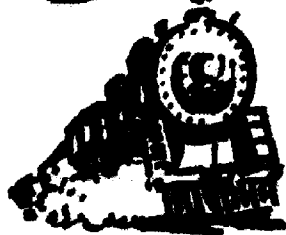


th DIVISION **BULLETIN BOARD**



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

NOTICE
SUN. JAN. 21, 1979
OAKRIDGE
UPDATE ON CARD
ORDER OPERATION
BY BRIAN PATE
SLIDES OF
WESTSIDE LBR.
YESTERDAY,
TODAY &
TOMORROW
BY TOM BEATON



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

A New Year is here and I would like to wish everyone the best in this coming year.

I would also like to thank all those who have helped make the past year a fun one. This is a great hobby to be a part of, and we have made many new friends in the past year. THANK YOU!

Our New Year starts with an Oakridge Clinic on January 21st. The next Clinic is February 18th, and then to April 14th for our Spring Meet. Mark these dates on your new '79 calenders and be sure to attend.

On the last page of this issue is a list of names of members whose DUES have expired. This is just a reminder for you. If you have paid up please disregard this memo; if you haven't, please use the enclosed application sheet with your remittance. We want you to stay with us and help each other enjoy the hobby more. Being a loner is missing out on a lot of good times and helpful information from other modellers.

The '79 Spring Meet will be held in the Vancouver area. Some of the Interior members have questioned this decision because they had the impression that all spring meets were to be held in the Interior and were of the opinion that maybe the division was not happy with their meets, or that they were not up to division standards or liking. PLEASE get this completely out of your mind! The last two Spring Meets in Kamloops and Kelowna were a 100% success and the groups that organized them and worked hard to make them successful are to be commended; we all thank you. It was not our intention that the Spring Meet should be set down to one area, but to be circulated around to make it possible for different areas of the division to host, and more members to attend. So..., you members up in the Interior, be prepared, your turn will come!

As I mentioned, April 14th is our Spring Meet date. This gives you 3½ months to prepare for it. We would like displays, layouts, models (for Contest and display), clinics, and, H-E-L-P! Let's get together and make the '79 Meet another success. To date no location has been finalized, but jobs have been assigned:-

Registrar	Hank Menkveld
Clinics	Frank McKinney and Brian Pate
Displays	Phil Crawley and Dave Simpson
Signs	Fraser Wilson
Advertising	Ken Griffiths
Contests	Gordon Varney
Mart	Billy Graham
Railettes	Bente Beaton

These people are all members of the Standing Committee and their addresses are on the inside front page, so if there is something you can do to help, please contact them, for we can use all the help we can get.

Once again, PLEASE PAY YOUR DUES !!!

We hope to see you at Oakridge on the 21st!

HAPPY RAILROADING !!!!!

T.S.B.

OPERATING TRAINS IN THE ROCKIES

By H.C. Taylor

Superintendent of Transportation, Western Lines

PART 2 (Continued from November 1978 Bulletin Board):-

The preponderance of "loaded" cars, in the case of freight trains, is westward over the mountains, and this traffic direction controls the size and number of freight trains operated. If the volume of traffic is heavy, the greatest economy in operation is effected by hauling maximum tonnage. One of these huge mountain engines can handle almost any number of cars down the hills. The governing factor is the weight one engine can haul up the east slope of the Selkirk from Beavermouth to Glacier, or up the west slope from Revelstoke to the summit.

It is inevitable, therefore, that trains are made up at Field for the trip to Revelstoke in units of 1,050 tons - the capacity of one locomotive - 2,100 tons, 3,150 or 4,200 tons, depending on the number of cars to be moved. On arrival at Beavermouth, one, two or three pushers, as may be required, are cut into the train to take it up the hill.

In this connection, a somewhat unusual practice is followed, and differs from the popular idea of the pusher as a double header - two engines on the head end. Four engine trains are run when sufficient tonnage offers, the engine which takes the train over the entire run being on the head end, one pusher just ahead of the caboose, and two together at the center of the train. This is done on the principle that the leading engine pulls to the extent of its capacity; the first of the two in the centre pushes its tonnage; the second in the centre pulls its share; while the one immediately ahead of the caboose pushes its weight.

