

th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

WHO IS THIS
MODEL IRENE
YOU'RE TAKING
OUT.?

OH IT AIN'T NO
LADY MARTHA! IT'S
MODEL STYRENE!

FRANK MCKINNEY IS
DOING HIS STUFF WITH IT

SUNDAY JAN. 23rd

at
OAKRIDGE
AUDITORIUM!

AND YOU CAN
COME TOO!



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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 this publication should be forwarded to the Editor, as follows:-

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I would like to first wish each one of you and your families a very HAPPY and PROSPEROUS New Year.

1977 looks like it is going to be a very busy year, as far as Model Railroad-
ing is concerned. This year is P.N.R. Convention year for the 7th Div., and we
have a good one coming up.

We also have some good Oakridge shows and clinics for you to see and participate in, and we hope you'll enjoy them.

Something we hadn't planned on this year, because of the convention, was a Spring Meet. Now, some of the fellows in the Okanogan have gotten together and are going to put on a MEET for you this spring. This is scheduled for April 9th, 1977 in Kamloops. They have brought together a group from all over the Okanogan area to organize this meet, but, they need some outside help. If you have a clinic, displays, dioramas, etc., and you'd like to help out or require more information, please contact:

James Barker
4401 - 2500 - 11th Street

James Barker
#605 - 373 Battle Street
Kamloops, B.C. V2C 2L5

They will accept any help you can give, as this meet is to promote Model Railroad-
ing in this area. We'll have more information in the next Bulletin Board.

Harvey Moir informs me that the group in Nelson have tentative plans for a MEET on June 11th. They put on a good meet, so, contact Harvey for more information.

So far, this is all that I know of what is happening in the 7th Div., but, if you check your PNR "SWITCHLIST", you'll find many activities happening all over the Pacific Northwest Region. This is a good way to meet new friends and see what others are doing.

If you have any ideas or suggestions on things you would like to see happening in the 7th Div, let us know; we can use all the assistance we can get. Make this year the one to get more out of your hobby; participate, you'll find it is a lot of fun.

Tom Beaton.

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From the "B" LINE in R-O-S-E-D-A-L-E, tha's right - Rosedale, B.C. ?????

Editor:

Editor:
In the last Bulletin Board it was stated, "The "B" Line from Chilliwack". Now, that is false reporting! The "B" Line is in Rosedale, B.C., Canada, and has been there for 11 years. Only the office of the Superintendant is in the Royal Hotel at Chilliwack, B.C.. Rosedale is not that hard to find, but --, to be called Chilliwack! After all, plenty find me even in the dark. In fact, this year the "B" Line hosted 83 tourists from as far away as Scotland and Holland. Sardis has a new club of Model Railroaders called "The Cottonwood & Atchelitz". Ron Potter is the Yardmaster. (N.M.R.A. Members). George Beil, Sup..

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The 4th annual steam ROTARY SNOWPLOW SPECIAL with D&RGW "OM" (Cooke, 1889) will be operated this year on February 15th, thanks to the fellows of the Cumbres & Toltec Scenic narrow gauge railway. Photo runbys. Tickets \$35. per person. Beer passes, to follow by automobile, just \$5. per head. See you next July, C&TS Rly!!

TIMETABLE NO. 7 Effective 2401 hours January 2, 1977

January 23, 1977 : : Participation Clinic "Modelling with Styrene" under the direction of Frank McKinney at 1 P.M. Oakridge Auditorium.

February 5, 1977 : : "Target Rails" 5th Annual show. Slides, Movies from 1300 through 2300 hours, downstairs, Marineview Chapel Hall, 4000 West 41st Avenue and South-west Marine Drive. Refreshments available.

February 27, 1977 : : Slide clinic by Fraser Wilson of his trip to Hong Kong and the Republic of China. 200 slides about the people, industries, schools, steam and diesel railroads and double-decker trolleys in Hong Kong. 1 P.M. Oakridge Aud.

