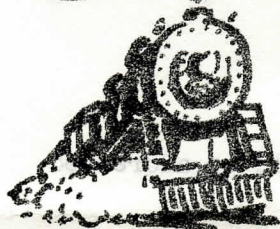


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

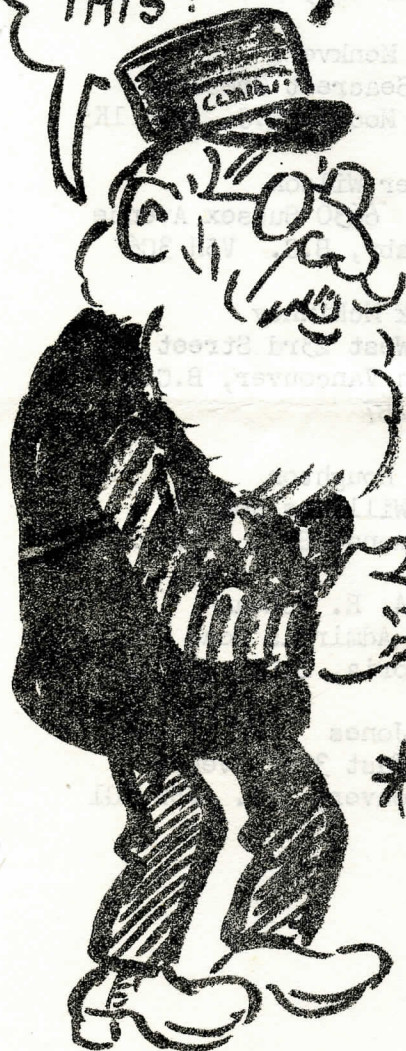
RECKON THE
OLDTIMERS
WILL LIKE
THIS!

OAKRIDGE
AUDITORIUM
Sunday
MAY 15th
SLIDE SHOW

YEAH! AN'
THE YOUNG
UNS TOO!

* CARL SPARKS:
"OLD B.C. ELECTRIC"

* FRANK MCKINNEY
"THE DAYS OF STEAM
AROUND VANCOUVER"



BULLETIN BOARD

2.

The BULLETIN BOARD is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association. It is mailed free of charge to all members of Pacific Northwest Region residing in the 7th Division area. Subscription rates to all others is \$2. 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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YOUR SUPERINTENDENT'S REPORT:

3.

The 7th Div. Spring Meet has come and gone all too fast! For me, it was an enjoyable weekend, and I hope that you all enjoyed it as much as I did. My thanks go out to everyone who worked so hard to make it the success it was!

My congratulations go to Ken Vere, who became the recipient of the first ROSS HERIOT MEMORIAL GOLD SPIKE AWARD. Ken has worked long and hard for the 7th Div., and it was great to see him honored this way.

Our next event will be a Meet in Nelson on June 11th. Let's give our continued support to Harvey Moir and the model railroaders in the Kootenay area of the 7th Div., for they are known to put on a good Meet. If you would be interested in going, let me know, as I would like to get a car load; the more that go, the less the expense. If you wish to attend, please let me know so that accommodations can be arranged.

Coming up in September will be our '77 PNR DOGWOOD CONVENTION, hosted by the 7th Div. this year, in Vancouver. If you enjoyed the Spring Meet, come, get out and help make this Convention an enjoyable one for all our conventioners!

As this year's Spring Meet was open to PNR members, and non-members alike, I became involved in a friendly argument between two of these as to why one should join NMRA - PNR and what does he get out of it. Besides a Membership Card, the BULLETIN, the SWITCHLIST and the local divisional publication, he becomes involved with a great bunch of people. Our P.N.R. President and good friend of mine, Mister Bill Wilt, said it in the April SWITCHLIST, and I wish to repeat it for you. Bill writes, "To attempt to answer a question that has been asked by several of you - - just what do I get out of my \$3.00 PNR dues? Well,.....one thing that you can see and feel is the wallet sized membership card that you receive. Another item is your copy of the SWITCHLIST, which keeps you informed as to what others in the Region are doing, together with bits of information that may help in your modelling. There is a calendar of events to let you know where and when divisional get-togethers are being held. These are things you can see and feel, and if you feel that this is all that you get from your \$3.00 a year, perhaps it isn't very much materially. But let's look at it in another way, you get out of a club or any organization in direct proportion to what you put into it. How can you put a dollar and cent value on the wonderful friendship and life long association with others who share our hobby? The very basics of NMRA are the divisional meets where we can assemble and exchange ideas and discuss problems. I have never - - and I have been attending since 1948 - - model railroad meets all over the Region - - come away from a meet that I didn't learn some bit of information. Plus make new friends and renew old acquaintances. How can you place a dollar and cent value on friendship? Without being a member of PNR you don't enjoy these kind of pleasures. I get my three bucks worth, how about you?"

