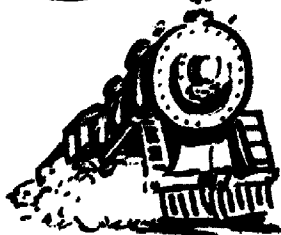


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Sunday 1:00 P.M.,

February 1st 1976

OAKRIDGE AUDITORIUM

STEAM

M O V I E S and S L I D E S

DIESEL

"NIMPKISH VALLEY RAILWAY (CANFOR)"

ADMISSION by Donation at door. PNR paid-up members FREE

PNR NMRA BI-CENTENNIAL MEET

** LEOPOLD HOTEL **

February 28th and 29th, 1976

** Bellingham, Washington **

DISPLAYS - Open to Public 10 until 5 Sat. and 9 until 3 Sunday
ADMISSION - .50¢ Donation. PNR NMRA Members Free

LAYOUT TOURS

BANQUET

SWAP MART

STEAM FAN TRIP - Lake Whatcom Rly.

RAILETTE Luncheon-Demonstration and FAIRHAVEN Tour

CLINICS

CONTESTS

MOVIES/SLIDES

over \$1,000 in PRIZES

Registration Form enclosed - Mail it in TO-DAY!

XX

(2)

BULLETIN BOARD

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 as follows:

Art Jones
Bulletin Board Editor
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

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

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

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

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

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

Cyril Meadows
988 Mortfield Place
Richmond B.C.

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

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

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

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

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

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

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

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

Doug Harmon
3830 Epping Court
Burnaby 2 B.C.

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

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

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

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

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

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

(3)

SUPERINTENDENTS MESSAGE by Ken Griffiths

This is being written before Christmas so I will take the opportunity of wishing you all the best for the holiday season and for 1976.

1976? That brings to mind some of the difficulties which the recent postal strike has caused the 7th Division. The most important thing to look after at this moment is D U E S . The strike unfortunately came at a time when many of you would have been mailing your dues to Portland and I think we may be very far behind our usual renewal rate at this time. So, I ask you all to check your membership card and make sure it says 1976 or LIFE at the top, and if it doesn't, mail your dues (\$3.00/member or \$4.00/family) to:

Walter H. Meyer,
Secretary, PNR - NMRA
4204 S.E. Harrison
Portland, Oregon 97215

Money orders should be in US funds and be made payable to "Pacific Northwest Region NMRA".

The postal situation also caused some difficulty in publicizing our last two events at the Oakridge auditorium and it has prompted the committee to prepare 'phone lists so that each of you can be contacted by 'phone. Unfortunately, some of you have phones with unlisted numbers or have a 'phone listed under a surname other than your own or we don't have your surname spelled correctly on your address plate and you would not have received a call regarding our Dec. 7th clinic. In any of the above cases or if for any other reason you did not receive a call regarding that clinic then please supply me with a 'phone number where you can be reached for notification of our clinics or other events.

A good number of you will already be aware by now that your committee has acceded to a request by the 4th Division that we trade years for hosting the PNR Convention. As it stands now, we will be hosting the 1977 convention and the 4th Division will be hosting the 1976 convention. The fellows in the 4th Division made this request because they can receive excellent support from the Bi-centennial Events Committee which they would not be able to receive in 1977. To any of you who have been to the 4th Division Thanksgiving 'shows' at the Science Centre in Seattle I say that that is what the convention the 4th Division is planning will be like but of course with the addition of clinics, layout tours, contests and the host of other member oriented activities. I think that you will all find this a convention to remember and I urge you all to make your plans now to attend the PNR Convention at the beginning of September, 1976.

When it was decided that we would trade years with the 4th Division the question arose "would we have an annual Meet in May of 1976?" We do not normally have an Annual Meet during years when we are hosting a PNR convention but the timing of the trade left us a bit short of time for

Continued...../

EXTRA No. 7 WEST, January 1976

GREETINGS!, members and friends of the 7th Division PNR and a wish for a happy and prosperous 1976!!

A few months have passed since our last communication, mostly due to a prolonged Postal slow down and eventual strike.

