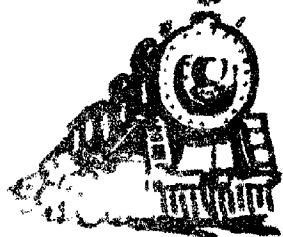


th DIVISION **BULLETIN BOARD**



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION



GREETINGS,
MEMBERS,
O TO N!

WE CHANGE THE TRAIN CREW
ONCE AGAIN
MAY OUR TRIP BE
SMOOTH AND TRUE...

HAPPY NEW YEAR

TO YOU!

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.

STANDING COMMITTEE MEMBERS

Superintendent Tom Beaton 13337 62nd Avenue Surrey, B.C. V3W 1V4 Phone 596 6572	Treasurer Ken Davis 815 Crystal Court N. Vancouver, B.C. V7R 2B7 Phone 987 6503	Bulletin Board Editor Art Jones 796 East 37th Avenue Vancouver, BC V5W 1G1 Phone 327 7071
Hank Menkveld 10689 McSween Road R.R. #3 Chilliwack, B.C. V2P 6H5 792 4926	Doug Kelleway 1723 Glendale Avenue Coquitlam, B.C. V3K 1X5 526 6875	Phil Crawley 5816 Cambie Street Vancouver, BC V5Z 3A8 327 3210
Alan Dean P.O. Box 345 Rossland, B.C. V0G 1Y0	Greg Kennelly 210 3353 Heather Street Vancouver, BC V5Z 3K6	David Hemsley 4519 Hurak Road Kelowna BC V1W 1R8
Fraser Wilson 106 6630 Sussex Ave. Burnaby BC V5H 3C6 434 6828	Brian Pate 4663 Prospect Road N. Vancouver BC V7N 3M1 987 5903	Bert Battey 3407 28th Avenue Vernon BC V1T 1W8 545 1967
Harvey Moir 524 Gore Street Nelson BC V1L 5C2	Railettes President Bente Beaton 13337 62nd Avenue Surrey, B.C. V3W 1V4 596 6572	Dave Simpson 107 95 East 14th Ave. Vancouver BC V5T 2M4 876 7352
Ken Vere 2448 Thompson Drive Kamloops BC V2C 4L8 372 2885	Frank McKinney 422 West 23rd Avenue N. Vancouver BC V7M 2B7 988 3252	Cyril Meadows 8849 Ursus Crescent Surrey, B.C. V3V 613 591 1845
Ken Griffiths 3215 East 54th Avenue Vancouver BC V5S 1Z2 433 1401	Bob Millar 402 2181 West 38th Ave. Vancouver, B.C. V6M 1R8 261 8541	Bill Galovich 7439 First Street Burnaby B.C. V3N 3B9 526 5992
John Green 7635 Elliott Street Vancouver BC V6R 2J5 325 6204	Achievement Program Gordon Varney 2961 Willoughby Avenue Burnaby, B.C. V3J 1K7 939 3248	Greg Madsen 6648 Gladstone Street Vancouver BC V5P 4E7 325 7013
Ted Edwards	2398 East 53rd Avenue	327 9393 Vancouver BC V5S 1V8

SUPERINTENDENT'S REPORT

This report is being written before Christmas, just after the flood that devastated the Lower Mainland area. I hope you have all survived these inconveniences and have had a very Merry Christmas and have made a resolution to make 1980 a better model railroading year for us all!

1980, as we have mentioned before, is an election year. I have been your Superintendent for two terms, which according to PNR by-laws, is the maximum I can serve. Consequently, I would like to know, as soon as possible, who would be willing to run for this position. Please send your offer in written form, in accordance with PNR by-laws, to reach me by February 15, 1980.

This issue of the Bulletin Board is being sent to every N.M.R.A. member residing in B.C.. As all N.M.R.A. members are not associated with P.N.R., I would like to welcome them to join us and share in the activities planned in their areas and the rest of the 7th Div.. The 7th Div. of P.N.R. covers all of B.C., Alaska and Yukon, which is a large area, so please send the application form on Page 10 to Jeff Tague, and come along and participate with us!

