th DIVISION BULLETIN BOARD

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

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. per year, 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

I would like, first, to thank all those who brought slides to Oakridge and made last months show an enjoyable one.

This month we are having another participating clinic, so bring out your tool boxes and be prepared to put something together. Frank McKinney and Brian Pate are puting this together, and they have always done a good job in the past, so expect another excellent and interesting clinic. I would like to thank these two gentlemen, for putting in as much time as they do to provide us with many fine clinics and entertainment. THANK YOU!

On October 21st, a series of clinics were held, for the approximately twenty-two interested modellers at the home of Jack Smith in Vernon. Kamloops, Kelowna, Revelstoke and Vernon were represented at this clinic session and everyone had an interesting day. A supper gettogether was held at a local restaurant in the evening and later, slides were shown by different members of the group. I wish to thank Jack for letting us use his home for the clinic sessions, and also all those who showed interest and attended. I would also like to thank Bert and Gladys Battey for providing a bed and breakfast for Hank Menkveld and myself.

Our next clinic is on the 19th, and also remember November 25 and 26 is the Science Center Show in Seattle. This is a good model railroad show to attend.

See you on the 19th!!

T.S.B.

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MERIT AWARDS and the ACHIEVEMENT PROGRAM

THE 7th DIV has many fine modellers in it. But few, if any, have taken advantage of the N.M.R.A. Achievement program.

THE JANUARY 1, 1977 Special BULLETIN has all the regulations and rules listed in it from Page 51 on. But, just a couple of comments I would like to add. If you have, or are about to build a model for merit award judging, the main thing is to make sure you write down everything (and I mean EVERYTHING!) you have done and a description of how you have done it. The judges rely on this information to give them insight on how you built your model and the materials you used in it.

THERE ARE SIX categories used in judging:-

1. Construction
2. Detail
3. Conformity
4. Finish
5. Lettering
6. Scratch Building

Each category has so many points and your model must get a minimum of 87½ points out of a total of 125 to qualify for a Merit Award.

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OPERATING TRAINS IN THE ROCKIES

By H. C. Taylor
Superintendent of Transportation, Western Lines

Three generations of Canadians have grown up with Canadian Pacific Railway development. The audacity of the pioneers who conceived the idea of piercing the mountains with steel is a Canadian tradition and a boast of Empire. Day after day and night after night great trains, drawn by huge locomotives, haul tons of dead weight up mountain grades with a maximum of efficiency and a minimum of operating cost. It is possible that the story of Canada's scenic grandeur, told in pictures and travel books, overshadows this tale of daily achievement of the railway's operating force. The wonder is that tons of freight and express, as well as thousands of passengers, daily make the grades which carry them over a line of steel from coast to coast.

Granted that mile after mile of steel extend into distance on the level, neverthe less in the West this line of steel at some points in British Columbia actually lies a mile above sea level. As far as possible, the Canadian Pacific Railway main line through the mountains follows the water courses, taking the lowest grades.

Crossing the mountain barrier from the prairies to the Pacific Ocean, the Canadian Pacific breaks through four separate ranges. These are the Rocky Mountains, extending from the Alberta foothills to Golden, B. C., a distance of approximately 125 miles; the Selkirks, which extend from Beavermouth, farthest north on the Canadian Pacific, to Revelstoke; the Gold Range of the Monashee Mountains, west of Revelstoke, and the Coast Mountains, 100 miles or more inland from the Pacific Ocean.

Although the Selkirks and the Rockies approximate each other in altitude, the highest point on the railway line is at the Great Divide, at Stephen, 5,337 feet above sea level and on the boundary between Alberta and British Columbia.

Clearly to appreciate the mechanics of train operation through the mountains it may simplify matters to follow the course of these two lines of steel stretching westward.

From Calgary west, the Canadian Pacific parallels the Bow River to Lake Louise, follows a tributary to Stephen, and descending the west slope of the Rockies follows the Kicking Horse River through the canyon to Golden where it empties into the mighty Columbia River. The railway follows along the Columbia to Beavermouth where the Beaver River, running east, joins the Columbia, which there turns north to make its wide sweep into the Big Bend country before returning south through Revelstoke to and through the United States and on to the Pacific Ocean at Portland. From Beavermouth the line takes the Beaver River up the east slope of the Selkirk Range and from the summit at Glacier parallels the Illecillewaet down the west slope to Revelstoke, where the Illecillewaet joins the Columbia.

