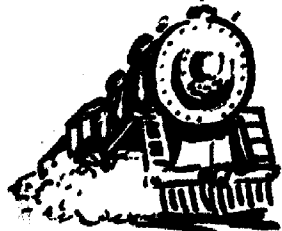


7th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

The 7th Division PNR NMRA and
Woodward's (Oakridge) presents:

HOBBY SHOW

OAKRIDGE
AUDITORIUM

41st & Cambie Street Vancouver BC

MON. OCT. 18th

to SAT. OCT. 23rd

MONDAY TO FRIDAY
NOON - 'TIL 9:00 P.M.

SATURDAY 10 A.M. to 6 P.M.



ADMISSION : : by DONATION

Proceeds to "GIVE THE UNITED WAY" 1976 Campaign

(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:

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IN TRIBUTE TO ROSS

We have lost a good and true friend. We will miss him keenly, as will all those who knew him.

ROBERT ROSS HERIOT of Vancouver, B.C., known to us as Ross, for decades a stalwart supporter of the Pacific Northwest Region of the National Model Railroad Association, Made what he would have termed himself, his "last run" on September 18, 1976, after a lengthy illness.

It is difficult to say goodbye to Ross in an adequate way, for he was a man of unique characteristics, and men of his stature are few. He was loved by a host of friends, and respected even by the few who were not and only had themselves to blame for their impoverishment, for he had a deep affection for people. He had, too, a strong interest in model railroading, extending from his own Dominion Steel Railroad to all aspects of the hobby and those associated with it. How much he did in his unadvertised way to give assistance to those in the hobby, and to those not init, is impossible to estimate, but it is certain that he enriched all he contacted, because of his sincere and always ready desire to contribute to their welfare. Ross' absence from functions of the 7th Division and the PNR will be hard to accept, for he was an integral part, attending all affairs religiously. His cheerful wit and the cigar that was almost a trademark will be sorely missed.

All of us in the PNR are deep in debt to Ross for what he accomplished. Although not a Scot by birth, he inherited admirable Celtic traits by ancestry in that he was tenacious to his ideals, and determined in approaching objectives, resulting in him getting things done to the benefit of the Region at all levels. In all his activities he was forthright and honest.
(Continued over/.....)

ROSS HERIOT (Continued)

He was diligent in the formation of the 7th Division's Standing Committee of which he was a charter member. (The first meeting of the committee was held at his home in December, 1959). For many years he was a guiding factor in the Vancouver HO Model Railroad Club operating in the Canadian National Railways' station, holding various offices; served as Vice-President of the 7th Division; was for a record number of terms President of the PNR, receiving the Region's highest recognition for contribution, the PNR Man of the Year Award; served as Vice-President, Western Area, NMRA, and was a Vice-Chairman of the 1965 NMRA Totemland Convention held in Vancouver that year. Ross was, in many other ways, constantly active in fields of our hobby, such as being mailing agent of "The Dispatcher", published by the 7th Division for over five years (1960-65). Even though he will no longer be with us, his name will remain legend in the Pacific Northwest Region, and far beyond it, as it has been for many, many years.

His wife, Sylvia, asks that the army of friends who expressed their good wishes during his illness with cards, letters, gifts, and visits, receive her gratitude, and also those who attended the 1976 PNR Convention in Seattle and were concerned with the special cards and other items sent to Ross, accept her appreciation of their thoughtfulness.

Members of the 7th Division and the PNR extend their sympathy to Sylvia and her family, and to Ross' relatives, offering assurance that he will not be forgotten.

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Part II

SKYLINE PASSAGE

by Margaret Vollmer

from Railroad Magazine August, 1950

Out of the Okanagan Valley two more mountain ranges must be surmounted. The Farron Hill is another 25 miles of steady 2.2 percent grade. Freights don't even attempt it as a single run, and trains are short in these parts—535 tons, the maximum load. Nonetheless, freight engineers split their trains in two and run at the hill twice. By the time you have squealed down the opposite side of the Arrow Lake valley the wheels and brakeshoes are smoking. At night they glow a cherry-red from the friction. The naive mistake the pungent, fiery under-carriages for a series of hotboxes, but the conductor explaining the reason will cheerfully add, "You could fry a steak on any of the wheels."