Bill said it all, "You get out in direct proportion to what you put in", so, get out and P A R T I C I P A T E ! Art has put a Timetable of events in the Bulletin Board to let you know when and where things are happening. Try it, you'll like it!!

On Sunday, May 15, 1977 at the Oakridge Auditorium there will be a special slide clinic, starting at 1 P.M.. Carl Sparks will show some of the slides he has compiled on the early history of the B.C. Electric Railway and surrounding area. After refreshment break, Frank McKinney will screen some of his slides of a similar historical nature. If you have some equipment you would like to sell off, bring it along to the MART from 12 noon till 1 PM and after the presentation for $\frac{1}{2}$ hour. TSB

L.R. Smith, the company's senior regional vice-president, said the program, scheduled to be completed in 1980, is the first phase of a major double-tracking project to improve rail movements through the mountains.

*\$10.9 million to build 4.5 miles of new track between Revelstoke and Clan William, B.C.

*\$20 million to build six to nine miles of track from Lake Louise, Alta., to Stephen, B.C.

He said the program's \$90 million second phase would involve construction of 19 miles of track in the Beaver River Valley east of Rogers Pass.

Smith said the double-tracking program would provide a reduced grade for west-bound trains and leave the original track for eastbound trains.

(Vancouver Sun, April 29, 1977)

XXXXXXXXXXXXXXXXXXXX

TIMETABLE No. 7 Effective May 1st, 1977

May 6 to 8 : : : 5th Division mini-meet, Wenatchee Presbyterian Church. 7-10 Friday, 10-10 Saturday 10-5 Sunday. Admission \$1 per day. The Apple Blossom Festival is this weekend, with time out to see the parade.

May 28 to 29 : : : 6th Division Spring Meet at the Highlander Motor Hotel in Calgary, Alberta.

May 28 to 30 : : : Wilt's annual Spaghetti Feed in Nyssa, Oregon. Memorial Weekend in USA. See SWITCHLIST for further details (April)

June 11 : : : : 7th Division Kootenay Meet in Nelson, B.C. Please write Harvey Moir, 524 Gore Street, Nelson, B.C. V1L 5C2 for further details. This group puts on a goodshow, try it!

July 19 to 24 : : : '77 Rocky Rails N.M.R.A. National Convention in Denver, Colorado. Railroad activity for standard and narrow minded!

September 23 to 24 : : '77 PNR Dogwood Convention, at Sheraton Plaza 500 Hotel, 12th and Cambie Street, Vancouver, B.C., V5Z 1M2, Beautiful British Columbia, Land of the Royal Hudson #2860. Participating Clinics, NMRA Contests, Fan Trip, layout visits, Banquet, etc.

5.

EVENT : P.N.R. 7th Division Spring Meet

Being located in the central part of B.C., the meet brought in people from places like Edmonton, Calgary, Seattle, Vancouver Island and all other parts of British Columbia.

Displays included everything from N Scale to L.G.B. and a large hand crafted model of a Royal Hudson. Clinics included styrene construction, Twin-T construction and uses, zip texturing, blacklight uses, roadbed construction and more. The Railettes were kept busy with a lace and a cosmetic display which they all enjoyed.

The highlight of the evening came about when Frank McKinney awarded the first "Ross Heriot Memorial Gold Spike Award". This went to a surprised and very deserving Ken Vere. Ken is one of the original members and originator of the 7th Div. Standing Committee, of which he is still a member. He has continued to work hard for our Division. Congratulations, Ken!!

All in all I think this was a very successful meet, and let's have our meets in the central area of B.C. more often, as the 7th Div. does include ALL of B.C..

area in the summer months. Don't spoil your vacation by waiting until the last minute to make reservations. You may find yourself waiting around for "the next trip" or the next day's schedule. If going to Denver, make it a trip to remember, Colorado is a spectacular State and has something that will satisfy everyones tastes. I hope to see you there?

tastes. I hope to see you there!

