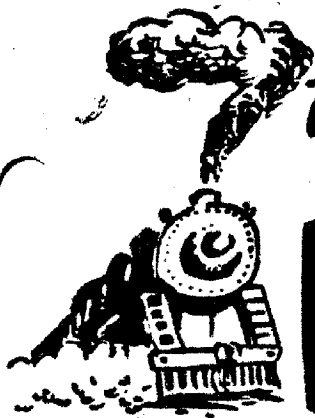




the Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 82

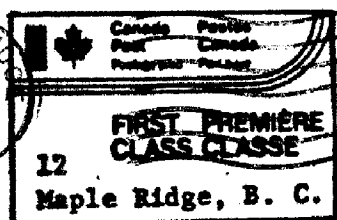
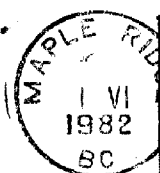
NO. 6

JUNE 1982

VANCOUVER ISLAND TRIP

JUNE 20

THE BULLETIN BOARD
P. O. BOX 368
MAPLE RIDGE, B. C.
V2X 8K9



TIMETABLE NO. 7 Effective June 1, 1982.

- June 20/82 Vancouver Island Trip - visiting both Blackstaff's backyard logging empire, and the Forestry Museum at Duncan. For further information see page 3. It will cost you \$12 for the chartered bus, plus the ferry fare round trip, a donation to the Blackstaff operation, a dollar or so for the Museum, and what ever food you wish to buy enroute insted of taking it with you. We will be gone all day, so maybe you should brown bag it. You must phone Greg Madsen for reservations on the bus. There are only 41 seats available, so phone early in the month if you wish to go.
- July 13-18 NMRA National Convention, Washington, D.C. For information write to John Glaab, Chairman, PO Box 39, Burtonsville, Maryland, 20866.
- July 24/82 TACO FEED - - Bob and Nancy Smith, 8115, 20th Ave., Southwest Seattle. (206) 762-1895 Please phone and let them know if you are planning to attend, so they will make enough to feed every one.
- July 25/82 4th Division Picnic, Elbe, WA. Catch the 10AM train, return on the last train. There will be a favourite model contest, with camp and work cars as the theme. Also a spike driving contest and women and kid's activities.
- August 11-15 PACIFIC NORTHWEST REGION OGOPOGO Convention, Vernon, B.C. Registrar, Jack Smith, 4103-27th Street, Vernon. VIT 4X9 Convention Hotel is the VERNON LODGE INN, 3914-32nd Street Vernon, phone (604) 545-3385. Reserve now, as space is limited. Application forms, and camp and trailer site information was in the last issue.
- Sept 4-6 MENKVELDS ANNUAL CORNFELD MEET - As in the past years, bring your families, your tents or campers or trailers, and come on out to Hank and Hennie's place at 10639 McSween Road, Chilliwack. There is a no host dinner on Saturday night that Hank must have your reservations for, so phone and let Hank know if you are coming to the no host dinner. Sunday is the big Corn Feed commencing about Three or Four in the afternoon. There is a map and further information elsewhere in this issue. Save the map and staple it to your calendar so you can find the fun!
- Sept 26-
Oct 3/82 Oakridge Hobby Show - All hobby show with all facets being invited. Press releases have gone out. There will be further information in the next issue.
- Oct 17/82 Seventh Division Clinic- This is the one that we hope to have Kelly Morris and Jim Finnell up to do for us. Keep your fingers crossed.
- Nov 7 OR
21 Seventh Division Fall Meet - Villa Motor Hotel, 401 Hwy., at the Willingdon exit. The date has yet to be confirmed by the Standing Committee.

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division of the Pacific Northwest Region of the National Model Railroad Association, authorized by the Standing Committee. It is mailed free of charge to all members of the 7th Division. Subscription rates to others is \$6.00 per year, and comprises approximately six issues.

Correspondence pertaining to this publication should be addressed to the Editor, whose address appears below. All other correspondence relating to the 7th Division, PNR, or NMRA, should be forwarded to the Superintendent, as listed below.