Our last issue of the Bulletin Board was stapled, addressed, stamped and deposited in the Post Office at 10th and Quebec Street about 9:30pm October 6th, 1975. Its purpose was to publicize a movie and slide clinic for October 19th in the Oakridge Auditorium by Brian Pate and Tom Beaton on the Nimpkish Valley Railway. Most of us in the lower mainland didn't receive our Bulletin Boards in the mail until October 20th, the day after the clinic, thanks to our post office efficiency. Needless to say, there was a very small turn out for this very interesting clinic. It is hoped that this clinic can be arranged for a repeat performance sometime this year.

Our last clinic was scheduled for Sunday, November 30th as a "Flat Car Betterment" clinic by Frank McKinney. On the Saturday evening the 'white stuff' started falling and kept on all Sunday morning. Frank got stuck in his back alley and couldn't make it over to Oakridge, so the few faithful that turned up decided we should try again the next Sunday, December 6th. We had run off a one sheet 'flyer' advertising the clinic through the Hobby Shops and on Saturday November the 29th some of your committee members telephoned as many members as we could contact. As the weather didn't co-operate another telephoning session took place on December 5th advising those we could reach that the clinic was to be on Sunday the 6th. These efforts proved very fruitful, for we had 47 participating attendees at our very enjoyable clinic. There were even 6 father and son groups, plus three visitors from 4th Division, V.P. Nathan Oxhandler and PNR Convention Chairman Dave Sykes and his wife, Betty fresh from a financially successful Model Railroad Exhibition at the Pacific Science Centre, World Fair Site, the previous Thanksgiving (USA) weekend in Seattle.

1976 is the Bi-Centennial for the United States of America. 4th Division PNR was offered the use of the Pacific Science Centre for a Bi-Centennial Model Railroad Exhibit with possible financial assistance from the Bi-Centennial Committee. With such a good offer staring them in the face, they came to Vancouver to see if we would let them have the PNR Convention for 1976.... As your standing committee had only tentative plans for 1976 it was unanimously agreed that we should relinquish our 1976 Convention commitment to 4th Division and offer them our wholehearted co-operation. Consequently the 1976 Vancouver convention is off. For those of you who have to arrange your holidays or vacations ahead of time, the 1976 PNR Bi-Centennial Convention headquarters will be the Olympic Hotel in Seattle, Washington from September the 1st or 2nd until Monday, Labour Day, September 6th with most of the activities in the Pacific Science Centre, near the Space Needle on the former World Fair site.

As a result of our convention cancellation, your committee has decided that instead of our annual Spring Meet, we would contact 4th Division in Bellingham, Washington where this year's 4th Division Mini-Meet is to be held on Saturday and Sunday, February 28th and 29th, 1976

Continued//

Extra No. 7 West (Continued)

and combine our efforts with their's as we will be doing in Seattle in September '76. It was also suggested that, as the 1977 NMRA Convention is to be held at Denver, Colorado, we should be looking ahead to plan on having the PNR Banquet in conjunction with the National Convention, as most of us will be heading for Denver and wont have the time or finances for another convention in the West next year.

From the advance reports that I have read, this meet in Bellingham next month should be a busy two days. There will be fan trips on the live steam O-6-O N.P.#1070 of the Lake Whatcom Railway, layout tours, clinics, slides and movies, swap mart, contests, commercial and private displays, a Banquet Saturday evening and a Luncheon and Terrarium plant demonstration for the ladies; see how to photograph your pike, listen to steam recordings on a \$3,000 Dollar stereo system; try your luck in the long list of over \$1,000 in prizes, and if you want some 'night life', there will be live entertainment and dancing, just around the corner from the Leopold Hotel meet headquarters. See the enclosed Registration Form for further information as to costs, etc., FILL IT IN, and mail it as soon as possible, at least before the 14th of February, with your US money order enclosed. Round up the family and head for Bellingham, Washington for a weekend of fun and model railroading you'll never forget! (Thanks to 4th Div "Grab-Iron" for info on the Bellingham Meet. Editor).

