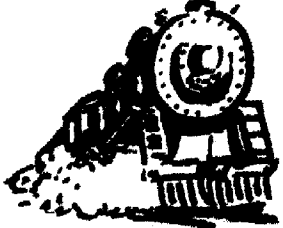


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

MOVIES: RAPID TRANSIT & RAPID? TRANSIT

DATE: SUN FEB 18th, 1:30 PM.

PLACE: OAKRIDGE AUDITORIUM.
41 ST & CAMBIE, VANCOUVER

SUBJECTS:-

1. RIDE A BCE TRAM TO STEVESTON
THIS IS AN OLD AND VERY FINE 16 MM.
MOVE THAT DEALS ENTIRELY WITH THE
OLD B.C. ELECTRIC INTERURBAN SYSTEM.
2. LONDON TO BRIGHTON AT
? "500 MPH" ?

BY COMMUTER COACH - THIS WE GOTTA SEE!

ADMISSION FREE TO PNR MEMBERS,
BRING YOUR MEMBERSHIP CARD!

STANDING COMMITTEE MEMBERS

1972 - 73

Cec. BRADWIN
Vice-President 7th Div.

10689 McSween Rd.,
R.R. #3,
Chilliwack, B.C.

Spike BROWN
Ex-Officio
Executive VP, PNR.

3491 W. 37th Ave.,
Vancouver, B.C.

Ross HERIOT
Ex-Officio
President, PNR.

3905 W. 21st Ave.,
Vancouver 8, B.C.

Ken DAVIS
Treasurer

815 Crystal Ct.,
North Vancouver, B.C.

Bill GALOVICH
Printing & Shows

7439 1st St.,
Burnaby 3, B.C.

Frank McKINNEY
Clinics

422 W. 23rd Ave.,
North Vancouver, B.C.

Cyril MEADOWS
Elections - PNR
Interior B.C. Liaison 7th Div.

10171 129A St.,
North Surrey, B.C.

Doug HARMON
Timetable

6336 Dawson,
North Burnaby, B.C.

Phil CRAWLEY
Displays

6984 Montgomery,
Vancouver 14, B.C.

Tom VARDY
Secretary

5386 Alderly Rd.,
Victoria, B.C.

Fraser WILSON
Signs & Showcards

#123 - 6630 Sussex Ave.,
Burnaby, B.C.

Al ADAMS
Sales & Membership - 7th Div. Booth

814 Pigott,
Richmond, B.C.

Ken GRIFFITHS
Editor

3215 E. 54th Ave.,
Vancouver 16, B.C.

Svend CHRISTENSEN
Auctions - VP's chauffuer

6112 Lickman Rd. S.,
R.R. #3,
Sardis, B.C.

Bob MILLAR
Assistant to VP P5. George Liaison

#1 - 2275 W. 43rd Ave.,
Vancouver 13, B.C.
261-8541

STANDING COMMITTEE MEMBERS - cont'd.

Mrs. Jean ELGOOD Raillettes	1027 Duchess Ave., West Vancouver, B.C.
Ken VERE Okanogan - Mainline member	2448 Thompson Dr., Kamloops, B.C.
Dick COMBE Coast Member	5583 Maple Ave., Powell River, B.C.
H.A. MOIR Kootenay Member	524 Gore St., Nelson, B.C.
Dr. A.R. McLEAN Southern Vancouver Island Member	#210 - 715 Vancouver St., Victoria, B.C.

EDITORS COLUMN

First of all let me congratulate two members who have accepted appointments to the 7th Division standing committee --- these are SVEND CHRISTENSEN and BOB MILLAR. Svend hails from Chilliwack country and will be able to provide our VP much needed company on his many trips to Vancouver for committee meetings, clinics and shows and other 7th Division business. Svend has accepted responsibility for SALES and AUCTIONS which are conducted by the 7th Division at the SPRING MEET and other times throughout the year.

