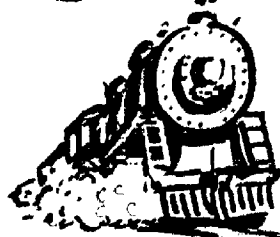
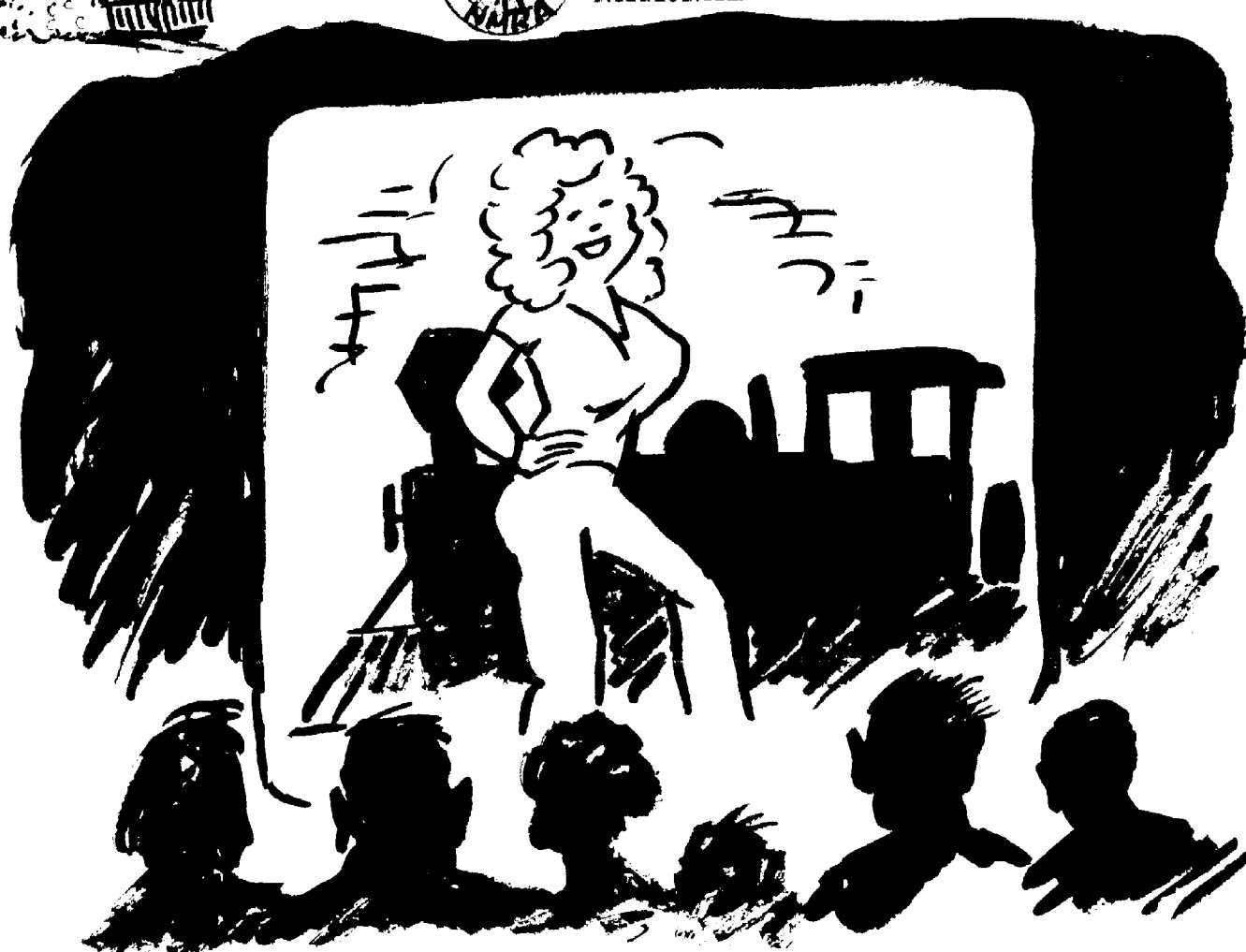


th DIVISION **BULLETIN BOARD**



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



SLIDE & MOVIE SHOW

- OAKRIDGE AUDITORIUM
- OCTOBER 15th 1:00 P.M.