West of Revelstoke, the railway crosses the Gold Range of the Monashee Mountains at Eagle Pass, picks up the Eagle River while descending the west slope, and follows it to Sicamous, at which point the Eagle River flows into Lake Shuswap. From this point the line follows the lake which eventually becomes the south arm of the Thompson River; then on to Kamloops, joining the North Thompson, through to Lytton, where the Thompson joins the famed Fraser, rushing on through Fraser Canyon to the Pacific.

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Merit Awards and the Achievement Program (Continued from 3):-

SO, GET OUT that BULLETIN, sit down and read the rules and regulations, then start writing a full description (categorize it) of that model you have, or are about to build, and when you are ready, let us know, so that we can make arrangements to have it judged.

THE 7th DIV ACHIEVEMENT PROGRAM co-ordinator is:-

Mr. Gordon Varney
Phone 939 - 3248

or contact your Superintendent, and he can make arrangements for you.

THIS IS also another way of getting something for your $13.00 (U.S.) NMRA, P.N.R. dues. You can also find out how good a modeller you are and what you need to improve in.

LET'S SEE some Master Modellers in the 7th Division! T.S.B.

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ROTARY SNOWPLOWS

An interesting article in the "Bull Session" section of Model Railroader for October 1978, Page 140.

"The first production Leslie rotary was built by the Cooke Locomotive & Machine Works in Paterson, N.J., and was bought by the Union Pacific in 1887. The Leslies sold 64 rotaries before being taken over by Alco in 1904. Alco continued production of the basic Leslie design and turned out 71 more rotaries by 1937. In 1949 Alco licensed Lima-Hamilton to build what turned out to be the last four factory-built, steam-powered Leslie Rotaries. Two of these went to Union Pacific, one to the Soo Line, and one to the Rock Island. These last units became the prototype for the Athern HO scale kit. Drawings and photos were featured in the April 1953 issue of Model Railroader.

Among the major carriers, Southern Pacific has nine rotaries, Burlington Northern has eight, Union Pacific has three home built giants and four steam Leslies (one is out of service), Conrail has one and the Millwaukee Road has four diesel-electrics and one unserviceable steamer.

Southern Pacific may have the most rotaries, but Union Pacific's are the biggest and most sophisticated. UP's homebuilt giants can progress through deep snow at a speed of 10 to 12 m.p.h., in contrast to the 6 to 8 m.p.h. that is standard for the steam Leslies.

UP is the only road that has regularly assigned support equipment for each of its rotaries. A set of equipment consists of two old Harriman cars, a diner and a dormitory, that are completely self-sufficient with their own lights, water and heat. UP has just built a new crew car that will sleep 20 for use with no. 900080, the first of the homebuilt superplows.

UP's n. 900081, based in Green River, Wyo., made some interesting excursions away from its native Yellowstone country in 1977. On one such side trip it dug its way north from Decatur, Ill., on the N&W RR to meet a SP Leslie chewing its way down from Chicago."

For more details, please check the October 1978 Model Railroader. I found the article to be very interesting and quite informative. e.j.

Operating Trains in the Rockies (Continued from Page 4):-

The original line, built more than fifty years ago, was considered suitable for conditions existing at that time. Later, the increase in traffic and the need for improved service and economical operation, certain sections of the line were diverted and the grades reduced. Notable projects accomplished with this end in view were the building of the two spiral tunnels east of Field and the five-mile, or Connaught tunnel under Mount Macdonald between Connaught and Glacier.

In the early days of Canadian Pacific railroading, the line east from Field, on the west slope of the Rockies, ascended almost a quarter of a mile in the 11 miles of track to the summit at Stephen. This was a most difficult grade, a maximum of 4.5 per cent, which meant a lift of 4½ feet in every 100 feet of track, and costly in operation.

Canadian Pacific engineers overcame these handicaps by building the two spiral tunnels, one 3,255 feet long and the other 2, 922. These were completed in 1909 and have since become significant landmarks known by travellers from all parts of the world. Each makes a complete circle under the mountain, and in so doing the maximum grade between Field and Stephen was reduced to 2.2 per cent. The old grade is now used as part of the highway east from Field.

The Connaught tunnel, just as significant but 5.02 miles long, was completed in 1916. This engineering feat shortened the main line by 4.3 miles.