Bob is an apartment dweller and N-Scaler in Vancouver. He is also at this time President of the Association of N Scale Railroads which is a world wide organization of people who run N scale railroads. Bob will be helping CEC BRADWIN perform the vice-presidential duties and will be our contact man with the modelers in the Cariboo area as his business takes him to many parts of the province.

The reason or reasons for people deciding to attend a function or note is as much a mystery now as it has been in the past. Poor attendance is an item of major concern to the committee and it is somewhat discouraging when a program like that presented by Brian Pate recently is attended by fewer than fifty people. Our membership in the 7th Division is in the order of 200 people with a majority living in the lower mainland area and thus not prevented from attending by distance. Thus 50 at a function means only about one in three is attending. How Come?

Editors Column - cont'd.

Committee members will be wearing some form of identification at all future events so that you can buttonhole "the men responsible" for any gripes you might have. The men will also do their best to answer any technical questions you might have and if they can't answer they will turn you over to someone who can. A complete list of standing committee members is at the front of this Bulletin Board along with addresses, phone numbers and specific responsibilities.

Fortunately, you don't have to put up with my dribble too much this issue as SUBMITTED MATERIAL predominates. Witness - Fraser Wilson's report on a ride on BART. A further layout profile report from the C.U.T.E. lines and a layout profile and report from George BOYKO. This latter report from George was the answer to an editors' dreams - he had it already on a stencil ready for the press. And if this doesn't sound too difficult consider the fact that George is currently in BELGRADE, JUGOSLAVIA on strength at the Canadian Embassy.

EVENTS PAST

The November clinic at the Oakridge Auditorium was a super event. BRIAN PATE did a masterful job of presenting the clinic on his operating system and it is unfortunate that so many of you missed it (see comments elsewhere on attendance at 7th Division events).

Brian's format of slides, practice and then more slides and questions appeared to be extremely well liked by those present. Brian started off with a group of slides and talk which explained the basic operation of his system. Following this, he invited "train crews" to operate wooden block trains on a masking tape railroad which was set up on a group of tables at the back of the room. This was probably the most interesting and lasting impression one could get from the clinic because it gave each and everyone who tried it first hand experience with the operating system. In this sense the clinic was very much a participating clinic.

After the operating session, Brian talked some more and showed more slides and answered questions. This demonstrated that the operating system places no restrictions on fun but, in fact, invites you to apply your imagination and to make the system as simple or as complicated as you desire.

A TRIP ON BART (BAY AREA RAPID TRANSIT)
By Fraser Wilson

After a cost of about a billion (a thousand million) dollars, the first phase of the BART system opened for business on September 15th, 1972. BART, or Bay Area Rapid Transit is the name for the newest and most expensive rapid transit system in the world.

This system will eventually link San Francisco and Oakland with the cities of Richmond and Concord in the north and Daly City and Fremont in the south. The first phase completed was from MacArthur, a town some six miles north of Oakland, to Fremont some thirty miles to the south.

I took a trip listed as an excursion on this line two weeks after the September 15th opening. I had been staying in San Francisco for the week on vacation and decided I must go BART if ever I were to look another transit buff in the eye, let alone my other railroad friends. Accordingly, I took a bus to Oakland and after enquiring at the bus depot, one policeman and another citizen found the downtown station at 19th and Broadway. There were signs over stairways in the sidewalk as in London, Toronto, etc. but only one of the corners was operating.

Down an escalator to the ticket floor. On one wall was a timetable with price list. Next was a change machine - everything from \$1.00 down. Then came a ticket vending machine. I put the required change - 60¢ - in the slot named "Fremont" and received a plastic ticket about the size of a business card. Next at the correct turnstile (Fremont) I inserted the card - the turnstile operated and I received back my card.

A corridor led to another escalator and the train elevation. Service was on a ten minute headway and I soon got a train which was crowded (mine was the second station from MacArthur). We kept picking up passengers until it was standing room only at "San Leandro" which is about half way to Fremont.