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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SUPERINTENDENT'S REPORT

It looks like we are going to have another postal strike, (those words are getting a little tiresome, aren't they!), so I hope you have received this issue of the Bulletin on time.

Something else you may want to get into the mail is your DUES. There are a lot of you past due, way past due, or about to become due, ----- CHECK YOUR CARDS! And, please stay with us by forwarding your dues to their respective addresses.

Well, it looks as if I have this job for another two years, so hope you can put up with me again. I have met and made a lot of new friends in the past two years and I have enjoyed doing it! I wish to thank all of those who have helped put on the activities in the past two years, and hope you will stick around and give me your support for the next two.

How about some of you, we can always use active members. If you have a series of slides or movies you think the membership might be interested in, do let us know. How about a Clinic or a display, we always need new material. Come on out and get more enjoyment out of your hobby! Become an active member and make that \$3.00 one of the best investments you ever made!

Speaking of \$3.00. How did you enjoy those last two issues of the SWITCHLIST? (that's if you have your dues paid). Duane and his crew are doing an excellent job of putting together a regional paper, aren't they. Thanks crew!

If you received the last SWITCHLIST, you'll note on the back page that P.N.R. has lost another member. On August 19th, a good friend and 4th Div. Superintendent, Ned Clough, passed away very suddenly. It was a shock to us all and Ned will be very much missed. All our Sympathies go out to his wife, Louise and their family.

I trust you all have had a good summer and are now ready for winter and the model railroading activities that go with it! The next Oakridge show is on October 15th. Come along and enjoy this Clinic and bring along something you have done in the past year, for display.

See you at Oakridge!!

T.S.B.

SCIENCE CENTER SHOW

November 24 - 25 brings together the 4th annual Seattle Science Center Model Railroad Show. This is a 4th Div. event, but they do let some of the outsiders help out. If you are interested in assisting, please let me know. This is a two day event and accommodation can be provided, if we know of your interest. You should be prepared to answer a lot of questions, as the past three years has brought in 8 to 12 thousand people through the doors. Come!, enjoy a weekend of fun!!

T.S.B.

EXTRA NO. 7 WEST September 26, 1978

It appears that most of the vacations are over and once again it is time to pick up from where we left off last May and June. Our summer was hot and dry while it lasted, but except for the odd good day, the rains have been with us the past few weeks and we have even had snow above the 3500 foot level; maybe we are in for a bad winter!

My wife and I went on the charter bus to the 30th P.N.R. Convention in Eugene, Oregon. This seems to be the ideal way to travel to a convention, providing your plans don't include extra time off for vacationing in the area or travelling further afield. Bob Chester drove us in his 12 passenger Econoline bus, stopping enroute at Mount Vernon for coffee, Tumwater, just outside Olympia, for lunch and a second coffee break in Oregon, arriving at the Eugene Hotel about dinner time. On the return trip we made the same stop-offs, arriving back in Richmond in the late afternoon. As Bob Chester is a PNR NMRA member and model railroader, he likes to attend these Meets, so why not consider going along with him to the 1979 RAILRODED NMRA Convention in Calgary, Alta. next July. He can provide any size of bus to accommodate the charter trip. Please keep this in mind as you plan ahead, and if you are interested, let it be know to your committee members or contact Bob Chester between 9 a.m. and 4 p.m. at 277 - 5929.

