



1975

Sunday
October 19 1975
Oakridge
Auditorium
1:00 P.M.

OAKRIDGE

[illegible]

STEAM

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SLIDES
AND
MOVIES

TOM BEATON
BRIAN PATE

MOVIES: BRIAN TATE
"NIMPKISH VALLEY RAILWAY (CANFOR)"

BULLETIN BOARD

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The BULLETIN BOARD is the official publication of the 7th Division of the Pacific Northwest Region of the National Model Railroad Association and is mailed free of charge to all members of PNR residing in the 7th Division. Subscription rates to all others is \$2.00 per year which comprises approximately six issues.

The BULLETIN BOARD is published by the Standing Committee of the 7th Division PNR, NMRA and all correspondence pertaining to the BULLETIN BOARD should be forwarded to the Editor at the following postal address:

Art Jones
796 East 37th Avenue
Vancouver, B.C. V5W 1G1

All other correspondence should be addressed as follows:

Ken Griffiths, 7th Division Superintendent
3215 East 54th Avenue
Vancouver, B.C. V5S 1Z2

STANDING COMMITTEE MEMBERS

Tom Beaton
13337 62nd Avenue
Surrey B.C. V3W 1V4

Cyril Meadows
988 Mortfield Place
Richmond B.C.

Greg Kennelly
#210 3353 Heather Street
Vancouver B.C. V5Z 3K6

Doug Harmon
3830 Epping Court
Burnaby B.C. (2)

Phil Crawley
5816 Cambie Street
Vancouver B.C.
V5Z 3A8

Billy Graham
10046 Williams Road North
Chilliwack B.C. V2P 5H2

Mike Krgovich
702 S. Esmond Avenue
Burnaby B.C. V5C 4K3

Ken Davis
815 Crystal Court
North Vancouver, B.C.
V7R 2B7

T.L. Vardy
5386 Alderley Road
Victoria B.C. V8Y 1X8

Harvey Moir
524 Gore Street
Nelson B.C. V1L 5C2

Bill Galovich
7439 First Street
Burnaby B.C. V3N 3S9

Bob Millar
#1 2275 West 43rd Avenue
Vancouver B.C. V6M 2E2

Dave Simpson
168 East 35th Avenue
Vancouver B.C. V5W 1A6

Dick Combe
5583 Maple Avenue
Powell River B.C.
V8A 4N6

Fraser Wilson
#106 6630 Sussex Avenue
Burnaby B.C. V5H 3C6

Ken Griffiths
3215 East 54th Avenue
Vancouver B.C. V5S 1Z2

Frank McKinney
422 West 23rd Street
North Vancouver B.C.
V7M 2B7

C. E. Bradwin
10689 McSween Road
R.R. #3
Chilliwack B.C. V2P 6H5

Art Jones
796 East 37th Avenue
Vancouver B.C. V5W 1G1

Ms Jean Elgood
1027 Duchess Avenue
West Vancouver B.C. V7T 1G8

Ken Vere
2448 Thompson Drive
Kamloops B.C.
V2C 4L8

Dr. A. R. McLean
2852 Admirals Road
Victoria B.C. V9A 2R5

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PNR 1975 WILLAMETTE CONVENTION

(As I seen it)

My wife, Marion, and I arrived in Portland a couple of days before the PNR Registrations were being picked up. We spent most of the time trying to figure out where we were, but, did manage to come across the old Union Station which is now only used by Amtrak's one train a day, each way - north to Seattle and a connection to Vancouver BC; south to Eugene and Oakland and on to Los Angeles. We also visited a couple of their Rose Gardens and the Japanese Gardens. The highlight of our two days was a FREE Bus Tour, courtesay of the "Port of Portland", to the dock area for a pleasant afternoon. Our first call was to the newest Container Terminal and then over to one of the other docks to see one ship loading grain and another taking logs from a boom alongside the ship into it's hold. Before returning to town we were taken to a new Park near the confluence of the Willamette River with the Columbia. (Port of Vancouver BC, please note!). Returning from our free tour we took our car back over the Columbia River into Washington and followed the former Spokane Portland & Seattle Railway water - level route as far as Camas, site of a Crown Zellerbach Pulp Mill. Returning to Vancouver, Washington we found the location of "The CROSSING" where we enjoyed dinner on the Diner. "The Crossing" consists of four former passenger coaches and one box car arranged around a railroad type building. The two storey building had the reception area, kitchen and bar facilities on the lower floor and a waiting room with tables and chairs on the upper floor. The box car is used for supply stores, one coach contains living accommodation and the other three coaches have been converted into dining cars. A bright and cheery atmosphere was experienced through the large glass window area and our meals were delicious and reasonably priced. (It is located about ½ mile west of Interstate 5 in the south part of Vancouver, Wash. - Closed on Sundays).

