

the DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



SEE YOU ON
SUNDAY DEC. 1ST
1:30 P.M.
OAKRIDGE
AUDITORIUM

* SCENERY CLINICS

- SKINNING
- ROCK CASTING
- STONE WORK
- TREE MAKING

* SEE
INSIDE

BULLETIN BOARD

The Bulletin Board is the official publication of the 7th Division of the PACIFIC NORTHWEST REGION of the NATIONAL MODEL RAILROAD ASSOCIATION and is mailed free of charge to all PNR members residing in the 7th Division. Subscription rates to all others is \$1.50 per year which comprises approximately five issues.

The Bulletin Board is published by the Standing Committee of the 7th Division and all correspondence pertaining to the Bulletin Board should be addressed to the Editor:

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S C E N E R Y	S C E N E R Y	S C E N E R Y
S	Sunday 1:30 P.M.	S
C	December 1, 1974	C
E	Oakridge Auditorium	E
N	Table Clinics will be offered on the SCENERY	N
E	subject, including Skinning, Rock Casting,	E
R	Stone Work and the making of Trees. On	R
Y	hand to explain and advise will be Frank	Y
S	McKinney and his capable aides including Ken	S
C	Davis, Spike Brown and Hank Menkveld. Also	C
E	on display will be parts of the Lower Main-	E
N	land 'N' Scale Modules which are now under	N
E	construction. Paid-up PNR members admitted	E
R	free, others by donation at the door. Come	R
Y	early, browse around, visit the various table	Y
S	clinics and enjoy a coffee break at the	S
C	intermission. Bring a model, bring a friend.	C
E		E
N E R Y	S C E N E R Y	S C E N

ROTARY OM RUNS AGAIN

On Saturday, January 12, 1974, after sitting idle for some twenty years, the 85 year old rotary plow of the Rio Grande made one more run "live". The old plow got three miles out of town before the coal gave out.

The Cumbres and Tolteco Scenic Railways employees, laid off at the end of the 1973 operating season were hard pressed for amusement in the long winter, so they got together in December and decided to see if they could get Rotary OM to run. Working on a strictly volunteer basis, they spent some long and mighty cold days in the Chama, New Mexico Narrow Gauge Roundhouse, carrying out their plans.

The rotary put on a fine show, leaving the Chama yard about 11 am. The consist included the plow, engine 487, an open gondola, a C&TS 'coach' and the caboose. About 50 passengers, who paid \$25. each, rode the train and were treated to many unusual photo run-by opportunities. About one hundred car-loads of spectators followed the train and also got fine pictures. (From Scenic Railways Inc. "Scenic Sentinel" No. 1, Spring 1974)

EXTRA 7 WEST - - NOVEMBER 13, 1974

Once again we are facing the deadline for publication of our Bulletin Board. The vice-President says he wants it in the mail by November 19th.

First of all I wish to thank Spike Brown for the splendid report on the "Southern Slops" (spelt without an 'e'), which was a feature of our last Bulletin Board. Sorry, Spike, that there was acknowledgement accrediting you. Secondly, I must apologize to the V.P. because his report to the membership did not appear in our last issue. Somehow, it seems, it just disappeared between the Editorial Room and the Type-setters Room.

Our past meeting on October 6, 1974 in the Oakridge Auditorium was really enjoyed by the 65 members and friends who attended. A special vote of thanks was extended to John Green and Gordon Richardson for their movies taken in England, Wales and Canada; also Fraser Wilson's report on the NMRCA Convention, recently held in San Diego July 24th to 28th. Nice work on the 'editing' of your film, John Green.

The mailman sure hasn't been breaking down my front door with mail from Y O U people out there; even George Biel hasn't been heard from. (Are you alive and well, George?). I have had four of the last Bulletin Boards returned to me marked "no such address":

Gordon B. Schneider, Chas. P. Withers,

H. Stan Dallamore, J.T. Moran

If anyone can advise us of the proper address for any of the above members, a copy of our present issue will be forwarded pronto. Please keep us advised of any change of address, also, those of who have not submitted your Postal Code, your attention to those matters will be appreciated.