If only two pushers are needed, one is placed ahead of the caboose and the other two-thirds of the way back in the train. If there is only enough tonnage for a two-engine train, the pusher is placed next to the caboose.

In the case of eastbound trains the practice differs because, while the same tonnage restrictions prevail over mountain grades, trains in most instances consist of a larger percentage of empty cars returning after having carried grain and other commodities to the Pacific Coast. This allows for longer trains with less dead weight. It is seldom necessary, from a train tonnage standpoint, to use more than one pusher engine eastbound.

The Transportation Superintendent summarizes by explaining that passenger trains westbound on this section of the mountain line are assisted by one helper engine from Beavermouth to Glacier, and freight trains over the same line by one, two, or three helpers, according to the weight of the train. Eastbound freight and passenger trains are assisted from either Revelstoke or Albert Canyon to Glacier and from Golden to Field when required.

Less difficult of operation is the Shuswap Subdivision. Between Revelstoke and Kamloops only one pusher is needed to assist freight and heavy passenger trains west from Revelstoke and east from Taft over the Gold Range of the Monashee. The same operation is followed over Notch Hill, which is what its name implies, only a hill, not a mountain.

Continued...../6

N-E-W-S FROM CHILLIWACK

November 29th - 30th and December 1st - 2nd were very important days in the history of the "Cottonwood Corner Shopping Mall" in the Fraser Valley town of Chilliwack. Those were the days that the main activity in the mall was centered on, not as one might expect, around Santa's Castle, but, around a large (17' X 5.5') H.O. model railroad!

This layout, complete with sound and multi-train operation, was the focus of a display organized by members of the 7th Division.

Also displayed were N-scale dioramas, brass locomotives, a collection of O-scale and No. 1 gauge rolling stock, fully detailed. Also exhibited in a showcase were the last of the steam-powered C.N. Continental and the first of the diesel-powered Super Continental, both in H.O.. Photographs of steam locomotives, B.C. Electric traction in Chilliwack and an ample collection of literature on railroading rounded out the show.

Our thanks to all who helped make this effort a success! Svend Christensen for his O and No. 1 gauge; George Beil for providing structures for the layout; Van Hobbies for the brass loco display; Village Hobbies for supplying the literature. But...., the greatest praise should go to where it belongs, and that is to a pair of very young oldtimers from Chilliwack - Cece Bradwin and Billy Graham. They not only originated the show, but nearly single-handed built the large layout over a period of more than two years, and then attended to the operation of the layout for the 4 day show!

Our thanks also to several of the 7th Div members who showed up help and give moral support.

There is no doubt that this show was a tremendous success.

Thanks Cece and Bill for starting off a great show!

Hank Menkveld.

=====

NEWS FROM THE OTHER PART OF THE FRASER VALLEY - R O S E D A L E

It is with sadness that we have to report the passing of Val Smith on October 7th, 1978.

His English type layout was a showpiece of trackwork and wiring. Electronics was his handiwork; he was always ready to help and will be sorely missed amongst the local model railroaders. 3 metal bridges on the "B" Line leave mute testimony of his skill.

On my recent trip to South America I found the rolling stock of the Brazillian railroads to be similar to ours. Their commuter, subway and passenger trains were spotless, travel is cheap. I did not see very much of railroads, except to travel by train from Rio to Sao Paulo. It was slow, powered by one freight type diesel badly in need of paint. Who will look at trains when the beaches are crowded with.....?!!, the colorful Mardi Gras and - and - AND!

The end of May, Monica and I left for the Convention via Washington, Oregon, Idaho, Utah, Colorado (rode the Silverton), New Mexico, Nevada, California and up to Eugene and home. The "B" Line is still operating and making progress! George Beil.

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

Pushers are called out from Revelstoke as required to help trains in either direction between there and Taft. Others, with their crews, are stationed at Notch Hill to assist trains up the hill from Tappen, 10 miles east, or from Chase, 14 miles west.

Over this section of the line "R-3" class engines are used in freight service, the 2-10-0 type with 58,000 tons tractive effort. With assistance over Notch Hill and the Gold Range they handle 3,343 tons eastbound and 2,864 tons west. They are coal burners.