Elaine Jones and her group in Division 1 sure prepared a good 30th Convention for us! The Clinics and Film Shows were well organized, there was a good response to the Model and Photo Contests. The Commercial Displays were adequate, accompanied by the model layout and the Module display, and in the other end of the floor, lots of activity with the switching layouts. The Model Contest entries were cleverly displayed in locked cabinets, with glass on all sides -- perfect for viewing, but out of reach from those wandering fingers -- a case of "Touch with your eyes". The layout and prototype tours were interesting, with a well organized transportation scheduling, and a steady flow of participants. Saturday morning saw most members boarding the buses to Village Green for the Fan Trip on the Oregon, Pacific and Eastern Railway steam train with an opportunity of a run-by, heading into the balloon loop at the end of the line. In the evening came the climax of the Meet -- the awards banquet. The food was plentiful, and good, and the block of ice, formed and shaped like a locomotive, retained its features for the whole evening! A BIG "Well Done" to Elaine and her committees and members.

The next week of our holiday we visited at Sheridan Lake, near 100 Mile House, then drove the back road via Little Fort and back to Kamloops. The CPRail and CNR were very busy in this area. Driving alongside the CNR we noticed a train waiting at every passing track and at one place they were making a saw-by with two drags and a work train. We continued on to Merritt, drove up the Coldwater Road to Brookmere, back to No.5 Highway and Princeton. Next morning we followed the existing Kettle Valley line through Coalmont and Tulameen to Otter Lake Park and return, then over the Hope - Princeton Highway to Hope where we headed up the Coquihalla

...../6

Jack Smith
4103 - 27th Avenue
Vernon, B.C. - V1T 4X9
Phone - 542 - 4534

BT

This will be an open clinic. That is, bring along your questions and we will try to answer them, or just come along and enjoy the day with other modellers.

T.S.B.

3rd Annual MODEL RAILROAD AUCTION will be held by
the Victoria Model Railroad Group on Sunday,

October 22nd, from 1 to 4 P.M. at the

Saanich Public Library (Basement)

880 Seymour Street, (Behind Town & Country Shopping Center
VICTORIA, B.C.

ARTICLES FOR AUCTIONING REQUESTED EVERYONE WELCOME

For further information, contact:-

Jack Knowland
4030 Haro Road
Victoria, B.C. V8N 4B2
Phone - 477-4882

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NOVEMBER 4th. 4th Div MINI - MEET

The Whidby Island Model Railroad Club will be hosting a Mini - Meet on Saturday, November 4th, with the Banquet to be at Sedro Wooley's new SKAGIT STATION restaurant, just east of the Junction of Highways 9 and 20.

Extra No. 7 West September 26, 1978 (Continued from 4)

road to see what we could find of the old Kettle Valley Railway. We made our first stop in the canyon on the east side of the quintet tunnels near Othello. We walked through tunnels 5 and 4 to where the railway crossed the Coquihalla River, where the bridge has been removed, so it is impossible to get across to daylighted tunnel 3. Heading up the hill, the present dirt roadway follows above, below or on the former roadbed. Remnants of old snow sheds and trestles are still evident on the old grade. One concrete snow shed is still holding up the mountainside and two tunnels with concrete lining form part of the present road. About two miles from Coquihalla Lake, where a road bridge was out, we had to turn back. If we had a 4 wheel drive we could have drove down the bank, ford the stream and climb back up the other side. However, returning back down we didn't have enough daylight to explore Ladner Creek, but did come across a steel bridge, still intact, minus its approaches. A couple of road bridges in this area had signs on them "Unsafe Bridge - Use at your own risk", but we made it both ways! It was now twilight, so we headed for home and next day spent a couple of hours cleaning the inside and outside of the car -- that dust and dirt gets into everything! A couple of weeks later we returned to Hope and followed the old roadbed above the Coquihalla, alongside the cemetery. We drove as far as possible and then walked to tunnel 1 of the quintet. We had to climb over a slide inside tunnel 1 to get to the Coquihalla Canyon crossing to tunnel 2. The bridge here is still standing, but the approaches have been removed, so it isn't possible to get over to tunnels 2 and 3 from either end. If you plan going up the Coquihalla, please be reminded that parts of the road above Othello are used by big logging trucks, so it would be wise to do your outing on a Saturday or Sunday when the loggers aren't on the job. I also noticed that the road alongside the cemetery is being widened, for logging purposes, for a short distance up the old roadbed.

