

the Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

NO 1

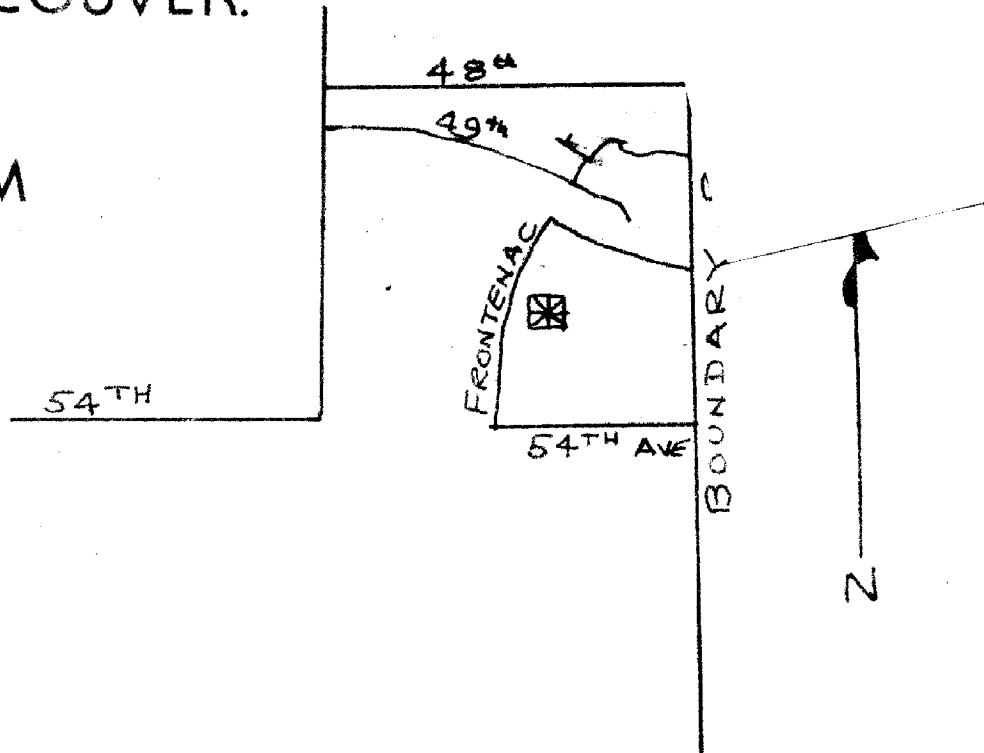
VOLUME 84

JANUARY - FEBRUARY

ANNUAL SWAP MEET JANUARY 15

CHAMPLAIN HEIGHTS SCHOOL
6955 FRONTENAC ST.,
VANCOUVER.

TIME — 1:00 PM



- January 15/84 SEVENTH DIVISION SWAP MEET, held at Champlain Heights Community School. Contact for space will be on the site. Sales will not start before 1:00PM. There is a 10% levy on sales to be returned to the 7th Division. See the map on the front cover.
- February 19/84 Seventh Division Clinic. Kensington Community Center. 5175 Dumphries, in the multi purpose room. Carl Sparks will do a clinic on rock castings, and the painting thereof.
- March 3/84 Second Division Mini Meet, Portland Oregon. For information contact Phillip A. Maggs, 2925 S.E 164th Avenue, Portland Oregon, 97236.
- March 11/84 DEYLAIED Seventh Division Mini Meet. Richmond Inn, 7551 Westminster Hill B.C. (604) 272-7878. For information on display - windows at 8473 - 152nd St., Surrey, (604) 501-1211. Publicity Director, Dick Sutcliffe, (604) 467-4301.
- Commercial tables and selling will be premitted. two per section although there is a limit of two beforehand. Contact either one of the
- Members - \$1.00
 Session \$2.00
 Members - \$5.00
 open from 9:00AM
 lights-down. For the Public
 5:00PM. From 6:00PM
 and at 7:00PM, we
 members of the Seventh,
- For those of our
 until 5:00PM, when
 the show will be open
 until 7:00PM, after which
 will return to finish
 we will hold and unstruc
- March 18/84 Swap Meet at the Charles F. Center in Burnaby. No details are available at
- March 24/84 Fourth Division Mini Meet and awards banquet. Sea-Tac Marriot Hotel, 3201 s. 176th St. Meet is from 7:30AM - 5:00PM. Fare: Day Pass \$3.00, Banquet only
- March 25/84 Fourth Division Swap Meet - Same Location. Contact Bob Smith, 8115 - 20 th Ave., S.W. Seattle, WA 98106. Phone -(206)762-1895
- April 15/84 7th Division Clinic - Kensington Community Center, 5175 Dumphries Street, Vancouver. Details to be announced.
- April 21/84 7th Division Spring Meet - Place Inn, Kamloops, B.C. Registrar: Jim Barker, 1199 Clearview Dr., Kamloops, B.C. V2C 5E6. Tel: (604) 573-4561. Located at Junctions of Hwy #1 & #5, Opposite Aberdeen Shopping Mall. Registration Form next issue - P.S. Free use of Hot tub for registrants! and swimming pool!!!

