

7th Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

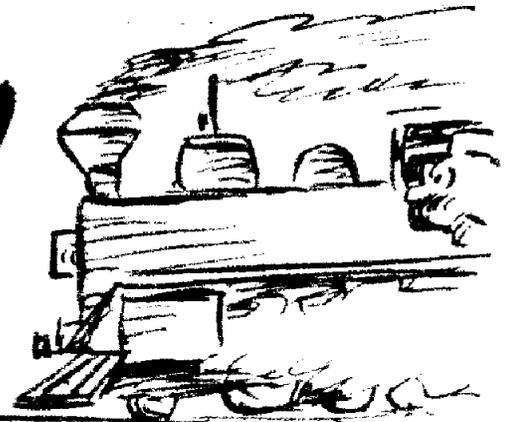
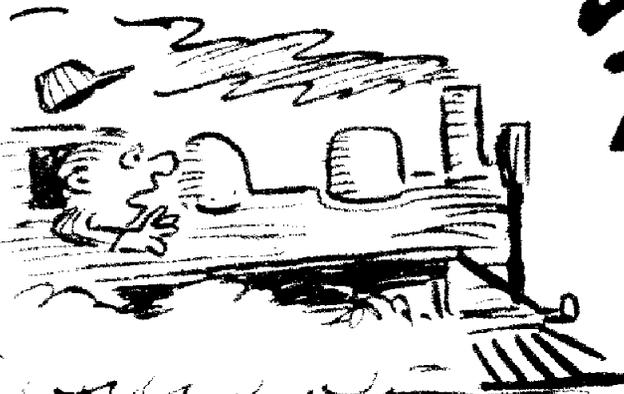
BULLETIN BOARD

VOLUME 81

No. 8

NOV. / DEC. 1981

Fall Meet!



A BANG-UP AFFAIR!

DETAILS INSIDE

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



7-4920 LIFE

150

GREG MADSEN
7TH DIV. SUPERINTENDENT
6649 GLADSTONE ST.
VANCOUVER, BC V5P 4E7

BULLETIN BOARD

The Bulletin Board is the official publication of the 7th Division, 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 \$3.00 per year, which comprises approximately six issues. Correspondence pertaining to this publication should be directed 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.

Superintendent:

Greg Madsen
6648 Gladestone Street
Vancouver, BC V5P 4E7
Phone: (604) 325-7013

Editor:

Ian D. Sloan
PO Box 368
Maple Ridge, BC V2X 3K9
Phone: (604) 467-2278

SANDING THE FLUES

You will by now have noticed that we are no longer printing the names of all of the Standing Committee Members in each issue. For those committee members who have a burning desire to see their names in print, I apologise. If the desire is that strong, maybe you can see your way clear to submitting an article for the Bulletin Board, and that way I'll print your name. Otherwise, you will see the complete list of the Committee Members only twice a year. The reason is obvious, we need the space.

As to why we need the space, that's not so obvious. The postal rate depends on the weight of the issue, and we are fast running out of the 181b paper that we use. We print six sheets on both sides and just slither in under the allotted 25 grams for 17 cents (soon to be 30). When we go to the next available weight of paper, we can only get five sheets in under the 25 grams. Simple? More on the dilemmas posed by the Canadian Postal Storage Company in following pages.

F A L L M E E T

Those Commercial Exhibitors wishing display space for Sunday, November 15th, at the Sheraton Villa Hotel, please contact:

Cyril Meadows
8473-152nd Street,
Surrey, BC.
Phone: (604) 591-1845

There is little possibility of last minute at the door arrangements being made.

HOT OFF THE TELEGRAPH.

Evergreen Hill Designs has sold the Hetch Hetchy Line of AH&D Donkey Engines to J&M Distributors of Newport Beach California. The Two drum winch will be ready for distribution in about two weeks and the three drum, two weeks after that. One dealer that I am sure of carrying the line is:

Peninsula Hobbies,
1448 Cary Ave.,
San Mateo, CA 94401

item dated 16 October, 1981 (IDS)

SANDING THE FLUES

In very short order, all of us are faced with the announced increases in the postal rates. This leaves us (the Standing Committee), you the reader, and me the Editor with a number of problems. The cost of mailing an issue of the Bulletin Board will go from \$39.00 to nearly \$70.00. We have been in the habit, custom, whatever- of printing an issue immediately before a function, or approximately nine issues a year.