We would also like to hear from the various groups, clubs, etc. from all over the 7th Div.. Let us have reports on what you have done, and advance information on what you are planning to do so that we can inform the membership through the Bulletin Board. As the costs of travelling keep climbing, it will become too expensive to attend all of these gatherings, so why not let us inform the people in your area of the planned activities. It will be to your advantage to attract more people in your vicinity, and at the same time, expand the 7th Div membership.

The 1980 Spring Meet will be hosted by the North Okanagan Model Railroad Association in Vernon. It will be held at the Vernon Lodge Hotel on April 5th. The cost will be \$12.00. More details in our next issue of the Bulletin Board.

The January 20th Oakridge Clinic will feature a Swap Meet, combined with a business meeting. Bring along all that equipment you have and don't need. As this will be an open meeting for everyone to take part in, please come prepared to present us with some new ideas. If there are some changes you would like made, this will be the time and the place to put it before your Committees.

A Happy New Year to one and all!

We will see you at Oakridge on the 20th!

Tom Beaton.

+++++

LOCOMOTIVE OF PAST 'PULLS' INTO PRESENT

Train buffs whiled away a Friday afternoon recently at the Santa Fe depot waiting for a remnant of railroad history to arrive in Fresno, Cal..

The Santa Fe classic is headed for the California State Railroad Museum in Sacramento. The locomotive was the last of 19 used in Walter "Death Valley Scotty" Scott's record-setting run from Los Angeles to Chicago in 1905. Scott's special train was christened the Coyote Special and covered 2,267 miles in 44 hours and 54 minutes, a record which stood until 1936. A.T. & S.F. #1010 was a 2-6-2 Prairie Type (Baldwin 1901) with 23 1/2 X 28 Cylinders, 70" Drivers and Tractive Effort of 37,500 lbs..

AROUND THE WORLD (Continued):-

The next day we flew to Samarkand, a city that was celebrating its 2500th birthday. On the Sunday morning we witnessed the calling of the faithful from a minaret, and all the local residents facing Mecca, on their prayer mats. In the afternoon we visited an ancient graveyard and ruins on the edge of the desert. We also walked a short distance on the old ancient "Silk Road", trod by Marco Polo, and where 2,000 years ago, the Legions of Alexander the Great marched.

Flying back to Tashkent the following day we visited the exhibition halls of Uzbek Soviet Socialist Republic situated in a beautiful park. There were exhibits of the manufactured products of the district. Tashkent ships manufactured goods to 87 countries, including U.S.A. and Canada, and provides cotton goods in quantity, second only to the U.S.A. in world markets.

On the 23rd we flew to Kiev, Capitol of the Ukraine. We entered the city on a six lane highway with four cloverleafs within 20 miles. Although 47% of the city was destroyed during the war, it has now been completely restored. The main streets are very wide with treed boulevards in the center. The public transit is fantastic with modern street cars, trolley buses, etc. supplementing an excellent "Metro". 3 car interurbans also loop in the city centre. There are 66 parks of more than 5 acres, many sandy beaches and marinas on the Dneiper River. The main sports arena is being enlarged from 100,000 to 200,000 capacity for the Olympic Games. The University of Kiev is situated on five square miles of cultivated land with experimental crops of grains and vegetables. Experimental housing designing is carried out here and the U.S.S.R. now builds 1,000 prefab apartments per day. Kiev's main department store is three stories high and about two blocks by 1/2 block in size. We saw 53 color T.V.'s operating in the music department! Crowds of customers!

We visited the graveyard of 43,000 Jews that were executed by the Nazis, also the battlefield and trenches where the great battles took place. The museum has relics and pictures of this war.

We were also privileged to attend a meeting with some of the top railway officials of the Ukrainian Railways for 1 1/2 hours. Interesting discussions, with questions being freely answered. We were told that they are co-operating with U.S.A. trying to develop a new type coupler which would combine the air and electrical connections much the same as M.U.'d transit cars. We saw hump yards, and the use of concrete ties was recorded with our cameras.

