

the Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 81

No. 7

October 1981

BASIC SCENERY - A PARTICIPATING CLINIC

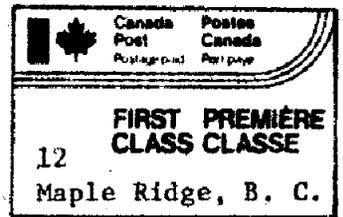
OAKRIDGE AUDITORIUM OCTOBER 18th



WEAR YOUR
OLD CLOTHES
VOLUNTEERS WILL BE APPOINTED!

with
**TOM
BEATON
&
HANK
MENKVELD**

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



BULLETIN BOARD

2.

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.

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NOTICE: DOOR PRIZE DONATIONS WILL BE GREATLY APPRECIATED - CONTACT:

DOUG KELLEWAY - (604) 526-~~6572~~
6875

F A L L M E E T
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3.

The '81 FALL MEET will be held at the Sheraton Villa Hotel, located just southwest of the Willingdon exit on the 401, at 4331 Dominion Street in Burnaby, SUNDAY, NOVEMBER 15th.

For tickets - contact the Registrar - HANK MENKVELD
10639 McSween Road, Chilliwack, B.C., P.R.#3,
or telephone: (604) 792-4926.

For those people and/or groups wishing display space, contact:
CYRIL MEADOWS, 8473-152nd Street, Surrey, or telephone
(604) 591-1845.

There will be a "Most Popular Model" contest together with a "Most Popular Pictorial Display" contest. Each registered member will receive two (2) ballots along with his or her tickets, and votes will be cast to decide the winners. Models entered need not be of the scratch built variety, but only those models that you are proud of. Bring them along - we would all like to see the styles and types of models you are building. R.T. - bring along that warehouse you've been telling me about.

Photographs will be treated and judged the same way - we would like to see all those photos that you have been apprehensive about entering before. These are not Merit Award Contests, remember that. They are MOST POPULAR MODEL and MOST POPULAR PICTORIAL DISPLAY contests. The key words are "M O S T P O P U L A R".

For those modelers who wish to carry on with the Merit Program, judges will be available - if advance notice is given. Call GORDON VARNEY at (604) 939-3248, if you have a model you wish judged by NIRA Rules.

Public hours will be noon to 4:00 p.m. and admission charges will be \$1.00 per person or \$3.00 per family (limit of six people).

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SUPERINTENDENT'S REPORT

The Fall Season got off to a great start with Brian Pate's freight car weathering clinic at Oakridge on 20 September. Following some slides that showed prototype cars plus Brian's methods, we had at it. Even yours truly tackled doing a car, and was surprised to see how well it turned out. Brian is right, it is easy! There were all shapes and sizes of cars being weathered, from O scale to N, and from tank cars to stock cars, complete with an application of lime. Brian also brought along his airbrush loaded with grime, and let everyone add that finishing touch to their car. Many thanks, Brian.

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N E X T M O N T H
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The BULLETIN BOARD proudly presents a feature article, by the now famous John Green.

Watch for "Coquihalla Mileposts".

HOW TO SAVE THE ROUNDHOUSE

A million dollars doesn't seem a lot to save the old CPR roundhouse at B.C. Place as a reminder of Vancouver's debt to the railway. But the people should be asked to make their commitment to preserve this piece of history by subscribing to a fund, just as they did in saving the old courthouse as an art gallery.

It's been argued that the building is in a state of dangerous decay, that much of the mortar between the bricks has degenerated into powder. Others claim it's in good condition. However, it's now known that a consultant's report estimates it would cost nearly \$1 million to restore it to non-earthquake standards. Restoration to earthquake standards would cost about \$600,000 more.

Yet even at \$1.6 million the old roundhouse would be a steal as a railway museum and an interesting attraction not only during the 1986 Transpo exhibition but also for the huge urban renewal project known as B. C. Place.

The renovation should, of course, go beyond the mere preservation of the building itself. It would look like an orphan if there were not at least one old locomotive housed inside -- and there are enough old locomotives around to choose from.

It might even be a good idea to preserve some of the track around the roundhouse and park more old rolling stock on it.

Vancouver might have developed into the big, important city it is even if the Canadian Pacific Railway had not been encouraged by Sir John A. MacDonald to push its line through to the coast as a matter of national policy. But the simple fact is that the railway made Vancouver. It dictated much of its early development.