This makes for a postage cost of over \$600.00 per annum. The Seventh Division does not receive no funding other than what we raise ourselves as profit on the various divisional meets. We must therefore decide whether we want to cut down the number of issues, or find the extra revenue to make up the shortfall. We have been sending your Bulletin Board out by first class mail, and there is a valid argument for cutting back to third class postage which would keep our costs nearly the same. But by doing so we increase the time required for delivery, making the reason for printing (to remind you of coming events) redundant.

There you have the whole thing in a nut shell. Do we continue as we are, and raise the money as best we can, or do we cut costs by going to third class mail, thereby losing the advantage of your Bulletin Board arriving just before a scheduled event?

There are of course other routes to take, such as charging an annual fee for the Bulletin Board. I can hear the screams from here. None of this has come up for serious discussion as yet, and before it does, I would like to hear your comments on the whole bewildering thing. Personally, I am in favour of levying an extra dollar at the various functions on top of registration and banquet fees to make the required difference in costs.

There is a basic inequity in this method, in that for whatever reasons, we see all the same people at the meets, and this means that those same people would be supporting all of us. The other side of the coin is also unfair. Why should any of us pay anything more when we are already paying an increase in dues?

The answers to all the questions posed in this diatribe really boil down to the following-

How much do you really care whether or not the Seventh Division prints a news letter? Is it something you want or need? Does it do the job it is intended to do?

Does it provide you with up to date, reasonably accurate information about people and happenings in the Seventh Division?

Address any comments you may have, to the Editor, Box 368, Maple Ridge,

V2X 8K9

NOTE

During the printing of the last issue, OL GRUNT N GROAN, our printing machine, cranked out its fifty thousandth (50,000) copy since we have had her.

Some form of congrats are in order to Doug Kelleway for nursing the old girl along, through periodic attacks of asthma, hiccups, and paper tearing tantrums.

Thanks, Doug.

NOW HEAR THIS????

If you have a red circled date on your address label, this means your dues are in arrears, and you are in danger of losing your membership. Contact the Divisional Superintendent, Greg Madsen or Jeff Tague, 303 Anchor Loop, Selah, WA 98942.

YESSIR, ONE OF MY BETTER IDEAS

While train chasing one day at BC Hydro Rail's Trapp Yards, I was bemoaning the fact that I couldn't get a decent shot of a Nacional de Mexico boxcar, when one of the yard crew came to my rescue by saying "How about climbing up on one of those tri-level auto racks over there?" Thus began a super adventure, in fact one of the best I've had since I got into model railroading. This encounter with the BCHR employee, led to some conversation about what I was taking the pictures for, what kind of a camera I was using etc., and all this while the train crew was shunting cars back and forth and my informant was answering and asking questions on the run.

Finally we got a break in the traffic, and I asked him what one had to do to get a ride on one of the trains, like maybe down to Huntingdon? He told me, I did it, and here it is, 1300 on a gorgeous fall afternoon in October. The four of us, my wife and I, Art Thomson and Joe Healy, standing in front of the yard office waiting for three SD 38's to appear from the engine house. When they did arrive, we thanked the Dispatcher, checked the score in the Expos game, and presented our passes to the Conductor, Brad Thompson. He leads us up the steps to the cabs of the 38's, settling two of us in each one. The lead unit, 382, contains Bud Morrow (Hogger) and Jerry Martell, front end trainman. The second unit, 383, my wife and I are sitting in, and the third 384, has Joe and Art in it. The whole glorious trip begins with picking up two cuts of about 20 cars each, hooking them together, adding a caboose, and heading east up the track towards the bridge at New Westminster. What a thrill!