Our group toured "The Monastery" down in catacombs, some 700 feet underground, to see the skulls, bones and mummified remains of monks who had died hundreds of years ago. The St. Sophia Cathedral is preserved with exceptionally beautiful murals.

On September 27th we flew to Volgograd, scene of the great battle of Stalingrad. On Mamayevi Hill more than one million Soviet citizens died and more than two million Nazis perished, some freezing to death in minus 42 degrees fahrenheit. When the snow melted in the spring of 1943, after 135 days of warfare, and the remaining 700,000 Germans were captured, the hill was red with blood and grass would not grow again until the late 1950's. Today a 275 feet high statue "Mother Russia" stands on

Continued...../6

The COUNTESS of DUFFERIN

by O.S.A. Lavallee

It is not common knowledge that the one engine in existence which actually bears the coveted "One Spot" plate, never actually was C.P.R. No. 1 at all. The reference is, of course, to the well-known and famous "Countess of Dufferin" which rests peacefully under shade trees in Winnipeg's Sir William Whyte Park, graciously and decorously receiving the admiration and praises of generations of railway-minded people who revere her as something she never was!!

Out of respect to the "Countess" this monstrous accusation should be modified. The "Countess of Dufferin" was the first engine landed at Winnipeg; it was the first engine employed in the construction of what was later to be the C.P.R., and was, everything considered, a famous engine in the history of Manitoba.

The C.P.R. was not incorporated until 1881, four years after this engine was brought to Winnipeg on a barge. Her enthusiastic owner, a contractor named Joseph Whitehead, rising to the acclaim which greeted the engine's arrival, promptly had the words "Canadian Pacific" and the number "1" painted on the engine and tender for all to see. Actually, the "Countess" was Whitehead's No. 1; he had other engines, seven in all, and they were all employed in construction work on government contracts in Manitoba. The "Countess" had been bought from the Northern Pacific Railroad where she had been No. 56, and for whom she had been built by the Baldwin Locomotive Works in 1872, as that Company's 2660th engine. In 1883, she had been turned over to the Government by the contractor and was sold to the Canadian Pacific Railway for \$5,800, and given the road number 151. The engine retained this number during its entire career with the C.P.R., that is, until 1897, when it was sold to a lumber company at Golden, B.C..

In 1910, the engine was secured from the lumber company and returned by the C.P.R. to Winnipeg, where an enthusiastic reception awaited Manitoba's first engine. It was given a place of honor in front of the C. P. R. Station and remains there to this day. A familiar and respected landmark in the prairie capital, the "Countess" has formed the backdrop for thousands of photographs and snapshots, has tolerated children, employees and pensioners climbing aboard while they explored, or posed to be perpetuated on film. Out of tribute to those who look after her, the "Countess of Dufferin" retains an excellent appearance despite her seventy-nine years.

But what of the actual C.P.R. No. 1? The ancestor of all C.P.R. steam engines was a small Portland engine, of the 4-4-0 wheel arrangement like the "Countess". It bore works serial number 391 and was outshopped in 1881. The engine had 17 X 24" cylinders, 57" driving wheels and weighed 72,600 pounds. Long since departed for the railway engines' Valhalla, No. 1 has unfortunately never been publicized or paid tribute to in any way, and the author knows of no photographs of it in existence. In 1905, the Company renumbered all of the engines, and No. 1 became No. 68, retaining this number until 1911 when it was scrapped.

Consequently, we are left with the only remaining "C.P.R. No. 1", the "Countess of Dufferin". Out of an earnest desire to preserve the friendship of his many friends in Winnipeg, the author would respectfully propose, to make amends for what must be a very dramatic exposee, that the "Countess of Dufferin" be permitted to carry, with all pertinent rights and at all times hereafter, the title of "C.P.R. No. 1 -- Honoris Cause".

(Thanks to Glenn Lawrence - a.j.)

AROUND THE WORLD (Continued):-

the hilltop. Built of concrete and housing a weather station, she holds a sword 90 feet high. In the interior of the hill there is a cavern like structure which is entered by a spiral walkway, surrounding an eternal flame, guarded night and day by Soviet soldiers, and which leads upwards hundreds of feet to the summit. A most inspiring memorial to what is described as the greatest battle in the history of mankind.

