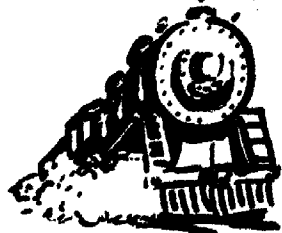


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

MOVIES /
SLIDES /

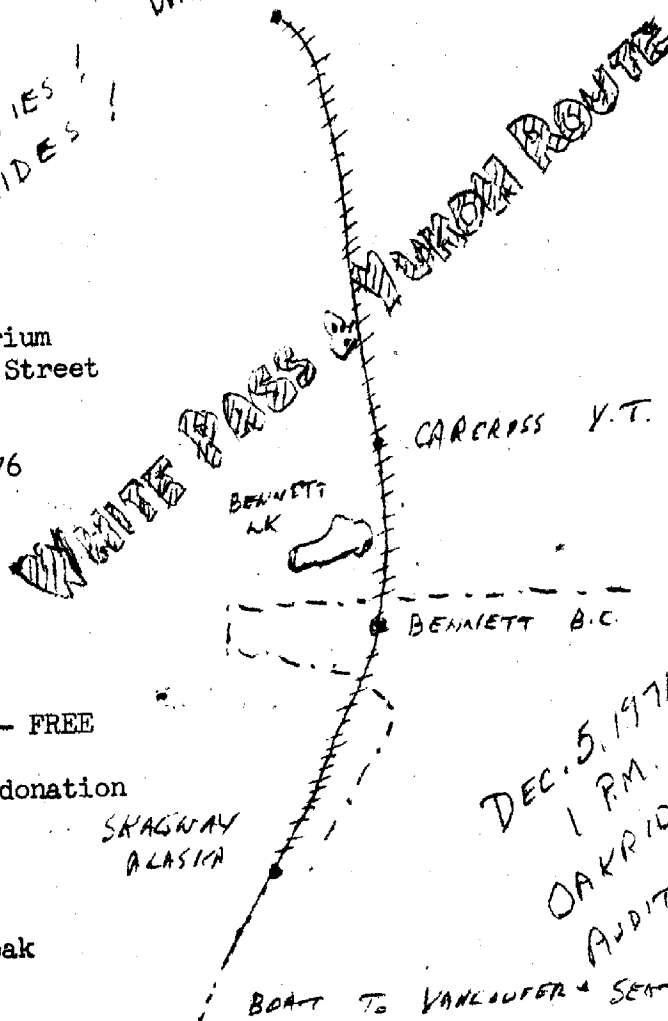
Oakridge Auditorium
41st and Cambie Street
1 P.M.

December 5th 1976

Paid up Members
and own Family - FREE

Non-members by donation

Refreshment Break



MOVIES

SLIDES

by

Tom Beaton

&

Brian Pate

DEC. 5, 1976
1 P.M.
OAKRIDGE
AUDITORIUM

BOAT TO VANCOUVER & SEATTLE

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.

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Our next event is in the Oakridge Auditorium on December 5th, 1976. Brian Pate and I were lucky enough to make it up north this year and were able to ride the WHITE PASS & YUKON Railroad. We've put our slides and films together to show you what we saw of this spectacular narrow gauge railroad. And, by the way, don't forget that this is a family show, so, bring them along and let us all enjoy the show.

I still would like to hear from the membership as to your suggestions and ideas as to what you would like to see the 7th Div. doing.

Mrs. Shirley Heap
Railette Chairwoman
10612 Santa Monica Drive
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*****000*****

Jeff Tague
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Tom Beaton

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White Rock's old former Great Northern, Now Burlington Northern, railway station was officially turned over to the city Friday, October 22nd, 1976.

The station was donated after the railway discontinued it's service there last year. It will house a museum, the chamber of commerce and tourist offices and the headquarters of the Community Arts Council.

Alarge inscribed key was presented the Mayor by Richard Beukle, v-p of BNR Seattle region, also original drawings and a train lantern. The station opened January 1st, 1913 and was the center of activity on the beach area.