Passenger trains over this part of the line, as well as between Kamloops and the Pacific Coast, are hauled by oil-burning "G-4's", such as are used on passenger trains between Field and Calgary. Incidentally, each of these locomotives handles a passenger train over the entire run between Vancouver and Revelstoke.

The next barrier of importance lies between Spences Bridge and Ruby Creek, almost 100 miles, over the Coast Mountains.

Until a few years ago, grade conditions necessitated all freight trains westbound "doubling", or taking the train up in two pieces from Savona to Walhachin, some 7 miles, and cutting each train in two for movement from the latter point to Ruby Creek. A grade revision project was carried out and a locomotive leaving Kamloops westbound, with 2,865 tons, can now take the entire train to Spences Bridge, 40 miles west of the former dead line.

From this point to Ruby Creek a series of grades necessitates that freight trains be cut in two, the "N-2" class engine which hauls 2,865 tons from Kamloops to Spences Bridge having hauling capacity for only 1,450 tons from the latter point to Ruby Creek. The grades and locomotive capacities in the other direction are substantially the same and "N-2" engines can move 3,600 tons from Vancouver to Ruby Creek, but take only 1,475 tons from the latter point to Spences Bridge.

To fill this 100 mile gap and move the cars set out by through trains before passing over it, ten "P-2" engines, such as are used on freight trains between Calgary and Field, are stationed at North Bend to be called upon as required to move this "setout" tonnage over the high grade line through the Thompson and Fraser Canyons, between Spences Bridge and Ruby Creek. The original train then picks up what was left behind or its equivalent.

The directing of train movements, over mountain lines involving tremendous wealth of commodity and rolling stock, is directly controlled from Calgary, Revelstoke and North Bend. Calgary takes care of the line to Field, including the "big hill" and the spiral tunnels. Revelstoke controls the section from Field to Kamloops, and from the dispatcher's office at North Bend and the superintendent's headquarters at Vancouver are controlled the operations from Kamloops to the Pacific Coast.

Supervisory staffs are located at the headquarters mentioned. At these points dispatchers observe a never-ceasing vigilance. They arrange meeting places between trains and supervise train movements which are regulated by certain specific rules complicated to the layman, but simple and without possibility of misunderstanding to the train and engine men. By the use of train orders, issued by the dispatcher, the train crews know exactly where to meet certain trains;

Continued...../8

The STANDING COMMITTEE

For the new members, and a reminder to some of you older members, the question is asked, "What is the Standing Committee?"

This is a group of ladies and gentlemen who take time (sometimes a lot of it) from their own busy lives to organize and work on clinics, meets, displays, etc., so that the members out there have something to see and do, for the dues you are paying. These people on the committees get the same benefits as you for their dues, and a little more. They get a lot more enjoyment out of their hobby by sharing it with their fellow members, by showing each other what they have accomplished and how it was done.

The next time you wonder what you are getting for your dues, take a look at the list of names on the inside cover of the Bulletin Board. These people know; a lot of hard work and sometimes more criticism than appreciation. Remember, this is a non-profit organization and the only pay they get for their work is to see the enjoyment you get as a result of their efforts.

You will also note that each major town that has an active group of model railroaders, has a committee member. They are there as your representative, to contact for any information about P.N.R. & NMRA..

So, the more you participate, the more you will get for your dues money. Become ACTIVE, PARTICIPATE, and, HAVE FUN!

MODEL RAILROADING IS FUN!!

T.S.B.

We have two new members in the Vancouver area that I would like to welcome. They are formerly of Calgary and the 6th Division:- Chuck Laws and Dave Nickerson. We welcome both of you and your families to our division and hope you enjoy living here as much as we do.

T.S.B.

<u>P. N. R. DUES</u>	\$3.00 (US)	to:	Jeff Tague 303 Anchor Loop Road Selah, WA. 98942
<u>N.M.R.A. DUES</u>	\$10.00 (US)	to:	Mrs. J.E. Reber P.O. Box 2186 Indianapolis, IN. 46206

***** 1977 CONVENTION *****

***** SOUVENIR PLATES*****

Those of you who have not yet received your Souvenir Plates will be pleased to know that these will be available at the January 22nd Clinic at the Oakridge Auditorium.