The 1976 PNR Convention has been earmarked for Vancouver with tentative dates of September 8th to 12th, 1976. Your Committee has commenced lining up accommodations and plans are being formulated to try and make this as good and even better than the 1970 Convention we experienced at the Coach House Inn.

We hope you have appreciated the PLANS printed in our last, and again in this issue. Our thanks go to Bill Galovich for his efforts. ~~If you wish this to continue as a regular feature, we ask your help, by sending in any plans that may be of interest to our membership. Bill Galovich or myself will be pleased to receive your contributions.~~

Another matter your Committee has me to bring to your attention is the lack of interest in bringing models of locomotives, cars, structures, etc., dioramas or other exhibits for display at our regular clinics and meetings. Our next clinic is on Sunday, December 1st, 1:30 pm in the Oakridge Auditorium, so, please prepare yourself, come early, bring a friend and also that model, diorama or other Railroadiana for all of us to enjoy before the meeting, during the refreshment break and after the clinic on SCENERY is finished.

Come on Victoria, Kamloops, Nelson, Powell River, Chilliwack, North and West Vancouver, Burnaby, Surrey and Vancouver send your NEWS.

1974 SILVERGATE RAMBLE

My wife, Marion, and yours truly are on our way to take part in the 1974 Silvergate Convention in San Diego, California. As we pass through Sacramento in the early afternoon it is really HOT (over 100 degrees), too hot to stop so we carry on south, leaving the Freeway at Oakdale exit we stop at a service station to fill up the tank. It suddenly occurs to us that it is Sunday and that Oakdale is near Jamestown, home of the Sierra Railway, so, lets find Jamestown and find out what we can do or see. (The heat is a little more bearable when you are on a railroad adventure). We finally arrive at our destination about 4 pm after a tedious drive on the two - lane highway. Our first stop is the Jamestown Station to see if we can get in on any of the scheduled doings this late in the afternoon. We are informed that we can have one of two choices: either take the guided tour through the roundhouse and shops or get tickets for the last train ride of the day. We choose the latter, so we buy our tickets and head for the Dining Car alongside the station with the big sign reading "ICE COLD BEER" - a real thirst quencher in the late afternoon heat. Almost train time, so we hang around, taking a few pictures in the gathering shadows..... 'All A-Booaarrd!' We back out of the station, the hogger puts the lever in the forward position, gently pulls the throttle out and we are soon headed up the hill, enjoying the constant stack bark as our train climbs up to Sonora and on up to Standard, where our Loco #28 a 2-8-0 Baldwin is run around our cars and we are soon on the return trip down the hill to Jamestown, back into our own car and on our way to Fresno for a days visit with friends.

We arrived in San Diego Tuesday afternoon, checked in at our Motel 6 and headed over to the Town and Country complex to register for the NMRA Silvergate Convention. At 7:30 pm the buses were lining up to take the early arrivals to the Mickey Finn Fun Time. The accommodation at Mickey Finn's comprised of a wooden seat and a table which was a narrow shelf attached to the back of the seats in front of us. (This is ideal for crowding the customers in). Beer and cocktails were available and nobody bothered you as long as you had a drink on your table. Finally it was time for Mickey Finn and his Boys. The fellows did a good job of the Dixie Music, but, we never did see or hear Mickey Finn.