STANDING COMMITTEE MEMBERS

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Iank Menkveld Whilliwack, 792-4926	Tom Beaton Surrey, 596-6572	Carl Sparks Burnaby, 433-5583	Dick Sutcliffe Maple Ridge, 467-4301
Nathan Oxhandler, Burnaby, 438-9046			

VANCOUVER ISLAND TRIP JUNE 20, 1982

Here's how the whole thing goes together. FIRST you phone Greg Madsen for a reservation number for the chartered bus. Without the number you won't be going anywhere. You will likely be asked to either reconfirm your reservation, or to front some earnest money. SECOND you get yourself and any members of the family, or friends that may be going with you, down to the Ferry Terminal at Tsawwassen in plenty of time for the 7 (seven)AM ferry to Vancouver Island. Once in the waiting room, get your ferry tickets, ROUND TRIP- unless you are planning to stay on the island. Then, once the other members of the expedition have arrived, board the ferry for the much needed cup of coffee or breakfast. Once the civilizing influences have been administered, the question of settling up with Greg has to be taken care of. The cost of the bus trip is \$12 per person regardless of age or sex. Before I forget, unless you are dieting, a picnic lunch will sure help to cure the growlies. Last trip we also managed to find a restaurant at lunch time. The stop at Blackstaff's has no tariff attached, but we did leave a donation toward the running of the operation last time we were there. The Forestry Museum does have a gate charge, but we got a group rate the last time (About \$1.00) I think. We got the 7 PM boat home the last time, but that is subject to the caprices of the scheduling of the BC Ferries Corp. Those that went the last time had a wonderful day, and I can surely recommend the whole deal to those who have not been to either exhibit, and spent the day riding or admiring trains, of the vanished variety.

SANDING THE FLUES

By now the last of the May issues of the BULLETIN have been delivered along with the ballots for the various issues at hand. Whether or not you received yours in the allotted time is not at question just now, but rather a prod to our readers to fill in the ballots and get them in the mail BEFORE the 20th of June.

There were some members who did not get their BULLETIN before the 20th, and hence the provisions of the Constitution have been voided. The point, though, is whether or not the ballots can be returned in time to be counted along with all the others. Remember, YOUR vote could be the deciding vote, so don't procrastinate about filling the thing out and mailing it back.

ed

Tom Beaton was over last night, and I noticed him eyeballing the copy for the Timetable. I knew what he was looking for (the notice about the Narrow Gauge Meet). I had not placed it in the schedule of events because I felt that it warranted a special note.

Pacific Northwest Narrow Gaugers 4th Annual Meet October 23/82
For information phone Tom Beaton at (604) 596-6572 or write
to him at 13337 - 62nd Avenue, Surrey, B.C. V3W 1V4

The location is the Como Lake United Church Hall at 535
Marmont Street, Coquitlam, B.C. The admission will be \$3 per
person. The cut off date for the dinner (optional) is Oct.15/82

For those of you who don't know anything in particular about Narrow Gauge, this is the ideal opportunity to learn what it is all about. The meets that I have attended have really been fun, and quite different in material content from the regular meets. Mostly because Narrow Gaugers are a breed unto them selves.

Nathan sent me a spiffy article on a self powered chip that identifies rail cars. The thing is a transponder that needs no power supply of its own, and will supplant the color bar codes that are now used extensively to identify railroad cars. The transponder is totally inactive until it is hit with incident microwave energy.

