

the DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

HI! AMIGOS!



BULLETIN BOARD

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 \$2.00 per year, which comprises approximately six issues.

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

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YOUR SUPERINTENDENT'S REPORT

The past month has been a busy one for myself, and quite a few others in the Region. On the 18th of March I attended the 4th Div Meet in Bellevue, WA.. Had a great time as usual.

Congratulations to Bob Smith who received the "Man of the Year Award" for the 4th Div.. Bob does a lot of hard work in that Division. I would also like to thank Doug Doolittle and the Whatcom Railroad Association of Bellingham for giving me the 'Rubber Duckey' award for a certain incident I was involved in. Thank You!

On the 25th of March I attended our 7th Div Spring Meet in Kelowna. Boy, those fellows in Kelowna did one great job in putting on this Meet! With the help of the groups in Vernon and Kamloops, they organized a Meet we'll remember for a while. To all you people, THANK YOU from the 7th Division.

Congratulations go to Ken Griffiths for receiving the "Ross Heriot Memorial Gold Spike Award". Ken has put many years of work in the division, and was the Past-Superintendent. Well deserved, Ken!

On the 1st of April I attended the 5th Div Meet in Pasco, WA.. Another good time was had by all. Congratulations to John Decker (5th Div Supt.) on receiving the 'Purple Piston' award! Keith Newsom of Olympia, WA. gave this award to John, saying that most people remove a lot of junk from Colorado, and few leave some... John fell asleep at the wheel outside of Grand Junction, Colorado after attending the N.M.R.A. Convention and destroyed his Volkswagon Bus. Fortunately no one was hurt. He now has a beautiful new Motor Home to travel in, so, he can sleep in a little more comfort.

Attending these Meets has been a very enjoyable part of the hobby for me. It gives me a chance to meet and see other people with the same interests. It also gives me the chance to see what-and-how others do things within the hobby.

Our own division is growing. We now have over 210 members. I wish to welcome all our new members, especially those who have joined from the Interior!

April 16th is the next Oakridge Show. This show will feature sound movies made by Ross Sadler and Duane Damgaard. Ross spent some time in South America filming wood-burning locomotives. I have not seen these films, but have heard that they are very good. Duane's filming will bring us the double-headed steam out of Chama, New Mexico, up the 4% grade to Cumbres Pass in Colorado on the Cumbres and Toltec Scenic Railroad. This film I have seen, and, it is GOOD! We will be treated to about three hours of films, so, be sure to get there early! See you on the 16th!!

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A THANK YOU to the people who supplied the Raffle Prizes for the Kelowna Meet!

1st Prize - A CN 10-wheeler - won by Mr. Dick Kaes Model of Kelowna - supplied by Mr. Phil Crawley of V.H. Models.

2nd Prize - A Dremel Tool - won by Mr. Spike Brown - donated by Mr. Ken Wilson of Totem Tools.

3rd Prize - A CN Modern Caboose - won by Mrs. Audrey Doe - donated by Mr. Ron Small of Van Hobbies.

4th Prize - A 'Campbell's Kit' - won by Mr. Ted Pettet of Ashcroft - donated by Mr. Terry Scaife of T.J. Hobbies in Kelowna.

5th Prize - A large framed picture - won by Mr. Dave Webster of Kamloops - donated by the C.N. Railway.

Our thanks also to Gerry Doeksen for showing his films of the Slocan Subdivision, during the entertainment at our Banquet.

We also wish to thank the many donors of Door Prizes, some of whom were:

The Richmond Hobby Center T.J. Hobbies of Kelowna

The Vernon Model Shop

The Bird House Hobby Shop of Trail

Okanagan Railroad and Hobby Supplies of Kelowna.

Thank you one and all, very kindly. T.S.B.

MODEL RAILROADING in the ASHCROFT - CACHE CREEK AREA

"FARWEST RAILROAD CO."

Submitted by Mike Henderson

The Farwest Railroad is designed as a out-and-back rail line affiliated with the C.P.R.. Thus when operation is achieved one will see motive and rolling stock in both schemes.

The overall size of the layout will be 10' X 21' and will be the shape of a large "J" to facilitate access.

A large through yard to accommodate both steam and diesel will occupy the longest side of the layout.

Construction consists of flat top in the yard area, merging into open grid and risers. All mainline trackage will be double and will consist of Code 83 weathered rail, courtesy Railcraft. All turnouts are constructed from kits and include No. 6 in the yard and No. 8's on the mainline.

Motive power will consist mainly of modern diesels supplied by Athearn and Atlas. They will be supplemented by some steam from A.H.M.. Freight movement is the prime activity, although passenger service is available.

Control is being supplied by Troller making for a combination of stationary and walk-around control.

It needs to be stressed at this time that the layout is not operable as construction, began just a short while ago, after a move.

