



7th Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 83

No. 3

MAY - JUNE



In addition to the clinic being presented by Brian Pate on computerized signals and block controls, Bob Hodgins of the Dewdney-Alouette Railway Society will present his clinic on bashing toy trucks into accurate HO scale models. The time is as usual, 1:00PM at Woodward's Oakridge Auditorium. Our clinic chairman, Dick Newman, has assured us of back-up material should the Canada Customs people do it to Bob. Brian Pate has informed me that he has alternate material should the computer clinic not be available for some reason, so come early and register for the door prize draw.

TIMETABLE No.7, Effective May 4, 1983

- May 6-8/83 Spring Meet, Wenatchee, WA. Contact Barney, 18 Lombard Ave., East Wenatchee, WA. (509) 884-4219
- May 15/83 Seventh Division Clinic, Oakridge Auditorium, 1:00pm. Brian Pate, and Bob Hodgins will present their clinics on computerized block control and signals and truck bashing (kit) see elsewhere for which is which.
- May 20-23 Sixth Division Spring Meet, Hinton, Alberta. Convention hotel, The Inn West, Hinton. The registration fees are \$35 Rail-Raillette PNR members, \$40 to others. To register and reserve hotel space, write to Jim Cooper, 123 Collinge Road, Hinton, Alberta, T0E 1B0, phone (403) 865-3820 after 6PM. Transportation will be provided if you plan to arrive by rail or air, to the Jasper-Hinton/air field.
- May 28/83 West Coast Railway Association, Excursion, on the SEATTLE & NORTH COAST RAILROAD. Write to WCR, PO Box 2790, Vancouver, B.C. V6B 3X2 tickets are \$55 non members, \$50 for members. There are very few tickets left, so hurry with your requests,
- June 19/83 Vancouver Island trip, to the Blackstaffe's 12 inch to the foot backyard logging railroad. Contact Tom Beaton at (604) 596-6572. Tom will be able to give you further details as they are worked out. The trip has been very popular in the past, and there are a limited number of bus seats, so reserve early.
- July 19-
July 23/83 RAILWAY JAMBOREE Winnipeg, Manitoba. 48th Annual Convention of the NMRA. For info and registration package, write to PO Box 21, St. Vital, Winnipeg, Manitoba, R2M 4A3
- August 17-
August 21 35th Annual PNR MEET, Eugene, Oregon. For registration forms, see the Switchlist, or write to Dave Kleger, Registrar, 2154 Golden Garden, Eugene Oregon, 97402.
- Sept. 3-5 The Fifth Annual Cornfield Meet, contact Hank Menkveld, 10689 Mc Sween Road, RR#3 Chilliwack, B.C. V2P 6H5. (604) 792-4926
- *****
- Next issue material deadline, July 26, 1983. There will be an issue published as an extra because of the Corn Field Meet, and the need to elect officers of the new Seventh Division Society. More on the former in the next issue.
- *****

MYSTERIOUS ADVERTISING APPEARS ON EDITORS DESK!!!!!!

Walter Winchell, the late gossip columnist, was contacted in the spirit world, through a 'Happy Medium' and is reported to have divulged the following important news.

"Do you see a merger between two large international railroads, the ghost of Winchell was asked?" MFFGGSPX, the spirit replied. "Is this a definite yes???asked the medium?? UURRFF said the ghost. The Medium replied, the ghost of Walter is on the right track."

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 Prgr Gordon Varney, 2961 Willoughby 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
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
John Green, Vancouver, 325-6204	Gary Oliver, Vancouver, 874-5716	Ken Davis, North Vancouver, 987-6503	Cyril Meadows, Surrey, 591-9592
Hank Menkveld, Chilliwack, 792-4926	Tom Beaton, Surrey, 596-6572	Carl Sparks, Burnaby, 433-5583	Dick Sutcliffe, Maple Ridge 467-
Greg Madsen, Vancouver, 325-7013	Ken Rutherford, Port Alberni 724-4698	Pat Quain Vernon, 545-4772	Rick Haun, Kitimat, 632-6334

ROSS HERIOT MEMORIAL GOLD SPIKE AWARD

A word of thanks to Mr. Frank McKinney, for the many years he served as our Gold Spike Award chairman. Frank recieved his Gold Spike in 1968, the year your new chairman became a model railroader.