During the last two weeks in August we were in Ontario and the feature of our trip was the ride behind CNR 6060 to Niagara Falls. We stayed with the train to the turn-around point at a place called Yager. The trip from Toronto to Niagara was very routine with a stop at Hamilton in the middle of nowhere, and another stop at Grimsby's "Village Station". We were delayed some 20 minutes at the Welland Canal for an ore carrier to pass through. Between Niagara and Yager we were treated to two run-bys, but there were so many people that got off the train that knew nothing about the purpose of a run-by, and most of whom did not have cameras, consequently they were always in the wrong place at the right time. However, we arrived back in Niagara and detrained for a further visit in the area. Another surprise treat came when we taken to see an "old engine" in a park at Fort Erie. Imagine my surprise when it turned out to be none other than CNR 6218, the former steam excursion locomotive. I didn't even know she still existed! However, this engine is well looked after by a group of "6218 Fans" who have had a former CNR station moved to this park and converted it into a very interesting museum alongside their engine. They only charge 50¢ admission, which includes a guided tour of 6218 and the museum.

..../8

TIMETABLE NO. 7 Effective October 1, 1978

- October 14 1978 3rd Division Meet - Boise, Idaho. For details Write: Joel Slagg, 3410 Crane Creek Road, Boise, Idaho 83707 or (208) 344 - 3913
- October 15 1978 Oakridge Clinic, 1 p.m. SLIDE EXTRAVAGANZA by 7th Division Committee Members. Anything goes!
- October 21 1978 Clinic and Slide Show - Vernon, B.C.. See news on Page 5 of this Bulletin Board.
- October 21 1978 1st Division Meet - Springfield, Oregon. For Details write: Rick Kang, 565 West Harlow Road #34, Springfield, OR 97477. Theme: "Logging"
- October 22 1978 Auction - Victoria, B.C.. Sunday 1 p.m. to 4 Saanich Public Library (Basement), 880 Seymour St. (Behind Town & Country Shopping Center). Auction items requested - Everyone Welcome
- November 4 1978 4th Division Mini-Meet - Whidby Island Model Railroad Club. Banquet in Sedro Wooley at the "Skagit Station" railway Coach dining complex. Further details at the Oakridge Clinic Oct. 15.
- November 19 1978 Oakridge Clinic. Details next Bulletin Board. Keep this date open!
- November 24 1978 4th Division Science Center Show - Seattle. For details write: Lou Toppino, 1111 Shorebrook Ave., Seattle, WA 98166 or (206) 244 - 0961 Displays and assistance gratefully accepted.
- July 17 1979 "RAILRODED" 1979 NMRA National Convention - to 21 Calgary, Alberta - Willis Creighton, General Chairman. Plan to combine this with the Calgary Stampede. Win a T-1-c Selkirk donated by VH Models. (The P.N.R. Convention will coincide).
- October 20 1979 Model railroad HOBBY SHOW - Oakridge Auditorium. to 27 Ideas welcome! Get started on your projects!!
- 1980 NMRA National Convention - Orlando, Florida
- 1981 NMRA National Convention - San Mateo, California

NEED SOMETHING?

GOT SOMETHING to SELL or SWAP? Send info to:-

7th Div SWAP = SWAP
 c/o Ted Edwards
 2398 East 53rd Avenue
 Vancouver, B.C. V5S 1V8

You must be a P.N.R. Member!

Please include your POSTAL CODE!!