Remember that the Souvenir Plate was included with FULL registration only, but if you can't remember whether you have one coming, don't worry, because we have a list of members eligible to receive them.

There is a chance that there will be some extra Souvenir Plates and these will be sold at \$3.00 each, once we are sure that all the convention goers have received theirs.

K.G.

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

that they must wait until a specified hour before leaving designated stations; and any other instructions necessary to the safe handling of the precious cargoes.

To the layman, if he gives it any thought at all, the safe transit of freight commodities, including everything from feathers to farm implements, must be a constant wonder. Literally thousands of tons are moved from week to week and find their destination with uncanny speed and accuracy.

Train dispatching alone involves a department whose work runs with unceasing regularity and technical skill. The train dispatching circuit is of copper wire to guard against interruptions which may be experienced on a line more susceptible to weather interference. It has direct communication with operators at strategic points, each or any of whom can be summoned by a calling system in the dispatcher's office. This is a simple device, utilizing a different electric impulse for each office by the mere turning of a button on the panel in front of the dispatcher's desk which in unwinding taps off 3-4-2, or whatever the particular office combination may be, and rings a bell in the operator's office. The dispatcher, of course, must be constantly on the telephone circuit; the operator only when summoned.

Train crews are provided with portable telephones which, in emergency, may be attached to the dispatcher's circuit at any point by hooking the caboose telephone line over the telegraph wires wherever the train may be.

A series of "hill" telephones is located at various points in the mountain regions by which track watchmen can acquaint the train dispatcher with conditions which may arise from time to time.

This is a brief recital of operating methods over the Canadian Pacific main line through the mountains. It is not intended to convey the impression that operating conditions here are more severe than on any other railways facing similar obstructions on the North American or other continents.

Back-stage, unseen by patrons, is an array of skilled employees, track watchmen, men experienced in the maintenance of automatic block signals, section foremen and staffs quick to detect faults in track or roadbed, train and engine men who are experienced in mountain operation, and officers who keep watchful eye and are able to sense changing conditions, because mountain railway operations present problems not encountered elsewhere.

Anyone who has travelled across Canada from coast to coast must be impressed with the ever-changing view. Orchards give way to forests; stretches of farm lands are interspersed with areas of rock and scrub; miles of country hide tremendous potentialities of forest and mineral wealth; vast plains lie rich in food for the nations granaries; stately and magnificent mountains provide beauty for the world's great show-place, the so-called Canadian Rockies, really a succession of mountain ranges sloping to range lands on the east and on the west to rich fruit valleys, forest reserves, and a world shipping outlet. And shuttling back and forth with clocklike precision, Canadian Pacific trains provide the medium of trade. (From the Canadian Pacific Railway Foundation Library, dated 1937. Once again a THANK YOU to Glenn Lawrence for this historical item!)

TIMETABLE No. 7 Effective January 2, 1979.

- January 21, 1979 Clinic at Oakridge. Brian Pate will feature his Up-dated Card Order operation and Tom Beaton will show slides of the Westside Lumber. His slides will depict this logging road as it was, as it is to-day and what is planned ahead as a tourist attraction railroad in Tuolumne, Calif..
- February 18, 1979 Participation Clinic at Oakridge. Here is the one you asked for! Frank McKinney, Brian Pate, Dave Simpson and Ken Griffiths are combining their talents to present a clinic on the construction of a C.P.R. wooden style caboose. We will have details in the next Bulletin Board. Keep this date open!
- April 14, 1979 7th Div Spring Meet in Vancouver area. As in the past two years this will be the Saturday of Easter weekend. Another date to mark on your calendar! Further details coming up.
- July 17 to 21, 1979 RAILRODED NMRA National Convention, Calgary, Alberta. Write: 1979 NMRA RAILRODED, P.O. Box G443, Station "G", Calgary, AB. T3A 2G3. Your chance to win a Van Hobbies Selkirk Locomotive. (The 1979 PNR Convention will coincide).
- October 20 to 27, 1979 Model Railroad HOBBY SHOW at Oakridge. Plan to get involved in this public display of our hobby. Send in your suggestions and ideas!
- 1980 P.N.R. Regional Convention, Bellingham, WA. Co-hosted by 4th and 7th Divisions.
- 1980 NMRA National Convention, Orlando, Florida.
- 1981 NMRA National Convention, San Mateo, California.