Leaving 19th St. we went underground to 12th St. and surfaced near "Lake Merritt" station (no lake in sight, only some car cemeteries). Then after some ground level running fenced off from the Southern Pacific right-of-way, we leave "Fruitville" and "Coliseum" and become an elevated at "San Leandro".

I got off at "San Leandro" to look around - not much to see but junk yards, dried up grass and palm trees and a dried up town. I didn't leave the station and so didn't have to forfeit my ticket and took the next train south. This second train had only three cars as compared with seven on the first and had a lot of empty seats. I continued south through "Bay Fair", "Hayward", "South Hayward" and "Union City" to Fremont. Having a window seat I stayed on while we crossed over for the return trip.

A Trip on BART (Bay Area Rapid Transit) - cont'd.

"Fremont" is the southern terminal and where a week later in Los Angeles I was to learn that one of the trains had run off the end of the track. Had I known the guy in the front end was only there for the ride I would have been more apprehensive. It seems the whole system is run by computers and the man in the cab is only a stand-by.

I noticed that the stations have markings on the edges of the platform - "3 Car Stop", "4 Car Stop" up to "8 Car Stop". The trains evidently are programmed to stop precisely at one of these spots depending on the train length. In common with all modern rapid transit systems, the car floors are flush with and within a few inches of the platforms. Three wide doors open automatically at each stop and close before the train moves off. The car interiors have seats and handrails similar to the most modern busses and a lighted board over the end doors gives the next station reading.

Every car has a large map of the whole system with station identifications. There is no inter-car connection in a train, but one may enter any car at any station. I tried for a seat in the front or the back on the return but no such luck - by the time we had returned to "Hayward" there were many standees.

The trains, either way, rarely exceeded 40 mph although they are scheduled for twice that speed. I presume the accident demonstrates that there are still lots of bugs. Signs above the stairs and escalators direct you to the proper platform for your destination if there is more than one platform. I should also mention that a public address system in the train announces each stop and in intercom at one end of each car may be used to obtain information presumably from a real live person and not some tinny pre-recorded tape playback.

There are restrooms at all stations and there is free parking at all outdoor stations and at 25¢ per day for subway station parking downtown. Back in Oakland, I rode the escalator up to the main floor and surrendered my ticket to get out.

BART expects to start service to Richmond in late '72, to Concord in early '73 and to San Francisco in summer '73.

Good show on the whole and even if it costs a bundle, I believe rail rapid transit is the only answer to mass transport.

May we live to see it here.

FROM THE CUTE LINES

At the last meeting it was decided not to solicit members in the future, but let interested specimens approach us instead. This was due to a few dissapointing incidents in the past. Also members must be active, either on their own or another member's layout. Some of our members are so busy down in the basement we hardly hear or see them. Except our VIP. He is mostly galla-wanting, BUT he dusted off his Pike - it is operating and enclosed is the trackplan, if you can figure it out, you are a genius. C. Bradwin is the only one that can. Cec joined the NMRA and the Cute Lines after he was way over his elbows in model railroading. In a way that was too bad, we could have saved him a lot of mistakes and shame, the last for modelling the line across the river. It is really surprising that he is allowed to reside on the good side of the Fraser. But lets give him credit; it runs, the track work is superb. The landscaping fits the territory he is modelling, CPR Kamloops Division. Otto drew the enclosed plan, and he is still going around in circles, or is it on account of the opening ceremonies of the Fleece Hotel in one of the booming towns on the "B" Line.

A Merry Christmas and New Year from us in the Valley.

PROTOTYPE NEWS, VIEWS AND HISTORY

B.C. RAILWAY REPORT ERRORS - HARRY SCHIMM phoned the other day and pointed out some errors in the report on the B.C.R. in the last issue. First of all those Lake Shore & Ishpenning U-boats are a dull colour and not as reported. You can blame that on the sometimes confused memory of your editor. I think I also referred to No. 570 as an RS-18 when in fact it is an earlier model RS unit.