During the summer months, please give a little thought to our PNR Convention in Vancouver on September 23 and 24. Your Committees will still be working, finalizing details. Don't forget your model to display RUNNING WATER, you could win a good prize, if you enter the contest. See the April SWITCHLIST for details. Also give some thought to the NMRA Contests for engines, structures and photos. These are some of the things that make a good Convention! Give these thoughts some of your effort, while enjoying a good summer!

AJ

Once again we have arrived at our destination, insofar as the Bulletin Board is concerned. Our last event, before taking a breather through the summer, will be a slide clinic at the Oakridge Auditorium on Sunday, May 15th at 1 P.M.... This should be a good one! Carl Sparks has been compiling slides from old pictures and photographs of a historical nature. They will not all be railroad oriented, but you can be sure that there will be a good percentage of interesting scenes depicting our hobby. After the refreshment break, Frank McKinney will show us some of the slides he has collected, which are of a similar theme. Our Superintendent, Tom Beaton, wishes to hold a MART. If you have anything you wish to sell, bring it along. The mart will be open from 12 noon until 1 P.M., then again after the slide show for $\frac{1}{2}$ an hour. If you have nothing to sell, come early and look for a bargain.

Kamloops was in the spotlight May 8, 9 and 10th as they hosted the Spring Meet for the 7th Division. From all reports, it was a very successful and well patronized event. In a letter I received from James Barker, the Registrar of the meet, he writes, "From the response we got from the people of the Lower Mainland, from the Interior, from the people of Kamloops who flooded in during the period of public admission, and from visitors from Washington State and the Province of Alberta, we had a lot of support." Jim also mentions that Dick Vangelder from Vernon, B.C., and Graham Swain from Kelowna, B.C. were "a couple of people who were very active in the preparation of this Meet." There is no doubt that Jim Barker deserves a special vote of thanks for his part in making the Meet the success it was, also, words of commendation are sent to Ken Vere for his continued efforts in promoting the model railroad hobby. CONGRATULATIONS, ALL OF YOU, for a job well done!! Also, I would like to give Ken Vere a 'clear board' for becoming the first recipient of "The Ross Heriot Memorial Gold Spike Award"!

In the Bulletin Board announcing the Spring Meet highlights at Kamloops, I inadvertently stated that Van Hobbies was 'donating' the 1st and 3rd prizes for the draw. However, when Phil Crawley was informed of this oversight, he immediately offered to go along with it. My apologies, Phil, also, many thanks, Phil, from the Thompson - Okanagan folks who will be sure to end up, well in the black.

I also received a letter from Tom Vardey, now in Louis Creek, B.C.. He reports that "the Kamloops Spring Meet was an excellent show and very well received by all attending. The Banquet was first class, too! How they managed the whole thing for \$8 per head, these days, is beyond me!"... Sorry I missed seeing you, Tom, also the good show! At the last minute, due to circumstances beyond my control, I was unable to make it to Kamloops.

Tom also writes, "Having enjoyed the saga of the Homestake Gold Mine, in a previous issue of the Bulletin Board, I was hoping to provide a sequel; a story about the Homestake Silver Mine. It is a mine near my home and has been operational for a greater part of this century. As an off-shoot of the parent company, the Homestake Gold Mine, it would have made an interesting follow-up, but this is not so. The B.C. and Yukon Chamber of Mines assure me there is no connection between the two companies." Thanks a lot, Tom, for your news and letter, why not give us a story describing the Homestake Silver Mine? ? Good luck in your active retirement, and please do keep in touch with us!

Well, once again the NMRA National Convention is closing in on us, just about two months away, at Denver Colorado. I hope you are all booking reservations for your accommodations and attractions you wish to enjoy. Also please get your Registrations in, if you haven't already done so. Colorado is a very busy tourist

Continued...../ 5.

REMEMBER "THE DISPATCHER"?