The railroad will occupy a large rumpus room in the basement. This room will be properly finished to enhance the overall appearance of the layout.

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AN EXPERIMENTAL LAYOUT

Submitted by Rod Craggs

Model railroading for me really got its basics when I hired out as a brass pounder on the C.P.R.. At 16 I was the youngest operator on the line and had got on by saying I was 18, a fact the C.P.R. did not find out until some 18 years.

My first job was as a work train operator on the Kettle Valley out of Penticton. Most of the summer was in the Coquihalla Pass with a ditcher train. This was the summer of '43. At summer's end I returned to school. It was to be 5 years later in the flood of 1948 that I started operating again. This was to last 21 years, when I left the C.P.R. in 1969.

I built my first real layout in 1949 when I got my first steady job as third trick operator at Glacier in Rogers Pass. I had bought a small house and my first layout occupied my whole bedroom. In deed I had to crawl under the layout to get to bed. At that time I bought all Tru-Scale Roadbed and brass rail, spending many absorbing and frustrating hours putting spikes in one at a time with a pair of needle nose pliers.

My first engine was a Varney F-3 which also meant buying my first Dremel to grind out headlite and portholes as it was all die cast, and I believe priced \$30..

My first cars were made from sides printed in Model Railroader and my passenger cars were Strombecker cardboard and wood construction. However, with good trucks and some weighting, I had a creditable streamliner.

It was to be almost 20 years later in about 1974 before I dusted off some old models and tools. This was caused by a change in my life which left me with a lot of spare time, standing by for emergency ambulance work.

At first I went whole hog and bought a fleet of big engines from Mallets to Pacifics and big cars. Soon I realized that short engines and cars look better on a 5' X 11' layout, so all the modern big cars and engines were sold and smaller old timers of the 1890 to 1910 era were bought. Only cars retained were a fleet of 36 footers and some 34 foot Overton Coaches.

Some brass engines were tried, as were diesels. The diesels were traded or sold for a couple of brass steamers, one a 4-6-0 and the other a 2-6-2. Four MDC steamers of the old time 2-8-0 and 2-6-0 along with a couple of 2-4-0 wheel arrangements and miscellaneous switchers are now my power lineup. /6

Model Railroading in the Ashcroft - Cache Creek area (Continued):

The layout will be period and no special line as yet. As I mainly like running trains and building trestles, it consists of two ovals joining at one side, which gives about a 60 foot run before returning to the starting point.

I like to think of my layout as an experimental one. As many kinds of track, switches, scenery and construction are tried out. Later this year I hope to move to a larger room where the ideas learned will be tried on the larger layout.

Meanwhile I am building loco kits, super detailing and trying to attend model railroad shows. In all, I find it a fascinating and rewarding hobby, which I will probably have for the rest of my life.

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C.P. - C.N. MODULES IN N-GAUGE

Submitted by Ken Owens

Model railroading has interested me since a young boy when a friend of the family invited me over to his home to see his O-gauge railroad.

In later years I started a HO gauge layout, but when N gauge started to become more available I changed over, because the little space required for this gauge. I am now building modules, and have completed one 4 feet wide, tapering to two feet, and eleven feet in length. Have plans for three more to build with a total length of 27 feet. When completed it will be a dogbone plan with Canadian Pacific and Canadian National theme, and later with other Canadian railroads and U.S. lines incorporated into it.

Have both diesel and steam and will be modelling the era between 1940 to the present day locomotive power. Locomotives and most rolling stock are by Kadee, and I have three scratch-built passenger cars.

In building my first module I experienced the construction, wiring and scenery, with the end results very rewarding.

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The above three letters were received from Ken Owens, who reminds us that they don't have a club, so everyone does his own thing. There is a lot of interest shown in the hobby and they are hoping to have a group get-together in the area. Ken also expects to have some more letters from some of the other fellows in the Ashcroft - Cache Creek area.

If you wish to find out more about model railroading in this area, write:

Ken Owens, Box 640, Ashcroft, B.C., V0K 1A0

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THE ROSS HERIOT MEMORIAL GOLD SPIKE AWARD

The members of the 7th Div have chosen Ken Griffiths, the 1977 recipient of this award. CONGRATULATIONS, Ken, you are a worthy asset to this Division.

Besides the "K.G. DECALS" Ken is famous for, he has served the 7th Div as Bulletin Board editor, Superintendent and last year organized our Dogwood Convention. Thanks, Ken, for all your worthy contributions to the model railroad hobby, and may your light continue to shine for the 7th Div PNR MRA!

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NOMINATIONS for 7th Div Superintendent

The closing date is April 14, 1978. Send your submissions to:

Art Jones, Election Committee Chairman, 796 East 37th Ave., Vancouver, BC

V5W 1G1

This is your chance to nominate the candidate you would wish to be Superintendent of the 7th Div for the next two years. Better hurry!

