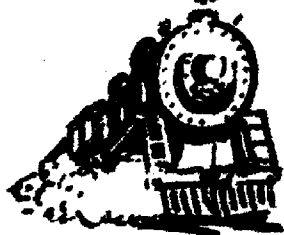
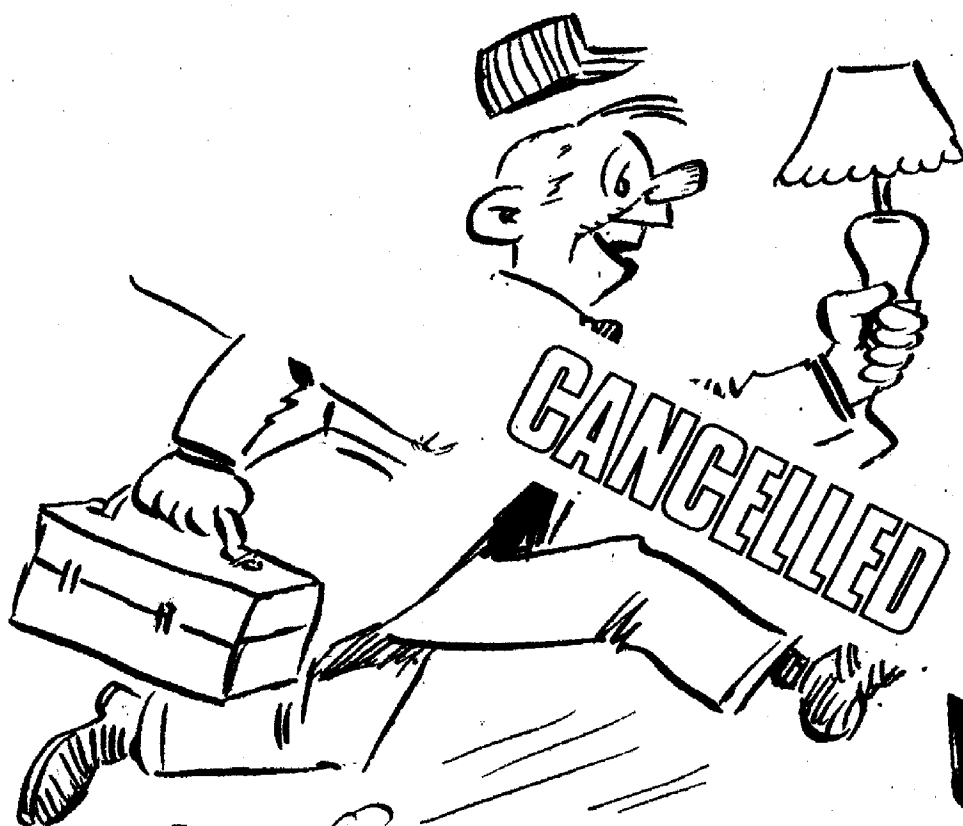


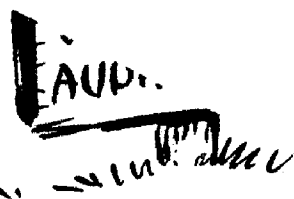
th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



WE GOT PLANS
FOR YOU ON
SUNDAY DEC. 16
AT 1:00 P.M.
SO -
BRING TOOLS AND
LAMP TO



PARTICIPATION CLINIC

• STYRENE CABOOSE OR BOXCAR • RIGHT-OF-WAY SIGNS

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 \$3.00 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..

Correspondence pertaining to this publication should be directed to the Editor. See Below for address.

All other correspondence relating to the 7th Division, P.N.R., NMRA should be directed to the Superintendent, whose address appears below.

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Ted Edwards	2398 East 53rd Avenue	327 9393 Vancouver BC V5S 1V8

SUPERINTENDANT'S REPORT:-

The Oakridge Hobby Show resulted in \$722.00 being turned over to the United Way Campaign. I would like to thank Bob Millar, Ken Madsen, Al Smaltz, Jack Porzig, and all the others who spent a lot of their time keeping an eye on things during the daytime hours the show was open.