April 9, 1977 : : Kamloops, B.C. - Spring Meet - Saturday of Easter weekend. Lord Thompson Hotel. All model railroaders welcome.

April 15 - 17/77 : : 2nd Div Spring Meet - Sheraton Motor Hotel, Lloyd Center, Portland, Oregon

April 23, 1977 : : 1st Div Southern Oregon Spring Meet - Red Lion Motor Inn, Medford, Oregon.

May 28 - 29, 1977 : : 6th Div Spring Meet - Highlander Motor Hotel, Calgary, Alberta.

May 28 - 30, 1977 : : Wilt's Spaghetti Feed - Nyssa, Oregon (Memorial weekend).

July 19 - 24, 1977 : : Rocky Rails '77 - N.M.R.A. National Convention - Currigan Exhibition Hall, Denver, Colorado.

September ??? 1977 : : From the Land of the "Royal Hudson" the 7th Div will host the 1977 P.N.R. Convention.

Details next issue of Bulletin Board.

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SET OUTS & PICK UPS

For those attending the ROCKY RAILS '77 NMRA Convention in Denver, Colorado, and wishing to travel by AMTRAK - Read on! Amtrak's Board of Directors have designated an experimental route between Seattle, Washington and Salt Lake City, Utah via Boise, Idaho and Ogden, Utah, as the Nation's next Inter-city passenger rail service. This service is expected to commence next spring (1977) after the necessary track and facilities work has been completed. It will be an extension of one of Amtrak's existing Seattle - Portland trains and will provide connections at Ogden with the San Francisco Zephyr to Chicago or Oakland, and at Salt Lake City with the Rio Grande Zephyr, which operates between Salt Lake City and Denver three times a week.... Canadian Pacific Railway station at PORT MOODY, where the first transcontinental train arrived on the West Coast is to become a MUSEUM. Further details in the next Bulletin Board.... PIKE'S PEAK COG RAILWAY is expecting to operate new Swiss manufactured diesel M.U.'s this summer. The existing cars carry 80 passengers, the new ones will operate in pairs, handling 206 passengers, powered by Cummins diesels, rated at 300 h.p.. The Cog Railway starts at Manitou Springs, elevation 6,336 feet, and climbs a 22 per cent grade to the top of Pike's Peak at an altitude of 14,110 feet. A hydraulic transmission operates the cog-wheel drive, which engages the center rack-rail. Safety is of utmost importance and the cars are equipped with three separate systems of braking. The Manitou and Pike's Peak Railway is about 75 miles south of Denver, so don't forget to include it in your National Convention plans. For the more adventuresome ones there is a toll-road up to Pike's Peak - 7,309 feet climb in 18 miles - and is recommended for experienced mountain drivers only. It covers about 60 miles round trip from Colorado Springs. This is a very popular attraction and I recommend the trip on the Cog Railway, so be advised to make reservations soon after May 15th. A.J.

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January 23, 1977
Oakridge Auditorium
41st and Cambie Street
Vancouver, B.C..
7th Div.,
P.N.R.

Modelling in STYRENE

\$1 per Kit
&
COFFEE

Under the direction of Frank McKinney, with the assistance of Brian Pate and the fellows of the Nor-West Club, a kit has been prepared for modelling in Styrene. There will be 40 kits available at \$1.00 for each participant.

Participants are asked to bring the following tools of the craft:-

Scale ruler
Tweezers
Knife or Single-edge Blade
Pencil
Paint Brush

Frank and the fellows have gone to a lot of effort to prepare this Clinic for you, so let's have a good turnout. Learn how to build a structure using STYRENE.

This is also a good time to remind you that these Clinics are free to paid up Members. Check your P.N.R., N.M.R.A. Cards to make sure that your dues are paid up to date. Help keep your organizations buoyant. Ken Griffiths and Tom Beaton will be on hand to take new applicants and renewals.

Coffee will be served during the intermission break.