The following day we bused across the Volga Dam, 3½ miles long, to Chemical City, with a population of 180,000, where factories produce synthetic materials of every description. Flew to Leningrad September 29th and stayed at a deluxe hotel only 6 months old, right on the banks of the Gulf of Finland. 16 stories high, it contained many restaurants, cafeterias, bars and even a bowling alley. I sat at a bar enjoying a Scotch, watching a group of Dames bowling, as I listened to a juke box playing a Johnny Cash record. Johnny Cash is very popular in the USSR! This was a really beautiful hotel with a bank of twelve elevators and lovely mosaic murals, it is superior to any hotel I have seen anywhere.

Sunday, the thirtieth, we visited the war cemetery where in the 400 odd day siege of the city, over 400,000 died of starvation and 40% of the town was destroyed. Also saw the famous battleship "Aurora" which fired the shot that started the revolution 1917. Monday to St. Isaac's cathedral with terrific mosaic murals. In the evening, the opera "The Barber of Seville" in Russian, and later, on T.V. back at the hotel, "Hockey Night in Leningrad"! Tuesday we go to a large department store and then ride the "Metro" with a new type of safety doors that prevents entry to the platform prior to the trains arrival. On Wednesday we see the world famous "Hermitage" and the great works of Michaelangelo, Rembrandt, Picasso, etc..

We leave for Moscow, by train, at 10 p.m., arriving 8 A.M. next morning. On our City Tour our guide tells us that the famous Russian Hotel, largest in the world, accommodating 6500, has been nicknamed "The Comrade Hilton"! We register at the Hotel National, right across from the Kremlin. Later we visit Moscow University, 40,000 students and stadium seating 103,000. In the evening I rode "Metro" out University Way to "Moscow Circus" which was very enjoyable. On Friday we went to the Kremlin Museum and Red Square. The population of Moscow is 8 million, Metro carries 3 million passengers per day over 150 km of track at 45 miles per hour, with trains every 30 seconds in rush hour and every five minutes thereafter until 12 P.M..

There is brass everywhere (REAL brass, that is!) in railings, pedestals, wall decorations, fancy ceilings, etc. and really millions upon millions of square feet of interior and exterior brass that has been covered with gold leaf. It is principally used in the restoration of churches and cathedrals.

The Moscow Exposition Park is a huge complex composed of 87 buildings with exhibits ranging from manufactured goods, marvelous dioramas, machinery for industrial and agricultural use and a Space Emporium containing missiles, mock-ups of the U.S.S.R. and U.S.A. space vehicles, etc..

On the morning of October 7th we joined the never ending line up in Red Square to view the embalmed body of Lenin, deep in an underground mausoleum.

Continued..../8

7

AROUND THE WORLD at the NORTHERN HEMISPHERE

By Fraser Wilson

ON SEPTEMBER 2nd, 1979 I set out on a most memorable trip around the world - the northern part, that is.

Along with 12 other tourists our group flew to Tokyo for a two day stop-over and then by bus to Yokohama for another day and a night.

On the 6th we boarded the M.S. Baikal for the two day, 960 mile, trip to Nakhodka, U.S.S.R., terminus of the Trans-Siberian Railway.

Entraining here, we travelled overnight to Khabarovsk where the next night was spent at an Intourist Hotel. Our train consisted of fourteen coaches and one diner, which we subsequently discovered is the normal consist for most of the passenger trains in the U.S.S.R.. The coaches are similar to American equipment, except that they are all made into compartments with accommodations for two or four people, and a corridor along the left side. The berths are used as crosswise seats in the daytime, and made into beds at night. We also noticed that the couplers are much like our knuckle type, but about 50% larger, making a "hump" between each car.

We arrived at Irkutsk, the most eastern city of Siberia, on September 12th and stayed two nights, visiting Lake Baikal the greatest fresh water lake in the world, by volume, being about 50, by 350 miles in extent.