The radios come to life with clearance for the bridge as we proceed east just below Front Street. Over the bridge at a stupifying 8 miles per hour (that being the posted speed) and tripping out on the different angle of view of the rail bridge, the trestle, and the Patullo Bridge. Got some strange pictures here! Once off the bridge and the three way approach trestle, we swing south and start up the grade on Scott Hill. Those 38's are just pounding up that grade! I had no idea that the track was so steep. We crawl our way to the top, and once there, start down the reverse side of the hill. While on top, we crawled through some level crossings, and for no particular reason, turned to see how Lucille was enjoying the trip. To quote Robert Service, "Wore a smile you could see a mile". I asked her what was so funny and she replied "You should see the looks I'm getting from the drivers of the cars stopped at the crossings when they realize there's a woman in the cab! She laughs and says "Their heads snap back for a second look, and they do it so fast I can hear their eyeballs click!" More laughter, mostly just for the sheer joy of it all. We start down the backside of the hill, picking up speed as we go, peaking out at 39 mph according to the Vapour Speed Indicator in the cab. All the gauges are working, and this adds to the over all sensation of actually driving the thing. At the bottom of the grade we slow down while approaching Langley, and if you can remember that far back, used to called Langley Prairie. I am surprised by the numbers of industrial tracks in Langley, most of which you can't see from the road.

Paralleling No.10, the cars are racing us for the crossing near Trinity Western College. Then up and over the freeway and a run through the unspoiled farm country about a mile north of the freeway. Rolling along past the old BCER substation near 248th in Aldergrove, which now houses Holt Glass I believe, which means the place hasn't reached a state of total decay. We pass through Bradner, and if you haven't been out there at Easter weekend or thereabouts to see the acres and acres of daffodils in bloom, you are really missing something! The engine speed starts to pick up according to the digital counter as we start down the even steeper grade toward the interlock at Clayburn. Through this area, there are signs still to be seen of the overhead wiring for the electric railway, although they are fast disappearing. We reach the interlock where the train stops, then backs up the track for quite some distance. Later I'm told that the reason for this maneuver is so that the head end trainman can get down from the train and operate the interlock. These hand operated semaphores are the oldest in Canada still operating, and one of two remaining in North America.

So, we're backing up the train, and now the trainman from the caboose has walked up the track to meet the train, and he boards the lead unit. We get clearance, and proceed across the CP tracks, stopping once we have cleared the fouling point, to pick up the head end trainman who has been operating the interlock and now becomes the man in the caboose. This procedure is repeated on the way back, putting the crew back where they were on the way out. I notice that the car drivers out here, for the most part, stop for the warning lights, unlike the Kamikaze pilots of Surrey who keep trying to outrun the train at the crossings. If I hadn't seen it I would not have believed the insane behaviour of the drivers in the suburban areas with regard to trains. Soon rolling again through Abbotsford, past the co-op with its cuts of grain cars. All too soon we are at Huntingdon, where we break the train into two sections, and roll up to the office, where a pit stop is in order, and a welcome coffee break.

After 10 or 15 minutes, we get back on board, and reverse down the track and pick up the two strings of cars for the trip home. This time, 384 is the lead engine, Joe and Art have traded units with the crew. Brad, the conductor, rides with us up to the interlock, and I get the chance to ask some of the questions I have been saving up. I am told that this train is about 3000 tons, and over the last year they have been averaging about 4000 tons a day each way. Brad hands me a pocket brochure of Hydro statistics which tells me that they have 313 km of track, and last year moved 2,458,000 tons of freight, which is remarkable for a small outfit. At Clayburn, Brad departs and hops the caboose after locking up the control shack.

We make a run for the hill up to Bradner, and are soon grinding up the grade with the gearshift right down in the basement, and 850 amps showing on the meter, the sanders hissing and blowing all the way to the top. Levelled out once more, we run toward Langley through fading sunlight and autumn's glorious colours.

In Cloverdale, we hear the air horns blowing a more strident note than usual, and right in front of us, is a young man with a large bag of freshly harvested spuds in his arms, just sauntering across the track! And would you believe? right behind him a small import car, making a dash for it. We are so close to him I'm convinced that we are going to hit him that I have my head out the window, camera cocked and ready to record the flying scrap metal as we demolish the car. How did we miss him?

It was THAT close! Then this suicidal maniac, not content with one win actually tries to beat us to the next crossing - SNEESH!

My pulse rate returns to normal and once more I'm a tourist as we climb up the eastern side of hill at Kennedy Heights, and run through Newton and all those drivers who play Russian Roulette with trains. Down the long hill toward the river with smoke billowing from the brakes. At the bridge, a slow approach to the trestle and the spans beyond. Leaning out the window, I can see that we are nearly at the Front Street crossing before the caboose passes under the bridge tender's quarters. This brings home the realization that even a relatively small train like this one is over 2000 feet long.