On November 1st 1975, BCR #2860 (Royal Hudson) pulled 15 coaches with 800 passengers aboard from North Vancouver to Seattle and return on a one day fan trip to meet the Bi-Centennial "American Freedom Train" with a consist of 25 Museum Coaches and former Southern Pacific Lines GS-4 4-8-4 'Daylight' Engine No. 4449 as motive power, at the old familiar King Street Station of the former Great Northern Railway. On the trip down there were crowds at every community along the line to greet the Royal Hudson and its train. The trip was subjected to considerable delay at various points along the way, so that it was 2:00 pm before we arrived at Seattle. Returning in the evening we left about 6:30pm and had a good highball run most of the way to Bellingham, where we stopped and waited for about one hour, besides further delays at Blaine and New Westminster. The last straw was sitting in the CNR tunnel under Capitol Hill because the lift span at 2nd Narrows was open! Our train finally arrived back in North Vancouver at 2:00am. Even at that it was an enjoyable days outing.

00000000000000000000XXXXXXXXXXXX00000000000000000000

MOVIES AND SLIDES by Brian Pate and Tom Beaton

FEBRUARY 1st, 1976 (Sunday) at the Oakridge Auditorium

SUBJECT - "NIMPKISH VALLEY RAILWAY" (Canfor Ltd.) WOOS Camp. Nimpkish,,
Northern Vancouver Island. B.C..

This is the Clinic that was shown on October 19, 1975, but, due to circumstances beyond our control, advice via the Bulletin Board didn't get through in time, consequently we are offering another chance for our members and friends to come along and enjoy the films. ("Rail Classics" Vol. 4 No. 2 March 1975 has an interesting article about this property, if you wish to check it out. It might make the clinic more interesting.)

REGISTRATION FORM

(7)

1776 - 1976
PNR NMRA BI-CENTENNIAL MEET
Leopold Hotel
February 28-29th, 1976
Bellingham, Washington, U.S.A..

HOST: 4th Division
Assisting: 7th Division
(Hands across the Border)

REGISTRANT, DISPLAYER AND/OR CONTESTANT

NAME _____

ADDRESS _____

CITY _____

WILL ATTEND ON 28th _____ 29th _____, or both days _____

NUMBER OF COMMERCIAL EXHIBITOR PASSES NEEDED _____

NUMBER OF TABLES NEEDED FOR DISPLAY _____

POWER REQUIREMENTS _____, NUMBER OF OUTLETS _____

ANY SPECIAL NEEDS NOT LISTED _____

(Please note, Display Area will be available for set-up all day Friday,
February 27th from 9.00am to midnight, resuming at 8:00am Saturday the 29th.
Show runs 10 - 5 Saturday and 9 - 3 Sunday)
There will be a room provided for slides and films.

ENTRIES FOR CONTESTS (and number of each): MOTIVE POWER _____

ROLLING STOCK _____ STRUCTURES _____ DIORAMAS _____

DO YOU WISH MERIT JUDGING? _____

BANQUET WILL BE AT 7:30pm February 28th (no host social hour 6:30),

COST OF BANQUET is \$7.00 per person. ** No. of tickets _____

RAIETTES LUNCHEON AND TERRARIUM HOUSE PLANT DEMONSTRATION
will be on Sunday at 12 noon. Cost is \$4.00 per person.

** No. of tickets _____

** Banquet and/or Luncheon must be preregistered by February 14th, 1976.

SEE OVER

(8)

LAKE WHATCOM EXCURSION TRAIN TICKETS: Adults \$2.75 No. needed _____
10am Saturday Feb 28th 6-12 years 1.75 No. needed _____
2pm and 4pm (as required) Under 6 free No. needed _____

MOTEL RESERVATIONS may be made for the Leopold Hotel or any other Motel
by contacting:

Leopold	Ann Blane	Travelodge
Double bed \$15 to 28	Leopold Hotel	(Across street)
Twin Beds \$16 to 29	1224 Cornwall Ave.	Single \$13.69
Single \$ 9 to 20	Bellingham, WA. 98225	Double 17.90
	Phone: (206) 733-3500	Twin 20.01

Make checks or money orders in US Funds payable to the Whatcom Railroad Association.

TOTAL AMOUNT ENCLOSED : : : : \$ _____

WE WILL NOT PROVIDE BABYSITTING SERVICES, BUT WILL PROVIDE A LIST
OF PEOPLE WHO DO IF REQUESTED.