Leaving Irkutsk we journeyed another 1,000 miles by train to the Capital of Siberia - Novosibirsk. This is a modern city with wide streets and a fine public transit system. Gas and diesel and trolley buses supplement an excellent street car service. These cars, P.C.C. Type with magnetic brakes, are often run in tandem. One feature noted throughout the U.S.S.R. was the use of two trolley coaches M.U.'d with the trolley pole up on the trailing coach. "Metro" with a neon "M" is being constructed in this city of 1,221,000.

On Sunday, passing some churches, one a Baptist, we noticed that they were well attended. In the afternoon we enjoyed observing a hill climbing race by motorcyclists on the south bank of the Ob River - the widest river with the shortest name. We were also amazed to see such a large number of private cars and were told that one family in five now owns one. The following day we visited a unique community 35 miles from the city. It is primarily a city of scientists, 4,000 of whom are engaged in a variety of research projects. This town is self contained; schools, hospitals, recreational facilities, etc. for 60,000 residents.

Flying to Tashkent on September 19th we passed over a canal, with locks, as a cargo vessel passed beneath us. I was fortunate to capture this on film.

Tashkent is some 1200 miles south and deep in Moslem Country. Almost completely destroyed by an earthquake in 1966 it was rebuilt into a modern city of 1,500,000 with wide, straight streets, tall buildings and many fine parks. Our modern hotel was 16 stories and only a few steps from Metro, which is fully automated with change machines and automatic turnstiles, escalators, etc., as are most Soviet systems.

...../M

AROUND THE WORLD (Continued):-

The next day we left Moscow at 4:30 A.M. on our trip to Amsterdam, where our group split up, each going their separate ways. After having slept across the street from the Kremlin one night, I spent the next night in a hotel in Paisley, Scotland!

As usual in group tours we had our guides and special buses arranged for us. Tanya, our principal guide, a personable young lady who lives with her parents in Nakhodka, accompanied us all the way to Moscow. In each city we visited a local guide and bus driver would entertain our group. Photographs were not allowed at airports. (We saw as many as 60 jets in the great airport Moscow!) Only once, for two hours, when we were within 10 miles of the border with China, were we asked to refrain from picture taking. Otherwise, we were free to go anywhere and take all the pictures we wanted. If we did not want to go on a tour we were free to wander by ourselves.

Here are some statistics we were given and which we can well believe:- Trans Siberian carried more than two billion passengers last year -- half the population of the earth. On our journey, double-tracked all the way, and often 4-tracked, it seemed that trains passed us every few minutes, night and day. One day we noted an average of 1 passenger train every ten minutes! We were also told that last year this railway carried 52% of the world's freight. Even with this huge passenger movement, Aeroflot still has the world's largest commercial air fleet!

After eleven days in Britain I returned home, having travelled 960 miles by ship, 4,719 miles by train and 16,100 miles by plane for a grand total of 21,779 miles -- truly a great experience!

Fraser Wilson

a.j.

December 5, 1979.

+++++

MOST NOTABLE SPONTANEOUS EVENT IN RAILWAY HISTORY

The only British heavyweight championship fight which has ever taken place on board a train was the title fight between Jim Baker and Oscar Manila, the Battling Brazilian, in 1843. The contest was scheduled to take place in the wilds of Oxfordshire but the police intervened, similarly the constabulary of neighboring Berkshire. It was then realized that the London, Oxfordshire and Severn Railway ran along the county border between the two, and when an objection was raised by either set of police, it was decided to hold the bout on the line of a special extension track running there, winner to be the first man to be knocked off for a count of ten. In the forty-third round, Manila was bludgeoned off balance and fell to the track below but before the round was finished he had been run over by the 12:30 from Kidderminster, moving the other way. Jim Baker was given the fight when his opponent failed to appear for the next round.

The next year Parliament passed the Railroad, Fictitious and Blagging Act.

TIMETABLE NO. 7 Effective January 1st, 1980

HAPPY NEW YEAR! GREETINGS FOR 1980!
 WE HAVE A WHOLE NEW DECADE AHEAD OF US!
 MAKE IT A GOOD ONE FOR MODEL RAILROADING!