Thursday after lunch we picked up our registrations for the PNR Willamette Convention. Things were not as they should be - President Ford was due at the Portland Sheraton at 5:15 pm - the PNR Committees were relocated from the foyer to a passageway. We try to find a corner to check the timetable and come up with the conclusion that we have bought a false bill of goods;- the Fan Trip on Saturday reads Shady Dell with no mention of Glenwood Trolley Park as reported in all the Switchlists and other publicity. We ask around, but are unable to find any satisfactory explanation as to why the last minute change.

Around 4:30 pm the crowd outside starts assembling, awaiting President Gerald Ford's arrival. We try to get a good spot with some shade (93 degrees). Wait and wait and wait! Police and FBI all around, even on top of all buildings in the area. 5:45 - rumour says President just arrived at Airport - wait some more and get shoved backward and sideways by police. Finally at 6:15 cars pull into driveway. Presidents limosine stops; shortly a door opens on the car and SNAP! - eleven body guards cover the president and escort him to the other side of the car where he shakes hands of wellwishers enroute to the lobby entrance and a \$100.00 a plate dinner. (It's not every convention that can get the President to be it's guest on opening day!). Needless to say, all this commotion has disrupted PNR scheduling, so, we make the best of what is available and see some slides and look at the photo contest entries after dinner.

Friday proved to be a much better organized day. We seen a movie taken on the Cumbres and Toltec Scenic Railway and at 9:30 am about nine or ten showed up for a Prototype Tour to the Burlington Northern Yard, CTC and Locomotive shops. (This was the second tour to the same property and it was mentioned that only the same number had shown up for the first tour. One tour using one bus would have

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Willamette Convention - Continued)

been more than adequate.)). We were welcomed by the Superintendent of the SP&S Division, who personally escorted us to the Yard Office where we were shown the Computerized system in operation. Next we called in at the nerve center to see the Dispatcher working the CTC Panel controls and ended up at the shop area to see the Diesel locos in various stages of maintenance and repair. The BN really put on a good show for us and it was all too sad to have to realize so few of the members had availed themselves to this opportunity. While the rails were on the prototype tour the raillettes were visiting Georgetown Manor, a furniture fair displaying modern, contemporary and colonial styling, each in it's own room setting.

In the afternoon we elected to go on the 1:15 layout tour. These tours were well organized with the flexible use of leased vans driven by the members. Our tour included one HO and two O gauge layouts. First to Arnold Pease's O gauge "Pacific Southern Railroad" and a glimpse at his operating 7" diesel - electric locomotive and cars. Our next call was at Al Cole's HO gauge "Oak Grove and Laurie Railroad", a well laid out and good operating set up, well sceniced with day and night railroading. Our last stop was at Ed Albrecht's O gauge "Texas and Pacific Railway", a around-the-wall type operation in his basement. (Oh! Those close clearances!).

After dinner we got on one of the shuttle vans and visited the Columbia Gorge Model Railroad Club where the trains were being dispatched around the layout. Returning to the Hotel, we visited the Contest Room and seen the Manufacturers displays and then at 9:30 pm Ben Wells got the Auction Sale under way. Items under \$100.00 were popular with the bidders. There was lots of nice brass up for sale, but, very few bidders were willing to go over the reserve prices of up to \$400.00.

Saturday was Fan Trip Day. We first rode the Portland Zoo Railway steam train and were treated to a couple of photo run-byes and then went on to Shady Dell for lunch and rode the live steam model Engineers trains, paddle wheeler and one electric car. The tracks are well laid out with two loops around the park with three tracks serving the station area. The trains kept coming and going and the passengers had only short waits to board their next train.