The old line crossed the summit of the Selkirks through Rogers Pass, 552 feet higher than the new, continued along Bear Creek, turned to Glacier and then back to the Illecillewaet River in a series of sharp curves. It was one of the most spectacular of mountain rail routes, but involved expense in operation and persistent necessity for the maintenance of long snow sheds as protection against slides.

The summit of the new line through the Selkirks is a few hundred feet inside the west portal of the tunnel, the track ascending for this distance, then on an easy grade to the east portal. Huge power-driven fans housed at the west portal keep the tunnel free from gases.

Following the line on the east slope of the Rockies, it makes a gradual descent to Lake Louise, 116 miles west of Calgary. The maximum grade is slightly more than 1 per cent but rises sharply from Lake Louise in the 8 miles to the summit at Stephen, although on this stretch the grade is only 1.8 per cent. The reason for this is the long, gradual ascent of the east slope, in contrast to the steep western slope down the Kicking Horse Valley, which requires a series of 2.2 per cent grades to reach the river level at Field, 14 miles from the summit at Stephen.

From this description it is clear that each section of mountain lines requires different methods of train operation, depending upon length and nature of grades.

The primary responsibility of handling trains with their heavy and precious freight over this difficult western territory rests with the Superintendent of Transportation, Western Lines. Some idea of the task involved is presented in his observations on the general methods followed.

In the operation of trains over the mountain ranges safety regulations must be rigidly adhered to.

From the Superintendent's office in Winnipeg are sent out general instructions controlling the shuttle-like accuracy of Western train movements. Specialized knowledge on the part of men engaged in every branch of railway service has produced a highly efficient body of men in charge. They know their mountains and are qualified to cope with all problems of mountain operation.

Continued..... /8

7th Div SWAP = SHOP

George Mackie
700 Kitch Road
Kelowna, B.C.
V1X 3V5

1. Nine tin sided reefers, box, and stock cars. (Not complete, but need a few parts)
2. One large box of Tru - scale roadbed, with pieces for switches, etc..

* Send S. A. E. for reply and list.

Jim Perinice
7492 113th Street
Delta. B.C.
V4C 585

Have for sale:-
Some Lionel, Marx, Atlas, Flyer - all in "O" Gauge

2 sets Flyer Standard Gauge, track and switches, Flyer S - - O-4-O, O-6-O Brass switchers, "O" Gauge

Send L. S. A. E. for list.

Also have most parts for Lionel, Marx, Flyer (Post War). No list yet, send for wants. Also do repair, restoration, repainting, renumbering; some "HO" wheels, trucks and small parts.

WANT any old Hornby, Marklin, Lionel, Marx, Pre-war and Post-war, working, or just parts.

NEED SOMETHING? GOT SOMETHING TO SELL or SWAP? Please write to:-
SWAP = SHOP, 7th Div PNR
c/o Ted Edwards
2398 East 53rd Avenue
Vancouver, B.C. V5S 1V8

REMEMBER to include POSTAL CODE! You must be a P.N.R. member!

From the FINANCIAL TIMES of Canada (Submitted by Ted Edwards):-

TRAINS: Via Rail Canada Ltd., the Crown passenger railway corporation, will pay Canadian National Railway Co. of Montreal $52 million for its rolling stock, including three turbo trains. It also intends to purchase locomotives and coaches from CP Rail. TANZANIA CONTRACT: Hawker Siddeley Canada Ltd. of Toronto was awarded a$8.68 million contract to supply 205 railway cars for the Tanzanian Railway Corp. Also, Canadian General Transit Co. Ltd., and North American Car (Canada) Ltd., both of Montreal, placed orders valued at $7.3 million with Hawker Siddeley, one for 40 sulphuric acid tank cars and an order for 200 covered hopper cars, respectively. CP RAIL: Will spend $43 million in Ontario this summer on a program that will include laying rail, replacing ties and building or repairing 48 bridges along more than 3,500 miles of CP Rail lines. (May 1978 reports).

ACKNOWLEDGEMENT

The item in this publication entitled "Operating Trains in the Rockies" by H.C. Taylor is from FACTORS IN RAILWAY and STEAMSHIP OPERATION, assembled and edited by the General Publicity Department from the Canadian Pacific Railway Foundation Library, dated 1937. Our THANKS to Glenn Lawrence for this interesting look-back to the days of Steam up on the Big Hill! a.j.

Operating Trains in the Rockies (Continued from Page 6):-

Between Field and Revelstoke are experienced the most difficult operating conditions. This is the Mountain Subdivision, famed to the tourist for its magnificent scenery and to the railway man for its operating problems.

