



th Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

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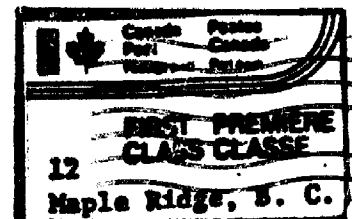
* SEE
DETAILS
INSIDE.

HAPPY HOLIDAYS!

from
JOLLY OLD SANTA,
OLD MAN EIGHTY TWO,
& BABY EIGHTY THREE,

and a
* SWAPPY NEW YEAR
TO ALL!

THE BULLETIN BOARD
P. O. BOX 368
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TIMETABLE No.7, Effective Dec.4/82

- Dec.2/82 to Jan.2/83 Burnaby Art Gallery, Cilpin Street, Burnaby. Month long show entitled "RAILISM", which deals with art, artifacts, models, and memorabilia relating to railroads, so important to our history.
- Gallery Hours:
- Weekdays 10 to 5pm
Wednesdays 10 to 9pm
Weekends and Holidays 12 to 5pm
- Dec. 5/82 Table top clinics, at the Burnaby Art Gallery, starting time, 1PM. The Art Gallery is located across from the Burnaby Municipal Hall, and the RCMP on Gilpin street.
- Dec. 12/82 Seventh Division Clinic at the Burnaby Art Gallery, with Hank Menkveld doing his scenery clinic, assisted by Tom Beaton. Starting time, 1:00PM.
- Dec. 19/82 Seventh Division Clinic at the Art Gallery in Burnaby, Carl Sparks showing a wonderful series of historical photographs on slides, of Vancouver and area at the turn of the century. If you haven't seen these, don't miss them!
- Dec. 25/82 Christmas Day-- the only day that the Burnaby Art Gallery is not open to the public. Railism is available all throughout the holidays for you and the family to see. A super outing for everyone!
- Jan. 16/83 The Seventh Division's Annual Swap Meet, at Oakridge Auditorium. Starting time for sales--1:00PM-- not sooner--Hear that early birds???? Space available from 12 noon.
- Feb.20/83 Clinic at Oakridge, 1pm. Phil Magnall will present his clinic on How To Display Your Models For Shows. Ken Griffiths will also be present to show you how to do art work for decals.
- Mar. 20/83 Clinic at Oakridge auditorium, 1PM. Al Trammell and Chuck Laws will demonstrate their 128 channel CTC system, and answer questions pertaining to the developemnet and canstruction of same.
- Apr. 17/83 Seventh Division Clinic at Oakridge. No firm decision as yet on the subject matter.
- May 15/83 Seventh Division Clinic, we need a volunteer for this one. Any takers? How about you giving a clinic on your specialty?
- June -- A rerun of the Vancouver Island trip to Blackstaff's and the Duncan Forest Museum, and perhaps a tour of the Victoria E&N facilities.
- Jul.19/83 to Jul.23/83 RAILWAY JAMBOREE, 48th Annual Convention of the National Model Railroad Association, Winnipeg Manitoba. For information and Registration package, write to: RAILWAY JAMBOREE, PO Box 21 St. Vital Post Office, Winnipeg, Manitoba, R2M 4A3

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 all others is \$6.00 per year, and consists of at least 6 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, NMRA, should be forwarded to the Superintendent, as listed below.

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Greg Madsen, Vancouver, 325-7013	Ken Rutherford, Port Alberni 724-4698		

PUBLIC NOTICE

Due to the general restraint programs being instituted in all areas, especially education, the proposed lyceum for young ladies of gentle breeding in Fraser City, has been shelved. Madam Beaupree has graciously made the ground floor parlour of her "house" available as schoolrooms for the local girls.

SEASONS GREETINGS FROM THE "B" LINE.

SANDING THE FLUES

Received this notice the other day, and am passing it on to the membership.

WANTED

A good home for a fledgling "O" gauge layout.
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1 Diesel switcher plus assorted freight cars,
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A LATE NOTE OR TWO FROM NATE

During this month, we are looking forward to the clinics and activities at the Burnaby Art Gallery. Remember that they will be every Sunday until the 19th of the month, with the Official Clinic being the one on the 19th.

Time also to start hauling out the boxes of whatever for the Swap Meet on January the 16th at Oakridge Auditorium . Sales the past few years have helped the Division treasury very nicely. Remember, we get 10% off the top.

At this time, I would like to wish each and every one of you the very best for the holiday season, and for the coming New Year. HAPPY HOLIDAYS TO ALL!

