

7th Division



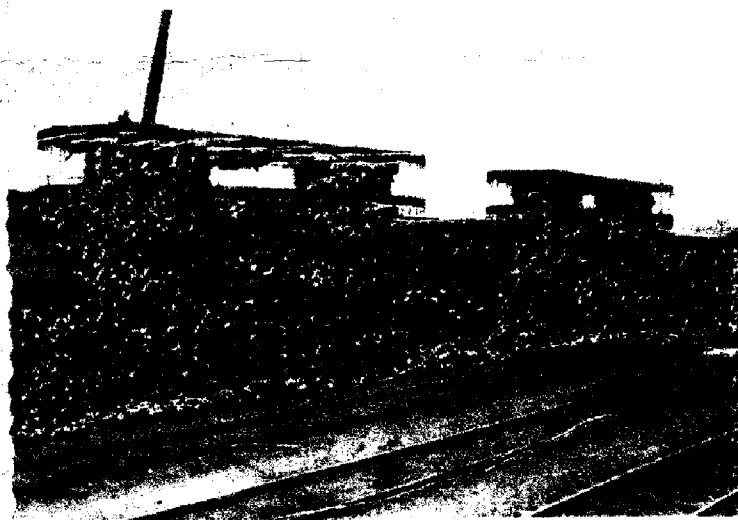
PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 83

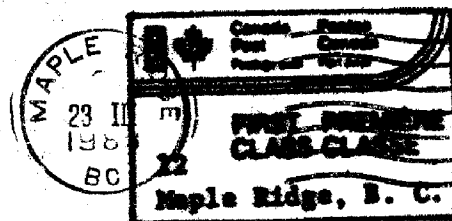
NUMBER 2

MARCH/APRIL /83



Photos-John Maughn White Pass & Yukon flat cars April, 1969

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



TIMETABLE No.7, Effective April 1/83

- April 2/83 Seventh Division Spring Meet, Sandman Inn, Kelowna, B.C. Information has been a bit sparse, and we hope this is due to the fact that the convention team in Kelowna has been really busy putting together a program for us. The info that I have at this time, is that there will be early bird or night owl activities on the Friday evening (Apr.1) with registration desk open from about 4:00PM onwards. The editor and the family will be attending, just to see what kind of mischief we can get into over the weekend.
- April 9/83 Second Division Annual Mini-Meet, at the Coliseum Travelodge 1441 NE 2nd Avenue, Portland Oregon. Features are clinics, layout tours, movies and slides, contests and the topper—a prototype tour of FMC where they are building the new inter-modal type cars. Bring your camera for that one! Full fare is \$16, banquet only is \$13, and day passes are \$3. Contact George Mickelson, Paymaster, 2nd Div., PNR, 39200 SE Lusted Road, Sandy, Oregon, 97055.
- April 17/83 Seventh Division Clinic at Oakridge Auditorium, hopefully we will be able to inveigle either Jim Finnell (Durango Press) or Kelly Morris, professional model builder par excellence, to cross the 49th parallel, and give us a clinic.
- April 28/83 PCR "Rail Spree 83" San Jose, California, Convention hotel is the Le Baron, 1350 North 1st Street, San Jose, CA 95112. to
May 1/83 Registration, Don Fiehmman, Rail Spree 83, 2540 Nightingale Drive, San Jose, CA 95125. Fee-\$48 US.
- May 15/83 Seventh Division Clinic, 1:00PM Oakridge Auditorium. Brian Pate will present a clinic on Computerized Cab Control and Signals, with the second part of the program presented by Bob Hodgins of the Dewdney-Alouette Railway Society, who will show us his methods of kitbashing containers, trucks and trailers in HO scale. This will be a participation clinic, more details on tools etc. next issue.
- May 20- Sixth Division Spring Meet, Inn West Hotel, Hinton, Alberta. Registration fees are \$35 for rail-raillette PNR-NMRA members, \$40 others. To register and reserve hotel, Write to JIM COOPER, May 23/83 123 Collinge Road, Hinton, Alberta, T0E 1B0 or phone (403)-865-3820 after 6pm. Transportation will be provided if you plan to arrive by rail or air to the Jasper-Hinton/Entrance Air Fields. Sounds like a super meet, and all of you who are able to attend should do so. The Sixth Division needs and deserves our support.
- June 19/83 Vancouver Island Trip to Blackstaffe's 12 inch to the foot steam logging railroad, and either the Duncan Forest Museum, or a tour of the E&N shops at Victoria if that can be arranged. Those that attended the last two of these trips can tell you that it is well worth the trip. Details on buses etc. as things progress.
- July 19- RAILWAY JAMBOREE '83. 48th Annual convention of the NMRA, in July 23/83 Winnipeg Manitoba. For info and registration package, write; Rail Jamboree, POBox21, St Vital, Winnipeg, MAN R2M 4A3

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.

