

th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



DON'T WORRY, PAL, THE EXPERTS
WILL SHOW YOU HOW TO CONSTRUCT
A NIFTY C.P.R. CABOOSE AND YOU
CAN PARTICIPATE! IT'S AT OAKRIDGE
AUDITORIUM AGAIN, ON SUNDAY,
FEBRUARY 18th 1979, 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. 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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796 East 37th Avenue
Vancouver, B.C. V5W 1G1

All other correspondence relating to the 7th Division P.N.R. NMRA should be forwarded to the Superintendent, as follows:-

Tom Beaton
7th Div PNR Superintendent
13337 62nd Avenue
Surrey, B.C. V3W 1V4

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SUPERINTENDENT'S REPORT

The last issue of the Bulletin Board contained a list of members whose dues had expired or were about to expire. This list was put in the Bulletin Board as a friendly reminder to those persons and was not intended to hurt anyone. We are not here to force anyone to become a member. Many of our group thought it was a good idea, and one that I heard from thought it was in bad taste. He also said that P.N.R. was not doing anything for him and the members in his area. What I would like to know is what this member would like us to do and why hasn't this member come forward with some ideas when they have been asked in the past. We now have a committee member in almost every major city in B.C. and the Standing Committee has tried to do as much as possible for the members outside of the lower mainland. But, as this is only a volunteer association the committee has only a limited amount of time to spare to set up activities. I for one think the 7th Division Standing Committee have done a great job of putting together activities not only in the lower mainland, but outside that area also. We have many members who sacrifice a lot of their hobby time in working at putting these activities together. So, instead of sitting back and complaining about what P.N.R. is not doing for you, let us hear some constructive ideas on how you can get some activities going in your area. The Standing Committee will give you as much help as possible..

The 1979 Spring Meet was advertised as taking place on April 14th. This has been changed to Easter Sunday, April 15th. This has been done mainly to lower the costs of the Meet. The Surrey Inn Travelodge has offered us all the space necessary for only the cost of the Banquet. We need displays and exhibits of all kinds, so let's see what you have been doing in the past year.

The people to contact for information on the various activities are:-

Registrar	Hank Menkveld
Clinics	Frank McKinney, Brian Pate, Cyril Meadows
Displays, etc.	Phil Crawley, Dave Simpson
Contests	Gordon Varney
Mart	Billy Graham
Railettes	Bente Beaton
Advertising	Ken Griffiths
Door Prizes	Doug Kelleway

Please contact these people to offer your assistance or to ask for any information.

It was so nice to see so many of you at Oakridge on the 21st. The next Clinic is on February 18th. This looks like a good one! Brian Pate, Frank McKinney, Dave Simpson and Ken Griffiths have combined their talents to present this Clinic on the construction of a styrene caboose kit (QPR prototype) for you to assemble. So, come out and have an enjoyable day and don't forget to bring your tools and lamp. Oakridge Clinics are scheduled to start at 1 p.m., so please be there early and be sure of getting a kit for this participation clinic.

To cover costs of the materials it will be necessary to charge \$3.50 per kit (Trucks, couplers and decals NOT included).

Continued...../5

FIELD AND THE BIG HILL

By G.H. Soole

(Reprinted from "The Enthusiast", July, 1936)

Field--to the average tourist a huddle of dirty dwellings, of black oil tanks and grimy sheds, with strings of red box cars and untidy snowplows. Black engines belch forth foul smoke which hangs over the village, which cannot rightly be called a town in size; the mountains echo with the great whistles of freight engines. A town where the motorist from Yoho to Emerald is glad to be on the other side of the river; dirty blistered houses, a blemish on the beauty of the landscape--although tiny indeed among the massive peaks. No--a noisy, sooty place, they say.