Arriving back at Trapp Yard, Bud drops us right across from the yard office, where we stand between the tracks until a yard goat shunting a string of cars, has passed to the east of us, and our train has gone west into the yard. After thanking the crew for their hospitality, we head back to the car. Once inside, we compare notes on all the things we have seen and done today, and Joe Healy leans across the seat to me and says "you know Ian, Today has been one of your better ideas!"

AMEN to that!

GOATRAILS MILEPOSTS

by JOHN GREEN

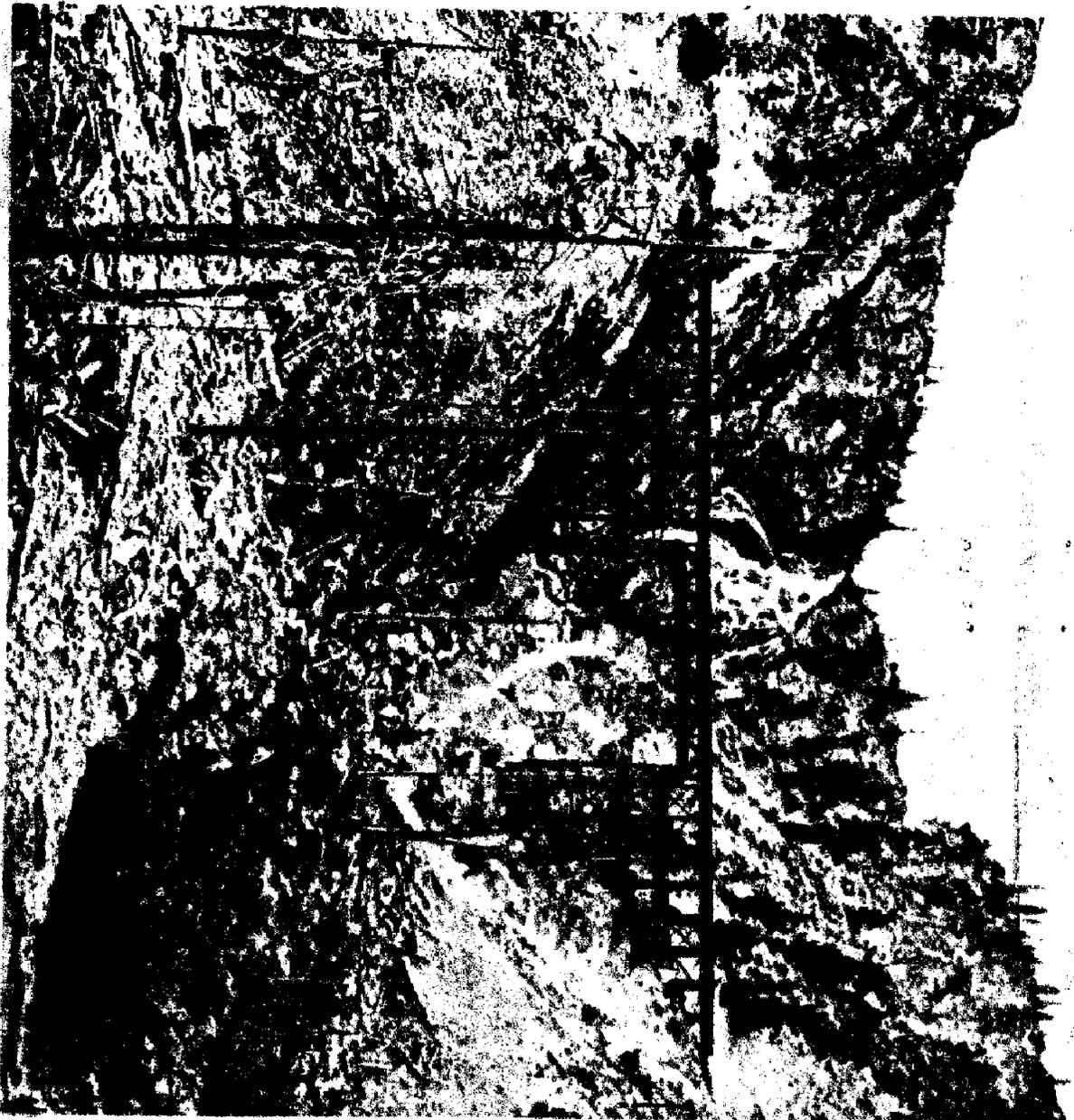


photo-I. D. S.