On Wednesday activities started at 9 am. The NMRA Country Store was selling NMRA items and the Convention Cars in O, HO and N guage. Manufacturers exhibits were open daily on the lower floor which is usually the underground parking area. Also on display was the "N - Track" modular layout which proved to be a crowd pleaser. Each module was constructed by modelers in various parts of the continent and taken to San Diego to be fitted together to make one complete layout of twelve by sixty feet. (Steve and Mary Stark from Vancouver took their module which was prepared with the help of Dave Simpson and transported it to San Diego to become an integral part of the "N-Track" layout). The various modules fitted together so well
(continued.....)

that it was possible to run trains of over 100 cars.... Layout tours comprised of a visit to the Train Miniature factory where we were shown the process involved in the manufacture of some of their rolling stock models. Our next call was a visit to the La Mesa's Club layout which is a fully operational 20 by 48, over 2,000 feet of track and CTC Board. From here we were taken to Dave Karier's 33 by 66 HO Pennsy featuring a 4 - track main line and over 2,900 feet of track. (Really expensive!). The tour concluded at the Mini City Hobby Shop in La Mesa Square. At 10:30 am the Raliettes departed on a bus tour to Tijuana, Mexico to see what bargains they could make a deal on. Through the telegraph wires it was established that a few male rail fans from the Vancouver area also tagged along for the ride. In the afternoon the Trading Post opened for action. It was possible to buy, sell or trade any motive power, rolling stock, books or periodicals, etc. that were displayed. Clinics were offered daily as well as closed circuit TV explaining some of the aspects of layout construction, etc.. In the evening the layout tour took us to Balboa Park and a visit to the San Diego Model Railroad Association. This proved to be two large layouts in the one building, each with a 19 scale mile main line, one in O gauge and the other in HO with an extensive traction division to complement the HO layout. Thursday was the only so-called prototype tour of the Convention: a 60 mile (each way) bus trip to the Orange Empire Trolley Museum in Perris, Calif.. (This was our third visit to Perris and we find it a very interesting establishment with exhibits consisting of a steam loco, diesel loco, electric locos, rolling stock, interurbans, street cars, trolley buses, fire engines and etc., many of which are operable. Each visit seems to have something new to feast your eyes on and helps one to realize the amount of work involved to bring about the various improvements since our previous visit.). Also, dear to the hearts of Lower Mainland fans is the former BCER inter-urban #1245, which is still operational, but, badly in need of a new paint job and also being refurbished inside. It sure isn't hard to realize the deteriorating effect of the weather on the exhibits that are out in the open year round; the day of the convention tour the temperature was well over 100 degrees. However, they have managed to erect two large car barns and have a third nearing completion, the progress of which depends on the available finance and the volunteer helpers that donate their knowledge and time.... Back to the air conditioned Town & Country where the Model Contest entries are not as plentiful as usual, but, those on display are a real exhibition of craftsmanship. The locomotive performance contest and switching contest are kept busy daily with the many participants. In the evening a layout tour takes us to the Pacific Beach Club, a 20 by 40 foot timetable and fast clock operation with lots of "extras" thrown in by the dispatcher. The members did a good job keeping those first class trains on time.

On Friday 9:40 am the movie "The General" was screened at the Fox Theatre in Balboa Park, accompanied by the theatre organist. After the show the Raliettes have a cocktail and lunch at the Cafe Del Rey Moro and an afternoon in the park. Back at the Town and
 continued.....

Country the regular activities carry on and items are being placed on display for the Auction which starts at 7 pm.. Books, periodicals and smaller items were open for bid all day by Silent Auction, and the larger items were put up for bid in the main auction at night. About 6:15 pm. some 68 members of PNR met for an informal dinner at the New Victoria Station restaurant. This place is made up of prototype box cars and a caboose reconstructed to make the interior conform to the environment of an English railway station. (There is one in Vancouver at the corner of Pacific and Hornby Streets). They sure put on a good spread for us in San Diego! They don't take reservations, so it took awhile to get two rooms cleared for our group of 68, but, we were all served by nine o'clock, and returned to Town & Country, having missed all but the tail end of the Auction.