Excerpts from YARNS OF THE CANADIAN PACIFIC

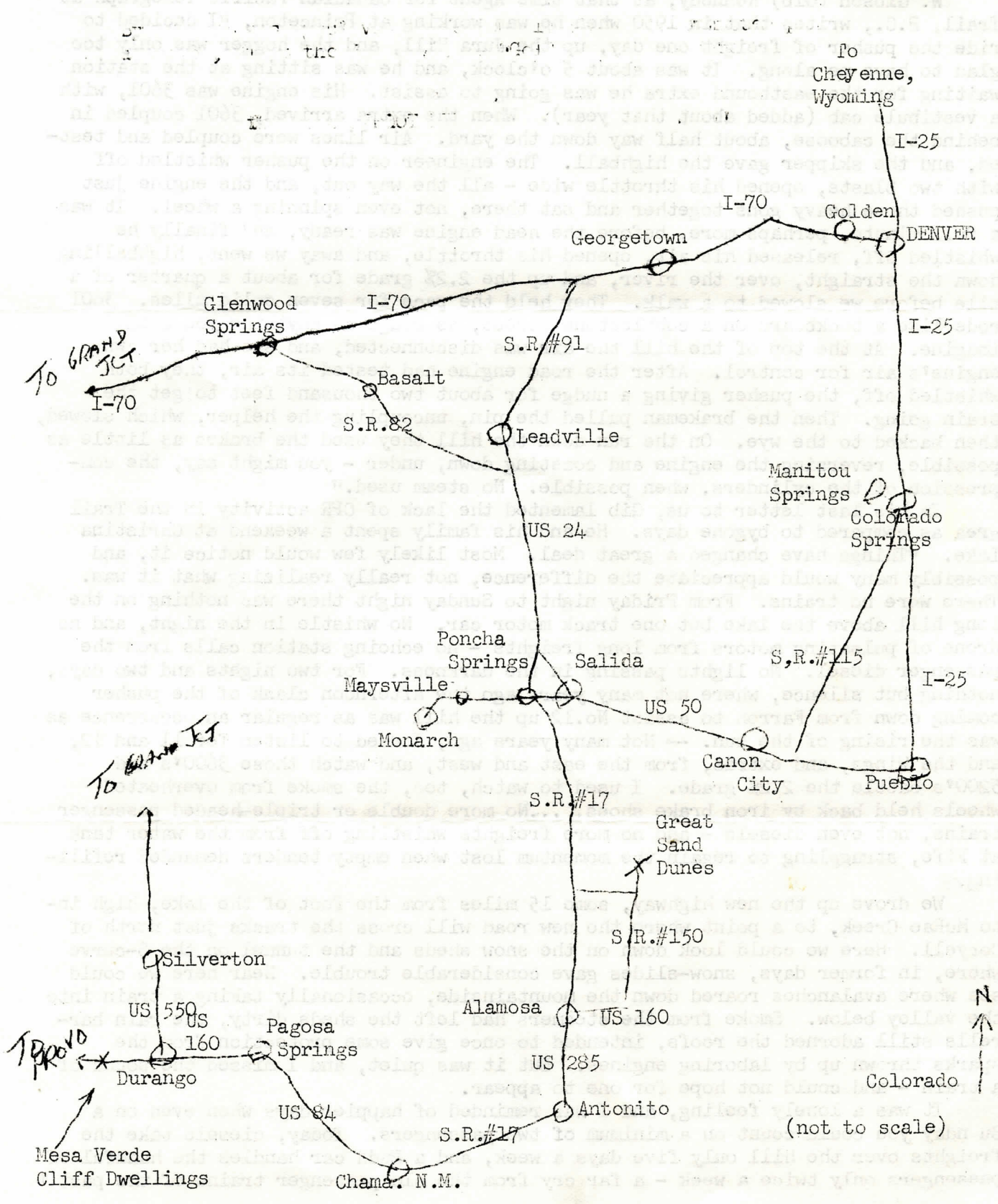
Issue #5 Sep - Oct 1960

W. Gibson (Gib) Kennedy, at that time Agent for Canadian Pacific Telegraph at Trail, B.C., writes that in 1950 when he was working at Princeton, "I decided to ride the pusher of freight one day, up the Jura Hill, and the hogger was only too glad to have me along. It was about 5 o'clock, and he was sitting at the station waiting for the eastbound extra he was going to assist. His engine was 3601, with a vestibule cab (added about that year). When the extra arrived, 3601 coupled in behind the caboose, about half way down the yard. Air lines were coupled and tested, and the skipper gave the highball. The engineer on the pusher whistled off with two blasts, opened his throttle wide - all the way out, and the engine just pushed those heavy gons together and sat there, not even spinning a wheel. It was a full minute, perhaps more, before the head engine was ready, and finally he whistled off, released his air, opened his throttle, and away we went, highballing down the straight, over the river, and up the 2.2% grade for about a quarter of a mile before we slowed to a walk. They held the pace for seven solid miles. 3601 rode like a buckboard on a cobblestone street, as rough as anything you could imagine. At the top of the hill the air was disconnected, and she had her own engine's air for control. After the road engine had tested its air, they both whistled off, the pusher giving a nudge for about two thousand feet to get the train going. Then the brakeman pulled the pin, uncoupling the helper, which slowed, then backed to the wye. On the run down the hill they used the brakes as little as possible, reversing the engine and coasting down, under - you might say, the compression of the cylinders, when possible. No steam used."