Since that time, Frank has been involved with the selection of 11 more members of the 7th Division as recipients of a Gold Spike.

A few weeks ago, I was asked by the standing committee to take over as chairman, and I hope to be able to do as good a job as Frank has done for the past 15 years. Naturally, I will be recieving many letters of recommendation in the coming months, as there are deserving people in our ranks.

The next Gold Spike presentation will be after the November 5/83 Show at the Robson Square Media Center in Vancouver, B.C.

Letters of recommendation should be mailed to;
Ross Heriot Memorial Gold Spike Award Chairman,
Mr. Hank Menkveld, 10689 Mc Sween Road, RR#3,
Chilliwack, B.C. V2P 6H5

SANDING THE FLUES

Every now and again, just to make sure that I don't get the feeling that things are running smoothly, the CANADIAN POSTAL STORAGE COMPANY sticks it to us again.

This time, they have cancelled our FIRST CLASS mailing permit, for a number of reasons. The first, is that we don't mail at least 10,000 pieces each time that we publish a Bulletin Board. Well, so bloody well what! Our money is as good as anyone's, and what do numbers have to do with it? Second reason is that they tell me that the staples that we use are illegal. I went out and spent 35 or so bucks of my own money on a special stapler that was recommended to me by the then postmaster, and we have been using it without a complaint for over two years. Third reason, I'm told that the fact that the ends are open, as opposed to being closed on four sides, causes the folded BB's to hang up in the sorting machines. That's a lot of the old smelly stuff, 'cause we've never had a complaint about that either. Not a GD word about the fact that WE sort the stuff out in apha-numerical order by area, and then bundle it separately for them.

I laid all these things out to what the Post Office euphemistically calls a customer service representative. His suggestions for alternate ways to keep your Bulletin's coming, all, EVERY DAMN ONE OF THEM, cost more money, and involve much more time on the part of our humungous staff. First Suggestion--use the pre-printed post office envelopes. Well that's OK, but we still have to add the label, print the return address on them, after we have paid the 36 cents they want for them. That price gives us an envelope, and 32 cents postage. I asked our local PO if they had 300 of them to sell me--you guessed it--no way they had that many in stock. If we were allowed to use our permit we could produce the same envelope with Post Office frank, return address etc. for about 33.9 cents. Small bloody wonder they won't let us compete at an economical level, we might show them up!!!! Second suggestion, rent a postage meter at approximately 250 dollars a year, and that does not include the cost of the postage, just the rent on the machine. Did you know that you can't buy one, you have to rent one, and there is only one company handling these things? The other difficulty is that you have to keep going back to the counter to get the things recharged, and if it takes a couple of days to get your issue out, you had better remember to stamp the envelopes with the proposed date of mailing because if your schedule is off by one day, and you have yesterdays date on the mail, they are not obligated to accept it! When queried about this one, our SERVICE REP says this is because it makes their delivery record look grim when people see the date. If this were really what is bothering them, they should leave us alone, because they never used to date stamp the stuff, so you out there never knew when I mailed it unless you asked me. And DELIVERY RECORD, I nearly barfed when he prattled on about that one, when asked how come it consistently takes a week or more to get a letter from New Westminster, he offered no explanations, only carried on about 87% on time delivery. Where's this I ask, it sure as hell isn't here. Every where now, he says. Bull I say, he counters with the proposition that if I want to use a permit he might be able to sneak us into the Third Class Bulky mail rate. This sounds a little better until I make the mistake of asking how much, and how long. He replies; 36 cents, and a minimum of 15 days. Sufferin' cats, four cents more expensive, and twice as long to deliver. YES SIR, things are sure improving at the CANADA POSTAL STORAGE COMPANY, and they really don't want our business anyway, it just means that someone might have to do some work. Speaking of work, have any of you been around Creative Hobbies in New West about noon on a Friday, and gotten caught in the stampede of homeward bound letter carriers?????

SANDING THE FLUES

Postal Storage Co.Cont'd.

What will probably happen, is that the SWITCHLIST, and the BULLETIN BOARD will share a postage meter to solve the problem. I just get so ticked off at the the obstructionist attitude of the post office, when they are willing to bend over backwards to deliver the crap mail that we don't even need.