Saturday, the regular activities were in full swing with the Manufacturers exhibits and the N-Track being open to the general public. The Contest Room was open for the viewing of the judges' decisions in the Model Building Contest. In the afternoon we took Al Paull and Fraser Wilson along with us for a visit to the Whistle Stop Hobby Shop. Enroute we dropped Fraser off at a Laundromat where it was necessary to buy a small box of "All", part of which he deposited in the washer and the rest followed him into our car and onto the seat and floor of our car. Eventually the box and the remaining All were disposed of and hereby was a new phrase coined, "I left my "All" in San Diego" by Fraser Wilson.... Having a little time on our hands we drove out to the Convair Model Railroad Club and rode on the 3-inch scale 15 inch gauge around the half-mile loop. The club is in an old style Railroad Station building and features a 17 by 65 foot HO layout. All the members of this club work in the Convair Missile complex, so the train and layout area is provided as a recreational facility.... Later at 6:30 pm the "Happy Hour" was held outside, around the Olympic Pool, and at 7:30 the Awards Banquet was under way.

Sunday morning at 9:30 am. a good number of the members attended the General Business Meeting. President Gene Hickey was delighted to witness the largest turnout of interested members that he has ever known. I believe the total registration for the 1974 Silvergate Convention was 1,321.... The Manufacturers Exhibits were once again open to the public all day long.

Leaving San Diego a couple of days later we travelled through San Bernardino and on up the Cajon Pass as far as the Southern Pacific Palmdale cut-off and journeyed toward Mojave and on down the hill as far as Caliente where we followed an SP and a Santa Fe train back up the hill and around the Tehachapi Loop. Next day we passed through Sacramento and followed the Western Pacific up the Feather River canyon route to Keddie Wye and then over the branch to Westwood on our homewardbound trip.

In my opinion, the Town & Country complex was the ideal locale for a convention of our type. All facilities were located in one building, with Hotels, Motels and dining a few steps away and a full shopping Centre almost across the street. The bus departures from the convention centre were punctual, but, I thought that on the layout tours there was too much time lost waiting for buses to take us to the

Continued.....

next layout or back to the departure point. One thing I missed more than anything was not having a prototype railroad feature on the agenda. However, next year the Convention will be in Dayton, Ohio; this should provide some good train watching of the prototype, either on your own or with a group. If not next year, we'll have to wait until 1976 and head for Chicago, Illinois with Division 4 vice president, Nate Oxhandler, who is starting to organize a Seattle to Chicago Rail Tour to "RAILFUN '76!":

From the BOD meeting in San Diego comes word that there will not be a Directory issued this year, maybe never again if some of the BOD have their way. However, there are those who wish to keep the Directory alive and are suggesting a every-other year production that would be limited to members with a minimum of two years to be eligible to be listed and receive a copy of the same.... Coming up on the spring Ballot will be several constitutional changes to help put our organization in a better position to become a tax-free entity. Also, you will notice that the term of office will be extended to two years, and that there will be two candidates running for each position. Finally, you will be asked to vote "yes" for a dues increase to \$10.00 to help alleviate the increased budgets and the inflation spiral. the end ahj