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 & Editor: | Treasurer: | Clinic Chairman: | Achievement Program |
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HERE WE GO AGAIN

As most of you have probably heard, we lost another member of the Seventh Division. Ken Griffiths (1936-1983) died in a house fire at his residence in November of this past year. Ken was a willing volunteer who gave of his best at every level of the Seventh. He had been a Superintendent, A Convention Chairman, and was perhaps known best of all for his decals which found their way throughout the model railroading fraternity. Ken gave of his time unstintingly and we will miss him greatly. Ken's last position with the 7th was in the capacity of Treasurer, and he continued to give his best to the job until the end.

Smooth Rails Ken.

SANDING THE FLUES

Those of you that bother to read this thing will note from page 3, that we have two new members to the Standing Committee.

MARION MADSEN - TREASURER

Marion has volunteered to fill the position left vacant by the untimely demise of Ken Griffiths. Marion brings with her a wealth of banking experience, as well as a female point of view to the committee. There are a number of our members wives that prefer to go to the conventions as a Rail rather than a Railette, and her viewpoint will be very usefull. Thank you for your time Mrs. Madsen.

CARL SPARKS - CLINIC CHAIRMAN

Carl was railroaded at the last meeting (the one in the snow) to take over from DICK NEWMAN who had served as Clinic Chairman for the past nine months. The Standing Committee has decided to change its meeting time from the first Monday of each month, to the first Wednesday in each month, and this left Dick with a conflict in timing, as he has other committments on Wednesdays. Carl has surrendered to the threats of the members of the Standing Committee and accepted the job. All of us wish to thank Dick Newman for the fine job he did.

CLINIC SPACE

We on the Committee, have had a high old time of it trying to arrange space for our various meets, and clinics. Through the unflagging efforts of John Green in particular, we now have a schedule for the next several months that I can print. SEE PAGE TWO.

* * * *

Enclosed in this issue, you will find a form for new/and/or/renewal dues in the PNR, as well as the NMRA.

If you do not require this form, pass it onto a prospective member. The life and breath of the NMRA,PNR, are the new members that we can draw into the group.

Next deadline for material for the BULLETIN BOARD, FEBRUARY 15, 1884.

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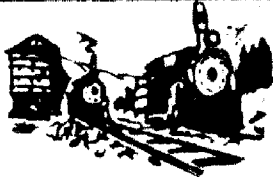
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SANDING THE FLUES -CONT'D.
A LETTER FROM THE EDITOR-----

Dear Phil,

Before you ask why your advertisement is slightly crooked (the one in the lower left), let me explain. Here it is typing time, I have run out of envelopes, I have to have the copy to our resident printer (DOUG KELLEWAY) before 4:00PM for printing, and I have just been out in the rain supervising the unloading of two cords of fire wood. That and a case of the flu makes for interesting times. Please accept my sincere appologies, and I will try to get it straight next time.

regards, Editor.

P.S. here it is 3:00 PM and we have a Standing Committee meeting at 7:30.

I.D.S.

Mr. George Bell,
President, 'B'Line. -----SIR,

now that you have taken a wife, can I safely assume that you won't be sending any more airline information to my wife?