B.C. HYDRO GETS TWO MORE SD-38's

ROD McINTOSH informs me that EMD came through in the nick of time to deliver the SD-38's scheduled for 1972 on about December 28th. These two units are identical in appearance to No. 381 and are numbered 382 and 383. Now there is all the more reason to get a hold of the appropriate Athearn shells and start kit-bashing an SD-38.

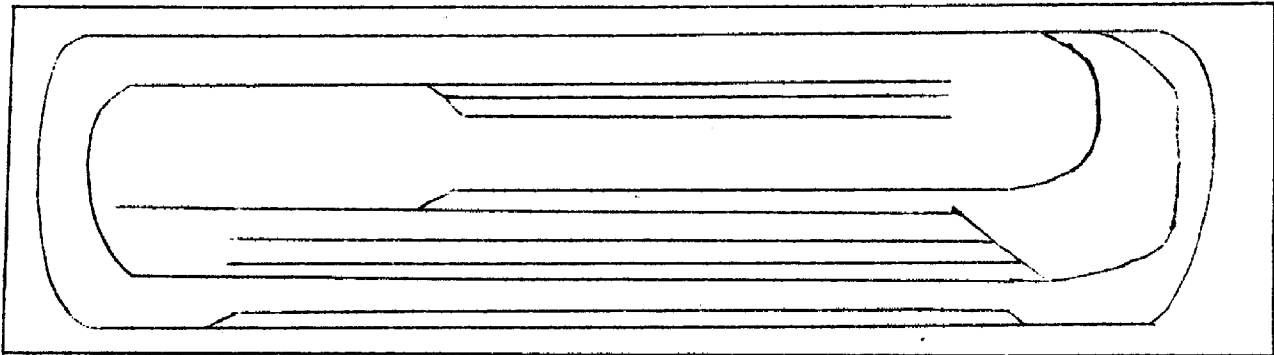
BRR (BOYKO RR) REPORT

To the tune of the Blue Danube I am writing this report. The BRR is operating again but this time "N" guage. I purchased TEMPO brand over here in a department store. Girls selling model railroad equipment (take note Phil & Mike). The layout is 7½' x 28" which gives lots of room for my son to highball. The materials for the framework and benchwork came from packing cases as there is an absence of wood here. Most of the houses are constructed from brick and concrete and the wood goes for window panes etc. Wiring came from the good old scrounging source.

I am learning more and more about "N" everyday. I used to be strictly HO but as Bob Millar says "When you have no room what do you do." There is a good supply of track, switches and rolling stock when the shipments arrive. The stock does not stay in the store too long I assure you.

There is a club here somewhere when I find it. I live on the fringe of Belgrade and its hard to get downtown etc.

The wiring here is 220 Volt and I had no problem buying a stepdown transformer for the layout. I have not seen any brass HO locomotives.



Best of luck to all you fine people. Congratulations of the elections of the PNR President Ross Heriot and to the 7th Divion VP Cec Bradwin.

GB.

C.P. NEW WEST STATION TO OPEN TO PUBLIC

As a restaurant that is. ROD McINTOSH also informed me that a move is afoot to turn part of the CP's New Westminster station into a restaurant. Part of the building will be retained as an express office. I look forward to some pleasant lunches watching the CP Geeps at work and possibly too watching the BCH SD-38's muscle by with their daily drag.

CABOOSES ON PRODUCTION LINE

One of the largest construction programs ever undertaken by the Railway's Car Department is now in full swing at Squamish.

The project, involving the building of 10 all-metal cabooses, commenced in early September last year and will be completed early this year.

The caboose program actually began in January, 1968 with the construction of the first prototype, all-metal caboose. The program continued in January, 1969 with the production of five cabooses and an additional three were constructed towards the end of that year. In August, 1971 five more cabooses were built bringing the total to 14. With the completion of the present construction program, that total will rise to 24 metal cabooses in service.

Some 40 tradesmen are involved in caboose production including 11 welders, six steel fabricators, seven carpenters, three pipefitters, two sheet metal workers, five electricians and four Carman Apprentices.