- January 20, 1980 SWAP MEET and business meeting. Oakridge Auditorium, 1 p.m.. See Page 10 for details.
- February 17, 1980 CLINIC at Oakridge Auditorium, 1 p.m..
 Further details next issue of Bulletin Board
 P.N.R. Board Meeting - Kennewick, Washington
- March 16, 1980 We are trying to organize a tour to Vancouver Island by bus, to visit with Elmer Blackstaff and then to the Forest and Railway Museum at Duncan. Further details as they become available.
- March 29, 1980 Third Division Spring Meet, Twin Falls, Idaho.
 This is a tentative date, and will be confirmed.
- April 5, 1980 7th Div SPRING MEET - Vernon Lodge Hotel in Vernon, B.C.. Registration \$12.00 per person, including Banquet. This is Saturday of Easter Weekend, drive up Friday and return Sunday! Bert Battey and his Vernon fellows are being joined by the Kamloops and Kelowna groups for this event.
- May 1 - 4, 1980 Pacific Coast Region Convention, Disneyland Hotel, Anaheim, California. Registration \$25.00 before March 15 1980; \$27.50 after. Convention Car \$5.00. Extra Fare trip to Perris Trolley Museum \$8.50.
 Registration, etc. write:-
 G.M. Stoh
 2300 Lark Ellen Drive
 Fullerton, CA. 92635 USA
- May 25, 1980 Oakridge Clinic
- May 30, 31 Great Plains Express - Sixth Division Spring Meet
- June 1, 1980 Sheraton Centre, Regina, Sask..
 Pre-registration \$18.00.
- June 22, 1980 Oakridge Clinic
- July 24-27, 1980 Timber Baron Convention - 1980 PNR Regional Thunderbird Motel, Kelso, Washington.
 For information write:-
 Jim Whaley
 3106 SW Beaverton Highway
 Portland, Oregon 97201 USA
- August 9-16, 1980 NMRA National Convention - Orlando, Florida
 See NMRA BULLETIN or write:-
 Sy Aufseher, P.O. Box 695
 Orlando, FL. 32802 USA
- 1981 NMRA National Convention - San Mateo, California
 1982 " " " Washington, D.C.
 1983 " " " Winnipeg, Manitoba
 1985? " International Convention - Europe??

MEMBERSHIP APPLICATION

PACIFIC NORTHWEST REGION

National Model Railroad Association

(Please Print Plainly)

Name _____ Date _____

Address _____ Telephone No. _____

City _____ Province _____ Zip Code _____

N.M.R.A. Membership Card No. _____ Expiry Date _____

I enclose \$ _____ U.S. Funds Money Order
 Payable to Pacific Northwest Region, NMRA

Regular \$4.00 PNR	Family \$1.00 PNR	PNR Life \$70.00
" \$10.00 NMRA	" \$2.00 NMRA	NMRA " \$200.00
Renewal	New	(YOU MUST BE A CURRENT MEMBER OF NMRA)

Please mail US Money Order and applications to:-

PNR Office Manager, Jeff Tague
 303 Anchor Loop Road
 Selah, WA. 98942 U.S.A.

SWAP MEET JANUARY 20, 1980 OAKRIDGE AUDITORIUM 1 P.M. SWAP MEET

ADMISSION: Paid up NMRA - PNR Membership Card must be shown at the door

Here is your opportunity to dispose of some of them parts and equipment you no longer have use for. Maybe someone will have something you have been looking for. As this SWAP MEET is limited to members only, the quality of the goods should be in model railroader's condition.

Some time during this SWAP MEET time will be taken out to hold a short business meeting, which we hope all members will take part in.

Here is your chance to air your beefs or make some suggestions and advance some new ideas.

Let's have a good turnout for this SWAP MEET and make it a successful event. It depends on YOU, each and every individual member!

Another matter for consideration by YOU, the membership, is the selection of a candidate to receive the "Ross Heriot GOLD SPIKE AWARD" at our Spring Meet Banquet in Vernon, B.C. on April 5th, 1980.

Once again it is YOU, each and every individual member, who will be deciding who this recipient will be! Watch for the next issue of the Bulletin Board for further details.