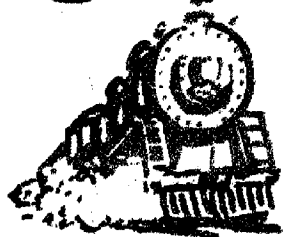
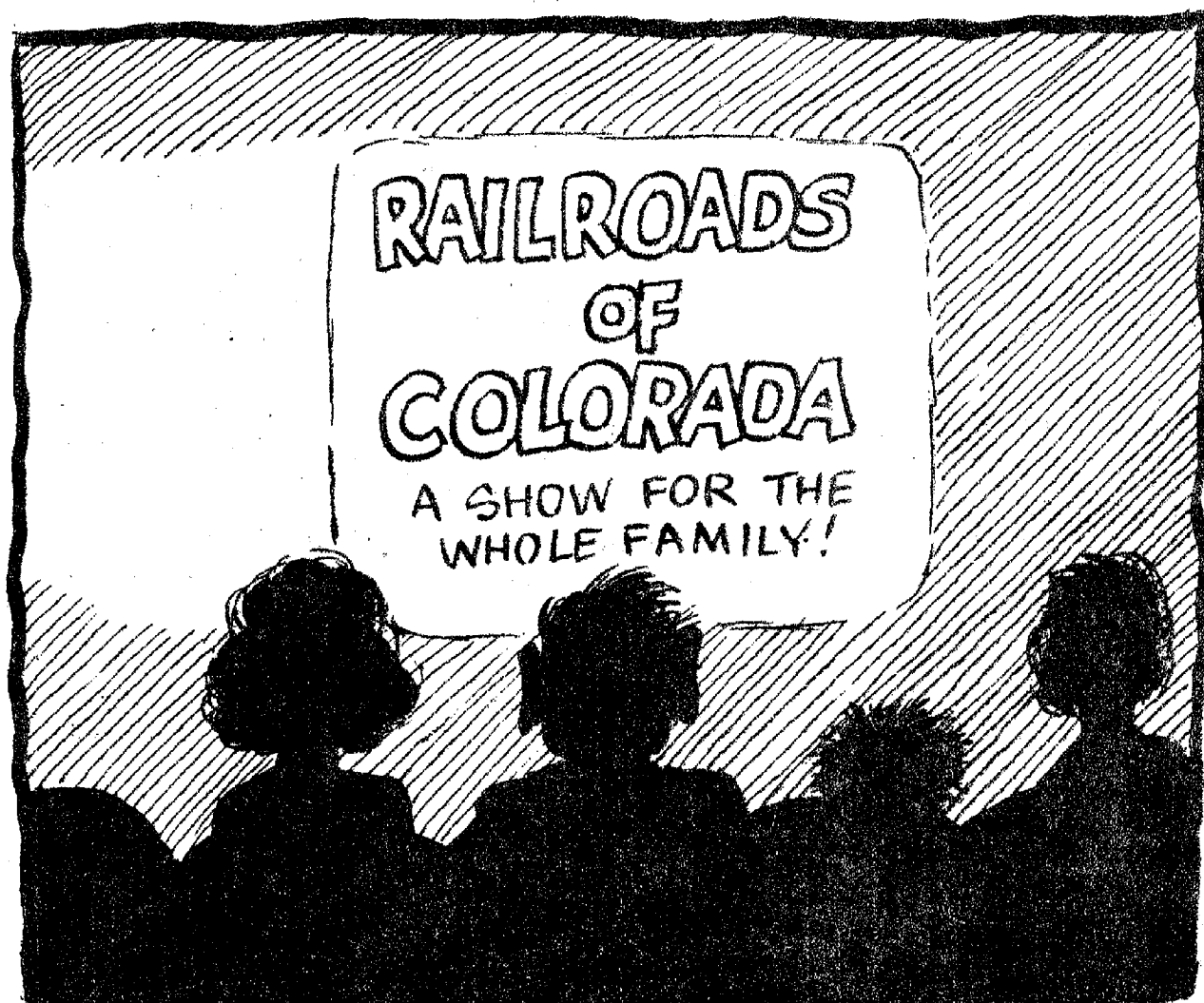


the DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



OAKRIDGE - SUN. NOV. 20TH

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 the 7th Division. Subscription rates to all others is \$2. per year, which comprises approximately six issues.