Twenty mammoth "T-1" locomotives, especially designed for heavy mountain service, and a lesser number of "S-2" pushers haul freight and passenger trains over this 125 mile stretch of track. The big "T-1's" are of the 2-10-4 type, with five pairs of drivers and a tractive effort of 89,000 pounds. Each is equipped with "boosters" which add power for the easier starting of heavy trains and the acceleration of speed following the start.

Notwithstanding their power, one of these monster locomotives can haul only 1,050 tons of dead weight up the mountain grades. This is the equivalent of about 12 carloads of grain. Compare this with the 70 or 80 car trains hauled with ease by smaller engines over the prairie.

In the approach to the Mountain Subdivision is the section between Calgary and Field known as the Laggan Subdivision. In this region transcontinental passenger trains are handled by oil-burning engines of the "G-4" or "2700" class - 4-6-2 type, with two pairs of pony trucks, three pairs of driving wheels and a trailing engine truck, and with a tractive effort of 44,000 pounds. One of these engines will haul a heavy passenger train between Calgary and Lake Louise, but needs a second engine, or "helper", from Lake Louise to the summit at Stephen.

The same assistance is needed ascending the west slope from Field to Stephen. A second helper is required to haul the train up the "big hill" eastbound, because of the heavier grade and a sometimes greasy track encountered in the spiral tunnels due to condensation from fuel gases which settles on the rails.

Eleven "P-2" engines of the 2-8-2 type - 58,000 pounds tractive effort with six "S-2" class "helpers", especially designed for the purpose, are in use for freight trains on this section. A single engine handles a 2,250 ton freight train between Calgary and Lake Louise.

Infinite care accompanies the operation of trains over these and other mountain ranges, and the rigid regulations imposed by the athorities become a matter of conscience with the good railwayman.

Beginning a descent, previously examined air-brakes are applied. Trainmen examine the brakes on each car to ensure perfect functioning. Air brakes are then released and re-examined to see that all brake shoes are clear of the wheels. They are again set at the required pressure and retaining valves set up on cars to maintain pressure on each, and the train proceeds down hill. On long grades stops must be made at stated points to allow the wheels to cool, should any be found overheated through constant pressure of the brake shoes.

Aside from heavy grades, probably no factor contributes as much to cost of operation as train delays. The Canadian Pacific consistently justifies its boast that its trains keep to schedule.

Some may consider that to obtain maximum efficiency and minimum operating costs freight trains should be loaded to the capacity of the locomotive at all times - a few cars set off here and there when somewhat heavier grades are encountered, or a few cars picked up after grades have been passed. Experience, however, proves this principle can be applied to advantage to a limited extent only, unless there be a wide spread between engine tonnage capacities over the various grades. For this reason freight trains which may be taken through intact are usually operated over the various subdivisions, with the required number of pusher engines provided to assist them over the grades. These pusher engines, and their crews are stationed at Golden and Beavermouth and are called upon when needed. (See next BULLETIN BOARD for Part 2 of this 1937 report)

Extra West No. 7, November 4th, 1978

The first clinic for the 1978-79 term is now behind us. A good crowd of some 55 persons were in attendance for the showing of real diversified and interesting sets of slides by the committee members who volunteered. Coming up on November 19th will be a participation type of Clinic. Please plan to attend this Clinic starting at 1 P.M. in the Oakridge Auditorium. Remember to bring your tools, plus an extension cord and lamp, as required, for your own use. Frank McKinney and Brian Pate will prepare the clinics using wood and plastic. Suggested projects are the Brookmere water tower, a section shed and tell tales. Come along, give Frank and Brian your support; I am sure they will have a real interesting program for all of us!

Our Superintendent, Tom Beaton, along with Hank Menkveld and Cyril Meadows conducted a well attended Clinic up in Vernon on October 21st, and on Sunday, the 22nd, Jack Knowland and his Victoria group held their annual model railroad auction. We trust they had a successful day, so far there has been no report from them.

The Railettes held a meeting on October 24th with seven members showing enough interest to attend. Shirley Heap expressed her opinion that the Presidency of the Railettes should be for a two year term, coinciding with the term of the Superintendent. Consequently, a new slate of officers was called for. Elected President was Bente Beaton; Secretary, Marion Jones and Treasurer, Shirley Heap. Come on ladies! How about a little support for your railettes! The refreshment breaks at our Oakridge Clinics have really improved since the ladies have taken over, but---, must all the work be left to the two or three regulars? If you are unable to attend, maybe you could offer to assist in providing the goodies that help to make the refreshment break so popular. The Standing Committee is 100 percent in favour of these refreshments being continued by the ladies; your activities in this matter are truly appreciated.