STANDING COMMITTEE

We are indeed pleased to welcome two new members to the ranks of the standing committee (or if you'd rather-steering committee) for that's what they do, PAT QUAIN of Vernon didn't have the chance to refuse when he was asked to help out Bert Battey, who has served for a long time, and RICK HAUN, who answered our appeal for volunteers.

Pat Quain was one of the prime movers and shakers of the Vernon Summer Meet last year, and in my mind one of the best ones I've attended with their ideas becoming standard fare(ie the early bird barbecue). Pat has enormous vitality and energy, which is better channeled constructively than into his penchant for practical jokes! Welcome, Pat.

Pat Quain, Tel' 545-4772
2000 - 45th Ave.,
Vernon, B.C.
VIT 3M8

Rick Haun, who lives in Kitimat, answered our ad for volunteers to assist in the multitude of tasks that the standing committee has on it s collective plate. I have never met Rick, however we have corresponded, and he has always been willing to write with suggestions. Rick is in a similar position to that of Chuck Halliday, who lives in Whitehorse, and is our only member in the Yukon Territory. I really have to hand to these fellows, who slug it out alone for most of the time. Welcome, Rick.

Rick Haun, Tel. 632-6334
202 Whittlesey St.,
Kitimat, B.C.,
V8C 1J8

FURINERS INWADE THE GREATEST HOBBY

In the Bulletin Board, appeared an ad stating "help Wanted" toward construction of an unknown(fraudulent?) railroad by the name of the Canadian Mountain RR.

Since Canada has many mountains, in various locations, this is a very vague place setting. 20feet by 12 feet could be Limey, as we in Canada always name the smaller dimension first, and since we are metric, these dimensions should read 3,657 mm by 6,096 mm.

George Beil, 'B' line.

SANDING THE FLUES

ADVANCE NOTICE -Fall Meet 83 will be held in the Robson Street Media Center in Vancouver on Nov.5 1983. This is to be a BIG show with over 8000 square feet of display space, plus three seminar rooms for clinics and films. The space will be available for set up early saturday morning (7:00AM), and will open to the public at 12 00 Noon and remain open until 5:00PM. Those registered for the meet will break for no host dinner at 6:00PM, returning to take down the displays at 7:00PM. The 7th. Division is inviting all groups interesting in railroading to display. It is expected that there will models in all scales from Z to Live Steam, operating layouts, modular layouts, photos, and general railroadiana. Now is the time to start planning how you and your group are going to participate. To reserve space contact Cyril Meadows, in writing, at 8473 152Ave., Surrey, B.C., V3S 3M9 (604) 591-9592. For information contact any of the standing committee members in the lower mainland or Dick Sutcliffe, 12140 230 St., Maple Ridge, B.C., V2X 6R5, (604) 467-4301.

GOSSIP-GOSSIP (I don't know whether he's bragging or complaining)

Spring meet goers were shocked when they learned of the negotiations between a well known model railroader, and a prominent journalist. The exchange involved the railroaders pike, and the journalist's wife, with the go-between angling for a pair of brass locos. Since this could start an immoral trend, we will not disclose names, places and details.

George Beil, 'B' line.

THE TRUTH IN REPORTING

The way I hear it, there was a little more to it than that, George. I heard that the wife got 5 months and 3 weeks in Brazil with you, and all expenses. The husband got not only the railroad, but the chicken shed, and the acreage and the house. The go-between still only gets 2 locos.
editor.

THERE'S MORE----

In retrospect, I get the feeling that none of the above mentioned gossip would have taken place if the above mentioned railroader hadn't been messing about with a couple of bottles of pre and during dinner porch climber. Maybe the reason that Al Ford didn't say much was that he couldn't get a word in edgewise???????? I do remember Mary Stark saying that she couldn't take too much more-her stomach was sore from laughing.

SPRING MEET

This year's meet was held in Kelowna, with resounding success. The efforts expended by the convention committee in Kelowna were enjoyed by all those who attended.

Cont'd page 7

SANDING THE FLUES

SPRING MEET CONT'D

The Friday evening layout tours were very well organized, and a super time was had by all those who arrived early enough to partake of them. The meet itself, was most enjoyable, with the highlight being the modular setup the Kelowna men had done, based on the Dewdney Alouette group's specs. I was most impressed with the degree of completeness that their modules show, especially given the time frame that they had to work on them.

The clinics, and the silent auction were all well attended, with people from as far away as the sixth and the fourth divisions being represented.