On behalf of the 45 people attending the November 18th Clinic at Oakridge, we wish to thank Eric Grubb for the fine film presentation of Steam in the 50's, which included Big Boys, Challengers, Daylights, Cab Forwards, Selkirks, Jubilees and even some of the French National Railways. We hope to see more of your films in the future, Eric!

We hope that you have taken note of the dates for all the Oakridge Clinics planned for the first half of 1980, plus a proposed tour to Vancouver Island and the Spring Meet which will be held in Vernon on the Saturday of Easter Weekend. Please mark these dates on your calendar and start planning to finish our displays and models to help the North Okanagan Model Railroad Association fellows put on a good show! Watch your Bulletin Board for further information.

1980 is election year in P.N.R. and the time in the 7th Division when we must choose a new Superintendent. I have just about completed my two terms (4 years), and I am sure there are people out there who could do the job better than I.

The Standing Committee is also in need of some new members. Some of these fellows have been working for you for nearly a quarter of a century and it is felt it is time to let some new, younger members with fresh ideas take part and allow these long time members to sit back and relax a bit. They have worked hard for you over the past years and I am sure there are a lot of you who could come forward and offer to help so these fellows can start relaxing. I am not going to chase after members for these Committees, as I am sure I'll get nothing but the same old excuses about not having enough time or being too busy, etc., so, if you are interested, you call me at 596 6572, and you are welcome to join us!

Another comment on the Standing Committee I would like to put to you: There is a faint rumour I have heard during the last few years that this Committee is a closed group or clique. I would like you to get this thought out of your minds, as any members are always welcome to attend these meetings and express their views. The Standing Committee meetings are usually held in the Conference Room, on the second floor of the C.N.R. Station at 8 p.m. of the second Monday of the month. Please come out some evening and express your views or ideas!

Our first Clinic in the new year will be on January 20th when we are going to have a Swap Meet. Plan to bring along all those items you've had sitting around wondering what to do with; here's your chance to get rid of it and possibly find something you've been looking for! Also at this Meet there will be an open business meeting, so plan to attend and feel free to express your views and ideas.

I wish to finish off by wishing you all, "The Best in the upcoming season."

See you at Oakridge on the 20th!

T.S. Beaton

The RAILWAY ADVENTURES of Charles Dickens)Continued):-

STILL another curious incident involved Dolby, the G.W.R., and the turkey which should have graced Dicken's table on Christmas Day, 1886. Dolby had given the bird to the railway company for transport to Gadshill where the author lived. So great was the Christmas rush that year that all available vans were in use and the turkey, with other freight, had to be dispatched in a horsebox. Near Reading the horsebox took fire, and the bird was prematurely roasted.

ONE of Dicken's greatest desires was to see an American train and travel over an American line. His wish was gratified in 1842. "I wish you could see what an American railroad is," he wrote. "I wont say I wish you could feel what it is, because that would be an unchristian and savage aspiration. It is never enclosed or warded off. You walk down the main street of a large town; and splash-dash, headlong pell-mell, down the middle of the street - with pigs burrowing and boys flying kites and playing marbles, and men smoking and women talking, and children crawling close to the very rails - there comes tearing along a mad locomotive with a train of cars, scattering a shower of red-hot sparks in all directions; screeching, hissing, yelling and panting, and nobody one atom more concerned than if it were a hundred miles away."

DICKENS was amazed to find that American locomotives burned wood in their furnaces, and the diamond-shaped smoke stacks brought comment from him. He did not like the open-vestibuled American cars with their back to back seats and their center corridors. He described these vehicles as shabby omnibuses. The seemingly universal habit of spitting appalled Dickens. "The flashes of saliva flew so perpetually and incessantly out of the windows all the way that it looked as though they were ripping open feather beds inside, and letting the wind dispose of the feathers," he recorded.

IN the course of his American travels Dickens had an adventure on the train ferry CUBA. He was in a train which was being pulled up a steep incline leading from the deck of the ship to the shore when the haulage rope snapped. A carriage rushed back down the slope on to the steamer, giving the passengers a considerable shaking and no little thrill. The author had nothing but condemnation for American porters and their methods of handling passengers' luggage. Nearly all his cases were broken.