MODEL RAILROAD HOBBY SHOW was held October 18th to 23rd at the Oakridge Auditorium in Vancouver, B.C.. Featured was the N-Gauge Modules Layout plus displays of models and dioramas in various gauges. The week long show was well attended as evidenced by the total donations of over \$1,700 turned in to the United Way campaign for 1976.

Cyril Meadows exhibited a display of his modelling in various scales; Ted Clarke and Al Prescott presided over a traction display, featuring B.C. Electric Railway; John Milner let us have another look at his brass collection of Great Northern Railway steam power; Al Smaltz showed us his craftsmanship talent for constructing locomotives; the International Plastic Modellers Association displayed their handiwork by showing their car and plane modelling; Van Hobbies exhibited a display of locos to whet the appetite of any brass collector.

George Beil's "B" Line from Chilliwack was photographically displayed along with Frank McKinney's framed engine plaque. Frank also did a fantastic job with his Black - Lite demonstration, which was overwhelmingly received. (Have you got your voice back after a weeks talking, telling your story over and over again so many times?).

Carl Sparks' portable N-Scale layout was a real crowd pleaser as it operated almost continually by automatic control. Frank Williams drew good attention from the crowds as he explained the equipment and modelling of the greatest show on earth - The Circus!.

Frank McKinney's spinning wheel was still going around in circles and the engine hasn't caught up to the caboose, -- yet!!

Doug Harmon had his scratch built mill on display alongside the diorama so meticulously constructed by Malcolm Anderson. Tom Beaton's logging exhibit on the manually turned wheel was complemented by drawings and modelling of the Wos Camp old water tank on Vancouver Island. Tom also explained the making of trees and also signed up several new members for PNR-IMRA! Next came Railway World's display of some of the hobby shop stock available.

Doug McKenzie's Western Shop Models display of kits currently available and others that are due in the near future, plus plans for a train ferry that operated in the interior of B.C.. Two enterprising N-Scalers, George Carroll and Steve Stark, are building up a business, "Pacific N Scale", operating it between their jobs for a living and time spent working on their sections of the N-scale modules.

Hank Menkveldt and son exhibited a sample of their modelling alongside Hank Sr.'s elaborate diorama of railways in the mountains. Dave Simpson presented his all scale displays of coaches, engines and other finely detailed and painted models. Mr. N - Scale, Bob (mini) Millar, kept his layout in operation, day and evening for the full week, which was his way of spending a weeks vacation from work.

The N - Scale Modules were trucked in from the various participants' homes and set up to form the "N" - Track layout that was so capably operated by Cece Bradwin, Greg Kennelly, Hank Menkveldt, George Carroll and Steve Stark and his wife. A special vote of thanks to Cece and Greg for their valiant efforts in keeping the show on the right tracks!

Ted Edwards was on hand to record the weeks activities on film and also drove the truck we rented from him to transport the modules, layouts and some of the bigger displays.

Congratulations were celebrated at the end of the show with cake and coffee on Saturday, October 23rd, - - - the occassion?? Cece! Bradwin's 77th birthday!!! Good luck in your 78th year Cece! A. J.

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TRIANG TRACK If anyone has any Triang Track that they would like to dispose of, please contact Mr. E. Williams by phoning 224 - 5480. If you happen to have any of this type of track that isn't being used, why not call Mr. Williams. I am sure he could put it to good use.

SKYLINE PASSAGE

(Part I)

By Margaret Vollmer

From RAILROAD Magazine August, 1950

Passenger Trains do not run over the Coquihalla Pass in daylight. The Canadian Pacific solemnly announces that this failure is caused by connections in Lethbridge. Non-railroaders swear that the one daytime passage was canceled because so few rode the high, narrow and handsome line when they could see it. The notorious Coquihalla Pass is the initial sky jump of the peculiar, entertaining and mountain-top-panoramic Kettle Valley. On the map it shows up as a wandering 850 miles between Vancouver, B.C. and Lethbridge, Alberta. Railway men talking about it, start off with, "Well, they haven't killed a paying passenger on it yet...."

Most railroads believe in sneaking around valleys, burrowing through mountains, keeping as low as possible. Not the Kettle Valley. Save for the low-lying corkscrew of the Kootenay Valley, the road bounds by trestles from mountain top to mountain top, or clings to the ragged edges of precipices.