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EXTRA No. 7 West, January 9th, 1977

A happy and prosperous New Year and a fun Model Railroading 1977 to all of you. Our last clinic on December 5th of last year was a super slide and movie rendition by Brian Pate and Tom Beaton on the travels around the White Pass and Yukon Route in Northern B.C., Alaska and the Yukon Territory, as predicted in the last issue of the Bulletin Board. If the 55 persons who seen the show have thoughts similar to mine, there may be an influx of model railroaders heading for the White Pass in the next couple of summers. Well done, Brian and Tom, and thanks a lot!

Next on tap is our participation clinic scheduled for January 23, 1977 at the Oakridge Auditorium, details of which are printed above. Please be reminded to keep Sunday, February 27th open as that is when Fraser Wilson will show the slides covering his recent trip to Hong Kong and the Republic of China. He has about 200 slides which portray the People of China, their industries such as porcelain, ivory and silk, their schools and culture as well as steam and diesel railroads and the double-decker trolleys of Hong Kong.

A note of thanks is in order to George Dewar, who helped keep the Hobby Show going during the daytime. The remuneration he received from Oakridge was divided between the United Way and P.N.R., also Cece Bradwin, who was another stalwart, he also passed his onto P.N.R.. The sincere thanks are conveyed herewith on behalf of Chairman Tom Beaton and the Standing Committee of the 7th Div..

Three new names were added to the Standing Committee last December 13th. They are Hank Menkveld, Doug Houghton and Shirley Heap. We welcome them to the fold.

In the next issue of your Bulletin Board we should have some news regarding the P.N.R. Convention the 7th Div is hosting this mid-September. Stay tuned!

A.J.

TO ILLINOIS VIA THE BLACK HILLS

At 7:30 A.M. on Saturday, August 28th my wife, Marion, and I left Vancouver by car on a 4 - week vacation with Rockford, Illinois as our destination. We were blessed with good weather for we only rain one night, until we returned to Seattle. We had expected it to be quite hot and were planning to stop off at a lake or local watering hole for a swim each afternoon and evening. However, as warm as it was in the car and most of the towns we visited to eat or gas up, we never did find anything that was enticing enough for an outdoor swim, due to the strong, cooling breezes over the water.

Our first day took us via Stevens Pass and Wenatchee to Spokane, where we seen our one and only train for the day, a Burlington Northern freight, high above the freeway on the new viaduct entering Spokane. Having missed the Spokane Expo, we went into the city and located the clock tower commemorating the Great Northern Railway's former station location, on the Fair site, a historical reminder of Jim Hill's railroad with the mountain goat emblem. We finished our first days travel at Coeur d'Alene, Idaho with 456 miles on the odometer.

Day 2, Sunday, we pass through Missoula, Montana and on to Deer Lodge, which is Milwaukee Territory and former home of the Electrics. The buildings around the Shop area were very run-down and there were many pieces of freight rolling stock on all the spurs, that apparently had been damaged in derailments, etc., and they, too, looked as if they were left to rot away with the buildings. Before resuming our journey we crossed to the other side of town and seen "Little Joe" #E-70 on display in the local park. Driving on, we by-pass Butte and arrive at Laurel, which is the Burlington Northern Junction where trains from and to the east meet the trains from and to the south. I had expected to see some activity here, but, being Sunday, or possibly the wrong time of day, the yards were just about at a standstill, so we carried on to Billings for our overnight stop with another 506 miles behind us.

Next day we pass through Sheridan, Wyoming and soon turn off on the road that takes us to Lake de Smet State Park, but, the place is deserted and the water does not entice us for a swim so we retrace our way back to the highway and travel on to Gillette. Burlington Northern operates unit coal trains from Gillette, Wyoming, south through Colorado and into New Mexico. However, as luck usually has it, the mine was closed down by a labour strike, so, no trains operating. As we exited from Gillette we did get a glimpse of 3 unit trains tied up on the mine spur lead. Each train consisted of three engines, a string of empty gondolas and a caboose.

