the above hotel.
- Apr. 2/83 Seventh Division SPRING MEET. To be held at the Kelowna Sandman Inn, in the beautiful Okanagan Valley. No further details are available at this time. (Meaning the Canada Postal Storage Company isn't suffering any from the manpower shortage, they are still able to lose the mail) I'll wait for a couple of days, and then phone up there for the information. LOOK ELSEWHERE IN THIS ISSUE FOR DETAILS!
- May 15/83 Seventh Division Clinic. 1:00 PM at the Oakridge Auditorium. Brian Pate will present a clinic on Computerized Cab Controls and Signals, with the second part of the program presented by Bob Hodgins, of the Dewdney-Alouette Railway club, who will show us his methods of kitbashing Containers, Trailers, and Diesel trucks in HO scale.
- Apr. 17/83 Seventh Division Clinic, Oakridge Auditorium, 1:00PM. Again this spring we will try and entice Jim Finnell and Kelly Morris over the border to present their clinics. This has proven difficult in the past, mainly due to the pressure of business on their part, but we will try to arrange it.
- June 19/83 Tentative Vancouver Island Trip to Blackstaff's backyard logging railroad, and perhaps the engine house and facilities for the E&N in Victoria. Details as things progress.
- July 19- RAILWAY JAMBOREE'83-- 48th Annual convention of the National Model Railroad Association, Winnipeg, Manitoba. For information and Registration package, write to: RAILWAY JAMBOREE, PO Box 21 St. Vital Post Office, Winnipeg, Manitoba, R2M 4A3
- July 23/83

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 all others is \$6.00 per year, and consists of at least 6 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, NMRA, should be forwarded to the Superintendent, as listed below.

STANDING COMMITTEE MEMBERS

Superintendent: Nathan Oxhandler, c/o Tectronix Canada, 4519 Canada Way, Burnaby, B.C. V5G 1K1 Phone 438-9046	Treasurer: Ken Griffiths, 7997 Modesto Drive, Delta, B.C. V4C 4A9	Editor, Bulletin Board: Ian D. Sloan, P.O. Box 368, Maple Ridge, V2X 8K9 Phone; 467-2278	Achievement Prgrm. Gordon Varney, 2961 Willoughby Ave., Burnaby, V3J 1K7 Phone: 421-5085
Steve Stark, Vancouver, 263-6323	Fraser Wilson, Burnaby, 434-6828	Doug Kelleway, Coquitlam, 526-6875	Frank McKinney, N. Vancouver, 988-3252
Brian Freemantle, Nelson, 352-2447	Greg Kennelly, Burnaby, 437-3499	Ted Edwards, Vancouver, 327-9393	Harvey Moir, Nelson, 352-5472
Ken Vere, Kamloops, 372-2885	Brian Pate, N. Vancouver, 987-5903	Alan Dean, Rossland, 362-5670	Bert Battey Vernon, 545-1967
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Greg Madsen, Vancouver, 325-7013	Ken Rutherford, Port Alberni 724-4698		

If you believe that Model Railroad Shows should be more than an opportunity to show off your prize models to fellow hobbyists-- that they should entertain the public and win new enthusiasts over to hobby, why no plan to attend the clinic on February 20, at Oakridge, when the topic will be How To Display Your Models For Show.

Emphasis will be on economical methods of quickly elevating a "bunch of models" to the status of an eye catching exhibit, as well as suggestions for different and unusual approaches to displays. Remember that events like last years Fall Meet at the Villa are really aimed at the unconverted public, and they sometimes need a selling job to enable them to see the light.

Participants are invited to bring along anything they might wish to display at a future show. Next year we can lobby for a "Best Display" prize.

Phil Magnall.

SANDING THE FLUES

The time has arrived again, the time that I just loathe, when I must announce the passing of those near and dear to us, and those not so near, but still within the periphery of our emotions.

MONICA BEIL, wife of George Beil of the "B" Line, boarded the last train on January 7, 1983. She will be sorely missed by all of those who knew her. Our deepest sympathies to George and the family.

ROD GALOVICH, son of Bill Galovich of our standing committee, on January 15, 1983. The condolences of all of us on your loss.

NATES NOTES

As this is being written, the Swap Meet has yet to happen, but since it does take time to get the Bulletin Board together, printed, and mailed out, I'll just say thanks to everyone who helped at both the Swap Meet and the show at the Art Gallery.