Castlegar is the busiest point on the line, and with it, too, goes a story. At the turn of the century the CPR was anxious to acquire this side road from the Rossland gold strikes. The little line belonged to a 28-year-old Montana gambler called August Heinze. He wouldn't sell it, unless CPR agreed to buy his smelter also. The prospective buyers frankly thought the smelter deal was a worthless bit of horsetrading, but they were willing to buy it to get the rail route. Today this "worthless deal" means that the CPR is now the far-from-willing owner of the Consolidated Mining & Smelting Co. Ltd. at Trail and the world's largest lead mine at Kimberley.

The whole line is a crazy mixture of railway gamblings and jealousies. The ironic first act was the feud between American Van Horne, CPR builder, and Canadian James Hill, builder of the Great Northern. Canadian Pacific had ignored the easy Crow's Nest Pass because the government of the day deemed it too close to the U.S. border for military comfort. But James Hill blithely ran his Great Northern lines into the Fernie coal mines and the Nelson gold rush.

Van Horne sprang into action and the CPR built over the Crow's Nest Pass to Kootenay Landing on "faith, hope and alcahol." Good whiskey was \$1.25 a gallon in 1893, and men who remember it say, "it was mighty cold, lady." From Kootenay Landing the CPR passengers were taken by a complex boat-rail-boat arrangement up the Kootenay and Arrow Lakes to the mainline at Revelstoke. Trail and Rossland also had their outlet from Castlegar up the Arrow Lakes to the mainline. By 1897 the Rossland MINER carried boldly an advertisement, "Vancouver 24 hours away by CPR." In 1948 with good luck on connections you can get out by rail in 25 hours.

A decade later James Hill's Great Northern obtained a charter for a line between Princeton and Brookmere. Great Northern still holds the charter but CPR operates and maintains the line. About the same time the Kettle Valley Railway Company, a near cousin of CPR, was organized. First McCulloch hooked Princeton up to Midway, then sweated through his perpendicular Coquihalla shortcut out to the coast. Since railway financing makes strange roadbedfellows CPR didn't fully claim these segments till 1924. And still you couldn't ride steel all the way through to Lethbridge, even with other odd bits of Great Northern added. The Kootenay Valley section was a railway-barge ride.

In 1930 it was decided to link the Crow's Nest Division with the rest of the steel. No mountains stood in the way but even this part of the line is in good Kettle Valley tradition. As the chef in the dining car will testify as he ricochets between sink and hot stove, there isn't a straight mile in the 58 miles out of Nelson. You get postcards-come-true-views in exchange for the turkey-track run along the edge of the lake, however.

Its building took two years and once more a work-train conductor provided the

Continued / over.....

Skyline Passage, Part II, Continued...

folklore. This nameless character gave orders for two carloads of rock fill to be bunted down a short grade. Within a few minutes he appeared at the top of the grade and calmly, quietly, he requested, "Send me down two more loads of rock, please. Those two went in the lake."

Slocan Lake contains more valuable treasure—a boxcar full of silver which never has been located. It's not surprising for when salvagers were sounding for a locomotive lost off a barge on Slocan, they plumbed 1000 feet without touching bottom! These side lines to the mines—Rossland, Copper Mountain, Kimberley—are more hairraising than the main line itself. Here 4 and 5 per cent grades occur and railway designers don't even consider hairpin turns. Instead they put in true switchbacks. To navigate them, the trains go up one slope forward, are braked, then switched, and finally pushed backwards, in the opposite direction, up the next slope—back and forth they seesaw until the top is reached. A long train on these roads consists of a locomotive, two loaded cars and a caboose. Anything more calls for a doubleheader.