Signed, well known Editor.

**SUPERINTENDENTS - EDITORS MESSAGE,
(FROM THE TWO HAT DEPARTMENT)**

It seems a short time since I took over the Editors job, but in reality, it has been nearly two years. It has also been over nine months since I accepted the job of Superintendent of the Seventh. I sometimes feel as if there is no one out there who reads the yellow sheet, and no one but the members of the Standing Committee who care. IS THERE ANYONE OUT THERE?????. It would be most helpful to hear from our readers, not to mention our members. If you have a beef, or a suggestion, write, phone, or just set fire to something. I assure you we will not only hear you, but we will listen.

TRIVIA

Most of you who read this thing, will recall the item I did on Single Jack - Double Jack etc. One more for the road--- Most Welsh and Cornish miners in the 1880's carried a Clasp Knife, which came to be known as a JACK KNIFE.

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I am still alive and well and temporarily on loan to the East. My studies have kept me rather busy this term. That combined with the inefficiency of chasing trains along the 'Corridor' with my 10-speed has severely limited my rail-fanning of late. However, I did have one weekend which proved to be unqualified highlight: Thanksgiving.

I left Kingston bound for Montreal on the Friday afternoon. The train where the Turbo USED to be scheduled featured an FPA 4 and B pulling ten conventional coaches. The was packed. Fortunately, we managed to beat out the masses and assume our position in the 'Club Car'.

It was pouring rain as I headed over to the south side in search of Delson, P.Q. After crossing several 'traverse du chemin de fers', I found the CRHA's railway museum. After briefly marvelling at all the neat stuff they had collected there, a Mr. Steve Walbridge introduced himself and invited me to step out of the rain into an old Montreal street car. A Mr. Ed Lambert was busy restoring the car's interior. He had just restored the car's heating system which was working well. After a long chat and Steve graciously sharing some of his lunch, I went out to oversee some switching moves by the operating crew. It was still pouring rain. I was invited aboard their RS 2 (ex: La compagnie du chemin de fer Roberval-Saguenay #20, Arvida, Quebec) while they did their chores. I quickly became aware that these gentlemen were 'playing trains' on a scale of 12 inches to the foot. The previous week has seen the Postmaster General and entourage down there to unveil a new postage stamp. They were returning some coaches to their proper places following the festivities. I won't list all of their collection but I do have it if anyone is interested. They do, however, have an H 24 66.

Before leaving, I returned to the street car where Ed was packing up for the day. He couldn't leave, however, without taking the car for a test run. On the way back, He invited me to assume the role of motorman. A skilful ploy to win another convert to traction, I thought.

It was bright and sunny on the Sunday morning as I headed off in search of CP's St. Luc shops, the last bastion of RS anythings. I was moderately paranoid as I drove past all the forbidding signs at the front gate. Fortunately, the gate was up, no CP Police were in sight and the signs were all en francais (Je n'ai pas compris). My eyes were open wide as I beheld several RS3's looking in rather sad shape. Chop-nose Geeps were handling the hump duties. From a distance, I even saw an RS2. C424's and M630's & 6's were a dime a dozen. The most unusual thing was an S11 (6615) MU'd to a C424 apparently engaged in hostling duties - it was still in TUSCAN AND GREY. Needless to say, I took a few pictures. I retreated from St. Luc feeling that the mission had been accomplished.

It was such a nice day that I gave in to temptation while driving back along l'autoroute and diverted to Delson to retake a few pictures in the sunlight. Back at the museum, some of the guys were firing up the 'John Molson', a replica of a 1849 steam locomotive. Of real interest was seeing their RS2 idling along side with a hose supplying compressed air to provide a draft for the steamers fire box. Unfortunately, other commitments prevented me from seeing the loco run.

Early Monday morning, I was headed back towards Kingston on an LRC. As I peered out of the window at the mist-shrouded landscape, I suddenly became conscious of a most disturbing sound - silence. The ties were concrete, the rails were welded and the ride was perfectly smooth.