On October 6th Marion and I were in Kelowna. About 9:30 A.M. we headed out of town to follow the old McCulloch Road, up the mountainside, turning off at a point marked on the map as an access trail to Myra siding. We didn't know how far we would get with our low-slung car, but it proved to be a steady climb in the lowest gear. We had to stop, get out and check the roadway, or trail, ahead a couple of times, but, low and behold!, after a little over five miles of climbing, we arrived at the Kettle Valley Railway tracks, and headed down to where the old Myra passing track and siding used to be. Leaving the car, we walked along the track and shortly came to the first trestle. Around another curve we came upon a small rock slide covering one rail. Continuing along, we walked across another five trestles, through a tunnel, and then over the seventh and largest trestle, which was on a curve. On the opposite side of the Canyon we could see two quite large trestles, and in the distance the outline of the high Cayon Creek steel bridge on a curve, built in 1929. Checking the time, we realized that it was almost 2 P.M. and we hadn't had lunch! We didn't have anything to eat with us, so decided to call it a day, leaving behind the still and quiet, uncontaminated country side to Mother Nature, as we returned to Kelowna.

We were lucky that the day we ventured up the mountainside was during a dry spell. If it had been in the rain season, I doubt that we would have been able to make it in our '69 Plymouth. The elevation at Myra is over 4100 feet and there would be snow to contend with during the winter months. Last Easter when we attended the Spring Meet in Kelowna, the

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Extra West No. 7 November 4, 1978 (Continued from Page 9):-

snow line was down to the McCulloch Road at the entrance to the Myra siding trail.

As this section of railway from Penticton to Beaverdell has not been used for train service since May, 1973, the C.P.R. is awaiting for approval to abandon it. It maybe that by next summer the rails may be all pulled up, and then again, maybe the red tape will be sufficient that we can once again tackle the roadbed from Myra to Ruth, which was originally completed in 1914, necessitating the construction of 18 trestles and two tunnels in the five miles around the canyon. This is the same area where CP 136 was used in June 1973 to film part of "The National Dream" movie.

Happy model railroading fun to all, in all aspects of model railroading. See you at the Oakridge Clinic on Sunday, November 19th! One last reminder - - Bring your tools and extension lamp, and above all, CHECK YOUR DUES ! ! Don't let your name get on the Delinquent List!

a.j.

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TIMETABLE No. 7 Effective November 5, 1978

November 19,	1978	Participation Clinic, 1 p.m. Oakridge Auditorium. Plastic and wood structures by Frank McKinney and Brian Pate. Bring your own tools and extension lamp. Refreshments during Intermission.
November 25 & 26	1978	4th Div Science Center Annual Model Railroad show. For details write or phone, Lou Toppano, 1111 Shorebrook Avenue, Seattle, WA 98166 (206) 244 - 0961. Displays and assistance will be gratefully accepted.
July 17 to 21	1979	RAILRODEO NMRA National Convention - Calgary, Alberta. Information and Registration forms, write:- 1979 NMRA RAILRODEO, P.O. Box G443, Station "G", Calgary, Alberta, T3A 2G3. (The PNR Convention will coincide).
October 20 to 27	1979	Model Railroad HOBBY SHOW - Oakridge Auditorium. Get started on your projects! Ideas welcome!
	1980	P.N.R. Regional Convention, Bellingham, WA. Co-hosted by Divisions 4 & 7.
	1980	NMRA National Convention - Orlando, Florida
	1981	NMRA National Convention - San Mateo, California

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CPRAIL locos begin U.S. Service - CP Rail locos are now being used by the Union Pacific Railroad under an exchange plan to speed service and provide extra power during peak traffic periods. This is the first co-operative agreement of its kind in the Pacific Northwest.
The locomotives are being used on a 600-mile daily run between Lethbridge , Alberta and Hinkle, Oregon. Traditionally, the locomotives were changed at the U.S.-Canadian Border at Kingsgate, B.C.. A symbolic exchange of flags took place at Coeur d'Alene, Idaho.
(From Financial Times of Canada, October/78 - Submitted by Ted Edwards).