Taking in everything on its route—from the fruit growing Okanagan country to the grizzly-bear hunting country, from the cattle-ranching interior to the mining country—the main Kettle Valley line also runs through Doukhobor country. This feature attracts tourists, even those unacquainted with the history of these Russian religious exiles, but sours the railroad men. They recall too well the Doukhobor attempt in the autumn of 1947 to dynamite the bridge at Castlegar. Once you leave behind the tidy farms of the explosive sect only the Rocky Mountains lie between you and the prairie-flat speeding.

The Rocky Mountains are the easiest obstacle that the Kettle Valley route has to cross! The grades over the Crow's Nest are amateurish hauls for the engineers who have conquered the Coquihalla, Jura and Farren hills. Passenger trains decline helper engines. Wildlife on the track provides the greatest hazards. Last winter no less than 104 deer collided with death on the line out of Cranbrook. When I went through, a mountain lion lay mangled on the roadbed.

Crow's Nest itself, although charming of vistas, provides no Banff or Jasper accommodations. A CPR boarding house is the only restaurant. It is difficult to understand why a stronger tourist trade hasn't been developed on this southerly route. Admittedly the coal mining towns along the line are drab, with flaring trackside coke ovens their only sign of life. Yet the mountains stand all about with the same grandeur, the streams are as prismatically fresh, the lakes as emerald as on the publicized northern passes.

From Crow's Nest down the mountain faces you get the home-stretch exhilaration. Only the village of Frank gives grim warning of the dangers of mountain railroading. The whole side of Turtle Mountain lies tumbled across two miles of country, as it has since 1903 when it buried the village in its fall. It took 4000 Japanese, working a 24-hour day, a full month to rebuild the CPR line over the buried dead of Frank after that most tremendous of rock slides came down. CPR keeps a constant eye on Turtle Mountain to see if there will be an encore. A roadmaster quite happily informed me there are still fissures up on the benches of the mountain—fissures so big that you could put a boxcar in them. Turtle Mountain, however, according to the scientists, is going to behave itself for a while.

At last the country relaxes into the Porcupine Hills, giving promise of prairies ahead. It's Peigan Indian country, which prompts the story of the tree. Railway men will point out a solitary tree on the horizon and assure you there is a body in it. Peigans used to bury their dead in trees, and

Continued /

according to oldtimers a very "dead injun" is still interred in this particular tree.

Perhaps the Kettle Valley Branch will never become a sleek, sophisticated tourist line; some people who appreciate its shirtsleeve easy-going attitude hope not. Whatever happens, the 850 miles between Lethbridge and Vancouver will hold title to Canada's skyline passage.

Your new Vice-President's report:

I wish, for all the members of the 7th Division, to thank Ken Griffiths for the great job he has done for us in the past three years. Ken's position now, is that of Convention Chairman. The P.N.R. Convention is to be held in Vancouver next year, and this will keep Ken working as hard as ever.

I'd also like to hear from you about some of your ideas, suggestions, and opinions. This is YOUR DIVISION; participate.

CHECK YOUR P.N.R. CARD _____ HAVE YOUR DUES BEEN PAID?

Mr. Jeff Tague
303 Anchor Loop
SELAH, WA. 98942
U. S. A...

DUES DUES DUES DUES DUES DUES DUES

EXTRA No. 7 WEST October 3rd, 1976

The Dispatcher has put Extra No. 7 West on the board for October 18th, 1976. The operating crews have been called and are busy preparing for the first run of our 1976 - 77 schedule. It is a known fact that railroads can not make any revenue hauling empties, so, this is where the rest of our membership comes in. We need YOU to make up the consist for a pay load. Your train is scheduled to start Monday, October 18th and continue until Saturday, October the 23rd at the Oakridge Auditorium HOBBY SHOW. Of course, before a consist can be made up, each segment has to be loaded and secured. Saturday, October 16th and Sunday, October 17th the Oakridge Auditorium will be available for transporting and securing the displays for the scheduled start at noon Monday, October 18th. The following Sunday, October 24th the Auditorium will once again be available for breaking up the consist and unloading the displays as we arrive at our destination, take down the markers and complete our first run of this term.