Once again we interrupt our journey and seek out a lake in Keyhole State Park. The temperature at Gillette was about 90 degrees f. with a light breeze, just right for that swim. When we finally reach the lake we notice that the water is quite choppy and has that churned-grey look to it, and as far as the eye can see, there are only two other people anywhere in sight. After cooling off in the breeze for a few minutes, we return to the car. head back to the highway - - so much for the lakes of Wyoming! Leaving Wyoming behind, we cross into South Dakota, later arriving in Spearfish, the northern edge of the Black Hills, where the world famous Passion Play is reenacted every summer. Of course, summer ends at the end of August around here and the final performance is the next night when we will be 100 miles away. However, we do manage to locate the site where the play is performed on the side of a hill, out in the open, except for a few covered seats on one side. After a short drive part way up Spearfish Canyon, we get a Motel, have dinner and relax with only 373 more miles behind us.

Next morning we visit the old mining town of Lead, S.D. where the Homestake Gold mine, which was originally staked on April 9th, 1876, is still in operation and celebrating their centennial year. We arrive just in time (our luck must be changing!) to join a guided tour through the mine. We are taken through the shops where the drills are sharpened and some of the various types of mine cars and

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engines are undergoing repairs or just sitting to be used for parts to keep other pieces of equipment in operation. We are led to the top of the hill where the mile deep Yates Shaft and hoist room are located. Here the 5,600 feet steelrope unwinds in a single layer from one huge drum as it lowers the cage or skip down the shaft and rewinds on another huge drum on the opposite side using another 5,600 feet of steelrope. The drums the cables wind and unwind from are tapered and must be about 12 feet on one side and 20 or more on the high side. It is a really intriguing sight! Continuing our tour, we are escorted down into the mill area where the ore is broken up with rod and ball crushers and finally treated with cyanide acid to recover approximately one-third of an ounce of gold, and a less amount of silver, from every ton of ore brought out of the mine. At the end of our tour we find a bus waiting to return us to the tour starting point, and, after some lunch, we drive on to Hill City, the headquarters of the Black Hills Central Railroad's narrow gauge "1880 Train". We park the car outside the train depot, enquire about the train, and guess what -- "The engine broke down this morning, and seeing this was the last week of its operation, they decided to suspend all operations for the season", advised the ticket agent. Foiled again! We looked around the yard, seen the various rolling stock, walked through the roundhouse and noticed the dual-gauge track along the mainline and passing track. We figure that this is the Burlington Northern branchline to the mine at Lead and the Black Hills Central has running rights on one rail (?) between Hill City and Custer, about eleven miles. (One of the engines, #69 was acquired from the White Pass and Yukon Route). Returning to our car we next visit Mount Rushmore where the colossal heads of Washington, Jefferson, Lincoln and Theodore Roosevelt were created under the direction of the late Gutzon Borglum.. The giant outcropping of granite, at the top of the mountain, with each face between sixty and seventy feet high, is one of the largest sculpture ever completed. Continuing our journey, we leave the main road and follow the Needles Highway, passing the many granite spires reaching for the sky. At one point we passed through a tunnel that was only big enough for one car at a time. A light pick-up ahead of us with west coast mirrors, had to gingerly snake his way through to keep from scraping the sides of the tunnel. We arrive at Custer with only 140 miles covered, after a day of unforgettable sights.

Our next adventure is a visit to Thunderhead Mountain where Korczak Ziolkowski at the age of 76 is in process of sculpturing an Indian Chief riding his horse, the statue will encompass the granite mountain. The figure of the Chief astride his horse will be 563 feet high and 641 feet long and is tentatively set for completion in 1978. Ziolkowski and his two sons are currently at work with a truck, bulldozer, compressors for drilling and blasting at the top of their mountain, as tourists come to watch some of the activity, hardly discernable with the naked eye. In the afternoon we drive south to Hot Springs and on down to a large reservoir which is called Angostura Lake. It is a real pleasant day for driving, but, once again the the cool breeze cools the outside air so much that the desire for a swim is soon lost, so we leave the almost deserted recreation area and return to Hot Springs where there is a mineral water pool. Here at long last, my wife can have her first swim! I changed into my swim trunks, proceeded to the water, and, feeling how cool it was, soon lost my desire to go any further. Not being a water lover myself, I had figured that a hot springs pool would have water about 80 degrees or better like it is at Fairmont Hot Springs, Radium, Banff and Harrison. However, after my wife had enjoyed her swim, we meandered back to Custer with only 136 for the days mileage.