The banquet saw 65 people seated for supper, with the usual array of speeches, and high jinks from some of the speakers. Jack Smith presented yours truly with a payback award (something to do with last summer's events at Vernon, and in deference to the sensitivities of some of our readers, I won't talk about the toilet seat that he received last year). The Editor and staff of the Bulletin Board presented George Beil and Al Ford with a couple of bottles of wine for the dinner, so as to keep the bickering over who is-was going to order what to go with what, down to a dull roar. Had some interesting side effects from that piece of generosity, as you read earlier.

A vote of thanks goes to all those in Vernon, Kamloops, and Kelowna who worked so hard to provide us with a good weekends entertainment.

NATES NOTES

RAILETES

Raillettes- a hard working group who have done so much for the Seventh Division, with very little thanks. We Rails tend to forget about them at meets, primarily because we don't know what to provide for them in the way of entertainment. To help overcome this problem, I would like to have one of the raillettes act as our contact on the Standing Committee. You don't have to live in the lower mainland area, all that is needed is your willingness to work by mail, phone or whatever means necessary to help us provide the raillettes with something to look forward to at the meets. Any takers?

I would like to thank John and the crew in the Okanagan for a fun time at the spring, and look forward to the time when they will sponsor another meet in the area.

Our next major task, is the FALL MEET adnPUBLIC SHOW at the Robson Square Media Centre, in downtown Vancouver, scheduled for November 5, 1983. With nearly 8000 square feet of display area, there is plenty of room for you to bring things for display. PLEASE let me know your space requirements no later than October 1st.

Those of you from Vancouver Island, and the interior, could you provide us with clinics, movies, and slides etc. We will have rooms set asides for the meet attendees to enjoy them. If you need a place to crash, please let us know and we will see what can be done to accomodate you.

NATES NOTES CONT'D

There will not be banquet after the meet, but there are plenty of places to eat right in immediate vicinity of the Center, including some right in the building who have already expressed a willingness to accomodate us. So it's a do it yourself supper, with a gathering afterwards for the awards. Information will be published as the details are worked out.

Nate.

May 15 CLINIC

Bob Hodgins, the presenter of the clinic (which by the way is participating) has asked me to forward some information to you. You can bring your tool box, as well as your modelling lamp, some ACC cement, files sandpaper, and all the usual for working plastic.., Bob has tried to keep the cost to around \$5 each for the kits.

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COMPUTER CLINIC.....

Brian Pate will present his clinic on computerized cab controls and signals as part of the same bill of fare for that May 15 date.

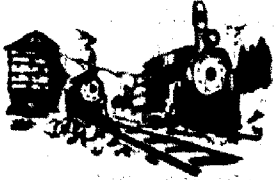
If for any reason either of these two clinics cannot take place, alternate clinics have been arranged for, so come anyway.

WON'ERFUL, WON'ERFUL

The response to John Greens questionnaire regarding layouts that could be shown as part of the fall meet program was just astounding. Only ONE person bothered to fill out the sheet and return it. Just ONE!!! Terminal apathy is the one thing that your association volunteers just can't cope with. There are many people like John who give freely of their time so that you, the member, can have a full slate of events to partake of when you attend a function. If you can't or won't be bothered to help by answering a few questions, it makes all these volunteers stop and think about what it's all about. SHAME ON YOU--ALL OF YOU. Just because you've been around forever, and everyone has heard about your layout doesn't mean that we don't want the information anyway. So even you old timers dig out your pencil stub, moisten the end, and fill out the damn form!

THEN ALL YOU HAVE TO DO IS MAIL THE THING!!!!!!

Bill Keeley



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THE RIPPLE EFFECT

As an off shoot to the Spring Meet in Kelowna, a group of us got a chance to collect some railroadiana, and play hockey at the same time.

It goes like this. On the way home from the meet, Keith and Polly Tracey decided to go through to Kamloops, then down to Merrit, and out to Spence's

Bridge and thence home. While Keith

Polly had her that the tele- the Merrit-CP along the right chopped or sawn a look through determined that insulators on

So, when he told Tuesday night an expedition was

Since Keith Tracey, and Dick Sutcliffe both teach, they were on Spring break. Joe Healy is on a permanent break, and when I telephoned Rod and Barney Craggs in Ashcroft, they were on days off. So Art Thomson and I played hockey. The next morning, at about 7AM, we had agreed to meet at the Kanaka Creek bridge on highway seven. I had arranged for Rod and Barney to meet us at Spence's Bridge at around 10AM, so when both cars were at the Kanaka bridge, we were off.