From "THE DISPATCHER" Issue #6 Nov - Dec 1960

GONE ARE THE BIG RED CARS

Main source of reference: "Lighted Journey", by Cecil Maiden, published by the Keystone Press Ltd., Vancouver, B.C.

Compiled by SPIKE BROWN

The red and cream interurban cars, once such a familiar part of the life on British Columbia's lower mainland, are things of the past. On February 28, 1958, the last car to operate (No. 1207) discharged its passengers at Marpole depot, and so ended a service that had existed for 61 years under the British Columbia Electric Railway's banner. With the exception of old No. 1223, which stands brooding over its bygone glories and those of its sisters on a short length of track at Edmonds, just off Kingsway, a main highway between Vancouver and New Westminster, the big electric have vanished. No. 1223 only exists through the loyalty of a group of traction fans who couldn't bear to see a romantic era pass without marking it with a monument.

No longer will the strident, yet strangely melodious horns warn waiting passengers at Central Park, Royal Oak, Jubilee, Highland Park, Jellicoe, and all the other wayside stations, to make ready to board their speedy owners. The horns are stilled forever, the cars have disappeared, and almost all the stations have been dismantled. Old Marpole depot remained for a couple of years after the last interurban stopped at her platform, mostly boarded up and serving as a freight dispatcher's office, but in 1960 she went, too, to make room for a new structure, modern and efficient, to house the dispatcher. The big terminal at Carrall and Hastings in Vancouver is now a bank, and the other and only slightly less important main station at New Westminster has been revamped as a furniture and appliance store.

Most of the rails that formed a double mainline track, kept polished by the frequent and careening passage of the bulky interurbans, have been ripped up. One set of track remains where two once kept company, and that only for terminal freights pulled by diesels. Even the overhead wires are gone.

Traction in British Columbia commenced to live on April 26, 1890, when the Westminster and Vancouver Tramways Company was incorporated. In June of that year work started on 12 miles of track to link the two cities of New Westminster and Vancouver, the former on the banks of the Fraser, and the latter on Burrard Inlet. This was to be the Central Park line that was to operate in service until July 15, 1954. After considerable difficulty the line was completed. Great trees had to be cut on both sides of the right-of-way as the tracks were laid through stands of virgin forest. Grades were as high as 9 and 11 percent! Although the system was of little consequence in view of what was to come later, it was, in those early days, a very considerable undertaking. 12 miles of electric railway track was then an unheard of proposition. In the whole of Canada no other such interurban line existed or was planned.

Initial service consisted of two trips per day. Single fare between the two cities was 50¢ - 75¢ return. In 1893 the company invested in 6 cars, each 35 feet long, and described as being "wide and roomy and nicely upholstered". They were products of the J.G. Brill Company of Philadelphia. Only two stops were made enroute; one at a station that was to carry its name to the end of the interurban service, Central Park, and the other at "Largen's Corner", at the end of present Glen Drive on Venables Street in Vancouver.

From "THE DISPATCHER" Issue #6 Nov - Dec 1960
GONE ARE THE BIG RED CARS (Continued):

In 1891 a depression began. The Vancouver Electric Railway and Light Company that had been operating a streetcar service in Vancouver since June 26, 1890, found itself in financial difficulties. One reason for diminished service was that the novelty of tram cars had worn off; another, that most of the population lived only ten minutes walk from their places of employment! In May, 1893, trustees took over for the bondholders. The property and assets were then bought by a new company - The Consolidated Railway and Light Company.

Vancouver was not alone in its troubles during the gloomy period of the depression. The Westminster and Vancouver Tramway also moved into deep financial waters, and after a series of setbacks, the British Columbia Electric Railway Company was formed by two men, Robert Horne-Payne and Frank Barnard, and acquired both of the systems.

In 1902 the Canadian Pacific Railway Company built the steam-powered Vancouver & Lulu Island Railway from downtown Vancouver to the village of Steveston, located on Lulu Island, part of the delta of the Fraser River, south of Vancouver. The island, incidentally, was named after a dance-hall queen who was the toast of the New Westminster area in rough, tough pioneer days. The BCER leased the railway for electrical interurban service in 1905. The CPR constructed a branch of the Vancouver and Lulu Island between Marpole and New Westminster in 1909, and this was also leased by the BCER. This particular section was in passenger service until February 28, 1958, when buses replaced the trains.