At 6:30pm the Hospitality Hour preceeded the Awards Banquet. Once the bar opened the members chose their banquet tables and sat down to enjoy their refreshments, awaiting the Convention Chairman's opening remarks. Professor Talbot performed eloquently as master of ceremonies and piloted us through the ordeal of awards and door prizes in a first class manner. Elaine Jones and her First Division cohorts once again walked off with the Honour Division award and PNR Man-of-the-year award went to none other than Doug Stephenson of the 7th Division. (For past services, no doubt.). The total registration for the convention was 265, with 249 attending the buffet style banquet. As a gesture of good will, the Sheraton management had a bottle of Burgandy placed at each table at the banquet to help off-set the inconveniences caused through President Ford's visit. It might have been a more appreciated gesture if the Burgandy had been chilled, but, - WARM Burgandy, anyone???

The 1975 Willamette Convention Committee had designed and ordered a Convention car to commemorate the 1975 edition, but, production problems forced a last minute cancellation. These are some of the problems your committees have to endure in trying to come with something to suit everyone's tastes. In 1976 your

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(Willamette Convention - Continued)

own 7th Division is hosting the PNR "Dogwood Convention" in Beautiful British Columbia, Land of the Royal Hudson, September 9th, 10th and 11th, so. be ready to volunteer your services when you are approached by the Convention Committee members. In the limited time that we have left, lets all co-operate and together put on a good show that we can all be proud of.

The 1975 convention concluded Sunday morning with a no-host breakfast followed by a general business meeting. About 10:30 am John Green, Greg Madsen, Marion and Art Jones headed for Glenwood Trolley Park. We were the first visitors for the day and noticed the former Portland street car operation while a new motorman was being broken in. Over at the car barn, part way outside, was the familiar red and gold trim of former BCER #1304 interurban car. It really was looking good with it's new coat of red paint! The gold trim was just being finished on one end of the car. The interior of the car seemed in good condition, but, it had that unmistakeable feeling and appearance of being un-used. We were told that #1304 would be taken out on the line around noon. In the meantime we looked over the exhibits in the car barn, rode the street car to the end of the line and followed around the new loop that is under construction and then went into the shops where another of the former Portland street cars was being rebuilt, alongside a tram being constructed for the Spaghetti Factory in Sacramento, Cal.. These are the same shops that rebuilt the BCER street car on display at the BC Legislative Museum in Victoria and also the street car in the Spaghetti Factory in Vancouver BC.

We seen the trolley car heading for the barn, so went over to be on hand when #1304 was ready to roll. Fianally our chance came and we were on the main line behind the powerful motors, listening to the clang of the gong and the old familiar sound of the "Pip - Pip" air whistle. The interurban car is on the heavy side and somewhat cumbersome for the type of roadbed and track we were running on, so after several round trips with stops on each end of the line for camerawork we headed back to the car barn and soon returned towards Portland in time for John and Greg to board their plane back to Vancouver BC.

From our observations there was no valid reason why the convention fan trip could not have been taken to Glenwood, as was published in all of the blurbs preceeding the convention. True, the grass wasn't cut with a lawn mower, the buildings didn't glisten with new paint, but - the street cars were running, the tracks and roadbed were in good condition and all the available money is spent on the upkeep of the rolling stock. I can't fathom what some small minds must expect from a small museum operating a couple of months a year in summer and on weekends in the spring and fall. Even at that, there has been no apology or reason forthcoming from the Committee as to why the last minute switch from Glenwood to Shady Dell was made.

Art Jones.

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CPRail diesel locos 5558 and 5686 were in volved in a derailment July 14, 1975 at Milner siding on the BC Hydro Railway in Langley. The locos were mid-train slaves of a loaded coal train. A gon just ahead of the slaves apparently had a broken axle and dragged on the ties for $\frac{3}{4}$ of a mile until it met the switch at Milner, piling up the locos, robot and about twenty cars of coal crosswise across the mainline. Watch for their return to service CPRail diesel fans,

"B" Line Report

Editor:

The Chief Engineer of the "B" Line has been temporarily suspended, as he lost his official cap with the "B" Line emblem in the "Aces and 8ths at the convention/ Rule G.

The Management.

Geo. Beil (Signed)

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NEWS FLASHSH!!!!

THE 2860

to HOPE, B.C.?????

That's Right! We Hope!!!