From Vancouver you are reassured by following the main line up the Fraser Valley for some miles. Then you jump the river on a 2000-foot highway-railway bridge to appropriately named Hope. In the diner, the window blinds are drawn. Wangle your way to an open doorway and you'll see why the Coquihalla Pass gained its reputation. The two locomotives up front pant with asthmatic roars; the cars tilt around the curves; the whole train seems ready to turn so sharply that it will ram its own rear. There are more miles of 2.2 percent grade on the coming 800 miles than on any other railroad in the world. This rise of 2.2 feet in a hundred is the stiffest climb permitted on main lines.

In the first two and a half hours the fast passenger train accomplishes 37 miles, but you have clambered up over 3200 feet. Nobody seems quite sure how many trestles you cross, how many toy-train tunnels you nose through. You get confused counting them and in any case the scenery is slightly distracting. There is a thrill which becomes dulled with constant repetition of looking down and seeing nothing under your toes for 500, then 1000, then 1500 feet. At the bottom of the nothingness, the quicksilver Coquihalla flashes through a timber-studded canyon. Or enjoy the old sensation of watching the locomotive disappear into a tunnel while her headlight illuminates the mountain tops on the opposite side of the valley. Mountains, even in the rugged Coastal Range, seem friendlier when viewed at crest level.

Ask about building it, and the folklore will keep you awake all night. It is a family-line, and many of the train crews have worked on it since its construction in 1916. The younger men will join proudly in the story-telling with bits from their father's and uncles' recollections.. And always the name of the late Andrew McCulloch, surveyor and chief construction engineer, is mentioned with respect. Andy, when asked why he built such a curlecue line, used to reply, "Proves I'm a good engineer. Any fool can build a straight line: takes a good engineer to build a line as crooked as this one!"

Topography wasn't the only difficulty in putting through the Coquihalla Division. Construction years saw heavy snow storms. One old timer recalls bucking a snowplow so heartily into the drifts that he literally burnt off a wheel of his engine! The road grew in piecemeal chunks as wagon teams and horsepack trains moved dynamited rock for fills. The cliff tops disturbed by this steel invasion retaliated by frequent rock slides. "You rolled on stone all the way," is the standard description of the first year's runs.

Continued.....//

Bill Percival, a work-train conductor, gained an everlasting railroader's niche in those early days. Percival put in work tickets for salary purposes for a 24-hour day, plus half-an-hour preparation plus half-an-hour finishing up. He got away with his 25-hour day and pay until McCulloch took note and nicknamed him "Payroll Bill." Payroll, original of speech, figures in many unprintable stories. Typically, he once remarked to a sedate lady passenger unable to spot mountain goats, "Lightning Jesus, lady, you need binoculars!" I was glad to ride behind his son, now an engineer.

The uphill ride is punctuated Shakespearian style by Othello, Lear, Jessica, Portia, Iago (pronounce this, eye-ay-go, please), Romeo and Juliet. The station nomenclature can be attributed to McCulloch's daughter, then at the cultured stage of adolescence. Further punctuation comes from the lights of the patrolling trackwalkers, who during wintertime blizzards perform their duties on skis!

Snow cut off the line completely on January 19, 1936, when it blanketed down at the rate of one foot an hour until it was 66 feet deep. The thermometer shuddered at 25 degrees below. A freight, a mixed train and a snowplow were all caught in the pass. The mixed train went under at Romeo, where the marooned crew fed themselves by breaking into the boxcar food shipments.

Down the line at Windy Point, the freight crew waited two days, made themselves snowshoes from barrel staves and plodded up to join the "jitney" at Romeo. Finally on February 13—26 days later—the men walked out to the next settlement. The trains, comprising 80 cars, 5 locomotives and a snowplow, were abandoned until the middle of May when the plows got through to them. Traffic was detoured up to the main CP line for four months. Three cars shoved down by a snow slide into the canyon still bear testimony to this freeze-up.