My first introduction to Coquihalla Canyon was during a railfan tour of B.C. in early September of 1967. In those days I was attending the University of Victoria and still living with my long-suffering parents. A trip to the mainland was quite an event in spite of the fact that I had a summer job on the B.C. Ferries which allowed me no further than the fare booths in Tsawwassen. So, it might be said that I touched the mainland but never landed on it.

The introduction was by way of a brief side-trip out of Hope where we had spent the night, three of us crowded into a tent on a rather wet night. I was much more interested in seeing the then-new CPR SD-40's, which were just being introduced at that time. We went through Hope and over towards Kawkawa Lake. Just beside an old cemetery, we turned down (to the right) an old gravel road, (now this road is sign-posted as Kettle Valley Road) and it lead to an old stone tunnel which in those days we could drive through until we came to a missing bridge. We left the car at this point and using an old tree that was conveniently lying from the abutment, we could crawl out onto the old bridge. (Author's note: Since then, the ties on the bridge have been moved way back, and they are 14 years older, so there is no way I would suggest this would be a good thing to do now!)

After walking through the next tunnel, which is actually two tunnels, and when we came to another abutment, we could see two more tunnels across the missing bridge. Bill Salmond, who was guiding Jim Thompson and me through this, pointed out that all the tunnels were in a straight line. (Tangent, I think he called it.) We then backed through the old tunnel, turned the car around, and then started back towards Hope. I can remember the ever-thrifty Bill turning off the car engine and letter the car coast down the road on the 2% grade. I was foolish enough to make some smart comment about being able to run faster, and ended up chasing the car down the grade! Who says 2% isn't steep? After returning to the paved road we turned left and drove up hill taking the right hand branch where the road splits and that road went steeply up-hill past the Trans-Mountain Pipeline compound down the hill on the other side, and on coming to the Cheam Construction trailer, turned right and followed the old railroad grade, NOT THE LOGGING ROAD, about one third of a mile later we came to the other end of the tunnels, and we were able to drive through both of them and arrive on the other side of the abutment. After taking in the sights, I promised that I would include this in some future layout, and then we returned to Hope and thence off to Kamloops via the Trans-Canada Highway. Those five (5) tunnels made a considerable impression on me, they were included in an around the bedroom layout that I constructed during my University years, although the layout never saw scenery. I might add that the time that I spent on that layout may have had something to do with my not doing very well in Second Year University and having to go to Summer School!

While I remembered the Quintette Tunnels, it was not until 1978, on a trip across southern B.C. that I actually explored the rest of Coquihalla Canyon. During the intervening years, I suppose that I had not even considered what could lie above the tunnels, and what is worse I failed to ask anyone! I now write this omission off to the thought that after the Quintette Tunnels, there could be nothing better further up the line. In fact, I never even questioned where the line went! During the trip of 1978, I found out just how wrong I was. A line tucked onto a narrow ledge up the side of a canyon, huge bridges, and the collapsed remains of some huge timber trestles. The road seemed to go on and on forever, and finally past the magnificent Falls-Lake Creek trestle, the road climbed up beside three tunnels and back onto the grade for the final climb through the narrow top of the pass and to Coquihalla Summit. Both Sharon and I were thrilled with the canyon and the magnificent scenery. After the Summit the road drops down following the Coldwater River for 14 miles to the site of the wye at Brodie, which is only 4 miles by rail, but a lot further by road to Brookmere.

.....

Since that first trip up the Coquihalla Canyon, I have returned several times, and I am presently planning a model railway based on the Canyon and some of its most notable features.

Over the years I have been compiling a list of the features of the Coquihalla Sub-division, and since many people have expressed an interest, I am enclosing it here for your information. I list the mileages from Brookmere, which is the old division point and mile zero of the mileages that end at Odium, where the Kettle Valley Railway joined the CPR Mainline at mile 56.6 of the Coquihalla Subdivision. In compiling this list I have made use of three references which I would suggest are a must for anyone interested in the Kettle Valley. The First is Barry Sanford's fascinating volume "McCulloch's Wonder". The Second is Roger Burrow's "Railway Mileposts: British Columbia, Volume 1", and finally, "Kettle Valley Railway - Volume 1" by Gerry Doeksen.