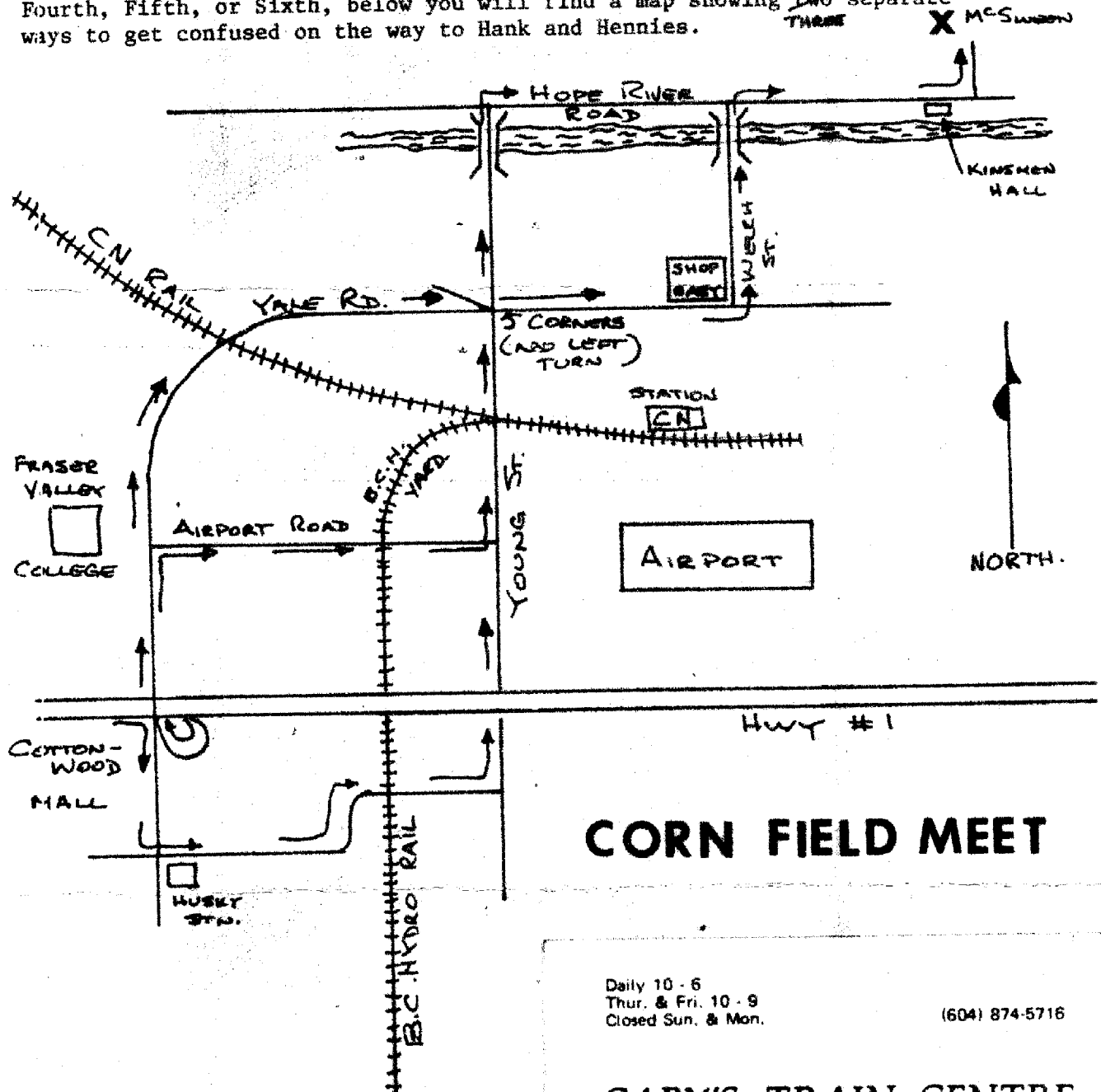
The transmitter operates with a 1% duty cycle, producing an average power of 50 milliwatts, enough for about a range of 20 feet. As the transponder enters the microwave field, part of the energy is rectified and used to turn on the chip. The IC then returns a signal consisting of a preselected 16 bit code(hard wired or switch selectable) for that particular transponder. An antenna at the reader picks up the returned signal which is then decoded.

A single IC with 16-bit output can provide 65,536 combinations, but typically they split the 16 into 8 for the code and 8 for error correction. But they can cascade up to 4 IC's in a transponder, giving up to 32 bits for code, and 32 for error correction.

With 32 bits, there is no practical limit on the number of possible codes.

SANDING THE FLUES

For those of you who are going out to the Corn Field Meet on September Fourth, Fifth, or Sixth, below you will find a map showing two separate ways to get confused on the way to Hank and Hennies.



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Closed Sun. & Mon.

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Superintendent's Report

By now you are all probably aware that I will not be seeking reelection as superintendent. It is a long story that I will not go into here. Suffice it to say that I was coerced by a certain PNR official (who shall remain nameless) into running for regional vice-president. As reported in the last issue of the Bulletin Board I will be succeeded by Nathan Oxhandler, who was elected by acclamation. (Come to think of it, that's how I got the job!) I am sure that Nathan will do a great job as he has always been very active in every region he has lived in, and I think that he will be the first person to have held the office of superintendent on both sides of the border!

I want to thank all those people who have made my job over the past two years all that much easier, and especially the members of the 7th Division standing committee, who are the unsung heroes of the division. These are the people who really do the work, meeting once a month to plan the clinics, meets, and trips during the year. Their names are listed in the Bulletin Board, so the next time you meet one of them, thank him for the good job they have done in the past, but also tell him what you would like to see done in the future. The whole purpose of the clinics, etc., is to be of some benefit to YOU the member, so let us know what you want.