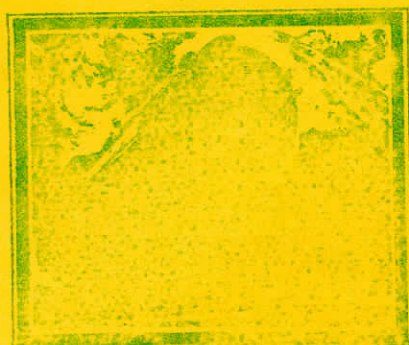
During the period in which the Vancouver-Steveston-New Westminster line was being put into service with interurbans, the BCER acquired more extensive trackage into the Fraser Valley. The Vancouver, Fraser Valley and Southern Railroad was incorporated in 1906 and absorbed by the BCER system in 1907. In 1910, the first 21 miles of a proposed 64 mile line to Chilliwack was put into service, and construction continued through the valley on the south side of the Fraser River. The last spike was driven on October 10, 1910, and passengers were carried by the red and cream electric cars until September, 1950, when they were replaced with buses.

On June 12, 1911, the Burnaby Lake line of the BCER was opened and became the final addition to the system on the B.C. mainland. This right-of-way was located several miles north of the original Central Park line, and extended for 14.7 miles between Vancouver and New Westminster. It was abandoned in favor of bus service on October 23, 1953.

The BCER continues to operate all of these railway lines, with the exception of the Burnaby Lake branch, to provide freight service.

As well as operating its extensive interurban system, the company serviced the cities of Vancouver, North Vancouver, New Westminster, and their suburbs, with street car networks. The last car made its run on the Hastings East route, April 22, 1955. The original equipment consisted of diminutive 4-wheelers which were replaced as the years passed with a succession of more modern cars until the PCC's (Presidents' Conference Cars) which were added not too long before the street railway system was discontinued. Now trolley buses carry Vancouverites and residents of the other cities. Street cars and interurbans were also operated by the company on Vancouver Island.

(End of Part 1. See next issue for Part 11).



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SCHEDULE

Royal Hudson Discover British Columbia Tour 1978

DISPLAY HOURS:
10 a.m. to 7 p.m.

(subject to change)

Date	Arr.	Place	Lve.	Date	Arr.	Place	Lve.	
March 30		Vancouver Drake St.	1400PT	April 16	0300	Windsor CPR yds	ET	
		Port Coquitlam	1435		18	Windsor	0800	
		Mission	1515			Detroit, Mich.	1100	
		Agassiz	1555		1500	Grand Rapids	1600	
		Yale	1645		2200	Chicago, Ill.	CT	
	1800	North Bend	1900		2330	Shiller Park Yards		
		Ashcroft	2120	April 20		Chicago	2100	
	2300	Kamloops	0001		21	Waukesha Old Soo Sta.		
March 31	0400	Revelstoke	0500		22	Waukesha	2100	
PT	1015	Field	1215MT			2320	Fond du Lac	2350
		Lake Louise	1015		23	Chippewa Falls	0830	
		Banff	1400			1300	Minneapolis, Minn.	
	1630	Calgary	1730			1400	(Minnehaha Park)	
	2100	Medicine Hat	2400		25	Minnehaha Park	2100	
April 1	0115	Swift Current	0215CT		26	Humboldt Yard	0001	
	0600	Moose Jaw	0900			1030	Thief River Falls	1130
	1015	Broadview	1115				Emerson	1600
	1415	Brandon	1515			2000	Winnipeg CPR	
	1830	Winnipeg	2000		28	Winnipeg	2100	
	2330	Kenora	0030		29	2345	Brandon	0005
April 2	0850	Thunder Bay	0950			0305	Broadview	0340
	1010	Current River	1110ET			0605	Regina CPR	
		Nipigon	1240		30	Regina	2100	
	1410	Schreiber	1510	May	1	0430	Saskatoon old CPR Sta.	
		Terrace Bay	1530		2	Saskatoon	2100	
		Marathon	1640		3	0400	Hardisty	0330MT
	1840	White River	1940			0900	Edmonton CPR S. Ed.	
April 3	2310	Chapman	0010		4	Edmonton	2100	
		Sudbury	0030			2300	Red Deer	2330
	0710	North Bay	0810		5	0115	Calgary CPR	
	1110	Chalk River	1210		7	Calgary	0600	
	1600	Ottawa (St. Catharines)				0940	Field	0900PT
April 5		Ottawa	2100				Golden	1015
April 6	0030	Montreal Park Ave.				1330	Revelstoke	1430
April 7		Montreal	2100				Sicamous	1540
	2300	Three Rivers CPR					Salmon Arm	1620
April 8		Three Rivers	2100			1830	Kamloops	
	2255	Quebec City CPR			8		Kamloops	0700
April 10		Quebec City	2100				Spences Bridge	0910
April 11	0900	Smith Falls	1000				Lytton	0955
		Bellefleur	1215			1100	North Bend	1130
	1530	Toronto CNE					Agassiz	1335
April 13		Toronto	2100				Mission	1415
April 14	0300	London old CPR					Coquitlam	1455
April 15		London	2100			1530	Vancouver	