PHILIP D. POOL, currently residing at
5-232 Adelaide Street, Kingston, Ont.
K7K 1Y8

Model railroading brings benefits other than the obvious pleasure of watching miniature trains highballing through minute landscapes. I joined the N.M.R.A., made new friends, toured railroad shops and yards, visited new communities, rode on railroads I never knew existed (a list that can go on and on). I never realized that I would end up being a locomotive mechanic and car repairman in full scale but this is to what an all encompassing hobby has led me.

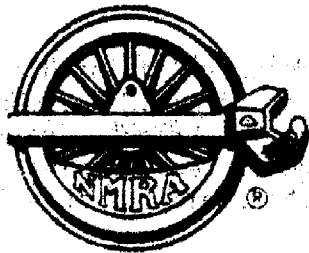
It all began when, after enjoying several excursions with the "West Coast Railroad Association", I joined that organization. I now spend a good part of my Saturdays on Granville Island working on the rusty hulk of locomotive #374. With a two year deadline for restoration and only a few willing hands it seems to be a colossal task. With crude tools and great determination we've been dismantling the parts, tagging them and cleaning up the rust and garbage that festooned this remnant of a major event in Canadian history. It's unbelievable what sticks, stones, beer & pop bottles, sand, tin cans, etc., had to be removed from every nook and cranny. They were stuffed in the fire box, down the stack into the smokebox, in the tender tank and in all the tender journals. Some fool exhibitionist had even perched on top of the sand dome and deposited the contents of his bowels therein. YUCK! The rust is difficult to describe. On the right side, which was facing the beach she got more of the salt air and that's especially bad. The tender tank is going to have to be almost completely rebuilt, and the tender frame is in need of extensive repair. The boiler has almost a quarter of an inch of rusty scale on it, and every other part that wasn't painted is in badly rusted condition. As she stands, she's a sad testimony to the folly of placing these irreplaceable heritage items in public parks.

If on a Saturday or Sunday you are in the vicinity of Granville Island, why not take a little time to get away from the market crowds and go to the east end of Cartwright St., and near the hotel is the old Morrison Steel & Wire building, a green structure. On the east side of it is a smaller annex that served as the maintenance shop. Drop in and see us and the locomotive that pulled one of the first trains into Vancouver.

As well as working on "Project 374" the West Coast Railway Association have recently obtained possession of P.G.E. wood sheathed caboose #1817, C.P.R. business coach #32, C.P.R. business coach "British Columbia" (a wooden truss rod coach dating back to 1890), and even more recently, from the Burlington Northern, two Great Northern observation coaches. Members have been spending Sundays on the dock in New Westminster, where this rolling stock is currently being stored, and working on the restoration of the British Columbia which has some serious problems to be overcome. Hopefully, with patience, perseverance, blood, sweat and tears, and a measure of luck it will be sufficiently restored to take part, along with #374, in "Expo 86". We hope that an exhibition with a transportation theme will thus be able to pay homage to our historic railroad equipment and the railroaders that made a group of colonies into our nation, Canada, united by ribbons of shining steel rails.

HAROLD HOLTBY.