In his last letter to us, Gib lamented the lack of CPR activity in the Trail area as compared to bygone days. He and his family spent a weekend at Christina Lake. "Things have changed a great deal. Most likely few would notice it, and possibly many would appreciate the difference, not really realizing what it was. There were no trains. From Friday night to Sunday night there was nothing on the long hill above the lake but one track motor car. No whistle in the night, and no drone of pulsating motors from long freights - no echoing station calls from the passenger diesel. No lights passing in the darkness. For two nights and two days, nothing but silence, where not many years ago the afternoon clank of the pusher coming down from Farron to assist No.12 up the hill was as regular an occurrence as was the rising of the sun. -- Not many years ago, I used to listen for 11 and 12, and the Wings, and extras, from the east and west, and watch those 3600's and 5200's battle the 2.2% grade. I used to watch, too, the smoke from overheated wheels held back by iron brake shoes. ...No more double or triple-headed passenger trains, not even diesels - and no more freights whistling off from the water tank at Fife, struggling to regain the momentum lost when empty tenders demanded refilling.

We drove up the new highway, some 15 miles from the foot of the lake, high into McRae Creek, to a point where the new road will cross the tracks just north of Coryell. Here we could look down on the snow sheds and the tunnel on the S-curve where, in former days, snow-slides gave considerable trouble. Near here we could see where avalanches roared down the mountainside, occasionally taking a train into the valley below. Smoke from the steamers had left the sheds dirty, the rain barrels still adorned the roofs, intended to once give some protection from the sparks thrown up by laboring engines. But it was quiet, and I missed the sound of a train - and could not hope for one to appear.

It was a lonely feeling, and I was reminded of happier days when even on a Sunday you could count on a minimum of two passengers. Today, diesels take the freights over the hill only five days a week, and a Budd car handles the handful of passengers only twice a week - a far cry from the old passenger trains of the past."



For a vacation to satisfy ALL of your family, Colorado has lots to offer. There are old mining towns, colorful resorts and Hot Springs Swimming Pools, great fishing and boundless scenery. There are also many ghost railroads to explore, plus live steam narrow gauge trains, museums, incline railways and the highest Cog railroad in the world. In elevation, most of the State is over one mile in altitude and reaches almost to the sky at 14,431 feet. Denver is the Mile-High City where, from July 19 to 24, the '77 Rocky Rails NMRA National Convention will be held. Here are a few 'highlights' to help you plan your trip before, or after, the Convention:-

ALAMOSA Alt. 7544' Pop. 7000 82 miles south of Salida.
Rail and highway center of San Luis Valley. It may still be possible to see remnants of old dual gauge tracks. Try to locate the old roundhouse to see if any engines remain. 36 miles N/E on S.R.#150 is Great Sand Dunes National Monument - 36816 acres of sand up to 700' high. Admission \$1 per car. A 2½ hour open bus back country tour is available at \$5 per adult.

ANTONITO Alt. 7876' Pop. 1100 47 miles east of Chama, N.M.
Eastern terminal of Cumbres and Toltec Scenic Railway's narrow gauge steam train. Several engines on display at station. Gift and coffee shop adjacent. S.R.#17 takes you over Cumbres Pass to Chama, N.M. where the engine house and facilities in the Yard are still being used. Steam rotary Snow Plow OM is tied up here, waiting for its next assault in January or February 1978. Accommodations are very limited in Antonito and Chama and reservations are a 'must' to ride this tourist train. The latest info I have is that the trains will run Eastbound on Saturdays and Tuesdays; Westbound on Sundays and Wednesdays. Adult fares \$16 Round-trip. 64 miles one way by rail and return by motor coach. For reservations, etc., write to Cumbres and Toltec Scenic Rly., Box 789 Chama, N.M. 87520. See NMRA Bulletin for April 1977, Page 56.

CANON CITY Alt. 5348' Pop. 9000 46 miles southwest of Colorado Spgs; 57 miles east of Salida.
West of town is the Royal Gorge of the Arkansas River. Drive over the world's highest suspension bridge, ride the 2200' aerial tramway, board the incline railway and drop down to the Arkansas River and the Denver and Rio Grande Western RR branch line with a combination ticket at \$4 each. Scale model and prototype engines on display, coffee and gift shop, etc. nearby. Ride the Scenic Railway and pay what you think it is worth, also drive around the skyline road overlooking the city.

