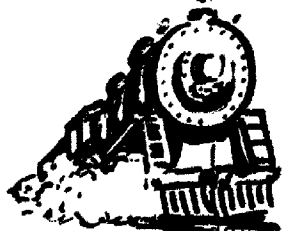


th DIVISION BULLETIN BOARD



Sunday
July 11, 1976

Saturday
July 31, 1976

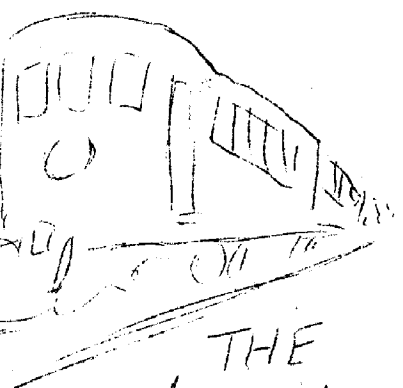
BCR #2860

Picnic
&
Fan Trip



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

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THE
7th DIV.
ANNUAL
PICNIC

DETAILS INSIDE

Get Your TICKETS while
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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:

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EXTRA No. 7 WEST, April 19, 1976.

Our last Clinic at the Oakridge Auditorium on March 21st, 1976 drew about 70 interested members and friends to see some of Stan Style's vast collection of slides taken in the days of Traction and Steam. There were many good shots of railroad structures and facilities that do not exist today. We thank Stan for a very commendable show and look forward to an opportunity of seeing more of his treasures. After the refreshment break, Frank McKinney led the remaining 56 modellers in the construction of a tool and hand car shed from a Bordertown Kit. There were 4 Father and Son teams participating and everyone was pleased with the number of railroadiana exhibits that filled several tables for display. At the time, we weren't aware of it, but, this was to be our last Clinic for the 1975-76 season. The Clinic that was tentatively set for May 2nd, 1976 has had to be cancelled due to unforeseen circumstances. We hope we can get this Clinic included on the agenda for 1976-77, as I am sure there are many interested members who would like to know more about serving and tuning up their brass locomotives.

Your Committee Chairman has booked two coaches (136 seats) for Sunday, July 11th, 1976 and one coach (68 seats) for Saturday, July 31st, 1976 for our 3rd Annual BCR #2860 Royal Hudson Fan Trip and Picnic to Squamish and return. These tickets will be available May 1st, 1976 and will be sold on a first come, first served basis. When they are sold there will be no more available through the 7th Division Committee. The Royal Hudson is slated to start operating May 21st, 1976 with fares the same as last year - Adults \$5.50, Sr. Citizens and students 12 to 18 \$4.00 and children 2 to 11 \$2.75.

The Ballot for election of a new vice-president is enclosed with this issue for members only. Ross Heriot, our PNR Election Committee Chairman, will be in Hospital having had another operation by the time this is being read. In the meantime he has delegated me to look after the election until he is capable of taking over again. Let's have your co-operation, members, send your Ballots PRONTO. by mail to me, or, deposit it at one of the Hobby Shops listed.

DUES? DUES? DUES? Are you a member in good standing? The PNR - NMRA needs your financial support to function. If your DUES are not paid up, please give this item your immediate attention. Tom Beaton advises that if you have paid your DUES and still haven't received your current card, please be patient as PNR is in the process of being computerized, hence the delay in getting your new membership card to you. This is a big job covering the 8 Divisions of PNR that Jeff Tague has undertaken. Besides his regular days work, club and division activities he is endeavoring to computerize PNR in his spare time!

With this last issue of the Bulletin Board until next fall comes word from Tom Vardey that he is stepping down from activity. Tom is returning to Adams Lake, north of Kamloops, to pursue a new way of life in retirement. We thank Tom for all his past services, especially the chore of securing the door prizes and movie films for our various meets, also the capable manner in which he has performed as secretary for your Standing Committee.

Once again our schedule has been fulfilled, the markers must come down until the Caller once again calls for another run.
In the meantime, have a good summer, everyone!!