HELP WANTED *****

The N-Scale modules will be featured at the HOBBY SHOW, but, there will be tables provided for any models, dioramas or other railroadiana. Please contact Phil Crawley as soon as possible to let him know how much space you will require. We request your assistance and co-operation in displaying your models, railroadiana, etc. as well as the setting-up and dismantling of this special HOBBY SHOW.

In the last issue of the Bulletin Board we enclosed a ballot for the election of the 7th Division vice - President. Of the over 200 eligible voters, only 62 had sufficient interest to cast a ballot, which blatantly reflects the attitude of the other 148 or so. The same goes for your Bulletin Board, if it wasn't for Harvey Moir of Nelson and most of the Lower Mainland standing committee members' contributions, this editorship would be a one person job. Let's try to get away from this apathy. We have just recently lost one of the best promoters of model railroading in the passing of Ross Heriot. It will take two or three from the ranks of our membership to make up for Ross's efforts while he was with us, so, how about some co-operation from out there, not just for the Bulletin Board, but for model railroading in it's entirety: model railroading should be fun, so let's all get together and make it that way!!!!

Returning to the subject of the election, I wish to report, as chairman of the ballot Committee, that Fraser Wilson received 28 votes, Tom Beaton 34 votes, cosequently we have Tom Beaton taking over from Ken Griffiths as our new vice-president. Please get behind Tom Beaton, give him lots of support so that we can all reap the benefits of our hobby. On behalf of our standing committee, I would like to take this opportunity to thank Ken Griffiths for his good term of leadership. It has been a real pleasure working with Ken. We wish you good luck, Ken, in the construction of your new home and model railroad and we trust your presence will still be felt as you carry on as a standing committee member.

It is with regret that we realize our esteemed member, Ross heriot, has been taken away from us. Our sincerest condolences are with Ross's wife, Sylvia and her family, from the standing committee and all the membership. Spike Brown has graciously consented to put our thoughts in writing, which is included in this issue of the Bulletin Board.

a.j.

A PARTING SHOT : By Ken Griffiths

Less the above heading lead you to believe that I've got some some bones to pick, let me state here that I have not and I'm not going to roast anything or anybody. Rather, I'm going to use this space to reflect on the last three years that I have been your Superintendent (nee vice president) and try to express my own views on what was good and and on some things that I think might stand some improvement.

I think they were good years, at least they were for me, and that any of you who participated in any or all of our events will have enjoyed yourselves immensely. But, there are huge problems in organizing the affairs of an association which is spread out as far as the 7th Division and the PNR are. Not the least of these problems is ensuring that we are really in touch with those who live far from the major metropolitan areas. That's one of the problems of a division which encompasses over three quarters of a million square miles and a region which encompasses a large fraction of the north american continent. But that problem is not totally insoluble as witness the numerous successful events staged in the smaller cities and towns of our division and region. I've had the good fortune to attend one of the events staged by the fellows in the West Kootenay area and can attest to the fact that the event was worth infinitely more than the effort required of myself to get there and back on a two day weekend. Lacking metropolitan manpower though they were, the fellows did an excellent job of organizing and staging a highly enjoyable event and I strongly recommend to you all that you exercise any option you may have to attend any of the events in the smaller cities and towns in our division and region.

Another problem is dues. I don't expect that that problem will ever be totally solved but, I do know that part of it should be taken care of by the fact that Jeff Tague has assumed responsibility for membership accounting for the region and has computerized the system. This will ultimately mean that your PNR and NMRA dues will become due coincidentally and can be paid together. It will also mean that the 7th Division membership man (that's me for the next two years) will get frequent printouts showing who is paid up, who isn't and when next payment is due for those who are paid up. There may be an indication on your next ~~XXXXXXXXXXXX~~ Switchlist if you are now delinquent in your dues. Please heed this indication and PAY YOUR DUES.....