COLORADO SPRINGS Alt. 5980' Pop. 135000 67 miles south of Denver
Manitou Springs
Visit the US Air Force Academy, See the Gardens of the Gods, and call in at North Pole for a visit to Santa's Workshop. Admission to Santa's is \$2.75 which includes two rides. Pikes Peak Highway climbs 7309 feet in 18 miles - \$2 toll. From Manitou Springs you can ride the Incline Rly. 1¼ miles up at \$2 or take the Manitou and Pikes Peak COG Rly. at \$9 for adults (5-11 \$4.50). Climb from 6570' to 14110' on 23% grades, 3hrs and 10 mins roundtrip, 45 min stop at top. Reservations in advance are advised. Trains Lv. 8, 9:20, 10:40, 12, 1:20, 2:40, 4 and 5:20 daily.

DURANGO Alt. 6512' Pop. 11000 111 miles northwest of Chama NM
Home of D&RGW "Silverton" train, the steam narrow gauge passengerline. It is possible to take the train one way and the bus over the Million Dollar Highway on the return, or vice-versa, if you make arrangements when reserving tickets. This is a gay, Western style town with all qualities of accommodations, restaurants, and gift shops. Reservations are essential for the Silverton Train. Adults \$10.25, 5-11 \$6.25. Write: Agent, Rio Grande Depot, Durango, Co. 81301. See write-up in Continued/...

NMRA Bulletin for March 1977, Page 11. The Mesa Verde National Park is 36 miles west of Durango on US 160, and is worth a visit to see some of the largest and best preserved Cliff Dwellings in existence.

GEORGETOWN Alt. 8489 Pop. 540 45 miles west of Denver.
This is the location of the former Georgetown Loop railroad. The Georgetown, Breckenridge and Leadville Railroad is operating over part of the original line, to just outside Georgetown from the Silver Plume station. Adults \$2.50, Children \$1.25. It is planned to extend this operation with the rebuilding of the loop bridge the railroad used to gain altitude.

GLENWOOD SPRINGS Alt. 5758' Pop 4100 169 miles west of Denver.
On the main line of the Rio Grande Zephyr. There are two large Hot Springs Mineral Pools - one about 105 degrees and the other about 80 - real relaxing. Admission is \$2.40 for adults and \$1.10 for children for the day. Good accommodations are available in the vicinity.

LEADVILLE Alt. 10188' Pop. 4300 115 miles west of Denver
60 miles north of Salida

Gold, silver and lead discoveries brought an influx of population which increased until in the 1880's there were 40,000 in the area. The D&RG, the Colorado Midland and the Denver, South Park & Pacific RR all built lines into this prosperous territory. After the boom was over, all the railroads continued to compete for the gradually dwindling business, and from the 1920's to 40's were either dismantled or changed to standard gauge. The Colorado Midland abandonment gave Colorado a new automobile road from Leadville, through the one lane Busk-Ivanhoe tunnel (later called the Carleton tunnel) to Basalt. As this road is not a main highway, it is advisable to enquire locally before you venture out. If you can get to the Busk-Ivanhoe tunnel, you are in a good position to explore (on foot) the original line via the higher Hagerman tunnel. (See "Tracking Ghost Railroads in Colorado" by Robert Ormes, Published by Century 1 Press, 2325 East Platte Avenue, Colorado Springs, CO. 80909).

SALIDA Alt. 7038' Pop. 4355 57 miles west of Royal Gorge
82 miles north of Alamosa.

This is a great fishing area, also Hot Springs swimming pools and baths are here. The town was founded by the Denver and Rio Grande Railway. The old grade to Calumet can be explored via the Ute Creek Road, 6 miles northwest of town. The Monarch Branch, which is alongside US 50 west of Maysville, was changed to standard gauge in 1956 and is still in operation today. About two miles west of Maysville the railroad makes a huge S-Curve across the river and highway, and continues on , up to the 2 sets of switchbacks, which are still used to get the empties to the limestone quarry and the loads down, in transit to the Colorado Fuel and Iron Co.'s steel mill in Pueblo.

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MAY 15, 1977

CLINIC 1 P.M.

Oakridge Auditorium

SLIDES by CARL SPARKS "Early History of B.C.E.R.
and surrounding area"

& SLIDES by Frank McKinney "Early Steam memories"

MART - - If you have something to sell, bring it along. The MART will be from 12 Noon to 1 P.M., then again after the show for half an hour.