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Greg Madsen, Vancouver, 325-7013	Ken Rutherford, Port Alberni 724-4698		

HELP WANTED

Until now, the Canadian Mountain Railroad has been not much more than a paper railroad. Yes, there is some motive power, there are some pieces of rolling stock and even some company housing etc. etc., but that's it.

The railroad has lots of property (20' x 12') in a good location. What is required is a good track plan and some manhours. The President of the CMRR would like to hear from interested railroaders who would be willing to spend a couple of evenings a month to get this project rolling.

The CMRR is an "N" scale railroad and is located at 10689 Mc Sween Road in Chilliwack. I can be reached most evenings after 6PM by telephoning (604) 792-4926.

Thanks, Hank Menkveld.

Hank is the one who is always doing the giving in this outfit- how about returning the favour???? ed.

SANDING THE FLIES

The last page of this issue is a tear out page, containing the names and addresses of all the STANDING COMMITTEE members, and the positions held by those members with regard to events and planning for those events. ed.

AUSTRALIA

Anyone out there interested in visiting Australia in October, 1983? There are no firm details as yet, but would appreciate hearing from those persons interested.

Contact:
Fraser Wilson,
Res. 434-6828
Bus. 299-1031

Would really love to Fraser, but my money tree died last winter, and I haven't replaced it yet. Sounds like a neat trip. ed.

CN SW 1200 SWITCHER

Brian Rudko of #5, 3538 West Fourth Avenue, Vancouver, V6R 1N8 (734-1026)

writes in to say; I need colour slides or prints of CN's SW 1200 RS in the old green and yellow livery. I'm prepared to buy, copy or borrow the material. Can any one provide this material?

Thanks,
B.R.

NATES NOTES

I was with a group of modelers the other day, when a topic arose that even I am guilty of, far too often.

To put it in the positive, if you see, or think you see a problem with someone else's model or module, BEFORE you do anything, TALK to the owner, tell them your idea, kick it around a while. Chances are the person has already tried that particular approach, without solving the problem. Perhaps between the two of you you can solve the difficulty without damaging the model, the module, or the modeler.

Nathan.

On the same subject, while at the meet last fall, and while I was away having coffee, some kind soul whose name I won't mention, adjusted the height of the piano wire throw rods on the switches on my module, so that now when the switches are thrown the other way, the rod disappears down through the hole in the lic. This is going to put my module out of service for a long time while I repair all the damage done. Not only did this JERK fix five turnouts for me, he borrowed the flush cut rail nippers of one of the guys to do the job. You ever make the mistake of trying to cut music wire with you good pliers????? What our kind hearted tool lender got back was definitely not the flush cutters that he loaned out. Instead he got back a pair of wire strippers!!

NO, NO, NEVER COUNTERCLOCKWISE.

While we are still close to the subject of Nate's Notes, I asked him if he had any copy that he wished printed in this issue, and he replied that he had mailed material to me before his last business trip which was two weeks ago. We were both at a loss to explain what happened to the stuff. This morning, when I went to my post office box, I found Nate's letter waiting for me, having taken exactly TWO WEEKS to travel from NEW WEST MINSTER TO MAPLE RIDGE!

Then I got to thinking. Do you suppose that someone actually reads the names and addresses on the envelopes, and suppose they know the letters are destined for a railroad group? Did you ever consider that the postal storage company may hate railroads because the ROYAL MAIL used to deliver a letter posted in Montreal or Toronto in just 4 days? And they did it by rail! I doubt that they do as well now.