DO YOU PLAN TO PARTICIPATE IN OUR SWAP MEET? _____

IF YES, APPROX. AREA REQUIRED. $\frac{1}{2}$ TABLE _____ $\frac{1}{2}$ TABLE _____ WHOLE TABLE(S) _____
Please note, tables are 8 feet in length.

CLINICS; do you have one? If so, let us know what it is, and how much
time and space you need. _____

MAILING ADDRESS: Whatcom Railroad Association
 1256 N. State Street,
 Bellingham, WA. 98225
 U.S.A..

oo
DIRECTIONS:

From Interstate 5 (North or South) Exit at Lakeway Dr., Turn right
on Lakeway, making a slight right angle turn thru the traffic light onto
Holly St.. Follow Holly St. into town. Now Cornwall Ave. is one way,
and of course it's the wrong way. So turn left on Railroad Ave. (the
one with the railroad tracks down the middle of it). After you turn,
look right, that's the Leopold Hotel Parking Garage. The hotel is right
behind it.

FILL OUT THE RESERVATION FORM & SEND IT IN SOON AS POSSIBLE - C U There!

(For further information contact Doug Doolittle (206) 733 - 7903 or
Alex Coleman (206) 734 - 7064 or by mail to Whatcom Railroad Association.

WHAT'S WRONG WITH OUR RAILROADS?

By Fraser Wilson

Having been an N.M.R.A. and P.N.R. member for approximately 20 years, I am sure that fellow members regard me as a rail fan.

At least, I hope so, and although many of the things I am going to say are severely critical it is with the profound hope that sometime, somewhere, somebody in authority could do something to make the prototype railway something akin to the dream trains we operate in our basements and attics.

I have always loved trains - everything about them - and on several occasions I have gone coast to coast on both of our railways as well as covering a few States. The delays and slow speeds didn't bother me, although when Amtrak came along I thought I should give it a whirl! I boarded the famous "Coast Limited" a few years ago in Los Angeles and looked forward to a delightful journey from there to Vancouver.

I was sorely disappointed. This great 'Limited' went into the hole for every way freight and work train all the way up to Oakland, and arrived there four hours late.

After some unaccountable delay and the stupid explanation of the crew that we had hit a cow, we continued on to Seattle arriving there six hours late; no apologies - and were herded into a bus because we had missed "The International" connection by several hours.

The driver of the bus didn't know the city of Vancouver and I had to pilot him to the bus station and the C.N.R. Depot (closed) at 2:15 A.M..

So much for the "Coast Limited".

Then came the British Convention and England 1971.

My first pleasant experience was boarding a local train at the airport in a pleasant carriage compartment and being whisked along at about 60 m.p.h. right into Victoria, Central London Station. Next came the unforgettable chartered train to York where speeds of over 100 m.p.h. were constantly maintained with every train a dining car with delicious meals and drinks.

This last September '75 I had the pleasure of travelling more than 2,000 miles on British Rail and I am more than ever enamoured with it's performance. Only once, while waiting at the station in Darlington did the Public Address system announce that the train from Edinburgh was running seventeen minutes late. As it happened, when it arrived ten minutes later it had made up six more minutes before reaching Manchester!

These are the Inter - city expresses and they roar through the centre of towns, or rather Cities like Leeds past signs that caution - 90 m.p.h..

(Continued)

What's wrong with our Railroads? (Continued)

Nearly every major city in Britain is linked with this kind of Express service, travelling on their own trackage with locals running on sometimes parallel lines - double, triple, and more heading off in various directions.

The trains of Britain run on time. If a train is to leave at 9:12 AM it leaves at 9:12 A.M. - no whistles, bells or song and dance - it just leaves and if you are not on it when the doors close - too bad. However, just imagine that nearly every major artery is served by a half hour service for much of the day.

There is also a minimum of time lost in embarking and disembarking passengers and freight. The normal time is one to two minutes. Bear in mind that there are no steps to climb and every coach has at least three wide doors and in the case of compartment cars, a door for every two seats. The branch lines are also extremely efficient and use a minimum of time at stations.