The BULLETIN BOARD is authorized by the Standing Committee of the 7th Division PNR, NMRA. All correspondence pertaining to this publication should be directed to the Editor, as follows:-

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3.

Effective immediately, al N.M.R.A. and P.N.R dues are quoted in U.S. FUNDS. Please obtain your Money Order in US Funds when paying locally or mailing to P.N.R. or N.M.R.A. in the U.S.A.. Canadian Funds will not be accepted, unless EXCHANGE at the current rate is included. Please govern yourselves accordingly!

First, my sincerest thanks to the many friends who helped me gain my freedom. I cannot understand people dreading the idea of retirement, - - Its HEAVEN!!

Last July 6th my wife and I started out on a long planned trip to explore some of Canada. (With the political situation in Quebec made urgent, we may need a passport to enter or pass through their territory next year!) B.C. and Alberta are well known to us so we motored on to Saskatchewan, arriving at Lloydminster. Saskatoon's reminder of the steam days is in the museum. The 2-8-0 #503 of the T.&N.O. at North Bay is the best cared for locomotive. Our #374 in Kitsilano is by far the worst and really a disgrace to the City, and in some measure, to us railroad enthusiasts; we should complain loudly and persistently! As we went mostly by back roads, I did not see the C.P.R. Northern in Regina. Winnipeg has CNR 6043 in a park, fenced, but needing a paint job. Kenora to Thunder Bay - poor roads, lots of traffic, scrub timber and rocks, a monotonous stretch. We visited Fort William and then saw in an industrial plant 2 cars for the National de Mexico. Ontario is too big! North Bay has, as mentioned above, a well kept 2-8-0, C.P.R. roundhouse and lots of traffic. Kingston Locomotive Works is torn down, all that is left is a vast cement slab with sections of rail embedded and a milling machine, too bulky to remove. It will be preserved as a monument. C.P.R. 4-6-0 #1095 built here in Kingston is on display and in the process of being painted. Another very interesting part of Kingston is it's steam museum. Years ago the City received its water by means of two huge pumps, driven by 2 compound Corliss engines. When electricity took over, they were forgotten until just a few years ago when the engineer at the former locomotive works suggested they be cleaned and preserved. As Kingston is a University City, plenty of help from the technical courses volunteered and today Kingston has the only operating steam museum. Besides the 2 mentioned Corliss engines, it has dozens of engines of all makes and sizes, pumps galore, and all are operating on 100 psi steam. Really worth seeing!

In front of the Museum of Science in Ottawa is C.N.R. 6200. She is in good shape, well painted, but minus headlight and numberboards. She will never go anywhere, as the main rods are missing. In the museum itself one can spend hours, even days. It is well kept, well lit up, but too close for taking pictures, unless one has a wide angle lens. As for buying postcards; aeroplanes, cars and other things yes, but locies? - "Sorry, we are all sold out". (d....!).

In Montreal I rode the C.N. Commuters (electric), the subway, saw the blue and yellow harbour diesel and even an A unit, painted in the VIA colors, pulling a freight train. Lots of stores are closing out in the suburbs; at least 2 houses in every block are for sale. Ste. Constance, hard to locate, as they are not allowed to erect signs, but worth hunting up. The sheds inside are really too dark for seeing, and again, too close for photography, but, outside, row on row of locos, some in the process of restoration. They are planning to build a roundhouse, but the same thing comes to mind, what is going to happen in Quebec? In the basement of the office building is a large O gauge layout, outside third rail. Upstairs there is railroadiana right back to Van Horne's desk.

After spending a day in Quebec City we followed the C.N.R. east to Campbellton, Newcastle and Moncton. That big full circle roundhouse is gone, no turntable, no transfer table, but are they busy? All diesels east of Ontario go to Moncton for repair. I spent 2 nights in the yards and shops. I watched the trueing of the diesel's wheels right on the machine, the test track for pulling and other performances, which are all recorded on tape. I did not find any loose bells, whistles, or number boards. I spent time in the hump yard tower and at the panel of the traffic controller, it was a lot like ours, just lights and switches. It is odd just how much old equipment is sitting in the east, and we have none. A whole train of old boxcars was sitting on a siding, waiting to be sent west for grain

Continued...../7.