Another pet theory of mine has to do with the counterclockwise rotation of the earth. You see, a letter posted in Toronto, going to Vancouver, travels clockwise. That is the direction the majority of our machinery turns, even the way things go down the drain. Thus a letter posted in Toronto travels across the country, and arrives in Maple Ridge, having gone through the system the LEFT way. A letter mailed in New Westminster, God Forbid, can't go directly to Maple Ridge, because that would mean moving to the RIGHT, and the Postal Unions just can't move that way. So our letter must travel to the LEFT to Australia (Labour Gov't) keep on to the Left to India (Mostly Marxist) and so on to the east of Canada where it again enters the system and travels LEFT again to be delivered in Maple Ridge exactly two weeks after it was mailed in the first place. When you consider the theoretical mileage and handling, I guess I shouldn't complain to much.



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And now, on with the show.. If you haven't filled out the ballot for the MAN OF THE YEAR in you last SWITCHLIST, then get weaving. These ballots must be in before the end of April to be counted.

Some of you will remember the rail fan trip Tom Beaton and I took where we heard the Conductor tell the Engineer to RED LINE THE SUCKER? Well the other night I was listening to my scanner when I heard the Engineer say to the Conductor "we've got a green shall we go??" a short pause, and the Conductor says "Warp Speed if you please Mr. Sulu!!" Freaked me right out!!

SANDING THE FLUES

BUS TRIP TO RAIL MUSEUM IN SACRAMENTO

I hope that this information does not reach the membership too late to be of any use, but here goes anyway.

May 11th to the 17th, six nights and seven days,
to the rail museum in Sacramento, with 3 full
days in Sacramento, and a free day in San Francisco.

\$149.00 Canadian with 4 to a room

\$175.00 " with 3 to a room

\$199.00 " with 2 to a room

This includes transportation, motel/hotels,
and admittance to the museum. All you have to
pay for are meals and souvenirs.

CONTACT:

Ann Hulbert at 461-9191 after 6.

This is a trip sponsored by the Port Moody Golden Spike Days Committee.

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CHARGEX
MASTER CHARGE

The following page contains a letter from John Green to all of our members. I don't know if you are aware of all the planning that goes into a regional meet, or the fact the planning starts several years in advance. But this letter is an integral part of the information and planning required for the PNR Meet in 1985, proposed for July 10-13, at the Richmond Inn. Any persons wishing to join in the planning and co-ordinating of events for this meet will be most welcome. **ENLIST NOW, AND AVOID THE DRAFT!**

Those persons having ideas for functions or events they would like to see at this meet, are invited to write or telephone the meet Chairman, BRIAN CLOGG, at #20-13775 102nd Avenue, Surrey, B.C., V3T 1N9, or phone (604) 588-2194.

XXXXXX LAYOUT TOURS XXXXXX

With the recent assignment of responsibilities for members of the Standing Committee, I have been given the responsibility for organizing LAYOUT TOURS.

There are a number of very well done layouts in the Greater Vancouver area and there is a suggestion going around that some layout tours should be organized occasionally, to provide some variety to the Sunday Afternoon gatherings at the Oakridge Auditorium. Also the 1985 PNR Regional Convention is being planned to be in the Vancouver area, centred upon the Richmond Inn which is likely to be the Convention Hotel in July 1985. In my experience Layout Tours are always a popular part of any convention. It's always fun seeing what other Model Railroaders have done, and besides it's always satisfying to show off what you have built.

Since layouts, like so many other things, take time to build, and as Model Railroading is a hobby, NOT A JOB, 2 years and a few months are not all that far in the future.

While I am aware of some of the Layouts in the area, I am certain that I do not know of them all. So as a start in this Layout Tour organizing job, I am trying to compile a list of those people who have layouts that they would be willing to show to other Model Railroaders. Could those people who have, or know of Layouts please contact myself at my home, Phone 325-6204 and ask for John, between 7 P.M. and 10 P.M. any night except Mondays and Fridays.

I realize that security is an item of great concern for layout owners and I want it known that the information that I compile on this list will be kept STRICTLY CONFIDENTIAL. If your layout is included in a layout tour either for a local clinic replacement or for the PNR convention steps will be taken to minimize the distribution of information. For self-guided tours only the information needed to locate the layouts on that tour usually 3 - 5 layouts would be provided to the people driving. I have a few ideas for doing this, and any suggestions are welcome.