At the last Standing Committee meeting, it was decided to limit the number of issues of the Bulletin Board to six per year. Therefore, I have drawn up the following deadline schedule for the balance of our season, and for the start of the year next fall.

NEXT DEADLINE----- January 16, 1983

then March 13, May 15, August 21, October 16,
and finally December 4, 1983.

I will print the appropriate date in the appropriate issue, so that those of you who WILL contribute something to the Bulletin Board will now know just how much procrastination time you have left before the deadline.

ed.

SANDING THE FLUES

The following article is but one of many that I received and collected with respect to the closing of the Kitsilano trestle. Credit goes to Rick Ruegg for this one, via John Green.

Symbolic final crossing closes chapter of Hydro Rail history

About two dozen retired B.C. Hydro Rail employees recently joined with a regular train crew, media representatives and company officials to close a chapter in the division's history.

On October 21, a symbolic final crossing of the historic Kitsilano

railway trestle over Vancouver's False Creek ended Hydro Rail's use of the structure.

The trestle started out as a link in the Canadian Pacific Railway line along Burrard Inlet to proposed deep sea docks in the Jericho Beach area. When the

docks did not develop, the trestle became part of a B.C. Electric passenger transit system using streetcars and trains to connect downtown Vancouver with the farms on the south side of False Creek and beyond.

After 96 years, the trestle becomes redundant with the conversion of the railyards on the north shore of False Creek into B.C. Place. Canadian Transport Commission officials ordered the trestle abandoned as of October 31, 1982. A new rail route built around False Creek gives Hydro Rail continued access to industries on the north side.

Hydro Rail's final run across the trestle held varied meanings for the many people gathered to observe the event but the tone was set by retired conductor **Bill Boston**, who ushered media and company representatives and retired engineers, brakemen, conductors, bridge tenders, track foremen, supervisors and bridge maintenance staff aboard for a ride to mark the passing of history.

"It really means a lot of good memories and this was the idea of having a symbolic last run," said Railway Operations manager Gerry Stevenson. "We wanted to get a lot of our old-timers out here to give them one last opportunity to see the trestle, run over the trestle and say goodbye to the trestle."

Regular crew members for the final run were conductor **Vic Bigland**, tail-end brakeman **Don Moore**, head-end brakeman **Brian Rowson** and engineman **Mickey Stailer**.



Bridge-tender Dominic Caffeo salutes the passing of an era as last Hydro Rail train to cross the historic Kitsilano trestle begins its journey into history. On board the train were retired Hydro Rail employees, company officials and media representatives.

SANDING THE FLUES

FALSE CREEK TRESTLE TO BE RECYCLED

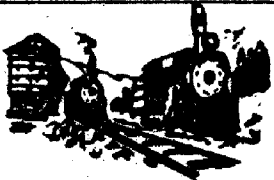
The company demolishing the Kitsilano railway trestle across False Creek plans to salvage the materials. The demolition manager for Arrow Transfer said the center spans will be removed by barge. The most likely use for the center span would be as a temporary logging bridge that could be taken where it was needed.

The rails will likely be re-used, the ties could be sold as garden retaining walls, and the large beams could be used for a dock because they are treated with tar.

The major demolition work, using cranes and barges, began the week of the 22nd of November, and is expected to be fully completed by the end of February. The rails were taken up on the 18th.

The trestle, in service for 94 years, was not needed after B.C. place acquired the former CP yards on the north shore of False Creek and the tracks were removed to make way for the B.C. Place and Expo 86 development.

The trestle started out as a link in an electric transit system using street cars and interurbans connecting downtown Vancouver with the farms on the south side of False Creek and the lower Fraser Valley, and eventually ran all the way to Chilliwack.



BMI Keeley

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" RAILISM "

Many of you received invitations in the mail this month, for the opening of the exhibit, "Railism " at the Burnaby Art Gallery.

Those of you who attended, saw what a difference a proper setting makes for our models. Most of the methods, and techniques used by the gallery

staff to display the material loaned to the Art Gallery, could be used by modellers to present their work for contest judging.

Those of you who have not as yet been to see the wonderful array of things on show, should do so. The opening night festivities were fun, with a great many of the Seventh Division members from the Vancouver area in attendance. I know that all who attended were very impressed.

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SANDING THE FLUES

On a fairly regular basis, I get sent a letter (personal) with some things for the Bulletin Board. Here is an except from the latest letter from Rod Craggs, up in Ashcroft, where I lived some years ago.