Even today CP Rail provides a vital economic link, together with the Canadian National Railway and B.C. Rail. The roundhouse should mean enough to the people who love Vancouver to make a public subscription campaign a sure-fire way of raising the money. And if it doesn't, there is no justification in preserving it, is there?

(Editorial Page - The Vancouver Province)

* * * * *

CLINIC

For those of you who requested a basic scenery clinic - your chance is here!

On October 18, 1981, at the OAKRIDGE AUDITORIUM, Tom Beaton and Hank Menkveld are doing their famous 'hardshell demonstration', also presented at the Seattle Science Show each year.

Wear some old clothes, because all of those present will get the opportunity to try this for yourselves.

#

FOR SALE

Early run Tenshodo GP9 was purchased used in 1960. Some damage to end castings and hand rails. Painted CPR, Block lettering and numbered 8411, no box. Best offer over \$35.00

CONTACT: BRIAN FREEMANTLE
1512 Vancouver St., Nelson, BC
V1L 1E6
Phone: 352-2447

At Windsor Station, the Montreal Headquarters of Canadian Pacific Ltd., executives believe in "marketing based on asset management".

This dull-sounding corporate dictum is having a profound effect on the way western rail freight is divided up between CP Rail and Canadian National Railways.

CNR, the country's largest railway by any measure, is going to take away CP Rail's title as the dominant carrier in western Canada. By 1990, CNR is expected to draw more than 70 per cent of its tonnage from the four western provinces and the Northwest Territories.

CP Rail is concerned with squeezing the best possible return from existing fixed plant and rolling stock. Fresh capital outlays are only approved after rigorous assessment.

Unremunerative or marginal operations are brutally slaughtered, leading to a shrinkage in the scale and scope of the rail division's operations. By October, CP will have abandoned the remnants of passenger service on the B. C. Coast, with the sale of the passenger ferry Princess of Vancouver and cruise vessel Princess Patricia.

Last year, rail was torn up on a further section of the railway's south line through B.C. and an isolated railway operation between the Slocan and Upper Arrow Lakes was only kept alive by the granting of a federal government cash handout.

For reasons of efficiency and changing traffic patterns, as well as the realization of property values, CP Rail is completing a withdrawal from its False Creek site in Vancouver.

North of Edmonton, CP Rail has sold its half share in the Northern Alberta Railway to co-owner CNR. It talks threateningly of new construction to tap directly the production of world-scale chemical plants to the northeast of Edmonton, but nothing is planned to challenge existing CNR access to the plants. Grain traffic exchanges between CP Rail and CNR are now well developed, and may be expanded, emphasizing the containment of CP Rail, which can transfer some of the traffic from its more northerly Prairie branchlines to CNR, in return for taking similar volumes of business from CNR branchlines penetrating CP Rail territory.

In short, CP Rail is concentrating on exploiting its mainline and key tributary lines. The spending required to maintain and improve this plant is impressive and tends to disguise the fact that CP Rail is managing existing assets, while rival CNR is still in an expansionist stage, with undisputed sway over a northern territory with massive growth potential.

This difference in momentum and the prominence it gives to enthusiastic CNR engineers has led to qualitative differences between the two railways.

CP Rail has laid a test section of costly concrete ties near Lake Louise, Alta., but the railway is still not committed to the whole-sale purchase of ties. Last year, CNR, using a specially-developed train, laid its one-millionth concrete tie.

CP Rail has applied for Canadian transport commission approval to build two new tunnels below the level of its existing Connaught Tunnel in B.C.'s Selkirk Mountains, at a cost of \$500 million. The longer bore would have a length of 14.4 kilometres. But the railway has warned that it cannot proceed with the project unless it first gets relief from statutory grain rates, which are pegged at an artificially low level and last year cost the carrier \$155 million.

After its tunnelling project is complete, CP Rail will press on with lengthening

existing passing points and creating some new ones, upgrading track and renewing rolling stock. The cumulative bill for these endeavors will be huge, but there will be no single outstanding project.

CNR, by contrast, has to build double track as fast as it can if it is to cope with forecast tonnage levels. The sums involved in adding to fixed plant are awesome and the railway may well drive a tunnel 21 kilometres long, as well as a collection of lesser bores, one of them 8.5 kilometres between portals.

CNR exuberance is such that in 1980 it considered, if only briefly, building two monster tunnels, with a combined length of 119 kilometres, to bypass completely the Thompson River and Fraser Canyon.

In its refined plan, CNR will only go underground to avoid the most difficult sections of the Thompson-Fraser route.