The main troubles offered by the Coquihalla, an Indian word for "mysterious passage" are not blizzards or just getting up the hill. Mountain railroaders fear the downhill runs most of all. You'll hear many references to "Jessica, 1925." It takes persuasion, however, to get the story, for crew members have been warned not to talk about it.

Afreight, heavy-laden with ore, pulled out of the summit point—Coquihalla Station—and headed for Vancouver. A helper locomotive was hooked on behind to aid in braking the train. Soon the drag was well above the 25-mile-an-hour down-grade speed limit; the lead engine was out of control. Mile after mile, faster and faster, it rumbled around the tortuous mountainsides.

Romeo flashed by. At Iago, 12 miles down, the fireman on the helper engine jumped and saved himself. On and on rocketed the tons of train. The helper engineer had his wheels locked in a desperate effort to slow the monster runaway. His locomotive was being dragged, but still he performed a miraculous piece of railroading. First he tried to uncouple from the out-of-control freight, only to find that the coupling pin was jammed solid by the pulling pressure. Yet somehow he managed to turn steam on the coupling, to free his engine and escape.

The freight held the line to Jessica, 22 wild-run miles of downhill bends. Then it jumped. The wrecking crew, working over the molten mass, found what they put together as 11 bodies: 4 train crew and 7 unidentified hoboes. To this day no one is sure if that was the full total. It must be remembered that "Jessica 1925" is the only disastrous wreck that the line has suffered in its history.

Once over the Coquihalla summit the engines brake heavily down along canyon cliffsides to Brookmere only to face the Jura hill—mountain, most people call it. The winding wagon road takes five miles to top it. The railway, at top grade all the way, goes up in ten! Hairpin turn surmounts hairpin; you could get off at any 90-degree bend, dogtrot up to the next turn and catch the train as it chugs by again.

Continued...../

Dining car crews are always ready to rustle up a meal at odd hours for they know the lumberjack, prospecting and trapping passengers may not have seen "a civilized meal" for months. Porters call many passengers by name. One I talked to always gathered up the old newspapers in the club car and threw them off at a certain siding. He knows that the old couple who gather them up receive no other news. And the engineers and firemen have the satisfaction of bucking the roughest, toughest piece of railroad in the country. (Part II was published in the previous issue of the Bulletin Board with the notification of the Hobby Show at the Oakridge Auditorium).

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Good luck to Shirley and her raillettes. Let us all work together for the advancement of the model railroad hobby. Welcome aboard, Ladies!!

The WHITE PASS & YUKON ROUTE

On August 17, 1896 gold was discovered which triggered the Klondike Gold Rush. Over one hundred thousand people swarmed through Dawson during the height of the Rush. It was evident that the attendant population could not be met without a permanent and properly organized transportation system.

Early in 1898 Sir Thomas Tancrede, representing an English group ready to finance such a railway, by chance met Canadian railway contractor, Michael J. Heney in Skagway, Alaska. Both had surveyed the White Pass so that between them they were soon immersed in the problems of building a railroad through the toughest country in North America. The construction of the railroad was an accepted challenge that would demand everything Michael Heney had to offer, and more.

The White Pass & Yukon Route was organized in the spring of 1898, and construction began with the arrival of material at Skagway, May 27, 1898. Almost immediately the ribbons of steel pointed north towards the White Pass. By July 21, 1898, a passenger train was placed in service and it operated a distance of four miles. This was the first train to run in Alaska and the furthest north any other train had operated on the North American continent.

By February 18, 1899, the track reached the summit of White Pass and by July 6th construction had reached the head of Lake Bennett in British Columbia. While the southern gangs blasted and hacked their way through the Pass, construction started from Whitehorse, Yukon Territory towards Carcross. The two construction groups met at Carcross July 29, 1900, where the golden spike ceremony was attended by S.H. Graves, the company's first president.

The construction of the railroad was one of the most difficult ever engineered. It was a thousand miles from the closest base of supplies, and communication between Skagway and Seattle were confined to letter post carried by coastal steamships, which operated an irregular service. There was no heavy construction equipment. With nothing but horses, shovels, black powder and men, the right-of-way was hacked through barriers of solid rock. One tunnel, 250 feet long was probably the world's most difficult to build as they penetrated a perpendicular barrier of rock jutting out of the mountainside like a giant flying buttress.