Field, B.C.--central railway town of the Rockies, and all that it means. Just go over the Kicking Horse over that spidery bridge; have a look at that wooden station; at its pretty lawns so incongruously set under that pall of smoke, among a tangle of rails. Just walk down to the platform end to the operator's office, and look at that train board--all the trains on time, you see. Although rail-roading in the Rockies is a herculean task, the ideal is attained--schedules are maintained. Now you stand where the sidings bunch in, and I advise you to think for a moment what is the full meaning of that grimy roundhouse, that fan of rails along the oily ground. Nearly every track in that shed is occupied by a mighty black and diabolically misshapen pusher, none of whom will be going further east than Lake Louise, none further west than Golden, if as far. Other through freight engines simmer gently with them, ready to wheel the Seaboard over the hill to Calgary; but most of those engines do not have to go far. The presence of so many monsters is ample testimonial to the hill they have to fight; smaller indeed than the number that used to be here in the old days, but nevertheless a formidable array. From the beginning the Canadian Pacific has been sending its strongest and best engines against the Field Hill, and to-night we are to see them in action. These are the fighters of the Canadian Pacific Railway against the Rockies, and their sole duty is to put tonnage and more tonnage over a hill which makes Shap look like a billiard table. Even in repose they are brutally splendid; they are watched over carefully and are kept surprisingly clean, although cleanliness is a luxury in places such as this. What they have got to do is work, and work under the hardest of conditions; in winter it is their job to keep that line open with a rotary snowplow, to keep it open at all costs, that the artery of a continent may not for a moment be cut. A small army of men is there to supply their needs, to tend them and to put them into shape for their battles; and under that pall of smoke and those sooty roofs lies all the determination of a mighty transcontinental railway to keep the line open every minute, to do its bit in ensuring that the Dominion will arrive in Toronto three days hence on the dot. "Get them up to the top of the hill", is the slogan of Field.

At the west end of the platform there are several tracks, the main line west, and yard tracks, fanning out, and several tracks to the roundhouse. On one of these shop tracks one of the big ones is waiting--one of the 2-10-2s of the 5800 series, pride of the C.P.R. until the 5900s elbowed them into second place. 5810 is humming and thumping and hissing to herself, and the driver is over by the shop, talking. The driver is not too pleased, for often Train No. 2 is

Continued.../6

Superintendent's Report (Continued from 3):-

I will be at the P.N.R. meeting with the B.O.D. that weekend, so have a good time and we'll see you all on April 15th at the Spring Meet.

T.S.B.

The new Highball Plan Book is now out and this one is all on trestles. They are selling at \$2.00 and are available from the 6th Division, by writing:-

Highball
P.O. Box 4111
Station "c"
Calgary, Alberta
T2T 5 M9

Also Available:-

1976 PNR Convention Place Mats
1978 PNR Convention Overton Car Sets (30th Anniversary)
1978 PNR Convention Mugs (30th Anniversary)
Highball Planbook #2, limited quantity remaining

Contact Tom Beaton if you are interested in any of these items.

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**** PARTICIPATION CLINIC ****

* 1 p.m. Sunday, February 18, 1979 ** Oakridge Auditorium *

This is the Clinic that was especially requested. Brian Pate, Frank McKinney, Dave Simpson and Ken Griffiths are combining their talents to present a kit for the construction of a C.P.R. caboose. These gentlemen will be on hand to lead us, and assist us, in the assembly of this styrene kit, with added detailing.

As you can realise, the cost of the materials for this kit are expensive, therefore it will be necessary to charge the participants \$3.50 each, which will not include the trucks, couplers or decals. The number of kits to be prepared will be limited, so try to be on hand early and assure yourself of obtaining a kit.

Steve Stark and George Carroll of Pacific N Scale Ltd. are planning to have CDS Lettering (Dry Transfer) available in both N and HO, which they will offer to you at their cost.

Ken Griffiths will also have some of his decals in HO which will be available to those who wish to acquire them.

If you intend to participate it is only natural that you will need tools to work with and a light to see better with. Please bring your extension cord and lamp, plus the tools listed below:-

Cutting Board	Tweezers	5 min. Epoxy Glue
knife or Razor	Metal Ruler	white Glue
Flat File	Pencil	Styrene Cement
Needlenose Pliers		Small Paint Brush
Twist Drill		Drill Bits #60-80

If you just want to see HOW it is done, come along and listen in on the instructions and see the participants doing their thing! There is a donation can for non-members and refreshments served.