CNR, in common with CP Rail, is calling for relief from statutory grain rates, which could cost the two carriers a combined loss of \$2 billion in the five-year period to 1986. But even without this relief, CNR is planning to spend \$448 million on fixed plant improvements during the next four years. If the statutory grain rates are abolished, this spending will increase by a further \$467 million.

CNR has 1,205 kilometres of mainline between Edmonton and Vancouver. It wants to double track 465 kilometres of the key 500-kilometre stretch between Edmonton and Valemount, B.C., by 1985. South of Valemount there are 706 kilometres of line, of which 322 kilometres need to be double-tracked by the end of the decade.

East of Edmonton there are two routes to Winnipeg which form a shallow ellipse on the network map. CNR has decided against upgrading the northern leg and is concentrating on double-tracking the 1,279-kilometre existing mainline, which follows a more southerly course.

The railway believes that the technical difficulty of operating two divergent lines as if they were adjacent tracks is too formidable and offers scant cost saving over duplicating the existing mainline between Edmonton and Winnipeg. Some 40 per cent of this route should be double tracked by 1990.

The Edmonton-Valemount section is the crux of CNR's capacity problems because just north of Valemount it feeds traffic onto and receives traffic from a 776-kilometre north line to Prince George and Prince Rupert.

CNR has tentative plans to double track the Prince Rupert line. It is not firm on this project because it has not been established how much coal will move over the branch from Prince Rupert to Prince George, where it will be received from originating carrier B.C. Railway.

If all the proposed coal-mining developments in northeastern B.C. are completed, CNR could get 21 million net tons of traffic a year from its BCR connection.

Nationally, CP Rail is well behind CNR in terms of gross tonnage moved. But in the west, CP Rail is ahead of CNR, performing 70 percent of its total hauls west of Thunder Bay, Ont.

In 1962, CNR performed 44 per cent of its gross tonnage movement west of Thunder Bay. By 1980, that regional share had risen to 63 per cent of the national traffic total. By 1985, CNR expects to do 66 per cent of its freight hauls in western Canada. By 1990, the west will be contributing 71 per cent of the railway's total tonnage, with B.C. and Alberta accounting for 40 per cent of the national total.

CP Rail has long been a western railway, judged on regional contributions to over-all traffic. It is going to be joined and fast by CNR.

(The Vancouver Province)

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CNR GAZING AT CP RAIL'S MISSION BRIDGE

CP Rail has a 71-year old crossing of the Fraser River at Mission that Canadian National Railways thinks could provide valuable relief to congestion in the Vancouver port area.

CP Rail is not enthusiastic about the proposal from CNR.

CP Rail spokesman Charles Gordon said: "Why can't they leave us alone? We have a tough enough time handling our own problems without having to come to their aid."

The chief bottleneck for CNR in its approach to the Port of Vancouver's inner harbour is a 76-year old swing bridge across the Fraser at New Westminster. Train speeds across the span are restricted to 12.8 kilometres per hour because of the severity of approach curves.

The New Westminster Bridge is owned and operated by the federal public works department and CNR shares the crossing with Burlington Northern and the rail division of B.C. Hydro.

CNR is the chief user of the bridge, moving about 20 trains a day over the elderly structure. It is worried about its growing Vancouver traffic eventually being restricted by the inability of the single-track span to handle more than a certain number of long, slow-moving trains a day.

As a precaution, CNR has had the bridge extensively surveyed, both above and below the waterline, and has been assured that the crossing is in good physical shape.

Replacement of the bridge would be a costly affair and CNR would have to build unaided, as Burlington Northern and Hydro are unwilling to share in the costs of supplanting a structure that is fully capable of meeting their limited traffic needs.

This week, CNR mountain regional chief engineer Ronald Bailey said that new construction is now regarded as a priority, but is not included in his railway's current 10-year investment plan.

"We have other priorities," said Bailey. "We recognize that the (existing) bridge is a source of growing aggravation, but a new bridge would be very costly and we don't even know where we would be allowed to build it."

Bailey said one possibility would be for CNR to divert traffic onto CP Rail track, so as to by-pass the New Westminster Bridge.

CNR has a connection with CP Rail on the south side of the 223.7-metre Mission Bridge. This connection was improved in 1976, when CNR was forced to improvise a detour after the New Westminster bridge had been partly felled by a runaway barge. The span was out of service for nearly five months. During this time CNR trains were routed from the south bank of the Fraser, over the Mission Bridge, to reach a double-track CP Rail access line to Vancouver.