There is a popular myth that I would like to explode. Some people have the notion that the standing committee is a select group of people running the division (for better or worse) and that it is next to impossible to break into this group. Nothing could be further from the truth. Over the past few months, there have been a number of additions to the committee. In each case the person had some good ideas of what he would like to see done, and was willing to help with the necessary work, so he was "railroaded" into the committee. It's that simple. The only requirements are some good ideas, and a willingness to work, so if any of you are interested, come out to one of the committee meetings held on the second Monday of the month at 8:00 P.M., in the CNR (VIA) station on Main street, and see what it's all about. These meetings are open to all members, even if you don't want to get involved with the committee, so if you are interested in how we manage the division, come out to some meetings and see for yourself.

Another reminder about BALLOTS! Please vote and send in both the regional and national ballots as soon as you get them. As of 20 May, when we were supposed to have received the national ballot in the May Bulletin, a number of people had not. Please let either myself or Ian Sloan know if you got your May Bulletin by 20 May, or how late it was. Elaine will be raising the matter of poor Canadian service at the Board meeting in Washington D.C., and we would like to have a rough idea of the delivery service to back up our request that the ballots be mailed out earlier next time.

The last event before the summer is the trip to the late Elmer Blackstaff's logging operation on Vancouver Island north of Duncan on 20 June. The details of the trip are elsewhere in this issue, so I will not repeat them here. As there is a seating limit of 41 on the bus, it is advisable to sign up early. I am accepting reservations and can be reached at 663-2322 from 8:00 to 4:30 weekdays or 325-7013 evenings and weekends.

The Fall season is shaping up to be a very busy time. In the works at present are a one week hobby show at Oakridge during the last week of September, the Narrow Gauge meet in Surrey on 23 October, a Fall Meet in November, and a month long exhibit of model railroading and its many facets at the Burnaby Art Gallery during December. In addition, we will be fitting in a few Sunday clinics at Oakridge as usual, and

possibly one on the Island at Nanaimo.

At present, both Nathan and I are planning to attend the national convention in Washington D.C. If you have any concerns that you would like brought up at the meetings, please let either Nathan or myself know before July.

My two years as superintendent have been a mixture of work, meeting new people, travelling to different meets and conventions, a few problems, and a whole lot of FUN! Holding office is a great example of what is meant when we say that to really enjoy this hobby you should get involved. I did, and I don't regret it one bit.

Happy Railroading,
Gregory Madsen

My Trip to New York

or

A Glimpse of Railroading New England Style

When I was informed that I would be travelling to Schenectady New York to attend a one day meeting for work, I decided to take a few extra vacation days, rent a car, and see some of the countryside. On Monday 22 March I flew to Albany NY and drove to the Ramada Inn in Schenectady. The Inn is only a few years old and was built on part of the old American Locomotive Company (ALCO) plant site. There is a plaque in the entranceway to that effect, and there are various railroading displays throughout the building. I was fortunate to get a room on the east side overlooking the Delaware and Hudson mainline, just across the street. Behind that, is another part of the ALCO shops now used by General Electric, complete with the old ALCO sign up on the side of one building.

All of Tuesday and half of Wednesday were taken up with meetings. Wednesday afternoon was when the fun started! The area map I had showed many railroad tracks for both the D&H and Penn Central (Shows how old it was!). I decided to spend the rest of Wednesday exploring some of them. Much to my dismay, many of the tracks have been abandoned or torn up, leaving only the more main lines through town. There however, many interesting bridges crossing rivers, roads, and other tracks.

On Thursday I drove up into Vermont to see what I could find. The first stop was the Boston and Maine facilities at Mechanicville, NY. It appears to be a division point on the line, with a large freight yard, and engine facilities complete with a roundhouse and turntable still intact. Continuing on up the Hudson river, I stopped in Fort Edwards to photograph the ex D&H (now Amtrak) station, and then on towards Rutland Vt. Approaching West Rutland, I got my first view of Vermont Railroad equipment - hundreds of VR boxcars parked along every siding. The wheels and rails were quite rusty, indicating no movement in a long time. There was also no sign of any motive power anywhere. Heading south from Rutland after lunch, I drove through a beautiful valley along highway 7, passed through Bennington VT, stopped at the Bennington Battle Monument, caught a B&M hotshot roaring through Hoosick Falls NY, and then headed for home.