The sixth day of our travels takes us through the Badlands of South Dakota and east to Sioux Falls, which we by-pass, and head south and east again into Iowa and spend the night in Spencer, after registering 505 miles.

Having left the freeway just before entering Iowa, we now have a hectic pace as we pass through Mason City and drive on to Dubuque, where we cross the

Continued.....18

Mississippi River into the State of Illinois. We stop at the overlook, but, the warm sunshine is gobbled up by the strong winds coming up the river, so we return to the car, take to the road and arrive at our destination of Rockford, Ill. with another 362 miles for the days travels, and, of course, right in the middle of the rush hour traffic.

With our headquarters in Rockford we took day trips to places of interest. Our first outing was on Saturday to the Illinois Railway Museum near Union. This is a well kept museum with plenty of exhibits of steam engines, electrics and a few diesels. They have about 3 miles of mainline on which they shuttle an ex-Chicago street car regularly. An ex-Chicago, Aurora and Elgin interurban makes occasional trips and the steam train is operated about once an hour with ex-SL-SF 2-10-0 #1630 doing the honours. The train is backed out of the station spur onto the mainline and back to the western end of track by the 1918 Baldwin. The train then proceeds forward, passing in front of the station and down to the east end of track. It is then backed along the mainline and headed in at the station spur to await its next trip. Most of the traction displays are under cover with the steam engines and the dieselized former Zephyr train out in the open. All but a couple of steam engines are in good paint condition. On Sunday we drove down to Elgin to visit the museum called "R.E.L.I.C." and rode an ex-Rio de Janiero open street car and a ex-Chicago, Aurora and Elgin interurban car down the former right-of-way of the Aurora, Elgin and Fox River line for $2\frac{1}{2}$ miles. The exhibits here were all traction. The cars that were being operated were in good condition, but, some of the other cars were not very well preserved and the place looked a bit run-down. However, we had our rides, looked around and finished our circle tour back to Rockford.

We spent one day on a trip to Milwaukee, Wisconsin, stopping off at the East Troy Trolley Museum which features all former North Shore interurban cars. Being after Labour Day and a week-day, the museum was not operating, but, there was no fence or signs to keep a person out, so we looked the yard over. This would seem to be a good one for a ride, their cars appeared to be in good condition and they have 8 miles of private roadbed running 500 feet to the side and parallel to the road. During the week this line is used for freight service. We continue on to Milwaukee, finding it hard to get oriented, but, managed to locate the new Amtrak station at a time when there was no activity and proceeded to the Mitchell Park Gardens and Conservatory with 3 large geodistic domes, where we spent most of the afternoon. We returned along the Lake Michigan shore through Racine and Kankakee on way back to Rockford.

On Saturday we travelled north stopping in at a museum of the Norwegian early settler's exhibit called "Little Norway" and then on to see the "House on the Rock". This was quite interesting with the main part of the house built entirely on the top of this outcropping of rock. We arrive at Wisconsin Dells in the late afternoon and check to see what activities are scheduled for Sunday, then drove to a Lake Montello where a relative is building a summer home and spent the night there.