#####



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MODEL RRR- MAY 1969 Pg-48 - CN 4-8-4 #6212
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 MODEL RRR- JAN 1976 Pg-COV - CPR #374
 MODEL RRR- MAY 1976 Pg-COV - CN S-2 2-8-2
 MODEL RRR- AUG 1976 Pg-COV - CN 018a 0-6-0
 MODEL RRR- NOV 1976 Pg-38 - CN 018a 0-6-0
 MODEL RRR- MAY 1977 Pg-09 - CN U4A NORTHERN (STREAMLINED)
 MODEL RRR- MAR 1979 Pg-71 - CN 4-8-4 NORTHERNS
 MODEL RRR- MAY 1979 Pg-75 - CP 2-10-0
 MODEL RRR- OCT 1979 Pg-85 - PICTURE OF CN #6060
 MODEL RRR- MAR 1980 Pg-70 - CN 4-6-2
 MODEL RRR- NOV 1980 Pg-93 - CN 2-8-2 MIKADO
 MODEL RRR- JAN 1982 Pg-98 - CN J4E MODEL PICTURE
 NMRA BLTN- FEB 1975 Pg-61 - CN H10A 4-6-0 PLAN
 NMRA BLTN- OCT 1975 Pg-48 - CLIMAX
 NMRA BLTN- JAN 1977 Pg-60 - CN U24 4-8-4 PLAN
 NMRA BLTN- JAN 1978 Pg-32 D- SOO - CP- 4-8-2 N20
 NMRA BLTN- SEP 1978 Pg-78 - TH & B K1 4-6-2
 NMRA BLTN- MAY 1979 Pg-21 - WHITE PASS TEST REPORT
 NMRA BLTN- JUN 1979 Pg-61 - GRAND TRUNK S-3 2-8-2
 NMRA BLTN- AUG 1979 Pg-32 M- CP 2-10-4 SELKIRK
 NMRA BLTN- AUG 1979 Pg-32 N- CP 2-8-2 MIKADO
 NMRA BLTN- SEP 1979 Pg-08 - CN F2A 4-4-4 JUBILEE
 NMRA BLTN- MAY 1980 Pg-36 - CN 4-8-4 NORTHERN
 NMRA BLTN- NOV 1981 Pg-41 - DE-TYCO-IZATION OF A PACIFIC
 NMRA BLTN- OCT 1982 Pg-02 - WHITE PASS ENGINE
 RR MD CFT- NOV 1971 Pg-54 - CN 4-8-4 #6218 PICTURE
 RR MD CFT- FEB 1972 Pg-67 - CP 4-6-0 PICTURE
 RR MD CFT- AUG 1972 Pg-43 - VANC. WHARVES SHAY
 RR MD CFT- JAN 1973 Pg-14 - CN 4-8-2 #6015
 RR MD CFT- JUL 1973 Pg-36 - CN 4-6-2 MODEL
 RR MD CFT- DEC 1973 Pg-42 - CN 4-8-2 NUMBER 6060
 RR MD CFT- FEB 1974 Pg-49 - CN 2-8-0 #2539 PICTURE
 RR MD CFT- FEB 1974 Pg-69 - CP 4-4-0 & 4-6-0 PIX
 RR MD CFT- JUN 1975 Pg-COV - CN 4-6-2 & CP 2-10-4 MODELS
 RR MD CFT- DEC 1975 Pg-COV - CP 0-6-0 MODEL
 RR MD CFT- JUN 1976 Pg-COV - RAYONIER #45 2-6-2 MODEL
 RR MD CFT- MAY 1977 Pg-52 - CN 2-8-0 KITBASH
 RR MD CFT- JUL 1978 Pg-COV - CN 4-6-4 #5704 PICTURE
 RR MD CFT- JUL 1980 Pg-COV - ROYAL HUDSON PICTURE
 RR MD CFT- MAR 1981 Pg-93 - CN 4-6-0 #1389
 RR MD CFT- NOV 1981 Pg-48 - CP 2-10-4 PICTURE
 RR MD CFT- NOV 1981 Pg-114 - CN MIKADO
 RR MD CFT- DEC 1981 Pg-47 - CP 2-10-4 MODEL
 RR MD CFT- JAN 1982 Pg-57 - CN #5610 PICTURE
 RR MD CFT- FEB 1982 Pg-COV - CP 2-8-2 MODEL PICTURE
 RR MD CFT- JUL 1982 Pg-50 - CN NEWFOUNDLAND #942
 RR MODEL- APR 1974 Pg-50 - DISNEYLAND TRAINS
 RR MODEL- NOV 1977 Pg-53 - CP 4-4-4 #2929 PICTURE
 RAIL&TRNT- MAY 1977 Pg-14 - CN PIX
 RAIL&TRNT- NOV 1977 Pg-24 - CN STEAM PIX