Ah spring! The sure signs are the green leaves in the valley, and the news of an election, followed by the arrival of great flocks of orange sided dump trucks, belonging to the highways dept. There must have been a dozen or more paving and repair crews, all in the stretch between Hope and Spence's Bridge. We did get held up for a while, but since we were getting an early start, we missed most of delays that I encountered on Friday of the same week, when I went to 100 Mile on business.

I had Keith, Joe, and my nephew, Byron in my car, while Dick Sutcliffe took Art Thomson in his rig. We made good time, not stopping to photograph the CN Vanderbilt tender in the work train at Alexandra, reserving that for the trip down, since it would put us on the right side of busy highway for taking pictures.

I think most of us had forgotten how much further ahead the Fraser Valley is in the race for spring. Up in the canyon, the further we went, the fewer the signs of spring. There were lots of trains though, with both lines showing up and down traffic in a continuous stream.

After we had connected with Rod and Barney at the agreed time, we headed east along the Nicola River Valley, Keith had scouted the area on the trip back from the meet, so we had a good idea of where we were going. There is a spot about 15 miles in toward Merrit where the tracks switch from the North side to the South and then back again, after about five or six miles on the opposite side of the river from the highway.

Upon reaching the first railway bridge, we left Dick and his truck, and Rod and Barney and their truck waiting at the bridge, while I scouted the next crossing, and reported back on the CB. That done, they left Dick's van there, and drove upstream to meet us. We then locked up the two vehicles, and walked across the rail bridge to the far bank.

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down the canyon and was tooling along eyes open, and saw graph poles along branch were lying of way, having been down. Keith took his binoculars, and there were still the poles. BONANZA! us at the club on about his findings, immediately planned.

RIPPLE, CONT'D

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The bridge that we walked across, is interesting in itself, because the original structure has been altered by chopping about 50 feet of the original deck truss off, and adding a new pier under the end. The reasons for this are only conjecture, but are probably to increase the loads that the bridge would carry. Up the river from this one, there is a really neat bridge that has normal truss sides, but the flat top members have been replaced with hoops that look like those off a covered wagon. Again, most likely because the size and weight of the cars has changed so dramatically since the bridge was built.

After we all crossed the bridge, we set out down the tracks, pausing often to examine some interesting relic. There was a good deal of almost running, on the part of some of the trekkers, to get to the downed poles first. After a mile or two of this, everyone realized that someone had been there before us, and the race was cancelled. Each of us had by this time collected a couple of insulators, and those walking out in front were placing the more interesting ones on the tie ends for us to inspect.

My nephew, has a thing about date nails, and he had me looking as well. We did locate some, although there were a disappointing number found. Most of the ones we found were from the forties, and early fifties. Keith found an insulator clearly marked with CN markings, doubtless from the war years, when the army engineers had a lot of the maintenance work to do. I would guess that we found as many as 15 separate types of insulator, and each of us picked up quite a few.

I know that my backpack weighed considerable by the time we had walked the five miles and change between the bridges.

One of the most interesting things that I found as we went along, was to examine closely the geology of the area, particularly the ground through which the line was cut. There are many seams of poor grade coal to be seen along the track, as well as volcanic overlay rock, which is soft enough to produce some very steep sided canyons and side valleys. Also in evidence along the north face of the valley, is evidence of a hand built wagon road that must date back to the early part of the century, if not before that. Above the wagon road, there are several areas of "hoodoos" which are sharply delineated organ pipe formations, caused by a boulder or flat rock of some hard substance, overlaying a

bed of some softer substance, and the rain has washed away everything that hasn't been covered by the hard "hat" so to speak.

After a couple of hours of this, we all were suffering from sore feet, and Craggs were teasing us all with thinly veiled remarks about hot tubs and swirl baths etc. Thanks alot Craggs! All too soon we had to leave, and we did so having enjoyed the walk thoroughly.

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**CHARGE X
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Having regained our vehicles, by all loading into Dick's van and driving up to where we had left my car and Craggs truck, we separated and headed for home.