A short distance from the summit of the Pass a deep canyon is spanned by a steel cantilever bridge, 215 feet from the creek's bed. From the sea level at Skagway, this narrow gauge railroad climbs to the summit of the pass (2,885 feet) in only 21 miles. The average grade to the summit is 2.6% with the steepest grade about 4%. The highest point on the line is Log Cabin, B.C., MP 33, which has an altitude of 2,916 feet. The line from terminal to terminal is 110.7 miles. Of this, 20.4 miles are in Alaska, 32.2 miles are in B.C. and 58.1 miles are within the Yukon Territory.

The new railroad was placed in regular service by August, 1900, although segments of the incomplete line, augmented by horse-drawn wagons, had provided regular service into Whitehorse since early 1899.

Since the beginning of 1898 until today the White Pass & Yukon Route has provided transportation to meet the requirements of every phase of Yukon development. This service was maintained under the most difficult conditions during the twenties and thirties when gold production fell off and Yukon's population declined to a point where it almost ceased to count.

Throughout the summers of the twenties and thirties tourists arrived by the thousands to visit the land of the midnight sun. This annual influx of visitors contributed substantially to the maintenance of Yukon's shaky economy. During a large part of this period White Pass operations were maintained mostly by the sheer determination of its management and little else.

Then - with unprecedented impact - World War II burst upon the scene. By 1941 an overland link between Continental United States and Alaska was being advocated,

Continued...../

The White Pass & Yukon Route (Continued)

but not completely accepted. The Japanese attack on Pearl Harbour hushed the objectors and within a matter of days the groundwork for the construction of the Alaska Highway was laid. Once again the White Pass & Yukon Route found itself playing a major role in a human drama set in the far north.

Hundreds of thousands of tons of military machinery and equipment poured over the White Pass from the Port of Skagway and turned the sleepy town of Whitehorse, with a population of less than a thousand, into a heavily populated military camp. Construction of Alaska Highway started March, 1942, and in the incredible short time of only nine months the 1,500 mile highway from Dawson Creek, B.C., to Fairbanks, Alaska, was completed.

Since the end of World War II, mining, prospecting, oil exploration and the Federal Government road-to-resources program have sharpened both nation and international interest in Canada's northlands. With these developments the annual volume of shipments both in and out of the north increased, and this increase has been accompanied by a growing awareness of transportation costs and requirements.

The White Pass & Yukon Route tackled the Yukon's post-war transportation problems by developing, in 1953, a completely integrated ship-train-truck transportation system using five hundred and fifty all metal 7' X 8' X 8' containers as the prime shipping unit. Some of the containers were temperature-controlled which permitted the transporting of perishable goods.

To handle the ocean leg between Vancouver and Skagway the White Pass built the world's first container ship, the 4,000 ton CLIFFORD J. RODGERS, which went into service November 26, 1955.

Providing a transportation service for an area as large as the Yukon and Northern British Columbia is a challenging and demanding task. With these thoughts in mind the White Pass introduced a completely upgraded container system in 1965. Based on the container concept first introduced by the company in 1955, the new transportation system includes a new 6,000 ton ship, M.V. FRANK H. BROWN, larger containers, huge straddle carriers, improved docks, new terminals and a variety of upgraded railway facilities representing an investment of over \$8 Million.

Without sufficient permanent transportation, the North cannot realize its potential—for sound transportation is mandatory to the future development of the Yukon and Northern B.C.. What does the future hold for the Yukon? There is no satisfying answer for the unknown but, like all frontiers, the Yukon has its challenge of the untamed, its excitement of imminent discovery, its spirit of perpetual optimism, its expressions of faith and its burden of hard work.

Today the White Pass "Container Route" is carrying freight from Vancouver, B.C. to the Yukon and Northern B.C. with a completely integrated transportation system, including a modern container ship, a fleet of custom-built heavy duty locomotives, tractor-trailer units, modern freight handling equipment, plus higher capacity 8' X 8' X 25'3" temperature-controlled containers, which are the key to this integrated ship-train-truck transportation system.