The West Coast Railway Group has tentatively set Saturday, October 25th, 1975 as the date they are trying to schedule a one day round trip to Hope, B.C. with the "Royal Hudson" BCR "2860" and seating for 800 passengers via Canadian National Railway.

It is anticipated that the train will leave the CN Station in Vancouver at 8 or 9 AM, picking up at New Westminster. It is also in the works to have a high-speed run in the course of the trip. There will be a two hour stop-over at Hope to give fares a chance to go into town for lunch or if you wish, watch 2860 turn on the wye. The Bar Car will be included on the consist and the baggage car will have a supply of pop, bars and ice cream. If the trip can be carried out, the fare will be around about \$15.00 for adults, and half fare for children under 12 years of age.

Watch for confirmation of this steam train excursion trip on the CNR main line!

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NOVEMBER -- MODEL RAILROAD MONTH

The Vancouver H.O. Model Railway Club is promoting Model Railroad Month with the usual last Friday of the month open house night. It is felt that the general public has been taking good use of the open house feature, so that in November, they wish to concentrate their efforts on bringing in the interested model railroaders who frequent the lower mainland hobby shops. Come along to the 5th floor of the Vancouver CNR Station, one and all!

VINEGAR MEN QUIT RAILWAYS The 150th anniversary of the Stockton and Darlington Railway will be celebrated by the last of the vinegar men. They are workers who carried bottles of the only fluid then able to free rusty bolts on wooden coal wagons - acetic acid, commonly known as vinegar. When the three workers retire, vinegar men will be gone forever from the railways. (Vancr Sun Aug 13th 1975).

CNR DOUBLE TRACKS IN ALBERTA CNR announced a 9 million dollar program to double track its transcontinental mainline for twelve miles west of Edmonton, between the communities of Bissel and Spruce Grove. The project is the first major step to improve railway capacity west of Edmonton. The project will give the railway 20 continuous miles of signalized double track. This will greatly assist the arrival and departure patterns of all trains and provide the railway with greater operating flexibility. C.F. Armstrong, regional vice-president, said in a prepared release. (Vancouver Sun August 30, 1975).

4th DIVISION "GRABIRON" Alex Coleman from Bellingham, Washington has taken on the task of Grabiron Editor, relieving Keith Newsom who has done a tremendous job for the last two years. Look out, Dawn and the P&B!

FROM THE P&B TO THEE via the Grabiron is Kink No. 4-8-4 or The Egg and You. Have you ever taken apart one of your locomotives for maintenance, repairs, or painting, and then had a bit of trouble figuring out how to put it back together again? For instance, does that short screw go here, and the two longer ones there, or -- oops, darn it! -- that's the second time that \$%#@ 0-80 screw has fallen off the work bench. It is in my cuff, in the wastebasket, or hiding in that pile of wood?

Sound familiar? Here's a low cost hint, the kind we all need about now. Take a duckieberry carton, cut off and discard the top, and lay the bottom on your workbench. Assign one end of it to the front end of your loco, and the other end to the back. Screws that hold the superstructure to the frame would go into these endmost egg cups. If the engine is four-coupled (who said anything about diesels?), you still have four pairs of cups in the middle of the carton for related items such as driver sets, sidered mounting screws and bushings, bearings, springs, and so on. Grouping the parts in this manner is an immense help in solving the big jigsaw puzzle later on. (Thanks to the Pull and Be Named Railway).

COMING EVENTS

October 19, 1975	Slide at Oakridge Auditorium. Movies and/or slides by Brian Pate and Tom Beaton Project: Hishpich, Vancouver Island
November 29-30 1975	Pacific Science Center, World Fair Site, Seattle Washington Model Railroad hobby extravaganza
February 28-29 1976	Division 4 Mini-meet Bellingham and Whidbey Island, Washington
August 10-15 1976	NMRA Convention "William '76" Chicago, Illinois - Railroad Capitol of USA
September 9-11 1976	Old Convention Host; 7th Division Dagwood Convention in Beautiful British Columbia Land of the ROYAL HUDSON

BCR # 2860 our famous Royal Hudson steamer suffered a broken train line on a Sunday about July 14th at Squamish BC. Being unable to get proper parts, a diesel loco assisted #2860 on the return trip. The train consist was 12 cars with 790 passengers. One person asked and received a refund of his fare cost.