Today, CP Rail's chief use of the Mission Bridge is to move unit coal trains to a shiploading terminal at Roberts Bank. Bailey said CP Rail's Roberts Bank traffic has grown, but the railway's deliveries to Vancouver's inner harbour have declined, leaving its excellent roadbed west of Mission City under-utilized.

In 1976, CP Rail improved its track layout at the north end of the Mission Bridge, to allow the handling of diverted CNR trains. West of Mission City, CNR trains left CP Rail steel at an interchange at Sapperton, just east of New Westminster.

Gordon said it is not true that CP Rail has much spare capacity on its double-track mainline west of Mission City. CNR traffic can be handled in an emergency, as was demonstrated in 1976, but not on a sustained basis.

(From The Vancouver Province)

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NOTICE OF INTENT TO INCORPORATE

The STANDING COMMITTEE has, for some time been debating the merits of forming a Society. The advantages are:

1. gives legal status to the Group,
2. removes financial responsibility from individuals in the event of a loss at one of our functions,
3. incorporation gives the Society the right to own property,
4. gives tax relief to donors of goods to the Society.

The disadvantages are:

1. it will cost \$110.00,
2. the necessity of filing an Annual Report with Victoria.

Please write and give us the benefit of your comments.

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???? P R O B L E M S O L V E R ????

CAN ANYONE OUT THERE HELP WITH THIS ONE? - -

I want any information; i.e., Data, Photos, on the following:

- CP Lightweight Coach - 72 pass. CP Lightweight Coach - 68 pass.
- CP Lightweight Coach - Buffet - Parlour CP Lightweight Coach - 10 Roomette
- CP Lightweight Coach - 5 Bedroom.

Could use photos of the following:

- CP 2129-78 CP 2235-98 CP 6600-02 Grove Series

T H A N K S, ART THOMSON, #19-26834 Dewdney Trunk Rd.
Maple Ridge, B. C. V2X 3E8
Phone: 467-1665

UP, UP & AWAY!!!!

9.

5:30 a.m. Saturday, October 3, 1981. Stuck my head out the door into the inky black and the pouring rain. YECCH! Not even John Green is crazy enough to leave a warm, cozy bed on a morning like this to go measure a bridge!

6:15 a.m. - Phone rings - Tom Beaton calling to say John is crazy enough.

7:10 a.m. - Tom and I hit the road for Hope. As the dark fades and we progress further east, the rain eases off and suddenly near Deroche, just as if we'd gone into another room, clearer skies, some puffs of cloud and the SUN coming up over the mountains.

8:30 a.m. - Arrive at the Kettle Valley Inn, order breakfast. At the next table, a fellow I'd never met hears us talking and says, "Are you part of the group going to Ladner Creek Trestle?" We answer affirmative.

We make introductions. He's Andy Novak from Duncan and he'd arrived the night before. What faith - suppose we had stayed in bed?

9:20 a.m. - John, Brian Pate, Phil Poole, Dave Love and Ted Edwards arrive.

9:30 a.m. - We're off!!!

10:15 a.m. - Arrive at the foot of an enormous sand hill - John says - up there, pointing up a 60% slope and about 500 vertical feet up. So, off we go. I want to tell you that's some steep hill! After much huffing and puffing reach the old right-of-way. A nice stroll down 2% grade through the small trees now growing on the right-of-way. After about 1/2 - 3/4 mile, reach Portal of Tunnel #8. The roof of the centre portion of the tunnel has been blasted in for some inane reason. A very cautious climb up the outside of the rock that the tunnel traverses, up a razor back ridge of loose shale then a descent down a rope over a 15' vertical drop - to more loose talus to the other portal, and there is Ladner Creek trestle right in front of us.

I don't have the space here to give you a full description but in brief here it is. The deck is 560' long, and as subsequent measurements by yours truly showed, 210' from the top of the concrete footings to the deck. Phil is even more nuts than John - while I was measuring the height of the bents, he has been climbing all over the lattice work from the creek bed on up. Measuring and reporting to John by radio. My guesstimate is that the centre from the creek bed to the deck is more like 240' and here's Phil doing his Tarzan thing on 18" wide lattice girders! There's new snow about 1,000 feet above us, and twice we got pelted with hailstones, but otherwise a beautiful day, especially considering the weather when we left town.

3:00 p.m. - Time to leave. We drift off down the hill in small groups. At the cars, everyone else departs leaving Tom and I to wait for John and Ted who were last up and had to pick up the rope and bring it out.