MODEL RAILROAD SPECIALISTS

Phil J. Crawley

Phone:
327-3210

**5816 Carnie Street
Vancouver, B.C. V5Z 3A8**

MEMORIES

By Rod Craggs

It's a bright warm summer morning in the yard at Glacier. Just west of the station, the section crew is lifting and tamping track. Across from the station, on the pusher track, a group of men are getting onto the Roadmaster's motor car. They are; the General Superintendent from Vancouver, Superintendent and Assistant Superintendent from Revelstoke, and the Roadmaster.

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I wave goodbye as the motor car chugs off Westward. The section crew never glance up as they pass by. Suddenly, the car is airborne, as are all the brass. When the dust settles, there are people sitting all over the road bed. Of the section crew—nothing. Only a scattering of tools lying where the men had been working only moments before.

Glancing down in a nearby gulley, I can see four men laughing, and

obviously in tears, as they roll around on the ground, and slap each other on the back.

Down the pusher track, four very disheveled figures are getting up, looking around, and putting the motor car back on the tracks. Then the Roadmaster throws the derail over, (the one they had all forgotten, and had hit at some speed) and they move past it, stop and replace it, and putt putt off to the west. My report to the dispatcher effectively puts the train 'phone and many stations from Field to Revelstoke out of operation for many minutes.

A long time ago, I heard a story of a similar nature, that took place I don't remember where.

It seem that there was a section gang with a bent for practical jokes, and they decided to play one on the road master. What they did, was to take a bunch of potatoes and place them on the rail at widely separated intervals (like ½ mile apart). The Roadmaster had a motor cycle that had an outrigger, and he could really fly along the track. Anyway this gang put down the potatoes just far enough apart that it was a real pain getting down to remove them. they watched from some distance as he approached the first one, stopped and got off to investigate, and pick up the spud. Then he gets back on and motors along till he sees the next one, where he goes through the same procedure. When he reaches the third one, he just slows down to see what it is, and then speeds up again. And so on for the fourth and fifth etc., etc. When he hits the last one he is doing about 25 mph along the embankment through the slough, when he hits the rail spike jammed down between the rails, with the spud over the top. It doesn't pay to make assumptions!

SANDING THE FLUES

WHITE PASS AND YUKON

While attending the 4th Division Model Railroad Show at the Science Center in Seattle, I went looking to see if the WP&Y had an information booth in the show, and sure enough they did. I spoke at length with Steve Hites, who is the Passenger Service Representative, and he chastised me for conducting the funeral before the patient had died.

He spoke glowingly of the future of the line as a tourist attraction, citing increasing numbers of paying passengers as the future of the road, with freight as a dubious quantity at this point. Last year, they hauled 57,00 people over the line, and are looking for about 65,000 this year.

At this point in time, the plan is to re-open the line in March or April, as conditions warrant. There are plans afoot to remove the track from the tie treating line in Carcross, and relay the rail at Fraser, where there used to be a loop track for turning the rotary snow plow. By doing this, they will be able to run excursion trains up to Fraser and back without the border crossing procedures, and also meet the time time frame requirements of some of the cruises.

Steve spoke of the plans to refurbish two more steam engines, so that there would be steam on all the tourist trains, each way, each day. The company has apparently located a firm in South America that is still making new coaches to an 1880's design. If all goes as planned, more coaches will be ordered to handle the increased passenger load based on the projected numbers of people that will be riding the line in the next few years.

I don't doubt that the numbers are there to make it a viable operation, and have no doubts about the sincerity and the fervor of the eloquent spokesman. What I do have doubts about are the economics of trying to reopen the line after a long hard winter with no maintainence at all. But, since they have never tried this before, no previous records and costs exist for comparison. I hope with all my heart that it works, and the White Pass and Yukon Railway continues to run.

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At this point, the Editor, Ass't. Editor, the Writers and Printers would like to express a wish for the coming holiday season, and for the New Year.

May all of your modelling project turn out exactly as you had envisio them, may all your trains run on ti without a hitch, and may Santa fill your stocking with brass!



What to Expect Tentative Plans for 83

Although our 1983 National Convention is still months away, our planning is well underway. Accordingly, it seems opportune to let everyone in the TLR know what the basic timetable is.

Sunday, July 17

We will open the registration desk at the Convention Centre in the evening and early bird arrivals will have the chance to register, get their bearings, and pick out the tours they want. The NMRA Board of Trustees and Executive Council will be holding their informal meetings as well.

Monday, July 18

This is the main registration day. Both the registration and transportation desks will be open so that everyone can get their week organized. We expect that the NMRA BOT and EC will hold their official business meetings this day. In keeping with a fine old TLR tradition, a wine and cheese party will be held Monday evening commencing at eight bells and continuing until whenever.