Next morning we returned to Wisconsin Dells and picked up tickets for a $2\frac{3}{4}$ hour boat trip on the Upper Dells and one hour on the Lower Dells of the Wisconsin River. The Wisconsin Dells are about 15 miles long, with a dam separating the upper and lower part of the river. They are somewhat similar to our Fraser Canyon, but the water on the dells is very placid. The area around the Dells has been preserved in its natural state and the shorelines are only accessible by boats, which transport some 5,000 tourists a day during the summer season. The shores are lined with sandstone type of geology which the eruptions of the ice age and the action of the winds and rains have transformed into the picturesque formations. It was a very interesting excursion with 3 ports-of-call where passengers can walk ashore and explore these wonders of nature first hand, as well as take the monotony out of sitting on a boat for $2\frac{1}{2}$ hours.

Our water journey took more time than we had anticipated, so we were a little

Continued...../9

late in the afternoon arriving at the Mid-Continent Railway Museum in North Freedom, Wisconsin, hence we didn't have time to ride the steam train. However, we did get time to look over the station, yards and shops of the museum and see the train returning from a nine mile round trip, with the engine pulling the train backwards. On arrival at the station the ex-Western Coal & Coke #1, a 4-6-0 Montreal 1913, was cut-off and run around the train, placed on the head-end, ready for another trip. As we still had 120 miles of Sunday traffic to contend with, and on arrival at Rockford we had to prepare for a 8:09 A.M. departure on Amtrak's "Blackhawk" bound for Chicago, we had to make our visit to North Freedom short. Our travels in and around Rockford had added another 932 miles to the odometer of the car.

The "Blackhawk" train which had left Dubuque, Iowa (about 100 miles west of Rockford) at 6 A.M. arrived about 30 minutes late. The consist included engine #702 (Amtrak) with one baggage, 2 high-level coaches and one snack-beverage coach, also a high-level car. We had a ride of 85 miles to go and the timetable showed two hours travelling time, with one station stop at Elmhurst. The train moved along pretty good, but, there were 'slow orders' on some of the curves and bridges, and the track was quite rough in spots. However, we finally arrived at the Chicago Union Station about 10:30 A.M..

We walked all over the downtown area, trying to get a hotel room, but to no avail. It seems that a 1-day convention of some 1500 persons had all the available rooms booked. (We were told that some of the hotels were closing down because people were not anxious to stay downtown as it wasn't advisable to be on the street after dark). As a last gesture we phoned Holiday Inn Zenith which has 34 Inns in the Chicago area; the closest open reservation was over 40 miles out of town, so we decided we would return to Rockford and drive in the next morning to keep our date with the Lake Bluff Harbour and Navigation's 7:45 A.M. tour of some of the Chicago rail facilities. In the meantime we had lunch and then located the Gray Line Tour, making ourselves available for the 1:30 P.M. trip around Chicago. It was the only way for a stranger to see Chicago; half way through the tour we were dropped off at the Museum of Science and Industry for one hour, which wasn't enough time to see everything on one floor, let alone the outside exhibits, before we were again on the bus completing our sight-seeing.

Next we had to ride the EL. After seeing and hearing them going by on the elevated since our arrival we were anxious to get on board. We selected a north-bound train and rode to the end of the line at Oak Park. They say that Chicago is about 70% colored to-day. The area we passed through was predominately black and appeared to be a depressed area. Many former industrial buildings that are no longer occupied just sit there deteriorating, with windows all broken out, some burnt out from cocktail bombs and arsons with just the walls standing. It was good to get back to the city and find the Bus Depot!

While waiting for the bus, a person nearby overheard us mention that we had to leave because of nowhere to stay, suggested a Motel he knew of. We phoned and were able to get a reservation and instructions on how to get their by city bus. It proved to be a one-hour ride in an easterly direction and we only seen a few colored people the first few blocks of the journey. Next morning we were up early waiting for another bus to return us on the one hour ride back to town, so we could have breakfast and be on time to pick up our 7:45 A.M. tour.

Marion and I were the only two passengers on this tour and we had a young diesel fan escorting us, using his own car. He was attending college, and as this was a day off, he was making good use of the opportunity to catch up on his own photography, for I am sure he took twice as many shots as I did. Being familiar with the area he knew all the locos by sight but had to consult his map frequently to find his way to the many yards and shop instalations. Our tour was scheduled to last until 6:15 P.M., but, as we were the only passengers, we suggested that he cut it a bit short and drop us off at the Union Station in time to get the 5:15 Amtrak

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"Blackhawk" back to Rockford, which was to his liking.