With more people joining the Seventh Division from outside the lower mainland area, we realize they would like to have some activities in their immediate area. This means that those who wish these activities to happen, have to do the work to put on the event. There are naturally some costs involved. If a group of our members in your area would like to put on a local activity, please contact me about the possibilities of some of the costs being picked up by the division.

NATE

WANTED

Pictures or slides of the two and three decker automobile racks in the old Canadian National paint scheme of box car red white white lettering.

Also HAVE FOR SALE American Flyer Standard Gauge 3 rail

#4654 Engine, two Bunker Hill and Yorkton passenger cars,

#4017 Gondola, #4011 Caboose, #1859 Transformer Car, miscellaneous track sections, and a double arm signal fixture.

Contact: Jack Smith, 4103-27th Street, Vernon, B.C. V1T 4X9 or telephone (604)542-4534

SANDING THE FLUES

Those of you who have address changes, DON'T SED THEM TO ME!!!!!!
They should go to Jeff Tague, who is our PNR business Manager, and he is also responsible for printing those computerized labels that we use. His address is: Jeff Tague,
P.N.R. Office Manager,
303 Anchor Loop,
Selah, WA 98942.

He is also the man responsible for keeping track of your dues , and renewals so mark his address down somewhere where you can find it again.

HOMASOTE

For those of you who have a yen to try using Homasote as a roadbed material, I have news of the closest US location where you can buy this stuff at a decent price.

Westside Building Supplies in Lyndon, Washington.

If you take the 264 th Street exit from the freeway in Aldergrove, and head south to the border (there is a crossing there), and keep going for about four or five miles, the building supply yard is on your right hand side. It costs (or did just before Christmas) \$11.89 US per sheet(4x8) ½ thick. When duty and federal sales tax is applied, it should cost you about \$17.10 or so landed in Canada. That's Canadian money we're talking about. Most other places that I queried about this material had either never heard of it, or were willing to import it for me at a cost of about \$25 per sheet. Nuts to that!

DIAL CALIPERS

For those of you who worry about small and reasonably accurate measurements in your scratchbuilding, I have good news. I had looked at the Japanese made calipers at approximately \$125.00 in the past and just couldn't see myself buying them for the limited usage they get. Now, General/National tools is importing a made in Switzerland, plastic dial caliper that is accurate to about 1/1000. I know that Gary's Trains will carry them, and Everett Hobby Craft also stocks them. I bought one, and I have gotten more mileage out of it than I would have thought. About \$15.00 in the US, and around \$22-25 in Canada. Don't throw any stones if the price is incorrect, or has changed in the interval since I bought mine last November.

ART GALLERY

Just for general interest, there were over Seven Thousand-four hundred people who went though the doors(7,400) during the not quite 30 days that the gallery was open for the RAILISM show. That is really quite remarkable.

SANDING THE FLUES Cont'd.

Just before the Swap Meet, I had the opportunity to do some work on the narrow gauge extension of the Crows Nest Railway that has been under construction since early last fall, with the bench work being completed at Thanksgiving, and the first of the subroad bed going down just before the Burnaby Art Gallery show.

I was busy laying track and trying to come up with a name for the town which is sure to spring up around the mine concentrator, and a strictly B.C. and California type expression popped into my head, around which I fabricated a story to match.

It seems one evening just before sundown in 1889, a young mining engineer and his Indian guide were paddling up the lake looking for a camp site, when they spotted the fire of an old trapper. They beached their canoe and joined the old man by his fire, and while the guide was setting up camp, the young fellow was pumping the old man for information about odd rock formations and the like. Finally the old guy says "look here sonny, in the late 50's when the stampede for gold went through here on the way to Wild Horse, and again in the early 80's when they found silver near Trail there was another rush, and nothing was found, and you don't have a CHINAMAN'S CHANCE of finding anything now!

And there you have it, the name of the new town.

*

The expression, CHINAMAN'S CHANCE, refers to the odds of survival of the chinese laborers who worked the track gangs of the railroads, notably the CP, the UP, and the SP. The chinese were in great demand particularly for clearing the shot rock from the tunnel excavations, where there was real and ever present danger from hang-fire explosions from the blasting. The powder they used was plain black powder, and there were different batches which had different burning rates which did some rather weird things to fuse rates etc. Anyway, since the blasting was so unpredictable, the chinese were used as they were expendable. And the odds of survival, as well as gambling, horse races, or any where odds were expressed the expression CHINAMAN'S CHANCE was used.