<u>Location or Feature</u>	<u>Road Mileage ex Brodie</u>	<u>Road Mileage ex Othello</u>	<u>Coquihalla Sub-Mileage</u>
Brodie Wye	0.0	47.1	4.0
2 bridges at Brodie Wye:			
Brodie-Juliet, deck lattice girder-107'6"			4.14
Brodie-Merritt, thru Plate girder-103'0"			
Juliet, Air Field Water Tank Foundation	6.0	41.2	9.3
Thru Plate Girder Bridge (July Creek, 106')	6.5	40.6	10.2
Thru Plate Girder Bridge (Coldwater Creek-83')	13.1	34.0	16.4
East end of Wye at Coquihalla	13.9	33.2	
West Switch Wye at Coquihalla	14.1	33.0	
Coquihalla water tower foundations	14.7	32.4	18.0
West Switch Coquihalla Yard	14.9	32.2	
Remains of old frame bridge filled in	16.3	30.8	19.5
Tunnel #1 213' Road/leaves/joins grade	16.5	30.6	19.7
Tunnel #2 280' Above road Old road used to go through tunnels 1 & 2	16.8	30.3	19.9
Tunnel #3 180' Not completely caved in but in a dangerous state!	17.3	29.9	20.3
Road crosses Coquihalla River on Bailey Bridge	17.4	29.7	
Collapsed trestle	17.5	29.6	
Trestle like clinic Trestle	17.7	29.3	
Falls-Lake Creek trestle	18.2	28.9	21.2
Campsite below Falls-Lake Creek Trestle	18.4	28.7	
Trestle and Concrete Retaining Wall side road intersects here	18.5	28.6	
Steel Trestle Towers	18.7	28.4	21.7
Timber Trestle with bents standing	19.3	27.8	
Bailey Bridge across Baldwin Creek	20.0	27.1	
Tunnel #5-306'-Completely collapsed	20.1	27.0	23.1
Low timber from trestle	20.2	26.9	23.2
Timber trestle damaged by slide	20.3	26.8	23.3
Tunnel #6-220'-completely collapsed West end washed out by creek that used to feed emergency water supply			23.5
Collapsed trestle	20.4	26.7	23.6
Turnoff to campsite below Romer Station	20.8	26.3	24.1
Bailey bridge across Hidden Creek	22.6	24.5	
Bailey bridge across Coquihalla River	22.9	24.5	

Location or Feature	Road Mileage ex Brodie	Road Mileage ex Othello	Coquihalla Sub-mileage
Side Road to Site of Needle Creek Bridge (Also known as Slide Creek Bridge) Pennsylvania thru truss span 320' removed in summer 1981 to recover 1000 tons of steel; 2 cement piers and 2 abutments remain	23.0	24.1	25.3
Bailey Bridge across Coquihalla River	23.5	23.6	
Bridge by flume	23.0	23.2	
Bridge across Coquihalla River at foot of hill where road climbs back onto old grade	24.5	22.6	
Bailey bridge over waterfall in tunnel	24.6	22.7	
Tunnel still used by Road-steel lined	24.9	22.2	27.6
Cement snowshed, there used to be wooden snow sheds at each end	25.5	21.6	28.2
Abutments for missing trestle	25.6	21.5	28.3
Iago water tower located on single track just east of the siding there appears to also be foundations for a shed here.	26.6	20.5	29.3
East switch Iago	26.7	20.4	29.4
Iago station - 45 car siding	26.9	20.0	29.6
There are foundations in the bush here			
West Switch Iago	27.1	20.0	29.8
Road separates from grade	28.5	18.6	
Look up from road to bridge piers up Gully			
This bridge was 162 ft. long, 3 spans	29.6	17.5	32.0
Road rejoins grade	30.8	16.3	
East switch for Portia Wye	31.8	15.3	
Cross Boston Bar Creek on Bailey Bridge			
Notice old tail track at east end of the Bailey Bridge. Grade est. 4%	32.0	15.1	
West switch Portia Wye	32.2	14.9	
There is the remains of a timber trestle, which used to carry the mainline leg of the Wye.			
East switch Portia	32.5	14.6	
Portia station - 40 car siding	32.7	14.4	34.4
West switch Portia	32.3	14.3	
Road leaves/rejoins grade	33.4	13.7	
Road crosses Ladner Creek		35.0	12.1
The following items are not visible from the Road:			
Tunnel #8 - 184'			36.7
Ladner Creek Steel trestle 560' overall			30.3
9 girder sections 4 steel towers			
Girder sections 55', 55', 70', 55'			
85', 55', 70', 55' and 55'			
Tail Pile Trestle - 135'			
Low Pile Trestle - 15'			
Missing Deck Plat Girder bridge 130'			