A.J.

SEPTEMBER HOLIDAY

After the Portland PNR Convention, yours truly and wife Marion headed south, leaving Interstate 5 at the junction of State 89, just south of Mount Shasta townsite. We made a short stop in the town of McLeod, home of the McLeod River Railroad steamer #25, a 2-6-2 Alco (1925), which makes two or three fan trips a year. As there was no apparent activity, we journeyed on, passing over, under and alongside the McLeod River R.R. right-of-way, which has a diesel hauled freight service in operation (mostly logs and lumber). A few miles north of Burney is the MacArthur Burney Falls Memorial State Park. The Burney Falls in this Picnic and Camping site are very picturesque, with the main falls in the middle and water gushing out through the rocky walls on either side to form a miniature Niagara. Burney is the end of steel for the McLeod River R.R.. Proceeding south on State #89 we arrive at Lake Manzanita and travel over Mount Lassen in the Lassen Volcanic National Park. We enjoy a very scenic drive which shows us the results of the volcanic eruptions from 1914 to 1921. There are still very few signs of vegetation even to-day, where the lava flowed down. The road winds around Mount Lassen to it's summit at 8500 feet; less than 2000 feet from the top of the Peak. Dropping down the other side we come upon the sulphur works thermal area where steam vents, boilers and mud pots put on a miniature Yellowstone type of display. Very interesting and there are other roads and trails that can be explored if one has the time for it! Another mile and a half down hill is the south entrance gate and visitor's centre with a gift shop, limited cafeteria service and rest rooms. Still on State 89 we pass Almanor Lake and travel on through Keddie, site of Western Pacific's Keddie Wye, and divert 10 miles east on State 70 to W.P.Rly divisional point of Portola. The only action here is a couple of units switching work train equipment, so we head back to 89 and at Truckee turn west to Donner Lake where we climb up to the Southern Pacific's mainline of continuous snowsheds. At Norden we turn around and retrace our route through Soda Springs and down to Truckee where we once again go south on 89 to South Lake Tahoe. Leaving Tahoe we go west on US 50 to Placerville and turn south on State 49 to Sonora and Jamestown, headquarters for Sierra Railroad. We toured the Roundhouse and watched as a movie company did some filming for a picture entitled "Road to Glory". One side of the engines were lettered and numbered for AT&SF, with the other side the name of the railroad in the movie. We made enquiries as to our chances of getting reservations for the following Saturday evening on the Sierra's "Supper Chief". Luckily for us, 4 people had just cancelled their reservations, so we bought the two tickets and travelled to Fresno for a few days visit with friends.

Saturday afternoon we returned to Sonora and got settled in our Motel. At 5:30 PM at about 100 degrees we were sitting on the open end of the exCPR observation car at the "Railtown 1897" station of Jamestown, waiting for the high-ball to get the Supper Chief on the way! It was good to feel the train move off, if only to get a bit of air circulating. However, by about 8PM as the sun was setting the temperature dropped rapidly and it was soon very cool on the open observation car so that a jacket or sweater was quite comforting! The Supper Chief consisted of Sierra #28 a 2-8-0 Baldwin (1922), Great Western Tours Kitchen Car and full Dining Car, Sierra Coach, open observation car and baggage-coach combine. It was a very interesting return to yesteryear -

(2) September Holiday - Continued:

hearing the iron horse's exhaust and the enchanting 'call' of the whistle as we rode through the sunset and into the darkness of night, on our 82 mile train ride to Oakdale and return. Being in open range country, there were several times that the train was put into emergency, because of cattle on the track. The engine's whistle seemed to attract them, rather than scare them away from the twin ribbons of steel. At one point on the line we managed to "break up" a foursome (of human beings) "making out" in the tall grass alongside the right-of-way.