There is no need for trainmen to throw switches since the points and signals are thrown by a tower and according to the publication "Rail 150" automated signals and switch control is largely used and that by 1978 the 396 miles from London to Edinburgh will be regulated by thirty power boxes instead of the 200 towers installed twenty years ago.

This year, says "Rail 150", British Rail will be the largest computerized railway system in the world. Speeds of 135 m.p.h. are now possible even on sharp curves and with continuous rail and concrete ties (and I saw many, many miles of this type of roadbed) British Rail is confident of being able to sustain speeds of 200 m.p.h. by 1980 and to surpass this by the end of the century.

Although some main lines operate on diesel and many branch lines use diesel rail cars similar to our R.D.C.'s and capable of running in either direction, the ultimate goal is electrification for all lines, either third rail as in the south or overhead north of the Thames River.

I must say that, however, I enjoyed the little steam trains of Wales and the Isle of Man, I am most enthusiastic about British Rail as a whole.

NOW - what is wrong with OUR Railways??? This past month (November) I had occasion to travel by C.N. Railway from Toronto to Ottawa. My ticket said departure time 9:10 A.M., so did all the signs all over the Union Station. At 9:40 a trainman came walking down our aisle. "Why the delay", I asked. "Train's late from London", he replied - and went on his way. I suppose he meant London, Ontario - because the train from London, England would never have been late.

At any rate, five minutes later we eased out of the station and attained a speed of nearly thirty m.p.h., stopping at such places as Oshawa, Belleville and Kingston, where each time the trainman had to put down a stool for one or two passengers to entrain or alight and then walk

(Continued)

(11)

What's wrong with our Railroads? (Continued)

up ahead of the loco to throw a switch and wait until the last coach had cleared the points. Sometimes one or two packages changed hands.

The dining car on the trip (6 hours) was something else. A counter set up in a corner of a day coach where there was the choice of two sandwiches, a cup cake - tea or coffee - served in paper cups. Back in my own coach I placed my sandwich on my brief case and balanced the paper cup of coffee on the 2½ inch window sill!

Arriving in Ottawa - at least that's what the man said - was the END of the line. Last time I arrived in the Capital City I could walk through a tunnel into the Chateau Laurier. This time I found that the station was "conveniently" located ten miles from town!

That's what's wrong with our Railways! They're getting slower and slower, more and more inconvenient and making me ashamed that a small country like Britain can show up our many faults in so many, many ways.

+++++
Last Minute NEWS of Bi-Centennial MEET at Bellingham

Please REGISTER for Bi-Centennial Banquet at the Leopold Hotel early. There are only 225 tickets available for this event on a first come first served basis.

RAILLETES - Please REGISTER for your Luncheon and Plant Demonstration As an added bonus there will be a double decker bus tour to "Fairhaven", the old Bellingham townsite.

DISPLAY AREA will be open to the public Sat. 10 to 5 and Sun. 9 to 3. ADMISSION - .50¢ donation per person, PNR NMRA paid up members free. (A reminder to get your dues paid up!).

It is desirable that as much of the setting up as possible in the Display Area be completed on Friday (accessible all day from 9am until midnight) so that a FULL Exhibit can be opened to the viewers Saturday morning.

FAN TRIP - Lake Whatcom Railway - Tickets will be allotted to the 10:00 A.M. Saturday trip until sold out. If ticket sales warrant a second trip will operate at 2:00 P.M. and again at 4:00 P.M. if required. Adults \$2.75; 6 to 12 years \$1.75

DOOR PRIZES - The list is steadily growing. Value has increased to about \$1500.00 and there are still more coming in. The list includes several brass locos, Bowser tenders, AHM steam and diesel locos, Dremel, Champ Decals, Roundhouse chip cars, books, Custom set of KG Decals and other gift certificates.

If you have a display, diorama or clinic to share please record it on the enclosed Registration Form. REMEMBER! - 7th Division 'hands across the Border' are involved in assisting 4th Division in this Bi-Centennial Meet. Let us all get behind them - EVERYONE -
FILL OUT YOUR REGISTRATION FORM --- MAIL IT IN AS SOON AS POSSIBLE.
Reserve your Motel early as there are other functions taking place on this same week end in Bellingham.