DICKENS'S most eventful American railway journey was made between Rochester and Albany during one of the worst floods on record. Nearly three hundred miles of track were inundated, and several trains were caught in the flood waters and marooned. Dickens's train got as far as Utica, and there the writer and his staff had to disembark and wait for improved conditions. The town was crammed with people whose trains had been held up by the flood, and Dickens was fortunate in obtaining the last available room. Hours passed and there was no sign of progress being made. Finally, the railway officials announced that the passengers had better make sleeping arrangements as the prospect of an early start was remote.

A night passed, and at eight o'clock next morning all the bells in the town were rung to summon the passengers to the station. Dickens took his place along with the rest and the train set off. The track was still flooded to an alarming depth, and periodically the engine crashed into great blocks of floating ice. The current set up by the moving train caused some of these miniature icebergs to sweep back against the sides of the carriages. At several points the train drew level with other

Continued...../

The N.M.R.A. ACHIEVEMENT PROGRAM

Although we have a lot of excellent modellers in our Division, there seems to be little interest in having their handiwork judged for the Merit Awards available through the Achievement Program of N.M.R.A.. Anyone wishing to have their models, displays or layouts, etc. judged, please let me know or contact your Division Achievement Program Co-ordinator:-

Gordon Varney
2961 Willoughby Avenue
Burnaby, B.C. V3J 1K7

Phone 939-3248

The January 1977 Special Issue of the NMRA Bulletin explains the program starting on Page 51. Let's get our Division rolling and try to make 1980 the year we pick up some credit for our efforts. Give Gordon or me a call and we'll do our best to assist you!

Tom Beaton

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Clippings from the Financial Times of Canada

May 14, 1979 CP Rail of Montreal ordered 30 diesel-electric locomotives at \$30 million from General Motors of Canada Ltd. in London, Ont. The locomotives, which are scheduled for delivery in October and November, will be used in freight service.

May 21, 1979 Marine Industries Ltd. of Montreal received a \$3.8 million order from Canadian National Railways for 65 rail cars.

May 21, 1979 Hawker Siddeley of Canada Ltd. was awarded freight car contracts worth \$17.5 million by three African countries. The orders included 240 railway box cars and spare parts worth \$11.5 million to Cameroon; 92 cement clinker cars and 12 general purpose tank cars with spare parts worth \$4.5 million to Togo; and 30 ballast cars and spare parts worth \$1.5 million from Malawi.

June 11, 1979 Canadian National Railways of Montreal ordered rolling stock and locomotives worth \$21.5 million: these include 10 locomotives from General Motors of Canada Ltd. of Oshawa, Ont., 130 box cars from Fruit Growers Express Co. of Washington, D.C. and 65 rail transporters from Marine Industries Ltd. of Sorel, Que..

November 12, 1979 Canadian National Railways opened its new \$20 million rail-truck terminal in Brampton, Ont., for piggy-back service.

November 12, 1979 CP Rail of Montreal placed a \$23 million order with National Steel Car Corp. Ltd. of Hamilton, Ont., a subsidiary of Dominion Foundries and Steel Ltd., for 200 box cars for newsprint shipment and 250 gondola cars for coal traffic.

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THE DECEMBER 16th PARTICIPATION CLINIC IS CANCELLED !!

Start thinking ahead!

January 20, 1980 - SWAP MEET and BUSINESS MEETING
Paid up NMRA-PNR members only

WANTED: Candidates for the Ross Heriot GOLD SPIKE AWARD.
NOMINATIONS for your new 7th Div Superintendent.

The RAILWAY ADVENTURES of CHARLES DICKENS (Continued):-

trains which had been brought to a standstill on the adjoining line through the fires of the locomotives having been extinguished by the rising waters. It was learned that the more enterprising of the trapped passengers had made a raft out of furniture and floating sleepers, and had propelled it to isolated farm houses where they had purchased eggs, milk and other food supplies. They retailed their wares to hungry passengers, making, incidentally, a handsome profit. The people in the water-bound cars were taken on board Dickens's train, which was soon filled to overflowing. A cattle train was also located and hauled to a dry spot where the animals, which had been imprisoned for a week, were released.