...../

COQUILLA MILEPOSTS- continued

<u>Location or feature</u>	<u>Road Mileage ex Brodie</u>	<u>Road Mileage ex Othello</u>	
Turn off to Jessica - people here don't want visitors, nothing to see here, all overgrown. Used to be a water tank and 46 car siding here.	37.9	9.2	39.8
Road rejoins/leaves roadbed	41.0	6.1	
Rock cut on the grade	41.5	5.6	
Lear Station near red & white cable car building	43.5	3.6	45.2
Road turn off to Hope (49 cars)	47.1	0.0	
Othello Station (79) cars	47.2	-0.1	43.9

Below taken from Railway Mileposts Volume #1
by Roger Burrows

Quintette Tunnel #1	657'		49.5
Quintette Tunnel #2	100'		49.5
Coquihalla Span #1			49.6
Quintette Tunnel #3	405' (partially open)		49.6
Coquihalla Span #2	174'		49.7
Quintette Tunnel #4	332' (on curve)		49.8
Kettle Valley Road (to the right past the cemetery- you may have to walk some of this)			
Coquihalla Bridge #3	378' Deck Truss- trestle approach		53.4
CNR Crossing (adjacent to CNR bridge across Coquihalla River)			53.6
Kawkawa (now houses)			53.7
Hope (CPR)			54.3
Fraser River Bridge	955'		54.7
Bridge	284' - frame trestle		56.5
Bridge	135' - frame trestle		56.6
Odlum - junction with Cascade Sub.			56.6

Many thanks John, for a well done article. I hope there are many more budding authors out there, and remember that the pay is twice what it was last year!

Since this is the last of the available space in this issue, and this is the last issue until next year, the Officers, Standing Committee, as well as the Editor and his invaluable assistant would like to wish you all a Merry Christmas and a Prosperous New Year.

Deadline for material submitted for the first issue of 1982 is December 15, 1981 so please mail early and avoid the chaos at the post office.

I.D.S.

BARRY SANFORD, author of McCulloch's Wonder, will speak to the Burnaby Historical Society, Wednesday, November 18, at 8:00pm, at Studio One, Cowan Center, Burnaby Heritage Park. The subject matter will be the Kettle Valley Railroad and the small railroads of British Columbia. Slides will also be presented and visitors will be welcomed.

Talking of train rides, I had a conversation with Jack Smith, Convention Registrar for the PNR Meet next August, and I was asking him if he had any information about the activities that he wished me to pass along to you, and he said at this time, things are still a bit nebulous as to time and content.

One idea that he had which appealed to me was to drive to Salmon Arm, about 40 minutes away, and board the VIA at about 8:30 am, and ride up to Golden where a wait of an hour or so allows time for a meal, and then board the west bound VIA for the ride back to Salmon Arm arriving about 8:30 pm. We discussed the cost, and Jack mentioned something around \$30.00. I'll check this out and get back to you on it.

With regard to the Science center show, some sleeping bag space is available. Contact either Bob or Nancy Smith who can tell you who to contact in this regard. Also they are having their usual dinner after the show and need to know in advance how many mouths there are to feed. Please phone or write them at the following address: Bob & Nancy Smith, 8115- 20th avenue Southwest, Seattle, WA 98106, or telephone: (206) 762-1895.

The membership forms below can be forwarded to the addresses indicated on them, or can be given or mailed to the Divisional Superintendent whose address is on page two. He will accept cheques and money orders in Canadian funds for the US equivalent, and forward them to the appropriate office. The fees in CAN. funds are; \$7.50 for one year for the PNR, and \$18.00 for NMRA, or both for \$26.00 including postage.