Massachusetts was my destination for Friday. I headed east through Albany, stopping by the large Amtrak facilities at Rensselaer NY, and then up into the hills. It had snowed that night and things got worse as I drove up through a pass near Grafton NY. The weather improved as I neared North Adams Mass, and was quite pleasant

there. My attempts to locate the west portal of the B&M Hoosac Tunnel proved fruitless, although I could see trains heading for it. I was more successful at the east portal, being able to drive up to within about a hundred feet of it. I thought I was in luck when I spotted a light in the tunnel and proceeded to wait. About twenty minutes later three B&M pickup trucks emerge, raise their flanged wheels, and drive off down the highway Oh well. I continued on east into Greenfield, had lunch, and found an old station that was being used as an architect's office, and then south toward Springfield. There was not much to see along the highway, lots of pretty countryside but no trains. In Springfield I managed to find the B&M yard, loaded with lots of interesting cars that we never see out west. By this time it was getting late, so I forgo any ideas about heading east to Boston (it will have to wait until the 1986 national), and headed west along the Massachusetts Turnpike. I diverted up through Pittsfield Mass., the home of General Electric plastics, with many different plastics manufacturer's cars, and then home.

Saturday morning was spent around Schenectady. I sought out the Conrail yard at Selkirk NY, about 10 miles south of Albany. There is a huge hump yard completed in the early 1970's, along with engine facilities, and over 300 stored locomotives. There were new and old GE's, ALCO's, and EMD's - a little bit of everything! Leaving the yard area, I stopped in at a hobby shop and then headed for the airport and home, having logged 725 miles on the rental car in only three days of driving.

Gregory Madsen

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OGOPOGO UPDATE

I had a half hour or so on the phone with Jack Smith last night, and the Convention events are well in hand, including some additions to the fun which will be listed in the next issue of the Switchlist. He also told me that on May 15/82, Hizzonner the mayor of Vernon drove the golden spike in the new club railroad out at the O'Keefe Ranch. The display is open daily, and should be included in your list of things to see and do at the convention. If I were you and hadn't as yet made your reservations for the convention, you better do it, as they are starting to come in thick and fast.

ed.

Early in the day, Wednesday, May 12, the symptoms finally became clear! We were suffering a near fatal dose of cabin fever combined with a touch of spring fever all wrapped up in a blanket of itchy feetitis. Finally on Wednesday afternoon approx 4:00, we Ian & I, together with the scruffy kid, departed Haney for parts eastward. After reaching Agassiz, Byron (10 yrs old - playing hooky) decided it was getting time to replenish the food stocks, so we stopped to buy the necessary "chips", "pop" and whatever that he had suggested and we felt that it would be thoughtless of us to let him eat alone so we acquired some Taco Sauce, Taco chips, donuts, and the like. All this behind us - we once again resumed our travels. On up the Hope-Princeton Highway we munched on our 'dinner', admiring the view, noticing that the rivers and streams were really flowing heavily, traffic was lighter than normal for those of us who usually travel on weekends, and that the weather was holding. No rain!!!

As mentioned, traffic was light, our travelling time to Osoyoos was less than five hours. From Keremeos for about 7 miles the train tracks run parallel to the highway and then just drift southwards. This being the case it seemed like a good idea to do a little exploring to see just where 'south' they went as we had never really noticed or cared before this. As it was getting date, we overnighted in Osoyoos. In the morning we went back to explore. We decided to cross the border at Nighthawk as opposed to going through Oroville. If you have never been through Nighthawk we suggest that you make the effort to do so. As you drive south it appears that you are going nowhere. And, in fact, you are, only you come to the "border" which consists of a lonely official looking building (Canadian Customs) with a house attached to it. Just a few yards or so down the road you come to a GATE and through the gate, on the right is a house and official looking building (U.S. Customs). The crossing incidentally, is only open from 9:00 am to 5:00 pm. As we arrived on the scene 20 minutes early it gave us a chance to stop and snoop. All around for miles is rolling hills, a few cattle scattered on the hillsides which can only be seen if you look hard for them, and a great many birds.