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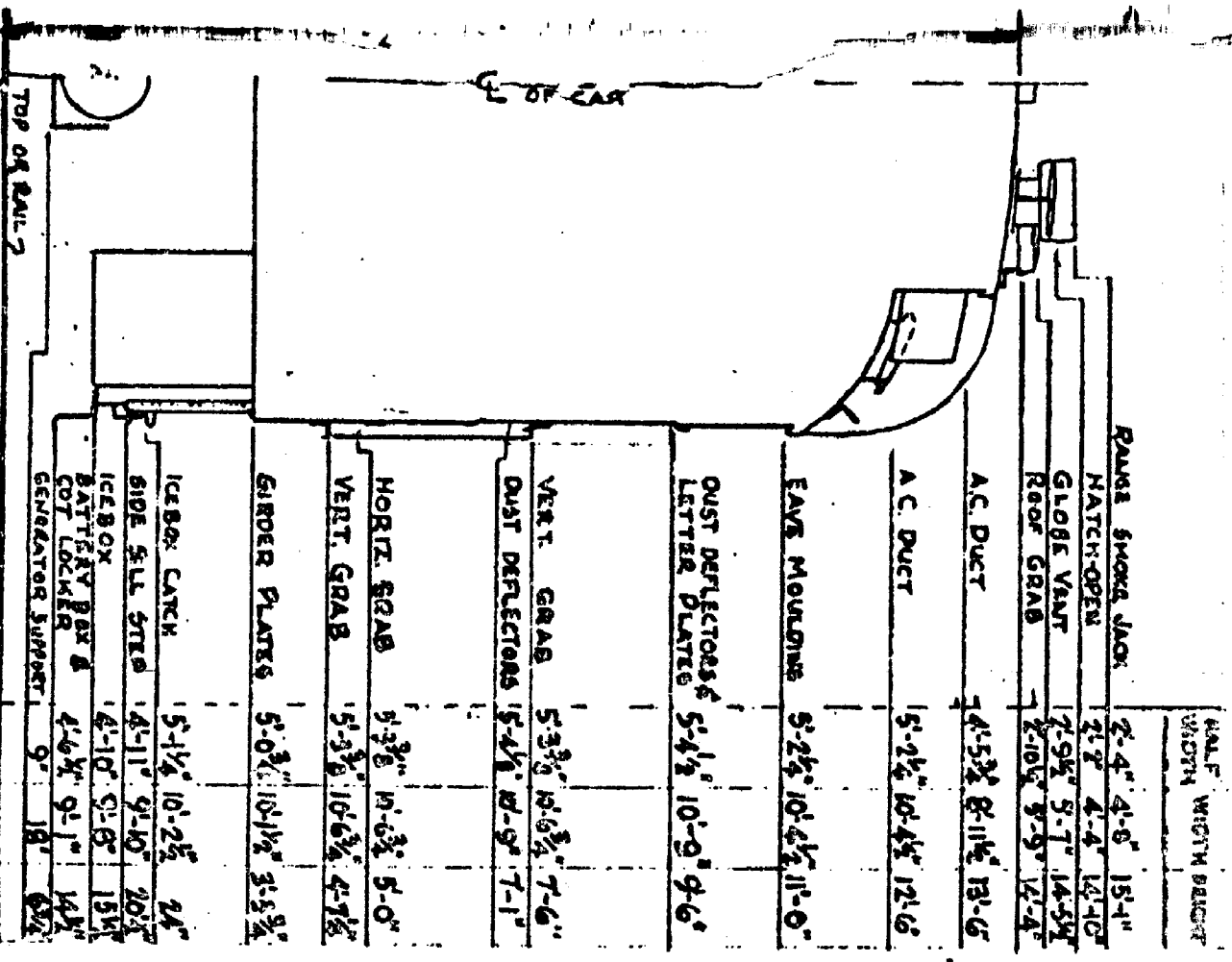
CPRail trains have begun to run over 8.3 miles of new, reduced-grade track raised above the reservoir level of the Mica Dam near Beavermouth, B.C., the company reports. The new section, in a valley near the confluence of the Columbia and Beaver Rivers, has a maximum grade of 0.7 per cent on the westward ascent compared with grades on the old track of up to 1.64 per cent. It took three years to move the track more than a hundred feet up the mountainside to an elevation of 2,550 feet above sea level. A new type of tie made of prestressed concrete was installed on a half-mile section for study purposes. (Vancouver Sun October 7th 1974)