MEMBERSHIP APPLICATION

National Model Railroad Association
P. O. Box 2186, Indianapolis, Indiana 46206

- Enclose _____ Check Money Order Cash
- Regular, One Year 15.00 Sustaining, One Year 30.00
- Regular, Two Year 30.00 Sustaining, Five Years 120.00
- Regular, Five Year 60.00 Life Membership 300.00
- (Also available on installment plan. Details upon request)
- Family Membership 3.00 per name
- Available to spouse or minor children of regular member

PLEASE PRINT PLAINLY

Name _____ Age _____

Street or Rural Route _____

City, State _____ Zip No. _____

Scale (Gage) _____ New Renew

Recommended by _____

PNR _____ NMRA No. _____

MEMBERSHIP APPLICATION

**PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION**

PLEASE PRINT PLAINLY

Name _____ Date _____

Street and No. _____

City _____ State or Prov. _____ Zip Code _____

N.M.R.A. Membership Card No. _____ Expires _____

Renewal New

I enclose _____ Check Money Order Cash

Regular 6.00 Family \$1.00 Life \$120.00

Mail applications to: PNR Office Manager, Jeff Tague
303 Anchor Loop Rd., Selah, Wa. 98942

TIMETABLE No. 7 - Effective November 1, 1981

- Nov. 7-8 6th Division 1981 Fall Show, North Pavillion, Stampede Park, Calgary, Alberta. Info: John Simpson (403) 279-0696
- Nov. 7-8 Columbia Gorge Annual Model Railroad Show. 3405 North Montana
15-16 Avenue, Portland OR. Info: Phil Maggs (503) 761-9527
22-23
- Nov. 15 Seventh Division Fall Meet - Sheraton Villa Inn. 4331 Dominion St., Burnaby, B.C. V5G 1C7. Phone: (604) 433-9311 (Just south of Hwy 401 at the Willingdon exit) REGISTRAR: HANK MENKVELD, 10689 McSween Road, RR#3 Chilliwack, B.C. V2P 6H5. Phone: (604) 792-4926. Registration \$15.00, after Oct 31, \$16.00. DISPLAY SPACE: Cyril Meadows, (604) 591-1845.
- Nov. 27-29 Silver Star Model Railroaders, & Vancouver Mall 4th Annual Modular Railroad Show. Vancouver Mall, 5001 North East Thurston Way, Vancouver Washington. 9-9 Friday & Saturday, 10-5 Sunday. Info: Michael Calvin: (206) 892-8494.
- Nov. 26-28 Science Center Show. Info: Lou Toppano, 1111 Shorebrook Drive, SW Seattle, Washington, 98166.
- Dec. 13 Seventh Division Clinic, 1.00pm, Oakridge Auditorium. MULTI CLINIC Electrical, Electronics. Overhead slide presentation, Reverse Loop and Switch wiring, block wiring. There will be experts on hand to help with your specific problems. Bring along as much information as possible as well as any specific equipment that is giving you problems.
- Dec. 25 Christmas- take a couple of days off, with pay!
- Jan. 17/82 Seventh Division Annual Swap Meet, 1:00pm Oakridge Auditorium. Bring along all the things you wish to sell or trade. Bring money for the goodies you wish to buy!
- Feb. 14 Clinic, Seventh Division. Oakridge Auditorium. Content announcement when somebody tells me what's happening.
- March 14 Participation Clinic, 1:00pm, Oakridge Auditorium. BASIC CAMERA USAGE, AND MODEL PHOTOGRAPHY. Bring along your camera and accessories plus film and your favourite model. Instructions will be given on both a group and an individual basis. And here's an extra!!
HOW TO MOUNT PHOTOS FOR CONTEST ENTRY.
- March 30 Fourth Division Spring Meet- Details as we get them.
- April 1982 Seventh Division Spring Function, Details as they are decided.
- April 29-30 Pacific Coast Region Convention, Pasadena, California. Details as we get them.
- August 11-15 Pacific Northwest Region's OGOPOGO CONVENTION. Vernon, B.C. REGISTRAR, Jack Smith, 4103-27th Street, Vernon, B.C. V1T 4X9 Phone: (604) 542-4534. Convention Hotel, Vernon Lodge Hotel, 3914 - 32nd Street, Vernon, B.C. Phone: (604)545-3385. Reserve your room(s) now as space is limited, and there are a number of other conventions on at the same time in Vernon.
- July 13-18 Washington, D.C. NMRA National Convention. Info: Washington '82, PO Box 39, Burtonsville, MD 20730