4:30 p.m. - They turn up just as Tom and I are getting worried, and getting our boots back on to go and look for them. They have been the other way up the grade and discovered in a 300 yard stretch a wooden trestle (intact), a Carl Sparks waterfall, and a washout.

We head for home, splitting up in Hope.

Tom and I chase a CP Sulphur train all the way down the east side of the river, getting some nice pictures along the way. Nearing Mission, we're pacing the train, and over the scanner we hear from 5814 (which is the engine Tom and Duane rode through the Rodgers Pass) the Engineer saying - Green light - Highball! And, then a fitting end to the day when the Caboose radio comes alive and says, Right! RED LINE the sucker!!!"

EDITOR'S NOTE

The Superintendent is attempting to make an inventory of all Seventh Division assets! Would all of you out there with boxes of whatever, stowed at your house, please contact Greg at 325-7013. There are apparently many items we know we own, we just don't remember who took them home for safe keeping, and we would like to know the location of these goods.

+ + + + +

At the last Standing Committee meeting, a letter of resignation was received from Phil Crawley, citing poor health as the reason. I can't say that I was surprised by this, but at the same time I was saddened to hear it.

Phil has contributed mightily over the years and he will be sorely missed.

And speaking of "contributing", that's how I first met Phil, nearly 30 years ago, when he had his business at Broadway and Arbutus. The "contributing" bit refers to the legal wording of "contributing to the delinquency of a juvenile". - Now picture this -- Here's Phil down there across from where McGavin's Bakery used to be on Broadway, and this bunch of kids roll up on their bicycles, enter the store, and stand there spellbound and drooling until we finally get asked what it is we want. "Air-plane" rubber we say - you know the stuff - long elastic like strips used to power models, and Phil produces a roll and sells us this stuff (2¢ a measure as I recall.). I suppose I spent more time there than most of my contemporaries and here's Phil thinking that he'd hooked a live one, really into airplanes - the truth of the matter was that all those miles of air plane rubber that I bought were for sling shots that I sold to the gang in my neighbourhood! Had a reputation for making the finest for miles! Vine maple crutch, and twelve strands of rubber connected to a leather stone patch. My Dad could never figure out why as soon as all my shoes showed signs of getting too small, the tongues went missing!

I guess Phil really did know that he'd hooked a live one, for I've built hundreds of models since, although I was in my mid-thirties before I ever owned a train, and you can all see what happened after that first train appeared on the scene.

In closing, Phil has indicated that he will remain available in an advisory capacity to the Committee, when and if required.

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Now that Fall is upon us, for those of you interested in scenery, this is the time to start collecting moss, weeds, etc. for the winter months ahead. Spirea weed makes terrific trees when dried and coloured to suit.

Lichen is at its best right now, as the grasses and weeds which grow up through it are dying off, and it's much easier to pull and clean the moss than earlier in the summer months.

Don't wait until you get home to clean the small twigs and leaves from the lichen, do it in the area in which you collected it in the first place. The reason for this, is that mosses and lichens are propagated by spores, and by scattering the bits of waste moss around, you are re-seeding the area for future use. And speaking of scenery, attend Tom and Hank's clinic on Sunday, October 18th at the Oakridge Auditorium.

Volunteers will be appointed to help with the clinic - wear some work clothes - you could be building scenery! Hard shell and zip texturing will be instructed.

IN MEMORIA

On the weekend of September 26/27, 1981, Tom Beaton and I rode the "International" to Seattle. The reason for this trip? On October 1st, 1981, AMTRAK is no longer operating the International run between Vancouver and Seattle. AMTRAK Management cites declining passenger figures, however according to figures I just received, AMTRAK's own estimates indicate that it could fill another 300 coaches during peak periods. In March, a traditionally low month, 6,100 people had to 'stand' on AMTRAK trains.

On Saturday when we boarded the train, along with some 60 other people entraining at New Westminster, there seemed to be some credence to what AMTRAK has been saying. However, by the time we reached Seattle, there was SRO. According to the Conductor, there were 494 people on board, and seats for 371! Sunday evening on the return trip, we were startled, on arrival at Union Station to find nearly 400 people in the line up - all with tickets, waiting for the call to board.

An announcement over the PA alleviated some of our fears of SRO all the way home but provided some new fears for the football fans in the line, and I quote - for those people obviously intoxicated, they will not be allowed to board. For those on the train found drinking booze not purchased from the Snack Bar WILL BE PUT OFF THE TRAIN AT THE NEAREST INHABITABLE SPOT. Then he went on to say that seven, count'em, seven cars were available for those of us in the line.