A bar was set up in the baggage section of the combine, and live guitar music was provided for dancing(?) and singing. Hostesses sold cocktails and beer throughout the train. The dining car scheduled 4 sittings;- 5:30, 6:45, 8:00 and 9:15. Sittings were selected by the passengers from noon to train time on the day of departure on a first come first choice pattern. We picked up our sitting reservation about 1:30. The 8:00 sitting was already full, so we chose the 9:15 call for dinner. About $\frac{3}{4}$ of the way to Oakdale, our engine was cut-off and turned on the wye and the train was pulled tender-first to Oakdale where the engine was once again cut-off and run around the coaches, and the train was run back to Jamestown in the normal manner. Our dinner was well served and consisted of Roast Cross-Rib of Beef, vegetables, rolls, dessert and coffee. The diner served about 58 at a sitting, but there could have been additional tables in part of the kitchen car. At any rate, there were atleast 232 passengers who paid \$15.95 each for their dinner and train trip. The train arrived back at Rail Town 1897 about 11:30 PM. Next morning we tried to follow the 10:30 'Cannonball' to tape the sound as she climbed the grade up through Sonora, but we soon ran out of roads that followed near the tracks, so, with the temperature already reading 93 we headed west to visit the Bay Area Electric Railroad Assoc. museum at Rio Vista Junction on State #12. The temperature cooled as we travelled so that it was quite pleasant for our exploration.

This Museum is nicely laid out and now has sufficient covered storage area to protect all their street car and interurban exhibits. Still outside are Sacramento Northern steeple cabs, various freight rolling stock and a Western Pacific steam engine. After a few rides on the trolley and a tour through or around the various exhibits we moved on to Walnut Creek (near Oakland) where it was back to sweater and jacket time because of the coolness in the air from the fresh ocean breezes coming down the Bay. Next morning we rode the Bay Area Rapid Transit or just plain BART to everyone.

Bart operates Monday through Friday from 6 AM to 8 PM with trains running about 12 minutes apart. Trains consist of four cars with an attendant on the front of the first unit. All the attendant has to do is press a button if he or she wishes the trains doors to close before the automatic impulses take over. His or her main purpose on the train is to put it into Emergency if unforeseen circumstances should arise, otherwise, the trains are all run by computers. The computer adjusts the speed between stations so that the train will arrive on time at each station. We sat right behind, to the left side of the attendant and watched the speedometer readings. If the train had a short station stop it would only travel 50 to 60 miles per hour, whereas if it was a lengthy station stop, the train would go 75 to 85 miles per hour. Going through the 'tube' under the Bay to San Fransisco, the meter registered 85 MPH.

At present it would appear that the trains are well patronized. Free

...../3

(3) September Holiday (Continued):

parking is provided at each station in the outskirts, and, judging by the scarcity of available spaces at the two stations we tried, the 'Park and ride to work' is very popular. We finally found a parking spot on a side street and walked to the station. The minimum fare is .30¢ and goes to a maximum of \$1.20. A person can put any amount of coins; one or five dollar bills up to \$20.00 and get a ticket that is good until it's value is used up. To enter the platform you insert your ticket in the entrance gate turnstile where the departure station is recorded and the ticket returned to you. When you leave the train at your destination, you insert your ticket in the exit gate turnstile and the value of your ticket is the correct fare, the machine keeps your ticket and opens the gate for you to exit. If your ticket value hasn't been used up, the amount of your fare is recorded and deducted from the ticket value, your ticket is returned to you and the exit gate opens to let you out. If, however, your ticket value does not cover your fare, your ticket will be returned to you, but, the exit gate will not open; instead, a sign will tell you to go to the 'Add-fare machine' where your ticket plus the amount shown in the addfare machine will open the exit gate for you.

BART consists of 3 routes, almost in the shape of an "X". One line starts at Concord and is routed via Oakland and under the Bay to San Francisco and south-westerly to Daly City. A second line starts at Fremont and goes north-westerly to Oakland, under the Bay to San Francisco and south-westerly to Daly City also. The third line starts at Richmond and runs in a south-easterly direction via Oakland to Fremont. To get to San Francisco from this route it is necessary to transfer at Oakland.