<u>STEAM LOCOMOTIVES</u>	1. Gordon Varney	Burnaby, B.C.	37 Ton Shay On3
	2. " "	" "	4-6-2 HO
	3. Alan D. Dean	Rossland, BC.	2-8-2 HO
<u>OTHER LOCOMOTIVES</u>	1. Dave Simpson	Vancouver, BC	CPR Baldwin Diesel HO
	2. Oluf Bockel	Lake Oswego, Ore	Danish Diesel HO
	3. Cyril Meadows	Surrey, B.C.	CPR SD Diesel HO
<u>FREIGHT CARS</u>	1. Earl Johnson MMR	Grants Pass, Ore	WCL Tank car HO
	2. Wm. J Wardell	N, Seattle, WN.	GF&N Box car S
	3. Jack Porzig	Surrey, B.C.	GN Box car HO
<u>CABOOSES</u>	1. Cyril Meadows	Surrey, B.C.	CPR Bay Window HO
	2. Jack Porzig	Surrey, B.C.	GN X244 HO
	3. " "	" "	GN X96 HO
<u>MAINTENANCE OF WAY</u>	1. Brian Pate	N.Vancouver BC	BD&P Bunk car HO
	2. Cyril Meadows	Surrey, B.C.	CPR Flanger HO
	3. Brian Pate	N.Vancouver BC	BD&P Tool car HO
<u>STRUCTURES</u>	1. Ed Anderson	Portland, Ore	Winery HO
	2. Mike Chandler	Vancouver, B.C.	Coal Tower HO
	3. Gordon Varney	Burnaby, B.C.	Deckplate Girder Bridge HO
<u>DISPLAYS</u>	1. J.T. Jones	Victoria, B.C.	Wine Garden N
	2. " " "	" "	German FR Signal Tower N
	3. Frank Julian	" "	Feed an Seed Supply HO
<u>BEST IN SHOW</u>	Ed Anderson	Portland, Ore	Winery

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1977	November	20	SLIDE CLINIC "Colorado '77"	Oakridge Auditorium 1 P.M.
	"	26-27	US Thanksgiving Show	Seattle Science Center 4th Div.
1978	January	15	CLINIC	Oakridge Auditorium 1 P.M. (To be announced).
	February	12	CLINIC	" " " " "
	March	25-26-27	7th Div	SPRING MEET Kelowna, B.C. Easter Weekend.
				Details in the making.
	June	15-16-17	P.N.R.	30th Anniversary by 1st Div. Eugene, Oregon.
				"BE SEEN IN EUGENE"
1979	1979	1979	National N.M.R.A. Convention	- Calgary, Alta.
			Win a Selkirk T-l-c	Donated by Van Hobbies

Your Standing Committee.

The good summer weather is behind us, the BIG Denver National NMRA Convention lingers in our memories, and now we find it almost impossible to realize that our own '77 PNR DOGWOOD CONVENTION has come and gone, and plans are already being formulated for our 1978 Spring Meet in Kelowna on the March 25th Easter weekend.

The '77 Rocky Rails Convention was a bit too big, in my estimation. (Over 3200 attended the Banquet.) I thought there were too many things going on at one time. It turned out that we only had one short visit to view the NMRA Contest Models and never did get to a clinic of any kind. The layout tours were in very short supply. It was necessary to line up at 7 am each morning to pick up the few available tickets for the days allotment, consequently we didn't get to see any of the layouts. Even with these nit-pickins, it doesn't mean that we figured the Convention was a flop. In fact, we really enjoyed the whole 5 days! There just wasn't enough time to get everything in. The highlight of our activities was the day long trip to the Federal Railroad Administration's Transportation Test Center at Pueblo, Col.. We left Denver by bus at 8:30 am, following the railroad grade alongside the highway almost to Colorado Springs where we stopped off at the expansive United States Air Force Academy to view the recreational and church facilities on the grounds. On arrival at the Test Center we were shown an interesting movie and then given a short talk explaining some of the functions of the proving grounds. After a lunch our bus, with a Test Center Guide aboard, took us to several of the test sites, where we were able to get out and look around. Late in the afternoon we started our trek back to Colorado Springs where our driver dropped us off to view the old Colorado Midland roundhouse, which is now occupied by a pottery mill. We then drove through the 'Gardens of the Gods' area on our way to a Western style Ranch supper with a quartet of cowboys entertaining us. It was after 11 pm when we got back to Denver. Other interesting visits were to the Forney Transportation Museum, the Colorado Railroad Museum in Golden where old 346 was alive and operating on the Museum trackage, a visit to Coors Brewery in Golden and then over to the High Country Railroad in Heritage Square. Visitors to Denver even found the weather to be unusual. It was overcast with sunny periods and thunder showers or a real down-pour every afternoon, not only in Denver, but all of Colorado for the two weeks we were there. The people of Colorado were happy with the rain, after weeks of over 90 degree weather. The Denverites just took off their shoes, rolled up their pant legs and splashed through the 1 to 3 inches of water, cascading down the street from curb to curb, dodging the autos and their big spray.