BEFORE the journey was half completed the company had almost decided to give up the attempt to get through. However, on learning that Dickens had arranged to give a reading in Albany - all the seats for which had been sold - the officials made a special effort to carry the train on to its destination. It chugged along slowly among the water and ice, and after ten weary hours it landed Dickens at his objective just in time for his engagement. Under normal conditions the trip would have occupied only three hours.

THE railway incident which played the biggest part in the life of Charles Dickens was the Staplehurst disaster of June 9, 1865. The author had been spending a holiday in France and was returning from Folkestone to London over his favourite route. Near Staplehurst the train suddenly left the rails and plunged over a bridge into a muddy stream - all except the engine and the leading carriage. Dickens was in that carriage.

AS soon as he realised what had happened the author scrambled down the embankment, and worked with the others to rescue the trapped passengers from the coaches, some of which were up-ended in the water with their wheels in the air. After a time he returned to his compartment for a flask of brandy and part of the manuscript of "Our Mutual Friend" which he had left behind him. The following is a brief extract from Dickens's own record of the disaster.

"I was in the terrible Staplehurst accident yesterday, and worked for hours among the dying and dead. I was in the carriage that did not go over, but went off the line and hung over the bridge in an inexplicable manner. No words can describe the scene."

THAT the accident had a far-reaching effect on the author there is no doubt. Some of his biographers say that it contributed to his death, which took place on the fifth anniversary of the crash. Others infer that it imbued him with a fear and a hatred of the railway.

A week after the accident Dickens was too shaken to write, and had to dictate his personal letters. When he penned his account of the disaster he wrote, "I have, a - I don't know what to call it, I suppose - presence of mind; and was not in the least fluttered at the time.... But in writing these scanty words of recollection I feel the shake and am obliged to stop."

There is distinct proof in the biographies that the accident damped Dickens's enthusiasm for railway travel. "I cannot bear railway travelling yet," he said himself. "A perfect conviction, against the senses, that the carriage is down on one side (and generally that is the left, and not the side on which the carriage in the accident really went over) comes upon me with anything like speed, and is unexpressibly distressing." And, much later, Percy Fitzgerald said, "I remember being with him and his family at night-time in a train which stopped suddenly for some time, and noticed the silence and

Continued....

EXTRA WEST No. 7, November 29, 1979

In most issues of your Bulletin Board there is a list of Standing Committee Members on Page 2. It is apparent that some of these fellows have been at the controls of our 'machine' long enough to warrant them the opportunity to slacken off and watch from the back seat. However, there is one big problem if this should occur -- we do not have enough actively interested younger members ready to step in and carry on in their stead. Most of our younger generation seem to be content to just go along for the ride, uninterested in helping by taking on some of the responsibilities. (Maybe they are just sitting back waiting to see how long we can get by without them!).

In an effort to start and dispense with the apathy that seems to be eroding the full enjoyment of our model railroading fun, your Standing Committee is taking steps to overcome some of this stagnation by inviting three new adherents, in the persons of John Green, Greg Madsen and Ted Edwards, to join the Committee. It is also our pleasure to remind ALL members that the Standing Committee meetings are always "open" for any interested persons to attend and offer their suggestions or express their views. With these thoughts in mind, the 'welcome mat' will be out for the meeting to be held Monday, December 10th, starting at 8 P.M. in the Conference Room of the C.N.Rly. Station (1st floor). Also on January 20th, 1980, during the SWAP MEET at the Oakridge Auditorium, time will be taken out to hold an open business meeting.

Your Committee members are anxious to get some input from YOU, the members. With election year at our doorstep, we will be facing the problem of selecting a new Superintendent. We thank Tom Beaton who has given us his utmost over the past 3½ years, but, with just the regular old reliables backing him up, his requests have not received the support they were entitled to. What we need is new blood! New blood that can co-operate with our elected Superintendent, whomever he or she may be.

The preceding thoughts are not entirely my own. This subject was discussed at length during our last two Committee meetings, so I feel that, as your editor, I should pass these reflections over to you for your own perusal.

We trust that, starting on December 10th, some of you will be seen attending our meetings and offering your assistance on the committees or voicing your opinions to give guidance to your Standing Committee Members.