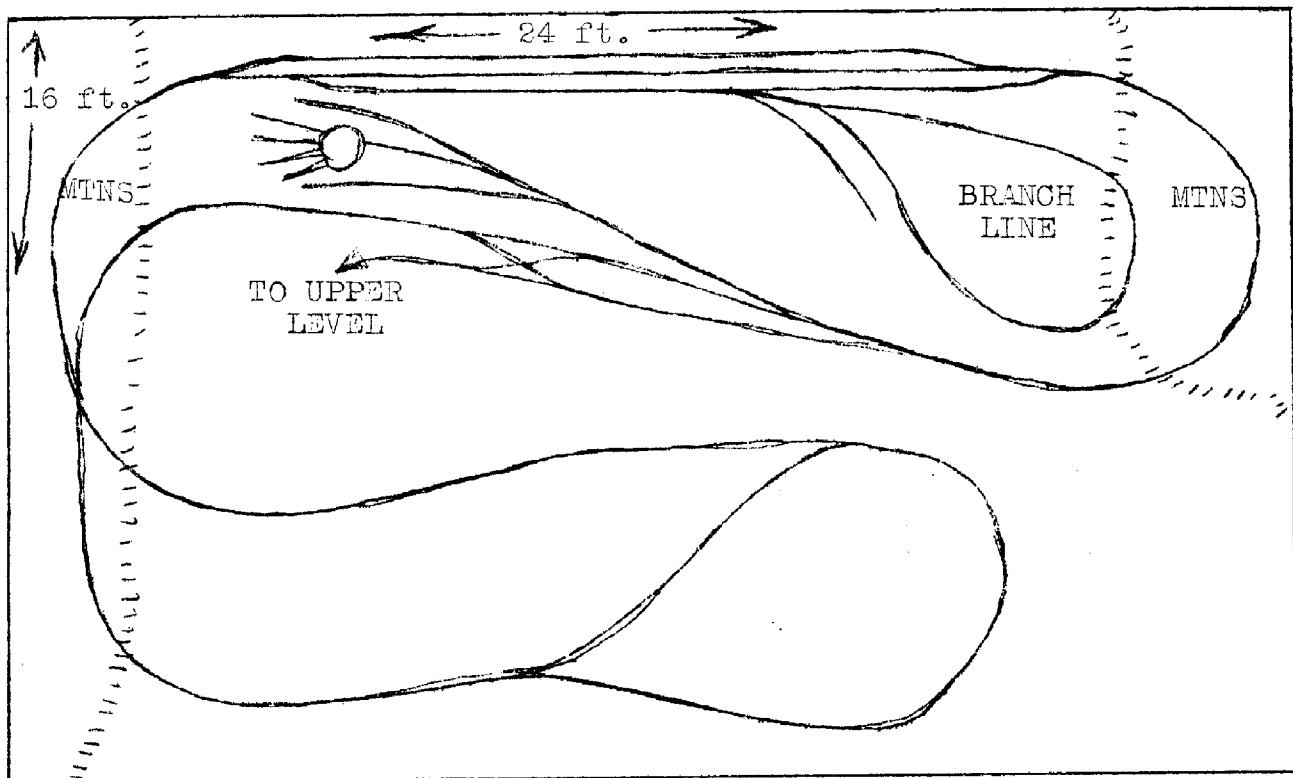
Some new techniques in fabrication have been adopted to facilitate production and to simplify the operation.

"The craftsmanship displayed by the journeymen involved is excellent," says Bernie Stilwell, Assistant Car Foreman, in charge of the operation.