Extra West No. 7 December 28, 1978

GREETINGS, fellow members, with a wish for a super 1979, insofar as model railroading is concerned. I hope your Christmas was a merry and a satisfying one, and may we all be blessed with good health and physical fitness, and be able to fully enjoy the fun of model railroading.

Our first 1979 Clinic is set for Sunday, January 21st, 1 p.m. in the Oakridge Auditorium. Brian Pate will bring us up-to-date on his card order operation and Tom Beaton will show slides of Westside Lumber, as it was, as it is to-day, and what is planned for its future as a tourist attraction railroad. Also at this Clinic, Ken Griffiths will be there to hand out 1977 Convention Souvenir Plates to those entitled. He will also have a supply of Convention Souvenir Decals in N, HO, S and O gauges to sell at 50¢ per set.

A thought in conclusion:- The trustee handling the affairs of the bankrupt Milwaukee has suggested that the Union Pacific should take over Milwaukee Lines west of the Twin Cities. If this should come about, we could have the Union Pacific interchanging with BC Hydro and CP Rail at the Huntingdon-Sumas Border, in competition with Burlington Northern.

PNR DUES are only \$3 (US) per year -- just peanuts! Get 7th Div All'Board!

DELINQUENT MEMBERS

7TH DIVISION P.N.R.

as of December 4, 1978.

10.

Mike Krgovich November 1977
 Jan Lasteen November 1977
 Stanley F. Stiles December 1977
 Brian K. Margetts March 1978
 Doug Murray March 1978
 Brian Ramsden March 1978
 Ullrich Ruegg March 1978
 Clifford R. Silverson March 1978
 Thomas Evans March 1978
 Randy L. Zarowny March 1978
 Elliott Clarkson February 1978
 Jack Jones April 1978
 Cyril Meadows April 1978
 A. Leslie Child April 1978
 W.C. Smith April 1978
 Stan Jacobs May 1978
 D. Millar June 1978
 Russ White June 1978
 Brian A. Young June 1978
 Jim Forster July 1978
 William Graham July 1978
 Elmer Blackstaff August 1978
 Bill Bouzek August 1978
 Dr. William A. Doe August 1978
 Douglas Houghton August 1978
 Fred Melton August 1978
 Ken Vere August 1978
 Douglas Hagerman September 1978
 Vernon Harper September 1978
 David A. Love September 1978
 Herbert Mason September 1978
 John R. Milner September 1978
 Darryl E. Muralt September 1978
 David R. Watson September 1978
 Garry E. Webber September 1978

W. Anderson
 John Caldwell
 Svend Christiansen
 William Cotton
 Dorothy Davis (Family)
 Dr. J.A. Folkins
 R.W. Gordon
 James Gorman
 Roderick Hall
 Ray Hansen
 Lee Holtby (Family)
 J. T. Jones
 George Percival
 Roderick Pollok
 Barry Ryley
 Gordon Schneider
 Richard Slingerland
 Paul Smulders
 L. A. Wehren
 Charles Weir
 George Bogdanow
 Ted Clark
 Edward Edwards
 Kathleen Edwards (Family)
 George Goldsmith
 Doug Harmon
 Glen Lawrence
 Doug McKenzie
 Jessie McKinney (Family)
 David Reuss
 Norman Szun
 George Webster

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P.N.R. DUES - - \$3.00 (US)
 Mail to: Jeff Tague
 303 Anchor Loop
 Selah, WA. 98942

NEED ANYMORE BE SAID??

7th Div SWAP = SHOP

Dwight Carson
 823 6th Street
 New Westminster, B.C.
 V3L 3G8

Recently moved from Kamloops.
 Large amount of TRI-ANG for Sale or Swap for H.O..
 Has 25 - 35 engines, many cars, track, etc..

Dick Sutcliffe
 12140 230th Street
 Maple Ridge, B.C.
 V2X 6R5

WANTED:- Roof for M.D.C. (Roundhouse) H.O.
 50' Pullman Coach No. 5003

NEED SOMETHING?

GOT SOMETHING TO SELL OR SWAP?

Please write:-

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

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

Include
 Postal Code!