Now let me say a few things about the Standing Committee that organizes and runs the affairs of the 7th Division. It would be all too easy, I think, for someone to gain the impression that the committee is just a group that gets together once a month to decide what event should be staged next and then sit back and watch it happen. NOT SO, each and every member of the committee knows that he has to be ready to wrought what he has thought because there is probably no better person to chase down all the chores that have to be done to stage an event than the one who thought it up in the first place. And that, fellow members, is where our committee shines. I have deemed it a distinct pleasure and honor to be a member and nominal leader of this thoroughly capable and hard working group---our STANDING COMMITTEE.

Lastly, but by no means least, let me thank all of you plain ordinary members for coming to the events, enjoying yourselves and for pitching in when those inevitable, frantic cries for help went out. You are what this association is all about and it is you who provide the foundation and frame on which any success the association and its events may have is built.

SET - OUTS and PICK - UPS

**Fraser Wilson reports that he received a card from Tom Vardey postmarked September 18th from Llandudno, Wales where Tom is holidaying before he settles down to his new life in retirement. Fraser Wilson is on a 3 week tour to Canton, China to attend a Trade Fair which was arranged through the Mayor of Burnaby for local, interested businessmen.

oo00oo

**October 18th to 23rd inclusive, HOBBY SHOW at Oakridge Auditorium, 41st & Canbie Street, Vancouver, B.C.. Monday to Friday - noon to 9 P.M. and Saturday 10 A.M. until 6 P.M.. Admission by donation, proceeds will go to the United Way "Red Feather" campaign.

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**November 26, 27 & 28 at the Pacific Science Center in Seattle, Wa., the third annual Model Railroad Show will be on this weekend. The last two shows were sponsored by the 4th Div.. This year it is to be a PNR event, and we need Models, Dioramas, Displays, etc.. The more who participate, the more we'll benefit, as the proceeds will be divided on a percentage basis, as to how many from each Division participate.

If you're worried about having to put out money for accommodations, don't, the 4th Div. people are a great bunch and are always glad to open their homes to fellow model railroaders.

Let me know if you are going and I'll make sure there's a place for you to stay.

Tom Beaton

oo00oo

**The 1977 PNR Convention is to be hosted by the 7th Division. Further details in the next Bulletin Board.

oo00oo

**ROCKY RAILS '77 will be hosted by Denver, Colorado for the NMRA National Convention from July 19 - 24, 1977. See 3' gauge Live Steam and the galloping goose in operation at the Colorado Railroad Museum, also Central City and Georgetown will be going full steam. It is also hoped that U.P. 8444 will be available for a fan trip. Plan your holiday around Colorado and see Cripple Creek, Silverton, Cumbres and Toltec and Pikes Peak Cog. The Forney Transportation Museum has a real Big Boy #4005 that you can cuddle up to and touch. Advance reservations are \$35 and can be mailed to:

Registrar - Rocky Rails '77
Terminal Annex P.O. Box 17182
Denver, Colorado 80217

"Take a Gander at Denver in '77". More details later....

oo00oo

***WHIDBEY ISLAND MODEL RAILROAD CLUB - ANNUAL MEET

November 13th, 1976 (Saturday) 11 A.M. - 8 P.M.
Whidbey Island Credit Union Building, Oak Harbour, Washington.

Displays, Contests, Clinics, Door Prizes, Layouts, and More.....
For further information please contact:-

Gerald Huff
10235 - 1075 Avenue East
Oak Harbour, WA. 98277 or phone (206) 675 5589

Oak Harbour is about two and a half hours south of Vancouver. This group puts on a good meet, well worth going to.

Tom Beaton.