It came 9:00 am - the Customs official opened the gate - we let one car through in front of us and stopped and chatted with the Customs man to find out about access to the rails. He explained to us just how and where to go - and - so - we were off. A couple of miles down the road the tracks were found again. The 'kids' wanted to explore the tracks - looking for date nails. We stopped, did some exploring, and found nothing of interest at that particular spot. Byron kept following the tracks and eventually called 'Uncle Ian, I found one!!!' The two of them decided to walk down the tracks for a ways while I was to go ahead and park the car - walk back to meet them - which I did.

The spot I found to park the car was near an abandoned bridge. I then walked back to meet them. The BOYS had a bag full of date nails - going back to 1930. After crossing the bridge, exploring the other side of the river, we headed back to the car. We decided that it was time to travel to Omak. We took a series of back roads and we found acres of orchards that were in bloom; and a scattering of beautiful mountain lakes with orchards along the shores.

At Omak we found a supermarket to replenish the larder. Lunch taken care of - we proceeded to find the Omak terminus of the Biles-Coleman Narrow Gauge Railway as mentioned in John E. Lewis' book on the Biles-Coleman Lumber Company. In Omak, Weyerhaeuser have a large sawmill operation on the site of the Biles-Coleman mill. We then headed into the hills, towards Omak Lake following what we thought was the original line. We passed St. Mary's Mission, and after driving for miles into the hills, decided that it was time to turn back as we were getting away from the trackline and also that it was time for lunch. We drove back to the Mission compound which now houses a school and dormitories and asked a fellow if we could explore the

abandoned rail line and he said "you mean up by the Falls?". Driving towards the Canyon you could spot the right-of-way and see it following the curve of the hill into the distance. We then arrived at the foot of the Falls.

The three of us started a trek upwards - upwards of 350 vertical feet - to finally reach the part of the Canyon where the tracks were laid. Looking down the Canyon was a spectacular sight. It is very reminiscent of the Coquihalla Canyon on the Kettle Valley line. The canyon walls are sheer faced, rugged, with the water just belting down - almost in stepped fashion. We followed the track line. (There are no ties laid down as such) The ties have been uprooted and tossed aside as the right-of-way is now used as a horse trail. As in the photo contained in John E Lewis' book on the Biles-Coleman line (pg. 21) showing a shot of the Omak Creek Canyon, you can see the cribbing and work of the original line still more or less in tact. In walking the right-of-way, we kept to the bank side as some fill slippage can be seen. Taking picture after picture we proceeded to climb down 2½% grade to the overlook, then down the 45% side hill to the foot of the falls.

From St. Mary's we drove back towards Omak, turned right onto Highway 155 towards Disautel. (I should point out that having left Omak to start our search for the Biles-Coleman R.R. we were on the Colville Indian Reservation and remained so until we reached Grand Coulee Dam.) Disautel, as seen from the car, was a disappointment. According to the road signs it said Disautel Work Camp #5 resulting in our not turning into the area. A mistake, we think, that will get corrected the next time we decide to snoop. All along the highway are high pine stumps - and flat curved pieces of ground that could only be rights-of-way. Further on Hwy 155 we came to Nespelem, where Chief Joseph of the Nez Perce is buried, a large Historical marker.

It had been years since Ian & I had seen Grand Coulee Dam. When we arrived there, we were both extremely disappointed. Up to this point we had been telling Byron what to expect with the water rushing over the dam. On arrival, only a trickle of water was being let out over the spillways. We drove over the dam, just missed a tour elevator, turned around and drove back over the dam to an observation lookout. For those of you who haven't been there. The dam site is enormous. There are massive pipes that travel upwards over the mountain side which we later found out are used to pump water, when it is plentiful, to the reservoir lakes, newly created. This water then can be poured back through the power house in the event of a shortage of water supplies from the Columbia River or when power demand is high. The land on the benched areas above the river valley are now being farmed as a direct result of the extra available water. The road through Electric City, and on to Coulee City and across the dam at Dry Falls follows the shore of the man made lake created by pumping the extra water up from Grand Coulee. Once across the Dry Falls Dam, the land rises into an area of dry belt wheat farms that stretches for miles and miles through gently rolling hills. One piece of road between Moses Coulee and Douglas runs for eighty miles without a bend.

The town of Douglas in a shallow valley, is served by a nearly abandoned branch line of the Burlington Northern. This prompted another scramble over the ties in search of date nails. What was found is the basis for the conclusion of the story, to be printed in another issue.

Lucille Sloan.