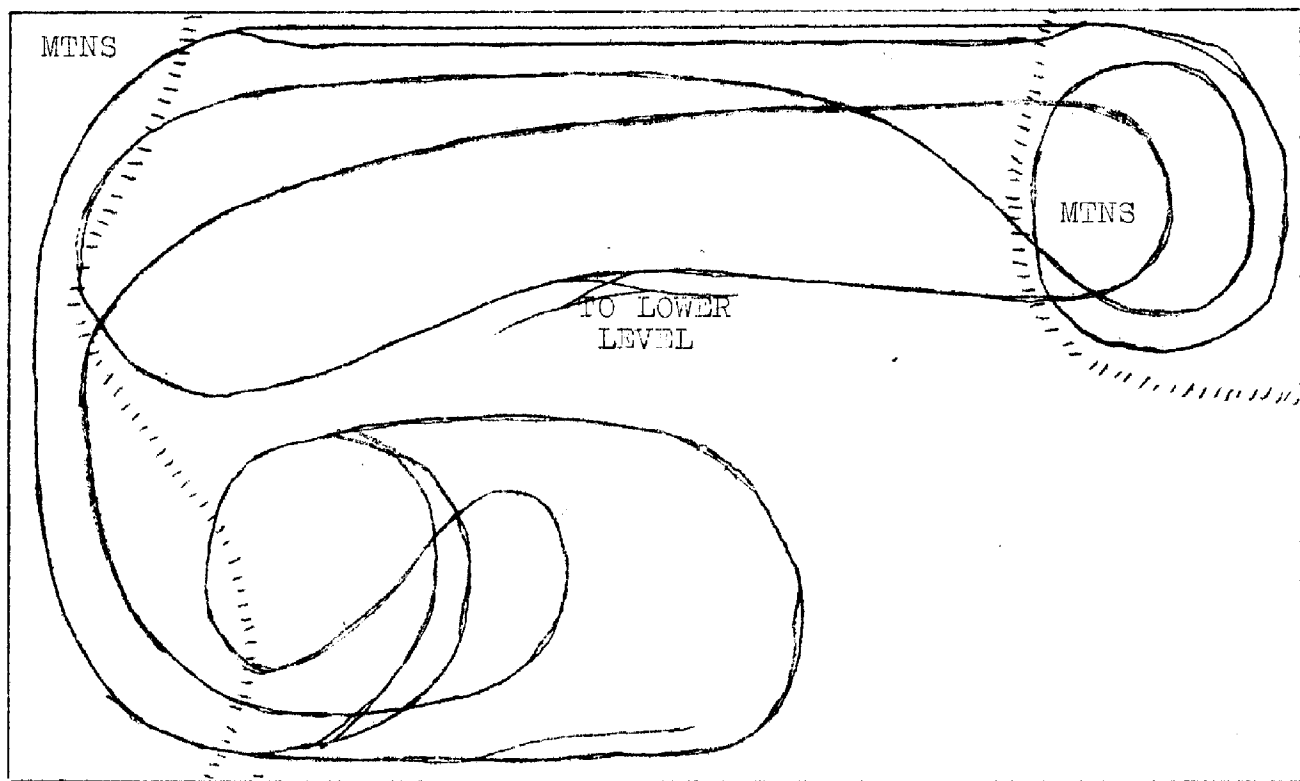
From the trucks to the cupolas, the cabooses are completely built in the Squamish Car Shop. Each unit contains a kitchen with propane stove and refrigerator and a dining area. The other end of the car has a lounge area complete with washroom facilities. The cupolas and conductors' desks are equipped with comfortable lounge-type seats, which provide greater comfort and safety to train crews manning the cabooses.

Other special equipment includes, roller bearing, swing motion caboose trucks and long travel, high-capacity, cushion-type draft gears to provide additional comfort and safety for employees.

DATES TO KEEP OPEN: MARCH 18/73 - OAKRIDGE & MAY 6/73 - ROYAL TOWERS



LOWER LEVEL



UPPRE LEVEL

THINGS TO REMEMBER.

1. SPRING MEET: - This year the meet will be again be held at the Royal Towers Hotel on the first Sunday in May (May 6th, keep that date in mind). The format will be the same as last year with clinics, displays auctions and other enjoyable features. Watch for more information in the next issue.
2. Clinic ~~May~~ March 18, 1973
Oakridge Auditorium.
All about detection and signals
Bring your problems and ideas
and be ready to learn how
much more easy and inexpensive
these items have become.

SUN FEB 18th 1:30 PM.

MOVIES