From my own experience, I know that most of the layouts that I have visited either on a tour, or as an individual, have a guest book for the guests to sign, it's often a lot of fun to go back after and see who has visited.

In compiling my file of Layouts, I would appreciate the following information:

1. RAILROAD NAME Is it based on a particular Prototype or Freelance?
2. SCALE / GAUGE
3. OWNERS NAME
4. ADDRESS
5. PHONE NUMBER
6. AMOUNT OF TRACK (Imperial or even metric measurements)
7. STATE OF LAYOUT
 - a). Planned
 - b). Under Construction
 - c). Operational
 - d). Scenery
 - e). Complete (OK, who are you kidding?)
8. OTHER COMMENTS Items of interest about the layout.

I realize that there are many Model Railroaders in town who are not members of PNR/NMRA and that several of these may have layouts that they would be willing to show on Layout Tours. If you are aware of any of these, would you please do one of two things:

- a). Give them my Telephone number and get them to contact me.
- b). Give me their Name and Telephone Number and I will try to contact them.

I appreciate any help that you can give me in this matter.

John Green
7635 Elliott St.,
Vancouver, B.C. V5S 2N8

Phone 325-6204.

For those of you who attended the last couple of clinics, you will have already met the man who volunteered to fill the position. Dick Newman, of the Dewdney-Alouette Railway Society, who is a relative newcomer to our ranks, has been functioning in the job for a month and a half. He is going to need all the help he can get in the organizing of the clinics you want to see.

You are going to have to tell him what you wish to see, and whether or not what has already been presented was satisfactory. Dick will also need to know which of you have material that could be used for clinics, and whether or not you will be willing to present your material at a future clinic.

If we give Dick the type of help he requires, we will have a clinic program second to none.

ed.

SPRING

It would appear that it's come again, and these warm days just make my feet itch something terrible. I get thinking about what fun could be had revisiting the old Great Northern right of way that Lucille and Byron and I hit last year(albeit in May). Sure would like to go and have a more detailed look at a couple of those bridges along the west bank of the Similkameen south of Keremeos. This is a possibility on the way home from the meet in Kelowna, since we also have Monday off. Time again for a trip into Ladner Creek, and see how things survived the winter. While I'm at it, why not take a run up to Coquihalla Summit and since I've already come that far, go all the way down to the loop at Brodie, and maybe the complete circle. Now I've got it! How about taking the Friday (April 1) in front of the Kelowna meet, and leave early enough to drive the Coquihalla to Brodie, then out to Aspen Grove, down to Princeton, and then east to Jura and out through Trout Creek to Penticton. I think we'll do that if the roads are conducive to the trip.

Anyone else like to tag along?

With the arrival of the Athearn SD-40-2 kits, I decided to buy one, although I don't know where I'm going to run the thing, since the new railroad up through Chinaman's Chance is not only eighty years out of date, we only have about six feet of dual gauge track. However I did buy one, on the idea that I might enjoy super detailing it. Well, the only person that I knew that has any detail photographs(that lives out our way) was Dick Sutcliffe. I considered waiting until he has finished with his SD-40, and then borrowing the photos and detailing mine. I then phoned the CPR yard in POCO and asked if I could come down and get some detail shots of my own. After being transferred a couple of times to different phone locals, I reach the shop foreman's office, who were able to button hole the foreman and ask his permission on my behalf, and before you know it I'm on my way down to get Art Thomson(who gets to hold the other end of the tape) and then on to the yard. I have decided to use colour print film, as opposed to black and white, because the day is very overcast, and raining lightly. We were told that the whole exercise would be easier if we brought our own hard hats which we did. Upon our arrival, we introduced ourselves, and after a few precautionary words, were virtually on our own. The only problem we had, was to get shots of the top of the engine we had chosen. As this was not feasible, we were informed that another of identical build, was sitting just underneath the sand tower. I got the message right away, and proceeded up the sand tower, and got the shots I wanted. After seeing the results of the print film, I know I made the right choice. I can also tell you the new diesel shop is fabulous.

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Those persons wishing to attend a meeting of the Standing Committee may do so by telephoning one of the members who will give you the time and place. Those persons wishing to give of their time by serving on the committee, please call Nathan Oxhandler at the number listed above.

ed.

SUB COMMITTEE CHAIRMEN

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Raillettes—