Field and the Big Hill (Continued from /4):-

light enough to go up the hill unassisted, whereas to-night a wire has come from Revelstoke--"assistance is needed up Field Hill". The shop foreman has read it, and that, in brief, is why 5810 is waiting there. The driver has orders to go on to Louise after, and to assist a westbound freight, so he won't be home until midnight. A long eastbound drag is waiting in the yard further down against the black silhouette of Mount Dennis; the engine has just switched on his headlight.

Yes, there is No. 2's whistle away down by Ottertail; he is over the worst up grade down there, and the wind brings his exhaust to us fitfully. Five hours ago the operator wrote on the board outside his office the fact that "Eastbound Train No. 2, Montreal, due to arrive 7 p.m. P.T., leave 8.20 M.T., arrives 7 p.m. P.T., leaves 8.20 M.T., ON TIME". There are several red barrows full of ice, to put in the ice-boxes; the paper and the candy boys are turning out, and the fellows and the girls in the Y.M.C.A. restaurant are rolling up their sleeves and preparing to do a bit of work. The chime whistle again sounds splendidly down the valley, and, bell clanging, 5902 crashes over the yard switches, whistles to the freight loco., (which returns the courtesy), and bears down on the curve; red cars run past more and more slowly, and as they stop out come the porters, and the platform is in a turmoil. The new engine crew, which has been standing at the east end of the station, climbs up into the cab; they chat with the men who have come over from Revelstoke, now 125 miles away, and take over the controls of the engine, which is going through. Back on the platform, various fellows on step-ladders are putting the ice into the coaches; and pusher 5810 has coupled onto the open top observation which was put on in Kamloops in the morning, and has shoved it into the spur; bell clanging, it passes down the other side of the train and out to that pair of automatic signals, the westbound one sticking up to the sky in the clear position, and winking greenly at Train No. 2--come on, get on with it". The switch is thrown and down comes 5810 and couples gingerly to the front of 2-10-4 No. 5902. The whole town is down by the line for this free evening sight. Air tests have been completed.

The clock is showing 7.18, or 8.18 Mountain Time as soon as the train gets out of Field--when the "all aboard" sounds. Figures come down from the steps of the restaurant, and tourists slip back out of the cool evening air to the observation; the engine bells are clanging raucously; there are two "pheeeps" from the cabs--and there is no level ground ahead now, but a Hill!

They are away; 5810 stops ringing, 5902 likewise; both engine throttles are wide open, out for all the run they can get. 5902 loses her feet, and the drivers spin madly as the exhaust hurls thunderous defiance at the mountains. Now they have stopped slipping--booster shuddering and spitting beneath her--winning all the momentum they can get; 5810 has got her teeth into it, pulling steadily. The Rockies are ahead, and the battle is on.

And what a hill! Thirty yards off the platform end it begins; and I have a mental picture of Driver Gilbertson of the Royal Scot that night, looking down the side of the crimson and gold boiler at the test that he was to undergo. The first stretch of 1 in 40 rises and doubles away round a curve; those crews won't be seeing level until Wapta, eleven and a half miles away by rail; and the easiest grade they will see before then will be 1 in 50. 5810 hits the grade first; and the pair of giants thunder ear-splitting defiance as the first

Continued..../8

The ROSS HERIOT MEMORIAL GOLD SPIKE AWARD

ALL Members of the 7th Division, Please note:-

Once again it is time for us to select a candidate and nominate this person as a contender for the Gold Spike Award to be presented at the Spring Meet in April.

All that is required is a short ^{note} explaining your reasons why you think the person you are recommending as a candidate should receive recognition for his or her services and contributions in furthering model railroading in general and the aims of the P.N.R. and N.M.R.A. within our own division particularly.

REMEMBER, you the members are the only ones who can select this recipient who will receive the award at the Spring Meet Banquet on Sunday, April 15th at the Surrey Inn Travelodge. Please take a few minutes of your time right NOW to nominate your candidate.

NOMINATIONS will be received until Friday, April 6th, 1979. Please send it in NOW to:-

Frank McKinney
422 West 23rd Street
North Vancouver, B.C.
V7M 2B7

Following is a list of members who have received the Gold Spike Award to date:-

1968 Frank McKinney	1974 ? No record
69 Norm Szun	75 Fraser Wilson
70 Phil Crawley	76 ? No record
71 Doug Harmon	77 Ken Vere
72 Cyril Meadows	78 Ken Griffiths
73 Doug Stevenson	79 ? ? ?