*

SINGLE JACK, DOUBLE JACK

In the days of mining that I am portraying with the narrow gauge, the removal of rock was done by blasting, then by hand mucking. The holes for the powder were hand drilled using a steel star drill in one hand, and hitting it with a seven pound hammer swung with the other hand. One man doing the drilling was called SINGLE JACK, and if you had two men, one rotating the steel as it was struck, and the other swinging the hammer, that was called a DOUBLE JACK. Having discovered that, I was determined to find out why the process was called single or double JACK of all things.

Here is what I found out. In the early days of the fledgling hard rock gold mines in California, and the days of the Comstock boom in Colorado, there were a great many Cornish tin miners who emigrated to the United States, and they were known as COUSIN JACKS, because as soon as you hired one, he would tell you about his cousin Jack who is an even better miner than he is. Therefore, when you only had one man on a drill, it was a SINGLE JACK, and when you had two---

SANDING THE FLUES Cont'd.

Having gotten the name for the town, I now need a real zinger for the house of ill repute in the town. If anyone has any bright ideas?

And while I'm at it--- the origin of the word Hooker to denote a prostitute. There was a Civil War General whose name was Hooker, and he had a propensity for having ladies of the night with him at all times, and those women became known as HOOKERS GIRLS, and has been shortened over the years to just plain hooker.

There was another General in the same war, who had an unusual style of shaving the hair from his face, and the style of the hair on the sides of the face long, became known after the name of the man who first made it popular. You guessed it, the man's name was BURNSIDE.

Anyhoo, I get all this neat trivia from two books for those of you that are interested in the origin of words and expressions.

One is the Oxford Dictionary of Slang and Unconventional Language, and the other is the Oxford Book of Etymology (word origins)

In the last issue, I ran a letter from a SINGLE PARENT who wished to find a home for his fledgling 'O' gauge layout, and here is one of the replies that he recieved.

Dear Single Parent,

In regards to your AD in the Bulletin, please note: Should there be no compassion amongst the dwellers of concrete and stone, we humble country punkins will welcome the offspring of your loins, pardon that should read labours. As you well know, place is no hurdle out here.

The downstairs of the "B Line" terminal has ample room for a big brother. Bear in mind, that at our altitude, diesels must have a percentage of paint thinner in the fuel to operate properly. Distance to the site would be offset by the following fringe benefits.

Clean air, no fees, no taxes, duties, etc.etc.etc.

Free room and bed(single) and nourishment as I would never expect you to get any work done after travelling to and fro.

Ample power at the right voltage, with skads of Amps or WHOMP at you disposal, unless we have a power outage.

Reagrds,

George Beil.

Some time ago, while I was checking out the feasibility of renting a train to take the Northwest contingent to the National Convention in Winnipeg, I was told that no equipment was available to make such a train. This information came from the head of VIA'S Passenger service in Winnipeg, the horses mouth so to speak. He told me "No equipment", and in the last issue of WCRA News, ther was a note regarding the placing for sale some FIFTY EIGHT (58) coaches, diners, lounges, sleepers etc., for sale. Even though ridership is up, they just don't want passengers on the trains. You ever get that impression?????

SANDING THE FLUES

At the end of the first week in January, the Vancouver Sun ran an article that was pointed out to me by many people (even though I had already clipped it, I appreciate it) regarding the last run Don MacLachlan on the E&N.

I had a talk with Don on the last trip we made over to Blackstaff's last year, and as a result of that talk can give you the following sketch of the man.

His father was an engineer on the line from before the First World War, and Don has a brother with the line as well. He recalls waiting for his father, and his dad would stop the engine, and take him aboard, hand him to the brakeman for the short trip to the roundhouse.

After his schooling, Don got a job as a wiper with the E&N, and built that first job into a life time career with the railroad that bridges 42 years. Don is a member of the B.C. Rail Historical Association, and has his own railroad in the basement. His complaint to me at the time was that he never seemed to get enough time on his railroad, so I hope that his retirement will give him the leisure time he so richly deserves.

374

The B.C. Heritage Trust will give \$40,000 to the restoration of engine No. 374, the Kitsilano steam engine.

The work will be done by volunteers from the West Coast Railway Association, and the Canadian Railroad Historical Association in one of the bays of the old CP roundhouse on the north shore of False Creek, as soon as the arrangements can be made between B.C. Place, Expo 86, and the volunteers.

The engine will be on display on the turntable in front of the roundhouse, which will be used as Expo's main gate during the World's transportation fair in 1986.