After the Convention we spent a week exploring some of Colorado's Narrow Gauge (and standard) Railroad lore. Leaving Denver we stopped off at Como (9800 ft) on the former Denver, South Park & Pacific, then to St. Elmo (9800 ft) on the DSP&P's eastern approach to the Alpine Tunnel (11,600 ft), down to Salida (7050 ft) and up to Monarch (10,000 ft) on the DRG, which was standard gauged in 1956 and is still operating daily over the two switch-backs originally surveyed for the Narrow Gauge in 1883. Next to Sargents (8475 ft) on the DRG west to Gunnison which was served by both South Park and Rio Grande. At Alamosa on the DRG the old roundhouse was still standing, but we didn't see any dual gauge track. From Antinito to Chama, NM is the very active Cumbres and Toltec Scenic Railroad. Next day we followed the doubleheader steam train up the 4% grade to Cumbres Pass (10,098 ft) and then drove to Aztec, NM, where we followed the former DRG Farmington Branch into Durango, CO., home of the DRG Silverton Train. Our next day was spent following the Rio Grande Southern from Delores (6900 ft) to Rico (8800 ft), over Lizard Head Pass (10,250 ft) down to Trout Lake (9700 ft), the old Ophir Loop (9240 ft) area and into Telluride (9000 ft). We then tried to trace the area where Vance Junction (8100 ft) was located, only about 5 miles below Telluride. We could see the grade across the river, also ruins of the old station and coal bunkers, but it was too wet to venture off the main dirt road, so soon after a thunder storm. The Highway follows the old

Continued...../8

Will let you know what I see in Brazil, where I am going in January!

[illegible]

For you members who have won contests, or wish to have a model judged for Merit Award, we are re-activating the achievement program. If you wish to have something judged, the forms are now available. Please contact me, and I'll get them to you.

Contact me if you wish to participate in this.

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Convention Area utilized over 8800 sq. feet of space.

N-Gauge Module Layout 12X41 feet, Displayed in 1500 sq. ft. of space.

The Silent Auction utilized some 200 sq. ft. of space.

The Participation Clinics were spread over 3500 sq. ft..

290 tickets were distributed for the Banquet, which required 3700 sq. ft..

Over 50 Door Prizes were donated by individual members and commercial firms.

The 'Open House' on Saturday was attended by more than 1000 people.

Thanks are conveyed to Art Calvin for his voluntary delivery service.

grade to Placerville (7300 ft), over the Dallas Divide (9000 ft) and down into Ridgway (7000), the northern terminus of the RGS, in the twilight of another day. Yes, Colorado is a railroadianist's paradise! On the way down to Denver, we drove the thirty miles over the old Rollins Pass (11,070 ft) roadbed in a thunder storm, our first afternoon in Colorado. The Moffatt Tunnel replaced this route in 1928, it saved 22 miles, 2500 ft altitude, plus the many curves and harsh winter snows. Originally the Denver & Salt Lake, it became the mainline of the D&RGW in 1934. We hope to get back to Colorado for our fourth visit in the near future, there are so many places we still haven't seen. If the weather will co-operate we will be able to make a more thorough search of some of these sights that we have only glimpsed from the roadside. (Special thanks to Robert Ormes for his book "Tracking Ghost Railroads in Colorado", published by Century 1 Press, 2325 E. Platte ave., Colorado Springs, CO. 80909).