The trip home was an experience in itself right down to the guy who opened the doors at the end of the car, and stood there with his pants down around his ankles and yelled - for anyone with a sense of humor, the party's one car forward - Strange, but no one took him up on his offer.

As an aside to the foregoing, Tom and I were met by Duane Damgaard at the Station and proceeded to the U.P. yards hunting for some strange engines which we never found. However we did see portions of Ringling Bros. & Barnum & Bailey's Circus train - about 40 cars I would guess.

On Sunday, we went over to Ken Schmeltzer's and spent an hour or so drooling over his pile driver, featured in the Sept./Oct. issue of the Gazette. The CHB castings in cerro-bend are just beautiful. I suggest you buy or borrow a copy of the Gazette and take a look at Ken's pile driver.

All the way home, while reading the Walthers 1982 'wish book', I was debating over having an auction and selling off all my HO, and HON3 stuff and getting started in ON3. There are some notable others who have done this; namely, Gordon Varney, and who are very happy with the transition. I'm still thinking about it. Seeing work like that of Ken's shows what can be done by way of detailing the larger scales.

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FOR YOU TRIVIA COLLECTORS - DID YOU KNOW???

The Longest Heavy Capacity Special Type Flat Car is owned by
CONSOLIDATED RAIL CORP.

Length - 124'3"

Light Weight - 500,400 lbs.

Capacity - 500,000 lbs.

4 trucks - 8 wheels per truck.

TIMETABLE No. 7 - Effective October 7, 1981

12.

- Oct. 17 2nd Annual Bodmer Auction. Briar Hill Community Centre, Calgary, Alta.
Sponsored by Southbank Shortline.
- Oct. 18 Basic Scenery Clinic by Tom Beaton & Hank Menkveld
1:00 p.m. - Oakridge Auditorium - Work clothes suggested - You could be
doing scenery.
- Oct. 24 3rd Annual Narrow Gauge Meet - Kirkland Bellevue Elks Hall
INFO: Will Davis, P. O. Box 404, Redmond, WA 98052
- Oct. 24 5th Division Mini Meet, Spokane Model Railroaders.
INFO: Lee Tillotson, 2627 Southeast Blvd., Spokane, WA 99203
Phone: (509) 535-8417 (eves)
- Oct. 25 5th Division Swap Meet & Model Show
Spokane Interstate Fairgrounds, E. Broadway & N. Havana St.
- Nov. 7-8 6th Division 1981 Annual Fall Show, North Pavillion, Stampede Park
INFO: John Simpson (403) 279-0595
- Nov. 7-8, 15-16, 22-23
Columbia Gorge Annual Model R.R. Show, 3405 N. Montana Ave., Portland
- Nov. 15 7th Division Fall Meet - Sheraton Villa Inn - 4331 Dominion Street,
Burnaby, B. C. V5G 1C7 Phone: (604) 433-9311 (Just South of Hwy 401
at Willingdon Exit) REGISTRAR: HANK MENKVELD, 10639 McSween Road, RR #3
Chilliwack, B.C. V2P 6H5 Phone: 792-4926
DISPLAY SPACE: CYRIL MEADOWS, 8473-152nd St., Surrey, B.C.
Phone: 591-1845 REGISTRATION- \$15.00 After Oct. 31 - \$16.00
- Nov. 26-28 Vancouver Mall Modular Railroad Show, Vancouver, Washington
- Nov. 27-28 Science Centre Show - INFO: Lou Toppano, 1111 Shorebrook Drive, S.W.
Seattle, WA 98166
- Dec. 13 Multi-Clinic - 7th Division - Electrical/Electronics - Oakridge
Auditorium - 1:00 p.m.
- Jan. 17/82 7th Division Annual Swap Meet, Oakridge Auditorium - 1:00 p.m.
- Feb. 14 7th Division Clinic - Oakridge Auditorium) Content announcement
at a
March 14 7th Division Clinic - Oakridge Auditorium) later date.
- March 30 4th Division Spring Meet
- April 1982 7th Division Spring Function - details to follow
- April 29-30 P.C.R. Convention - Pasadena, California
- August 11-15 P.N.R. OGOPOGO Convention - Vernon, B. C. - Vernon Lodge Hotel,
3914 - 32nd Street, REGISTRAR: Jack Smith, 4103-27th Street
Vernon, B. C. V1T 4X9
- July 1982 National Convention - Washington, D.C.