If anyone can fill us in for 1974 and 1976, it will be appreciated. The 1974 Meet was in the Landmark Hotel. In 1976 we were planning a PNR Convention and were requested to trade convention years with Division 4 to coincide with their Bi-Centennial. It was too late to organize a Spring Meet so your Committee joined in with Division 4 to assist with their mini meet. I don't believe an award was given this year. Let's hear from the membership, please. The 1976 Mini Meet was in Bellingham.

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7th Div SWAP = SHOP

COME ON FELLOWS! Clean out your closets, drawers, and that "maybe I'll use it some day" box! Not everyone in the 7th Div is a brass hat! Please send a list of saleable items, wants, wishes and desires to your 7th Div Swap = Shop reporter:-

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

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

Include
Postal Code!

Field and the Big Hill (Continued from 6):-

twenty yards of hill are spurned by twenty driving wheels. Two black columns of smoke go up to join the pall that hangs over Field, and twelve long red cars slide obediently after the locos., below; the columns rise a hundred feet or more. The thunder of the engines grows louder as the beat of the exhaust is forced down and down by the hill, and by the relentless pull back of those coaches; the smoke is blacker now, although both engines are oil-fired -- a pair of ten-driver engines on a 2.2 per cent. hill, with over a thousand tons to hold them back!

Curves, and again more curves; the line is barged more and more into precariousness by the six thousand foot cliffs that Mount Stephen begins to send down, and the wide white Kicking Horse drops further away. Now the locos., are down to their minimum pace -- twelve miles an hour -- and the crash of the exhausts tells the world that Train No. 2 is going up the hill with both engines working wide open and cutoff in full gear, a thing that I have never seen before or since. From the road, gold-capped Stephen fills half the sky; and along that colossal cliff two tiny engines and a string of pinprick lights culminating in the soft but brilliant lamps in the wide-windowed observation car are struggling at a snail's pace for all the height they can get. It is unbelievable that two such tiny things could make such an indescribable noise; the valley is filled with thunder and desperate battle that those infinitesimal little toys may crawl up to the Great Divide.

Just before the mine, Stephen's great buttress goes sheer into the river; and the railway (now over 100 feet above the white waters) pierces the rock, and on each side there are snowsheds. The voice of the monsters is muffled and then silenced for a moment, and the long train swings passively in behind.

Suddenly 5810 bursts from the tunnel, and his colleague behind; and when you are in the camp, Stephen's cliff acts as a huge sounding board. Both exhausts rise straight up like a tree, meeting now two hundred feet above the train and hanging in a long cloud; and above them is that mighty scar in the mountain-side, the old avalanche that swept away Cathedral Station in the old days.

And then -- the warning for the mine and the lower grade crossing. The desperate wail from the whistles of the twin battling giants sounds clear above the rolling thunder of the combat; and in an instant Stephen's cliffs have taken it up and flung it over to Burgess; Burgess to Cathedral and up to the rose-pink crags; Cathedral to Ogden and far up the Yoho Valley; Ogden to Stephen, back and forth -- a great burst of echoes dying fitfully away, and engulfed by the bellow of the engines. Dimly the bells are heard again, clanging raucously as the pair drag their massive load over the grade crossing -- as if they needed a warning bell! Several seconds' pause as they crash through the little tunnel, and when they come out they have put on speed; for the hill is easier here. Five miles an hour is all that it is, but the work is not slackened -- they must have a run at the next bit. This piece is 1 in 50 or so, and the train is surrounded by the pines on the long slope which is topped by the Cathedral Crags. Sidings swing out, and here is Cathedral Station; the engines are racing more now, for by the eastern yard limit board the gradient grows worse. Now the sound of the engines is a continuous rapid roar, no longer the staccato barks heard lower down. (See next Bulletin Board for the trip up, through the Spiral Tunnels).

We wish to acknowledge that this article, written by James Seeley White, was published in the Nov/Dec 1978 issue of "DIVER MAGAZINE". Our thanks and appreciation are extended to James White and his staff of "DIVER MAGAZINE" for permission to reprint this article, which was submitted by Ted Edwards. Thank you all!