The tour was really worth the \$35.00 we had paid. A person could never see a portion of the facilities we visited, using his own transportation. I took slides of every loco I could get close enough to, just over 40 were processed. They were all diesels to me and I didn't get a complete coverage of all the railroads involved. I was anxious to get a shot of one of the original commuters of the Chicago, South Shore and South Bend, but, just missed it by 200 feet and never seen another one. I never got a shot of any Norfolk and Western power, for evidently they are the only railroad in Chicago that doesn't allow visitors of any description to frequent their property.

We left Chicago behind in the darkness of a rain shower. The train was out on time with a similar consist as the day before. After leaving the outskirts of Chicago we went ahead to sample the snack car. There was a very limited menu of soups and sandwiches with beer and coffee which was prepared by the colored attendant as it was ordered. It helped pass the time over some of the slow orders and once again we were back in Rockford under clear skies, just a few minutes late.

On our return journey the first day was a long one, covering 670 miles, as we passed through Illinois, across the Mississippi into Iowa, by-passing Des Moines and Council Bluffs; into Nebraska, by-passing Omaha and Lincoln and stopping at North Platte for the night. Next day we are on our way through Colorado, by-passing Denver and stopping off at the Iron Horse Motel, next to the Colorado Railroad Museum in Golden, where we had stayed during our 1974 trip to Colorado.

We visited the museum and then drove into Denver to see the Forney Transportation Museum which has rows and rows of antique carriages and cars as well as a railroad section outside, displaying a monstrous prototype Union Pacific "Big Boy" #4005 (Alco 1941), a 4-6-0 C&NW #444 loco as well as coaches, diners, private cars, a rotary snow plow and a caboose. We were told that the basement of the building was to be the location of a new N-Scale model railroad club that was being formed. It was hoped that the project would be in partial operation for the 1977 Rocky Rails N.M.R.A. Convention, July 19 to 24, 1977. 308 miles logged to-day.

Next day we arrive at Silver Plume at the Georgetown, Breckenridge and Leadville Railroad station where #144, the former Central American loco, and the assorted rolling stock is all tied up for the winter. We tried to find a road to the end of track, but the only accessible road was up the watershed area behind Georgetown, with big, "No Entry" signs posted. We could see parts of the old road-bed along the side of the hill, but couldn't figure where the former Georgetown Loop used to be. After a pleasant lunch in Georgetown we crossed the mountains into Dillon, Vail and into Glenwood Springs on the Denver and Rio Grande Western. It wasn't a day for the three times a week "Denver Zephyr", but we did find a lovely swimming pool with mineral water about 90 degrees and a bigger pool where the water was 65 degrees. We relaxed for about an hour in the afternoon and returned in the evening for another hour. It was de-lovely!! Only 187 miles to day.

Next day we drove into Grand Junction and looked around the yard and engine area where we only saw one yard engine at work. We returned to the highway, crossing the desert area and just managed to get a glimpse of the top of the coaches as Denver Zephyr passed us in the distance. We drove on to Helper, Utah which is the D&RGW helper district over the Wasatch Range of mountains and down into Provo. There was only one train on the hill to-day and it came so unexpectedly that it was by us before we had an opportunity to pull off the highway. We drove on to Ogden that afternoon and looked in at the Southern Pacific and Union Pacific yards and shops, then over to the Union Station before we got a Motel and tied up for the night with another 442 miles behind us.

Next morning we pass close by to President Wilt's Nyssa, Oregon as we head for the Columbia River, following it to Portland then north on Interstate 5, stopping off at Bellingham, then to Vancouver with a 6200 mile round trip to remember.

A.J.

LET'S PAUSE AND REMEMBER CHARLIE WAY

11.