Trust spokesman Larry Killam said, "every kid in town likes to horse around on the engine down at Kitsilano beach, but it's far too important a part of our heritage to let it just rust away down there".

There may be those readers who recall the ongoing plans to register the Seventh Division as a Society, under the companies act, with the Registrar of Companies in Victoria. There are many reasons for this, most of which have been gone through in the Bulletin before, many times.

The reason for this little blurb, is that some of you may have noticed that we have a new Treasurer. Ken Griffiths has taken over from Ken Davis who has had the job longer than I have been around, in fact I understand that he has given of his time and energies to the position for nearly 25 years! Ken took the opportunity of the changeover in policy, regulations and whatnot to retire from the job, and just have some fun for a change. Ken Griffiths happened to be in the (right-wrong--pick one) place at the (right/wrong)time, and presto!! We all owe a lot to Ken Davis for his many years of volunteer service. Thanks, Ken.

YOU COULD BE THE ONE WE'RE LOOKING FOR!

For some time now, Nate has been looking for a person to take the position of Clinic Chairman. This position requires someone to line up the clinics, ensure that the Editor of the Bulletin Board knows who and what, far enough in advance for the needed publicity, and generally take a chore away from our Superintendent, who has quite a platefull as it is. The person we are looking for need not be a dyed in the wool, breast beating, raving scratch builder, contest winner or any thing in between. We just want someone who is interested enough to help out. Phone Nate if you want the job. You'll get the gratitude of the entire Standing Committee, as well as all the assistance we can give you.

LOW WATER

It occured to me as I stood looking out at the pouring rain that there sure isn't much we can do in the way of field trips at this time of the year. The way the rain belted down, put the hex on any plans that were semi-formed in my mind. Then, as I sat here at the typewriter bashing out this issue of the rag(thanks Brian) I realized that this is the only time of the year when the rivers are so low that many of the things that are hidden by the muddy water are now visible to anyone who wishes to get a little soggy in going to take a look.

There is still the remains of a gold dredge aground, and for the moment, high and dry, up river from Ruby Creek on the Fraser.

Near the CP mainline at Kilby, the remains of the power house of the Rat Portage Lumber Co. mill is clearly visible since the leaves are gone. When Joe and Art and I were there last, there were to many shadows and leaves for decent photos. Lucille and I were there a couple of weekends ago, and picture taking was good. There are some very weird structures that I would like one of you experts to go and take a look at, maybe you could identify what they are. The Curator of the museum at Kilby, would also like to know what they are. He also has some neat logging photos from the Provincial Archives that he will show you if you ask.

Since you are already up in the area, cut across the river at Agassiz, and follow River Road to the south, for about 5 miles. I heard from a reliable source, that at very low water there is the remains of a tender sticking up out of the mud and the water.

For all of you modellers who are currently planning to biuld a saw mill, the pilings and under pinnings of dozens of old mills are now visible down both sides of the river. I'm sure if you stop to give the matter some thought, you too can recall something that you made a mental note to go and see some time when the water was low.

DEADLINE FOR MATERIAL FOR THE NEXT ISSUE, MARCH 13/83

SPRING MEET

The SPRING MEET 1983, will be held on Saturday April 2nd, at the Kelowna SANDMAN INN on Highway 97 North.

Tickets for the meet can be obtained in advance from the registrar, John Schlosser, by simply filling out the enclosed form, and mailing it and your cheque or money order. The price will be \$19.00, and if you send an even \$20, you will get a chance on an SD40, which will be drawn for at the meet. Send in your fees before March 15, 1983, and you'll get a chance on the draw for a brass, custom painted (by George Mackie) wide vision CP Caboose.

There will be contests for the most popular model, and most popular photograph, as well as a silent auction, clinics, and layout tours. For those of you who will be travelling on Friday, the registration desk will be open from 4PM onwards, and there will be nightowl activities for those who wish them.

Those requiring information on hotels, motels, and camp grounds, have only to indicate their needs by checking the boxes provided on the form included in this issue, and the relevant information will be sent to you.

MERIT AWARD PROGRAM

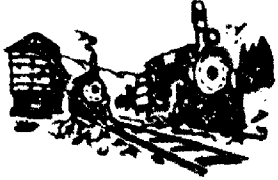
Please note---- if you want to enter a model for judging in the merit award program, inform the registrar, so that judges can be provided for. The models to be judged must arrive no later than 7:00PM on Friday evening so that judging can take place at that time.

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