Extra West N. 7 September 26, 1978 (Continued from 6):-

Seeing 6218 again was like meeting a long lost friend!.....On to London, Ont. from where we took a two day drive via Detroit to Dearborn, Mich., the location of the Henry Ford Plant and Museum. This is undoubtably the most fantastic Museum I have ever seen! A person could spend two days there and still not see it all! We only had a half a day there, so only got a glimpse of the exhibits. Inside this huge building are displays of mill and farm machinery, household items like refrigerators, Ranges, heaters, electrical and telephone items, automobiles, aeroplanes, street cars and steam locomotives. It is beyond comprehension until you can see it for yourself! They even have their own railroad spur right into the building to facilitate a change of exhibits, when so desired. At present there is a 4-6-6-4 (Allegheny) C&D (1941) loco on display as well as 3 other smaller steam locos including the 1829 Rocket. These are not models, they are 12 inches to the foot prototypes! If you are ever near Dearborn, plan to be there for a few days, not just a few hours like we did. As well as the indoor area there are outside exhibits and a 1876 Mason 4-4-0 steam train ride around the park. Also available are tours through the mammoth Ford car plant. I sure hope to return for a better look, if I get the opportunity! (Dearborn is where the last N.M.R.A. National Convention was held).

The next day we stopped off near Flint, Mich. to visit the "Crossroads Village" and Huckleberry Railroad. This is a heritage style complex featuring live presentations of the way it was done in the olden days by the blacksmith, vaudeville entertainers, an operating steam tractor and a ride on a real steam train. We rode behind cinder belching #2, a 4-6-0 Baldwin (1920) ex Alaska R.R.. Enroute the train was "held up" and robbed of its mail bag. The brakemen have a gun fight with the desperadoes, killing both of the bandits, retrieving the mail bag. The train moves on, and for as long as you look back, those robbers do not make a move!

Back in London the following day I was up early to accompany my cousin's son, who is a C.N.R. Engineer, on a train called to switch the Exeter Branch. We had orders to work extra from 0800 hours to 2100 hours between Hyde Park (London) and Clinton Jct. Not protecting against extras -- the whole subdivision was ours! I sat on the fireman's side all the way, watched the switching as we progressed and exchanged waves with the youngsters and some of the older folks, too. The two-way radios the brakemen use now-a-days, keeps the engineer right on top of things, not like in the 40's and 50's when it was often necessary to guess and shove blind. The crew reached their last switching point shortly after lunch. Here they cut off the caboose on the main, switched the spurs off the passing track and left the cars going back to London on the east end of the passing track. They then coupled up to the caboose and kicked it down the passing track, while the engines went down the main and backed onto the train all made up on the passing track. The switching was all accomplished on the way out, so there was nothing to do but ride back to town. Not bad for a days work!

I suppose you have had enough of my meandering for the time being, so, lets get back up-to-date by letting you know that our first Clinic this fall will be at 1 p.m. Sunday, October 15, 1978

...../10

LAND GRANTS:The FACTS of the Matter.....

For Generations many Canadians have been told that, in the early days, the Canadian Pacific was presented with a gift of 25 million acres of the best land in Western Canada and \$25,000,000 of the people's money. They have been taught that the Company has made untold millions out of this gift, which it is duty bound to apply in aid of its benefactors. But, they have never heard that this money and land were the skimpiest kind of payment for the fantastic risks and obligations that the Company took off the shoulders of the Government in agreeing to build the railway.

It is never mentioned that the \$25,000,000 and much more was used up in the first construction of the line; that the land was valueless until it had been made accessible by construction of the railway; nor that after the completion of the line had made the land valuable, the Government obliged the Company to surrender its rights to 6,800,000 acres in cancellation of a debt, allowing the Company only \$1.50 an acre.

The public is never informed of the millions of acres of farm lands the Company sold to settlers at a few dollars an acre with 20 years or more to pay. Nor do they hear of the thousands of farmers whose balance of indebtedness was cancelled by the Company during the depression. No one remembers the \$21,000,000 the Company spent to develop one and a quarter million acres of its lands as an irrigated area, after which it supplied farmers with water at one-quarter of the cost, and finally handed the whole enterprise, including the land, over to a committee of farmers with a grant of \$300,000 to get them started.