44- LOCOS- ELECTRIC

NMRA BLTN- MAR 1975 Pg-18 - CN ELECTRIC DRAWING
 NMRA BLTN- JUN 1979 Pg-27 - CN #6725 ELECTRIC PICTURE

45- LOCOS- DIESEL

MODEL RRR- FEB 1967 Pg-60 - CN GR12a NFLD NARROW GAUGE
 MODEL RRR- MAY 1969 Pg-40 - GR TRNK RS-1 #1951
 MODEL RRR- AUG 1974 Pg-44 - CN OIL ELECTRIC #7700
 MODEL RRR- FEB 1979 Pg-98 - KITBASH A DOODLEBUG
 MODEL RRR- FEB 1980 Pg-84 - CP & CN GP38-2
 MODEL RRR- FEB 1980 Pg-126 - TH&B PAINTING
 MODEL RRR- SEP 1980 Pg-103 - CP FP7 MODEL PICTURE
 MODEL RRR- AUG 1981 Pg-110 - CN SW 1200 RS
 MODEL RRR- MAY 1982 Pg-38 - CN COMFORT CAB KIT
 MODEL RRR- JUN 1982 Pg-59 - PICTURES CP 8487 & 3000
 NMRA BLTN- JUN 1978 Pg-36 - PGE REMOTE CONTROL PICTURE
 NMRA BLTN- SEP 1981 Pg-26 - MODELLING CP DIESELS
 RR MD CFT- MAR 1972 Pg-11 - CN ALCO #2000 PICTURE
 RR MD CFT- AUG 1972 Pg-36 - GO GP40
 RR MD CFT- FEB 1973 Pg-19 - CN GMD1 #1000 PICTURE
 RR MD CFT- FEB 1973 Pg-34 - WHITE PASS MODEL
 RR MD CFT- DEC 1974 Pg-55 - CN M420
 RR MD CFT- APR 1975 Pg-05 - BCR M420 PICTURE
 RR MD CFT- SEP 1975 Pg-05 - CP SD40-2 #5820
 RR MD CFT- OCT 1977 Pg-48 - GP40 #9503 PICTURE
 RR MD CFT- JUL 1978 Pg-61 - ONTARIO NORTHLANDER PICTURE
 RR MD CFT- OCT 1978 Pg-64 - KITBASH ATHEARN FP7
 RR MD CFT- OCT 1978 Pg-68 - GO, CN, CP FP7&9 PICTURES
 RR MD CFT- NOV 1978 Pg-84 - CP FP'S & DRAWINGS
 RR MD CFT- JAN 1979 Pg-59 - KITBASH ATHEARN FP7
 RR MD CFT- FEB 1982 Pg-COV - CN OIL ELECTRIC MODEL PICTURE
 RR MODEL- DEC 1971 Pg-33 - MCKEEN
 RR MODEL- MAR 1972 Pg-08 - CP #1403 DRAWING
 RR MODEL- AUG 1973 Pg-32 - MODELLING DIESEL INTERIORS
 RR MODEL- FEB 1975 Pg-51 - CN RDC PIX
 RR MODEL- FEB 1975 Pg-53 - BCR RDC PIX
 RR MODEL- APR 1975 Pg-39 - CN M630 & 636 PIX
 RR MODEL- AUG 1975 Pg-40 - GO GP40 PICTURE
 RR MODEL- MAR 1976 Pg-28 - WHITE PASS
 RR MODEL- AUG 1976 Pg-26 - CN COMFORT CAB PIX & MODELLING
 RR MODEL- OCT 1979 Pg-21 - CN SD40 PICTURE
 RR MODEL- SEP 1977 Pg-48 - SD40 CP#5009 & CN #5163 PIX
 RR MODLNG- SPR 1980 Pg-36 - DETAIL U30 B & C
 RR MODLNG- SUM 1980 Pg-30 - DETAILING SD 40
 RR MODLNG- SUM 1980 Pg-44 - DETAIL GP 9 & GP 35
 RR MODLNG- FAL 1980 Pg-54 - DETAIL SD9 & F9
 RR MODLNG- WIN 1980 Pg-80 - DETAIL GP20 & F45
 RR MODLNG- SPR 1981 Pg-56 - F40PH & GP9
 RR MODLNG- SUM 1981 Pg-72 - DETAIL SD40-2 & SD45T-2
 RR MODLNG- FAL 1981 Pg-31 - DETAIL NW2 & SD40-2M
 RR MODLNG- WIN 1981 Pg-68 - DETAIL GP35 & 40