This kick-off event will be an opportunity to renew old friendships and make a few new ones, so we'd like to encourage everyone to arrive in Winnipeg before this Monday evening event.

Tuesday, July 19

The inside activities begin with an array of clinics, switching contest, company store, etc., as well as shuttle bus tours of a few well-known layouts. The formal, structured layout tours will begin Tuesday evening.

One of our featured clinics will be the colour photography of Lawrence Stuckey whose black and white work has

graced the two past FUSEE covers. Lawrence will be featuring both the Canadian steam era and the contemporary era in separate presentations.

Prototype tours will begin with visits of facilities such as CP's Weston shops and diesel facility, CN's Transcona shops and Symington hump yard, and the main yard of the Greater Winnipeg Water District Railway. The prototype tours continue until Friday.

The non-rail program starts off with a flourish as the ladies head for Lower Fort Garry, a former Hudson's Bay Co. stone fortress/fur trading post which is now a National Historic Site. This trip should be equally memorable since on way will be on a London-style double-decker bus and the other way on a river cruise boat. The mid-day meal will be on a no-host basis. Some of the railroaders may also wish to tag along; in that case, it would be an extra fare item for them.

Wednesday, July 20

This day's basic program will include inside activities such as clinics, and prototype tours during the day with layout tours in the evening. This will also be steam day as there will be morning and afternoon fan trips behind the Prairie Dog Central's 101 year old 4-4-0. These fan trips should be a highlight for steam lovers. Some interesting photo run bys are planned for photographers.

These half-day fan trips will be an extra fare item but train capacity is limited so plan on booking early for this one.

(Continued on the following page)

RAILWAY JAMBOREE 83

(Continued from previous page)

The evening program will again consist of tours of Winnipeg's many fine home layouts.

Wednesday will also be the move-in day for the trade show up on the Convention Centre's 3rd floor and will also see the contest room open for entries.

The non-rail program for this day consists of a tour of the Museum of Man and Nature in the morning followed by a visit to the Planetarium in the afternoon. There will be a number of non-rail clinics in the evening.

Thursday, July 21

By now conventioners will have settled into the daily pattern of clinics and prototype tours during the day and layout tours in the evening. We have also arranged for morning and afternoon fan trips on the GWWD behind their 44-tonners out to the Supercrete gravel quarry. These trips will be similar to the one which drew rave reviews at the '78 Regional Convention.

Again, this fan trip will be a limited space, extra fare item but we don't expect the price to be a deterrent so plan on booking early for this one.

The main non-rail event for this day will be the Ladies' Luncheon, a chance to get together and socialize a bit over a fine meal. Rumour has it that the non-rail committee has some nice prizes for those in attendance. Of course, this luncheon is part of the non-rail registration. Further non-rail clinics will be held in the evening.

Thursday evening will also see the Industry Show open. In addition to the manufacturers' exhibits, we have confirmed that N-TRAK will be in town with its 10th Anniversary layout. We've also confirmed that Turner Bros Circus will have its tents pitched to delight the young and young at heart. Another recent confirmation is CAN-TRAK of Calgary whose beautiful N-scale interpretation of the Canadian Rockies delighted everyone at 79's Railrodeo.

Friday, July 22

This day will combine the daily program of prototype tours and inside activities with further fan trips on the GWWD. The contest rooms will be closed Friday so that judging and magazine photography can take place. The Industry Show ought to be in high gear and it will be opened to the public on Friday evening. This evening will also see the last departure of the home layout tours.

A shuttle bus will run all day to the Red River Live Steamers who are holding a special live steam meet in conjunction with our convention. This shuttle will continue on Saturday.

The non-rail program will have two options. One will be a trip to St. Vital Shopping Centre, a large mall which happens to have its summer sidewalk sale during this week. The other option is Assiniboine Park and Zoo for the day. Families with children should appreciate the large zoo and surrounding park and there is even a steam train ride available.

Saturday, July 23

The early part of the day will see a combination of the inside activities the re-opening of the contest rooms, and further shuttles to the Red River Valley Live Steamers. Children always seem to enjoy rides behind live steam locomotives so perhaps Dad could skip a clinic and take the kids out to this attraction. The evening will see the culmination of the week when everyone sits down to a full-course banquet on the third floor of the Convention Centre. We're planning a few post-meal extras to augment the usual awards.

Sunday, July 24

Although Railway Jamboree 83 will be over on Saturday evening, the Industry Show will continue on Sunday. This would be a good day to drive out to look at home layouts on the self-guided program.

We hope the TLR will be well represented at the Convention and hope some of you will pitch in as volunteers for a few hours.