One does hear of the mineral rights retained by the Company when it sold its land to settlers; but never of the fact that the settlers were not interested in paying more for their lands to acquire the mineral rights.

During construction, almost insurmountable obstacles were encountered and at times it appeared that the venture could not succeed.

Many people ignore the fact that the government merely transferred the title to land of little immediate worth to gain important public ends. Some have endeavoured to estimate the value of the land to the Company on the basis of the gross selling prices established years later. This is manifestly improper.....The Company actually gave the land its commercial value, a value which was also imparted to all other lands tributary to its lines. From the outset, it has followed the broad policy of developing western Canada as quickly as possible. The Company's expenditures for colonization, land settlement, irrigation, and other similar works have been very large, and the country has received great benefits from the sound settlement and development policies pursued by the Company.

When the Canadian Pacific Railway Company was incorporated, Canada was little more than a geographical expression and the population west of the Great Lakes did not exceed 170,000. With completion of the C.P. R.'s main line, the country became a nation. ("SPANNER" Mar-Apr 1966).

Extra West No. 7 September 27, 1978 (Continued from 8):-

in the Oakridge Auditorium. This is to be a little different! There will be a slide extravaganza, but, nobody knows what the subjects will be. Your committee members are going to bring some of their most interesting slides for you to see and enjoy. Come along, with your family, and spend a relaxing afternoon of railroading on the screen.

Keep in mind the second Clinic to be held at Oakridge on Sunday, November 19, 1978. The details of this clinic will be announced in the next issue of your Bulletin Board.

Back in the March issue of the Bulletin Board, Ted Edwards gave us the news of a proposed station for the Royal Hudson at Squamish. In it I mentioned that Marian Mills, residing in the Squamish area, might be able to track down further news on this subject. Just as the last Bulletin Board was ready for the printer, I received a letter from Marian with the following news from the Squamish Times of May 17/78:-

"There is a proposal to acquire the block of land between Loggers Lane and Cleveland Avenue, from Winnipeg to Main Streets, as a site for the Royal Hudson Station.

The Department of Tourism has allocated \$75,000 for construction of station, boardwalk and platform, under direction of the Squamish Chamber of Commerce, who will act as contractor.

The funding for this project did not come soon enough for construction in 1978, but definately still is alive and possible for 1979.

In the meantime the recreation site will be improved, and made more attractive by the Parks and Recreation Commission".
Thank you kindly, Marian, for keeping us informed. Sorry it has been so long getting your reply acknowledged in the Bulletin Board.

I notice that we have two activities slated for the weekend of October 21 and 22. On Saturday some of the Vancouver committee members will be taking some Clinics and Slides for a one day showing in Vernon, and on Sunday the Victoria Model Railroad Group is holding their 3rd annual auction. Try to attend these special events in and around your area. Also coming up on November 4th (Saturday) is a 4th Div. Mini-Meet to be hosted by the Whidby Island Model Railroad Club. The Banquet is to be in Sedro Woolley at the new "Skagit Station", a restaurant built out of renovated railway coaches and a box car. The food was good the only time my wife and I tried it. Try to attend this and meet some of the fellows and girls that we may be joining with to put on a P.N.R. Convention in the future! Also, don't forget the 4th Div. Science Center annual US Thanksgiving Show on November 24 & 25. Over 4,000 people attend this popular show in Seattle each year.

Well, folks, we are once again called for a run on No.7. If you accept the call, be on time, so as not to cause any delay to No. 7! In other words, your 7th Div. needs your assistance to fulfill our schedule for this season's activities. First of all, please check your DUES card (Stop, DO IT NOW!). We have too many delinquents, making it difficult to operate our P.N.R. - N.M.R.A. effectively. After you have attended to this, please join in on the activities and offer your assistance with a model, display, clinic, diorama or any news items you can share with us. Even your presence at our functions gives the impetus needed to keep the regulars striving to do more for the model railroad hobby. It is impossible to reap dividends if you don't invest! Welcome Aboard!! AJ