Between 9 AM and 3 PM you can buy an Excursion ticket for \$1.00, which is good for three hours of travel anywhere on the system, as long as you don't go through any exit gate until you return to your starting point. We boarded our train at Pleasant Hill (the first station from Concord) and went to the other end of the line at Daly City, where we crossed over and got on a train going to Fremont. At Union City (one station before Fremont) we got off and crossed over and took a Richmond train as far as Oakland City Center where we transferred to the Concord line back to Pleasant Hill. The exit machine took our \$1.00 tickets and opened the gate for us. We were doubtful, because our trip had taken 3 hours and 20 minutes. The train running time had taken 2 hours and 48 minutes, plus time lost crossing over, transferring, and waiting for trains. If we had exited at each destination our fares would have cost \$3.50 each.

The latest rumor is that the fares are going up and there is to be a toll for parking in the station lots. Maybe the next time we try to ride BART, it may be easier to find a parking spot while we go on another excursion!

(An article in the PACIFIC NEWS, October 1975 reports that BART is carrying 126,000 patrons per day with two-thirds of all trips taken to and from work. It has passed it's third anniversary and one full year of trans-bay service which brought the complete 71 mile system into operation. 10 trains operate on each line giving 12 minute service, which results in six minute service from Daly City to West Oakland and from Fremont to Lake Merritt in Oakland. Another article says the Board of Directors voted down the proposal to institute a parking charge at BART stations.).

A.J.

ELECTION!

7th DIVISION P.N.R., NMRA

ELECTION!

On the instigation of the P.N.R. Election Committee Chairman, Ross Heriot, and on approval from the P.N.R. BOD, each Division of P.N.R. will conduct it's own election to select a vice-president to serve for the next two years.

At the closing of Nominations we have two candidates who have volunteered to put their "Hats in the Ring"! Our present vice-president, Ken Griffiths, has declined to run for another term due to personal business pressures which will not leave him sufficient time to give the position justice. (We thank Ken for the good leadership he has given us during his term of office!).

CANDIDATES

Fraser Wilson : Joined PNR NMRA in 1956, has been member of Standing Committee since 1959. He served as President of PNR 1964 - 5. Contributes background scenic painting, signs and cartoons, etc. for various PNR projects.

Tom Beaton : : Joined PNR NMRA in 1968, has been a member of the Standing Committee since 1973. Models in On3 and HO and has been closely associated with Division 4 (Seattle) in recent activities.

Please use the enclosed Ballot to vote for the Candidate of your choice. Remember, -- It is your obligation to cast a ballot and thus have your say as to whom you wish to lead the 7th Division activities. Ballots must be received by June 18th, 1976 to be eligible.

After marking your ballot with an "X" in the square alongside your choice of Candidate, please fold and seal with tape. The Ballot may then be mailed with sufficient postage affixed, or, if you prefer, it may be deposited at one of the following Hobby Shops:-

Van Hobbies	5816 Cambie Street	Vancouver
Mike's Kaboose	3766 East Hastings Street	North Burnaby
Hobby Craft Centre	1524 Lonsdale	North Vancouver
Village Hobby Centre	661A Buswell Avenue	Richmond
Railway World	150 Water Street	Vancouver

ATTENTION, Fellow Members!! Please give Ross Heriot a good response to this, OUR OWN, 7th Division PNR Election. Past elections have only drawn votes from about a third of the membership. Let's make this Election 99% for 7th Division! Don't be part of the 1% left out -- MAIL or Deposit your Ballot right away, so you wont be setting it aside to be forgotten.

JUNE 18, 1976 is the deadline for receipt of ballots.

The biographies of the Candidates are on the reverse, for your perusal.

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B.C. HYDRO MP-15's are being used on the Mission re-routung and the SD-38's are operating from Huntingdon to Chilliwack and Huntingdon to the South side of the Fraser River Bridge as they are too heavy for the CPR Branch. Update last B/B..