In closing, a last minute report from Doug Kelleway, our Bulletin Board printer, informs me that the Seattle Science Center's Model Railroad Show was the best yet, and that about 10,000 people paid to see the exhibits during the two days last weekend. Several 7th Div members had displays and dioramas and some assisted the 4th Div with the crowd control. A really GOOD Show!

SEASONS GREETINGS to ALL! Hope to see you s-o-o-n!! a.j.

P.S. 6:40 p.m. November 29, 1979 - Received phone call from Superintendent Tom Beaton... December 16 Clinic Cancelled! - Oakridge Auditorium rented out for that day. In meantime, don't forget the meeting 8 p.m. Monday, December 10, and make preparations for SWAP MEET 1 p.m. January 20, 1980.....Be there and take part in Business Meeting! a.j.

The RAILWAY ADVENTURES of CHARLES DICKENS (Continued):-

uneasiness that came over him." Again, Dickens admitted to Dolby that "he never travelled without experiencing a nervous dread, to counteract which in some degree he carried in his travelling bag a brandy flask, from which it was his invariable habit, one hour after leaving his starting point, when travelling by express train, to take a draught to nerve himself against any ordeal he might have to go through during the rest of the journey."

IT is a curious fact that Dickens took a morbid delight in giving a pantomimic representation of the accident before his friends on many occasions. To give an impression of the people trapped in the wrecked coaches he lay in a distorted position beneath his drawing room table.

ON January 16, 1889, Dickens had his second narrow escape from death in an unusual mishap which took place on an Irish line. He left Belfast for Dublin in the mid-day mail train occupying a 'coupe' next to the engine. When the train was travelling at speed near Portadown a sudden jolt was experienced. Dickens through himself flat on the floor. Something thudded down on the carriage roof, and mud and road metal rattled against the windows. When the train stopped it was discovered that the tyre of one of the engine driving wheels had split, and great splinters of steel had been sprayed with terrific force over the line. One of these had demolished a telegraph pole, one had fallen onto the roof, and another had embedded itself in the framework of the coach.

IN the last year of his life, when travel of all kinds had an evil effect on his rapidly weakening constitution, the author's tours were deliberately arranged so that he travelled whenever possible in slow trains. Fast trains were carefully avoided. An ascent of Arthur's Seat which Dickens made in 1864 is described as having calmed his nerves "after the shaking of the journey by the Flying Scotsman the previous day, from which he suffered greatly on his arrival in Edinburgh." On this occasion Dickens calculated the number of shocks his system had received during the London-Edinburgh trip. The figure he reached was 30,000. On a certificate issued to show that Dickens was unfit to fulfill his public duties, Dr. T. Watson gave "long and frequent rail journeys" as one of the two causes of Dickens physical condition.

DURING the trying months when his health was indifferent, the railway companies did all in their power to make the author's journeys as comfortable as possible. He made his last trip from Edinburgh to London in one of G.N.R. royal day saloons which had been sent North at the request of Mr. Mason, the General Manager of the North British. Bedding and furniture were provided from Mr. Mason's own home. During the remaining few months of his life Dickens often spoke of the comfort he had enjoyed on that journey.

Tom Vardey ends his news report by saying that he seems to be confined to his part of the world; it is ages since he was last in Vancouver.

Tom sends his best wishes to all!

(Thank you, Tom, for your interesting report, and especially your help in securing permission for us to reproduce this article from the Railway Magazine of October, 1938 by Editor Mr. John Thomas. Also..... please accept our best for you and your family in return! Ed.) a.j.

7th Div SWAP = SHOP

1. Dwight Carson would like to trade or sell all, or part, of his Tri-ang equipment which consists of 20 engines, 40-50 cars, some track, small power pack, etc., all like new.

Also an American Flyer 'Hudson' and full passenger train, plus one Cab and all parts for a 4-4-2.