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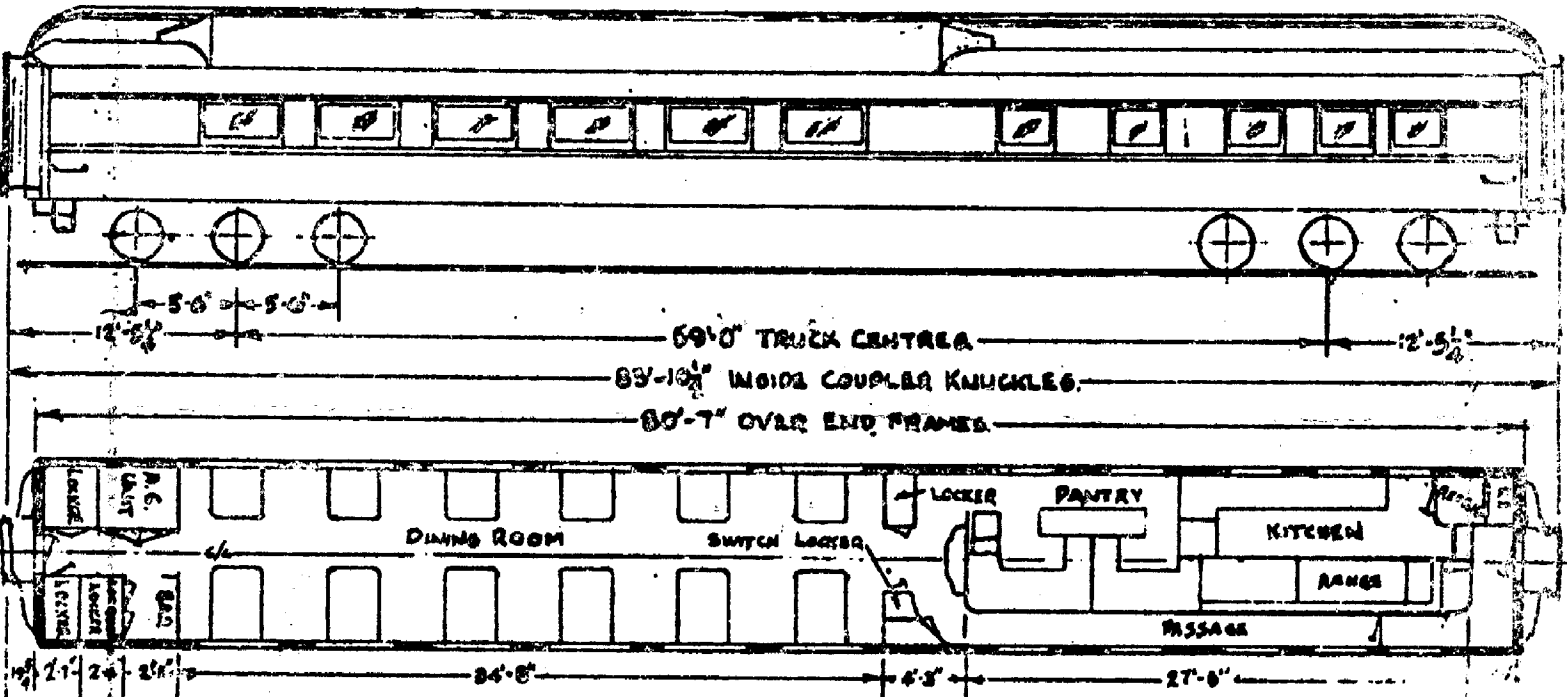
From the Division 4 "Grabiron" comes the news that Trans World Trains, 3121 "L" E. La Palma Avenue, Anaheim, California 92806, U.S.A. carry a line of products put out by 'The Chemical House' (a division of Volant, Inc.) specifically for modelers. The products include a liquid cleaner (safe for plastic, paint, glue, rubber or metal), paint remover (safe for plastic or metal), etching acid, track and metal cleaner, and metal conditioner. These products are safe as well as very handy. They come in childproof containers, and most are non-caustic, non-toxic and non-fuming, etc...

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SUNDAY, DECEMBER 1st, 1974 at the OAKRIDGE AUDITORIUM a very SPECIAL clinic on scenery covering SKINNING, ROCK CASTING, STONE WORK and TREE-MAKING. PLAN TO ATTEND AND BRING A FRIEND, be there for 1:30 pm



THESE CARS DO NOT COMPLY WITH CLEARANCE LINES SHOWN ON S-12-C-1129-250+251 AND ARE THEREFORE RESTRICTED TO CAR LINES.



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