D I V I N G

O N T H E R A I L R O A D

Wreck Diving doesn't necessarily mean shipwreck diving. Here, the author describes his experiences seeking out train wrecks in the fresh waters of Oregon.

By James Seeley White

I think it was Tommy Drynan that started the whole thing, for it was Tom who called and said, "I know where there is a train under water. Want to go diving?"

Any ardent diver knows the answer to a question like that, after all, a whole train to dive on. "Where?" was the quick response, followed by, "When?"

The answer was Woahink Lake on the central Oregon coast, the next weekend. My mind was full of ideas of old steam locomotives with big brass bells, huge headlight, and beautiful brass valves in the cab.

It wasn't quite like that, naturally. I had asked a fisheries biologist familiar with Woahink Lake if he had seen anything of the train. "Yes," he had answered, "When the water is clear, you can see parts of it from the surface. It must be about 30 feet down." Further questioning had established an exact location, so we should not have a problem locating our prize.

The discovery was almost anti-climatic. We went to the location the biologist had described, tied off the inflatable boat, and headed down the bank under water until we ran into the train. What we located was a series of old narrow-gauge flat-bed railroad cars strewn down the slope of the lake bottom. In all, there appeared to be about six of them in various states of destruction. Originally, they had been very unusual cars, with single-axle trucks at each end of a heavy wooden flat-car. Even the frames of the axle-and-wheel trucks were constructed of heavy wooden beams. This was not ordinary railroad equipment.

But, as hard as we looked, we were unable to find the locomotive. Narrow-gauge rails protruded from the mud at several locations, but no old steamer sat upon them. Thinking that it might be farther out in the lake, we explored the neighboring soft-mud region with metal detectors, but found nothing except a few beer cans and another rail.

By now the search had developed into a great locomotive chase. Old-time residents of the neighboring Florence, Oregon, community were contacted to gather information. Several stories emerged: one about a barge that was being ferried across the lake with the rail equipment and capsized during a sudden storm, another that it had fallen from a trestle, and the one that seemed most plausible, that the cars were simply obsolete logging equipment that was dumped into the water. (More underwater railroading next issue!) a.j.

February 18, 1979	Participation Clinic at Oakridge. Constructing a C.P.R. caboose, using styrene. Please read Page 5 for full details.
CLINIC	
February 17, 1979 & 18	Annual West Coast Railway Association round trip to Lillooet via British Columbia Railway RDC-1. Leave North Vancouver 7:30 a.m., Lunch in Lillooet, returning to North Vancouver 8:30 p.m.. Adults @ \$22.50, Children @ \$11.25, including lunch at Lillooet. For tickets and information see Gary at Gary's Train Centre, 365 East Broadway, Vancouver or Phone 874 5716
EXCURSION	
April 15, 1979	7th Division Spring Meet at the Surrey Inn Travelodge, Junction of King George and Fraser Highways in Surrey. This is Easter Sunday, the holiday weekend. Registrations are \$12.00 per person, which includes the Banquet. Three participation clinics at 11 a.m., 1 p.m. & 3 p.m..
SPRING MEET	1. Cross bucks, signs in styrene 2. Box car in styrene 3. Tunnel Portal in wood. Displays, models, slides and movies. Public admission from 1 to 4 p.m. - \$3. per family, \$1.50 single or 75¢ for a child. Registration Forms enclosed. Registrar: Hank Menkveld, 10689 McSween Road, R.R. #3, Chilliwack, B.C. V2P 6H5
July 17 to 21, 1979	RAILRODED NMRA NATIONAL CONVENTION, Calgary, Alberta. Further details in SWITCHLIST. For information write: 1979 NMRA RAILRODED, P.O. Box G443, Station "G", Calgary, AB T3A 2G3 A chance to win a Van Hobbies "Selkirk" loco. (1979 PNR Convention will coincide).
CONVENTION	
October 20 to 27, 1979	Model Railroad Hobby Show at Oakridge. Plan to become involved in this display of our hobby. Suggestions and new ideas are always welcome!
HOBBY SHOW	
1980	P.N.R. Regional Convention, Bellingham, WA. Co-hosted by the 4th and 7th Divisions.
CONVENTION	

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1979 S P R I - N G M E E T

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