It's a safe bet that Michael Heney, Sam Graves and Sir Thomas would approve of the Route's steady progress and development, for today the White Pass and Yukon Route is recognized as a world pioneer in containerized freight and integrated transportation. (Exerpts from "The Steel Went North" by Roy Minter).

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The OKANAGAN area of the 7th Division has plans under way for a meet this spring. Tentative plans are for the Easter weekend in April at Kamloops, B.C.. It looks like a busy year coming up with Kamloops in April, NMRA National Convention in Denver, Colorado next July and our own PNR Convention in Vancouver for September. Let's all do what we can to support these events, especially the ones in our own 7th Division. It is good to realize that activity doesn't have to come from the Lower Mainland area all the time. Good going up there in the Interior!!

Extra No. 7 West, November 20th, 1976

Once again we approach the deadline for another issue of the Bulletin Board. The Hobby Show is behind us, after a very successful week, as reported elsewhere in this issue. A special vote of thanks is in order for Cece Bradwin, Greg Kennelly, Hank Menkveldt, George Carroll, Steve Stark and his wife, for keeping the N - Track layout operational, also the fellows who kept the public entertained with the smaller layouts and exhibits.

Currently, our next clinic should be a winner. On December 5th at the Oakridge Auditorium Brian Pate and Tom Beaton have lined up a film spectacular from the slides and movies they have taken of the WHITE PASS & YUKON ROUTE, operating out of Vancouver, B.C. to Skagway, Alaska by container ship and then by three foot Narrow gauge railway from Skagway over the White Pass into Bennett, B.C., then by way of Carcross in the Yukon Territory to Whitehorse, Y.T.. It was Brian and Tom that gave us that tremendous film program about the Canadian Forest Products Wos Camp Logging Division on Northern Vancouver Island, so, this should be well worth the effort to get out and on down to Oakridge for the 1 P.M. showing of this new extravaganza on Sunday, December 5th, 1976. Remember -- this is a FAMILY show -- let's have a full house! Paid up members and their own family are admitted free, otherwise donations will be accepted at the door from other friends and visitors. Coffee will also be served during the intermission.

Looking ahead, the next Bulletin Board will give final details for a scheduled participation clinic on January 23rd, 1977. (If you have any suggestions for a clinic of this nature, please contact Frank McKinney, Tom Beaton or Ken Griffiths as they will be delighted to listen and consider your ideas). On February 27th we have another first on tap -- films taken in the Republic of China! As you are probably aware, Fraser Wilson has recently returned from a Businessman's Trade Fair stint in Communist China. Fraser will be on hand to show and tell us about it.

The fellows in Chilliwack are planning a portable type layout to display in the Cottonwood Mall for one week during April and also about the same time, the fellows in the Okanagan area are hoping to hold a meet in Kamloops on the Saturday of the Easter holiday weekend. It is good to see some of these activities being decentralized from Vancouver. After all, the 7th Division includes ALL of B.C..

In July (19 to 24) the N.M.R.A. National Convention is being hosted by Denver, Colorado. For the steam fan this country is heaven, and you are pretty close to heaven in Colorado for the minimum elevation is about 5,000 feet. Denver is aptly called the "mile high city" with an elevation of 5,280 feet. Try to include a trip on the Cumbres and Toltec Scenic Railway and also the popular Silverton Train out of Durango in your plans, as well as some of the smaller narrow gauge lines. If diesels are your thing plan to see the Union Pacific on Sherman Hill, Cheyenne and Denver; the Denver and Rio Grande Western from Provo over Soldier Summit and down into Helper, Utah as well as the Denver area; the Burlington Northern and Colorado Southern, the Atchison, Topeka and Santa Fe, the Chicago, Rock Island and Pacific. All of these railroads operate on the east side of the east side of the Great Divide plus the Manitou and Pikes Peak Cog Railroad to the 14,100 foot level and other short lines makes Colorado a Model Railroader's paradise.

Things are still going on behind the scenes as continue to formulate plans for the 1977 P.N.R. Convention to be hosted by our 7th Division about the middle of September, so, your standing committee isn't waiting for things to happen, we are making them happen for you, the membership. Keep your dues paid up!! A.J.