Trade for HO or sell. Dwight is signing officer for Carson Valley Lines, Route of the Huskies. If interested, "phone 526-9962 or write:-

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

2. Dick Sutcliffe encloses the following list equipment and parts:
2 Tenshodo CPR GP9's A (powered) and B (Dummy); 1 only F7 A&B set (painted); 1 Pacific Pike Alco S2 (unpainted); 1 K.T.M. 4-4-2 (O scale) damaged; 1 Silver Streak 'C.P. Huntington' (O scale); 4 Tenshodo CPR wood sheathed cabooses; 1 wooden caboose (O scale); 3 bags O scale stained ties; 2 Tenshodo power supplies, 117v input, reversing and reverse block switches, 0-15v DC output, 10 18v AC output; Tenshodo DPDT toggles; Tenshodo push buttons for turn outs. For further information please contact Dick by phoning 467-4301 or write:-

R.A. (Dick) Sutcliffe
12140 230 Street,
Maple Ridge, B.C. V2X 6R5

3. Jim Perinice requests the following to be placed for him:-
FOR SALE - Lionel, O gauge, Marx O, Marklin HO, Standard HO, O gauge parts, track, switches, signals and accessories.

WANTED - Lionel, Marx, Flyer, Hornby, etc.. Trains, Cast iron toys, or any other old toys you do not want, also Lionel #60 Trolleys, good, or bashed up, for parts.

Jim can be contacted by phoning 604 (112) 596-2834, or if you wish to write him, please enclose a large (7X10) stamped addressed envelope:

Jim Perinice
7492 113th Street
Delta, B.C.
Canada V4C 5B5

The SWAP = SHOP section is open to all P.N.R. Members. If you have something to sell or swap, or something you want, please write Ted Edwards with all the details, so that it may be included in the next available Bulletin Board:-

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

DON'T FORGET the Swap Meet to be held Sunday, 1 p.m. January 20th, 1980 at the Oakridge Auditorium. This Meet will be open to paid up members only. Non-members will have to pay NMRA-PNR dues to gain admission. There will be an open Business Meeting for all attending this Meet.

TIMETABLE No. 7 Effective December 1st, 1979

- December ~~18~~, 1979 Caboose, Box Car, Right-of-way Signs, Styrene Kits
 CANCELLED Rolling stock kits - \$3.50 less trucks, couplers, decals
 Signs - \$1. Members only for this participation Clinic.
 Bring your own tools and an extension lamp. See Page 5.
- January 20, 1980 SWAP MEET and open Business Meeting. Open to paid up
 members only with valid dues receipt.
 Here is your opportunity to dispose of some of that
 equipment and parts you no longer need. Maybe you can
 purchase something you have been looking for.
 Feel free to express your views at the open meeting.
- February 17, 1980 Clinic - further details coming up. These 3 clinics
 are all scheduled for Sunday, 1 p.m. in the Oakridge
 Auditorium on the date specified.
- March 16, 1980 We are trying to organize a tour, by bus, to Vancouver
 Island. We hope to arrange visits to Elmer Blackstaff's
 railroad and the Duncan Forest and railway museum.
 Please keep the date open and I'll have more info as
 it becomes available.
- April 5, 1980 SPRING MEET in Vernon, B.C. on Saturday of Easter week
 end so you can drive up Friday and return Sunday.
 More details will be forthcoming. Keep this date open
 for an interesting model railroading meet in this north
 Okanagan city.
- May 1 - 4 P.C.R. Convention, Disneyland Hotel, Anaheim, California.
 Rails & Railettes \$25 before March 15; \$27.50 after.
 Perris Trolley Museum Trip \$8.50 extra fare.
 Convention Car (Harriman Observation) \$5.00
 Registration and info, write:-
 G.M. Stoh
 2300 Lark Ellen Drive
 Fullerton, CA. 92635
- May 25 Oakridge Clinic
- June 22 Oakridge Clinic
- July 24 27 Timber Baron Convention - 1980 PNR Regional
 Thunderbird Motel, Kelso, Washington
 For further information see your Switchlist or contact:
 Jim Whaley
 3106 SW Beaverton Highway
 Portland, Oregon 97201
- August 9 - 16 NMRA National Convention - Orlando, Florida
 See your NMRA Bulletin or contact:
 Sy Aufseher, PO Box 695
 Orlando, FL 32802
- 1981 NMRA National Convention - San Mateo, California
- 1982 " " " - Washington, D.C.
- 1983 " " " - WINNIPEG, Manitoba