A notice in the Vancouver Sun of November 26th signalled the end of the track for still another fine Model Railroader - CHARLES W. WAY.

A man with many talents and energy, even in his 80's, he set an example many of us will find it difficult to duplicate. Though short in stature, only five foot six, he always walked tall throughout his life.

Charlie built and operated his WEST COAST RAILROAD in the home that he and his wife Alice lived in all of their married life - 55 years. The Railroad Empire began in O Gauge in the late 30's, then into HO at a later date, with much of it scratch built, as was the custom in the early days of Model Railroading.

As Charlie's work for most of his years was in radio, then later in TV repair (all self-taught), wiring circuits came easy for him. But in addition he was an excellent cabinet maker and painter of landscapes. What more ingredients could one ask for to make a successful Model Railroader. It was my good fortune to have known Charlie this past decade, with many pleasant hours spent with him learning "how to" and talking about his life in B.C. since emigrating to Canada from England in 1910. A brief resume (that can't do him full justice) of Charlie's life reveals an interesting and varied career that many of us will envy.

He served in World War 1 on many of the Battle Fronts in which the Canadians were involved. His true accounts of what it was really like "to have been there" at Ypres and Vimy are not told in History Books.

In the 1920's he drove a Model T, then a Whippet (remember them?) over the rough roads of those days into the Interior to the Kootenays, as salesman for a Radio Supply Distributor out of Vancouver (Modern day Travellers Ken Davis and Cyril Meadows take note). Charlie's hobby then was the equivalent of Ham Radio. For a short time, until Marconi Company re-located their aerial to a higher location, Charlie Way was the only reliable contact with the inbound Empress Liners from the Far East, wishing to transmit orders to their Canadian Pacific shore office.

The 1930's were hard years for Charlie, like so many others on the West Coast. But he managed to support his family of a son and three daughters by doing free lance radio repair in the Vancouver area. Adversity brings out the best in those who never give up.

The 1940's found him once again involved in the War effort, as a Foreman for a Boeing plant in the Vancouver area, doing - what else - installing all the wiring in planes. This was after a stint as Instructor on Machine Guns, that proved too dull for Charlie's aggressive nature.

The 1950's proved a little easier living, as a Technician for Eaton's TV. He retired officially in 1957, only to do custom installations of P.A. Sound Systems in numerous Roller Rinks and Public Buildings for several years, to keep himself occupied, as he said. In addition, his volunteer work consisted of helping to set up Branch 16 of the Canadian Legion, of which he also became President for a time. His talent for painting Landscapes was applied to painting backdrops for plays. While doing these projects, Charlie decided to rebuild his West Coast Railroad in 1958, which still stands as a memorial in his basement to his creativeness. The old adage, if you want a job done well, give it to a busy man, was all too true in his case.

(Please continue - over...../12

As a final tribute to this real human being, let us read the lines of the famous Poem that could have been written just for him:-

(author unknown)

Bob Millar

Remember the NORTHERN PACIFIC RAILWAY emblem? Known as the great monad, it is a mystic symbol of eternal life, like the Egyptian scarab, with roots as ancient as the Sphinx and Pyramids. This same pictograph adorns the Korean flag. An Oriental philosopher, Chow Lien Ki, devised it to illustrate the philosophy of Fu Hi, a Chinese wise man, some time between 4000 B.C. and 3000 B.C..

Later, the Rev. W.S. Holt, a former missionary to China, spotted the herald in a Northern Pacific station window in Portland, Oregon, and was the first to tell the management what it meant. He said it's ancient name was Yang-Yin. Itsymbolizes the theory that all things are produced by the interaction of extremes such as light and dark, male and female, heaven and earth, force and matter, and heat and cold. Yang stands for the former of each pair, and yin the latter.

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DON'T FORGET the Participation Clinic on Sunday, January 23rd, 1977 at the Oakridge Auditorium starting at 1 P.M.. Bring tweezers, scale ruler, knife, pencil, paint brush and your \$1 for the kit for modelling in STYRENE. See you there!