The DOGWOOD CONVENTION Registrants, and the various committees that took part in organizing it, are all adamant that it was a First Class event. At times it sure looked doubtful! Two weeks before, there were only 169 registrants and we were planning for at least 200. However, by the time the Banquet was ready to start, we had distributed 290 tickets.

The Special Convention Contest for a "Running Water Display" only drew two entries, while the NMRA Model Contests showed a good increase with about 37 exhibits. The Photo Contest was well received and the Saturday Fan Trip drew 170 in 3 coaches for the Royal Hudson trip. The layout tours, the silent auction and the raffle were all well patronized. The Railettes enjoyed a visit to Pacific Center Mall for shopping and a tour of the Stanley Park Aquarium. In the evening a cosmetic demonstration was given by Marian Mills.

Probably the most important aspect of our Convention was the planning for a full day of clinics with no other activities to conflict with the scheduling. The Participation Clinics were the basis for the success of our happening, followed by a well attended open house, and climaxing with the Banquet, where our Guest of Honor, Mr. Robert Swanson, held his audience spellbound, with his tales about the Royal Hudson, 3716, 1077 and Airchime whistles, plus superb photography by his assistant. Thank you, Mr. Bob Swanson!

Our Convention utilized over 8800 sq.ft. of space with some 7000 sqft for members and commercial displays. The N Gauge Module Layout occupied 1500 sqft, the Participation Clinics and Banquet, over 3500 sqft.. I think our choice of the Plaza 500 Hotel was a good one, and the management was on hand at all times to co-operate with us when needed.

I could start and write a list of names of persons who did so much to make our Convention a success, but on the chance that I might miss a name or two, I have avoided mention of any name. However, I would be remiss if I didn't thank our Convention Chairman for a job well done. Congratulations, Ken Griffiths!

During the Convention new memberships and renewals were signed up for NMRA and PNR. It turned out that when the proceeds from these dues were to be sent across the Border, there was a further \$25 required for exchange, because of the depressed Canadian Dollar. Consequently, in future, all monies for dues must be in U.S. \$\$\$\$. Please co-operate by purchasing a US Money Order. If it is necessary to pay in Canadian funds, please add 10% for exchange.

Coming up on November 20th will be a Slide Clinic at the Oakridge Auditorium at 1 pm. Tom Beaton and Hank Menkveld will be showing some of their slides, taken

Continued...../9.

The more than 95,000 concrete ties laid in the Canyon were supplied by the new \$5 million plant of Con-Force Costain Concrete Tie Co. Ltd. of Edmonton. They were part of an order for 1.5 million concrete ties, with delivery spread over five years. (Vancouver Province, Wednesday, August 10, 1977).

A MESSAGE FROM THE RAILETTES

I would like to take this opportunity to thank everyone who helped make the Railette activities during the recent convention a success. Special thanks to Marian Mills for the Mary Kaye cosmetic demonstration; to Marion Jones and Audrey Doe for helping out at the Railette table; and to Dorothy Davis and Jean Elgood for providing transportation for the visitors.

T-shirt sales went well. However, there are some available in most sizes. If you are interested in purchasing one or more T-shirts, they will be available at the November 20th event.

If you wish to buy a T-shirt but are unable to attend the Oakridge function, please use the order form below.

Please call me at 594-2135 if you have any questions.

Many thanks.

Shirley Heap

T-SHIRT ORDER FORM

	<u>Keep on Trackin'</u>	<u>CN Snake</u>	<u>Royal Hudson</u>
<u>Children's</u>			
Small	_____	_____	_____
Medium	_____	_____	_____
Large	_____	_____	_____
<u>Adults'</u>			
Small	_____	_____	_____
Medium	_____	_____	_____
Large	_____	_____	_____
X-Large	_____	_____	_____
<u>TOTAL:</u>			

Children's Sizes: _____ x \$4.50 = \$ _____

Adult Sizes: _____ x \$5.00 = \$ _____

AMOUNT ENCLOSED \$ _____

SEND TO:

NAME: _____

ADDRESS: _____

POSTAL CODE: _____ TELEPHONE NUMBER: _____

ORDER FORM SHOULD BE SENT TO: Mrs. Shirley Heap,
10612 Santa Monica Drive,
North Delta, B. C., V4C 1P7