

the DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Oct 6, '74

A Show in the Oakridge Auditorium*

Featuring:

TRAINS FROM ACROSS CANADA
(AND ELSEWHERE)

2860, 6218 and others

Admission & Refreshments free to PAID UP
PNR Members

Bring your 1975 PNR Card or your \$3.00
*41st & Cambie, Vancouver (in the Shopping Ctr)
Start Time 1:30

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SANTA FE refrains from 100 - car trains

Los Angeles - Santa Fe has found a better way to run a Railroad. Instead of letting the cars hang around all day until there are enough to form a long train, the railroad is putting together smaller trains and running them out several times a day.

Santa Fe claims it can save up to 48 hours in turnaround time for scarce freight cars on cross-country runs this way. Saving time means the cars haul more freight and make more money.

It also helps somewhat to ease the chronic, nation-wide shortage of freight cars which has been hanging up all kinds of business for months. Despite cash penalties to shippers and charges for railroads for keeping freight cars longer than necessary, they still don't get turned around fast enough. The resulting pileup of raw materials and finished products has alarmed both farmers and industrial users.

When the railroad got around to studying the economics of moving lighter trains and shorter trains as opposed to the heavier ones which had been customary, it found something surprising: trains of 3,000 tons rather than 6,000 tons result in a more efficient and profitable operation - rather than losing money as might have been expected.

The crew labor costs are the same for a long train or a short one, so running shorter trains would involve higher labor costs in proportion to the amount of cargo moved, but, the cargo congestion on one big train was so much that the gains (from eliminating the congestion) more than offset the extra cost of running two trains instead of one.

When the train reaches its destination, a 50-car train gets broken up quicker than a 100-car train, and the cargo gets to industry faster.

The new service, called regular high frequency (RHF) scheduling, has been experimentally operating between Kansas City and the west coast-Chicago traffic.

The new schedules include departures from Kansas City every four hours around the clock for Los Angeles, plus two departures daily at twelve hour intervals for northern California about every 12 hours. Before, departures to both northern and southern California were made in late morning.

"It's like finding new freight cars," said one of Santa Fe's railroad men here.

That's something any railroad would be glad to do. Santa Fe's budget of \$166 million for new equipment this year includes more than 2,000 new and rebuilt freight cars.

(Excerpts from an Editorial by John A Jones from the Vancouver Sun).

COLORADO RAMBLE

Last May 19th my wife Marion and yours truly left Vancouver and travelled by car on a vacation trip to Colorado, USA. Driving alongside the Union Pacific Main Line through Green River (Thinking of Wally Cook) and stopping overnight at Rawlins, Wyoming. The winds were so strong and cold in this area that it was impractical to stop and wait for a train or trains to come by, so we proceeded on to Cheyenne. Weather conditions here were much the same, so we didn't wait around very long. Too bad, we had intended to spend a couple of days in Wyoming. We did manage to see Antrak arrive from Denver. It appears that Antrak arrives in Denver from Chicago in the usual manner, but, the arriving engines are cut off the front end of the train and the new engines coupled on to the rear end of the train. The coaches are then pulled backwards to Cheyenne where the engines are cut off the rear of the train and the new engines coupled to the front and once again the train is ready to proceed west. If you are heading east, the train arrives in Cheyenne in the normal manner, where engines are coupled to the rear of the train and is pulled backwards to Denver where the new engines are once again coupled to the front for the trip to Chicago. No matter which way you are travelling, it is all backward country between Cheyenne and Denver as far as Antrak is concerned.

Arriving in Denver, Colorado we were happy to find the weather much improved so enjoyed a visit to the Gardens of The Gods and found our way to Golden, home of CORS beer AND the Colorado Railroad Museum. We spent considerable time browsing around the railroadians, both inside the museum and outside, but, being early in the year there was little activity on location. Leaving Golden we visited the Denver US Mint where they were busily punching out coins of all denominations. It was very interesting and we were priveleged to be able to buy 15 brand new minted pennies for 25¢, an inflated souvenir to bring home for the grandchildren. . Heading south again we passed trough Colorado Springs on our way to Manitou Springs for our trip on the Cog railroad to the top of Pike's Peak, elevation 14,100 feet. From base to summit the railroad olimbs 7,539 ft.. Locations of the old water supply for the steamers of yesteryear are still visible; some of the grade is about 22%; one snow and ice cut was the only sign left from the winter. At 14,100 ft. the air is very fresh and cool at this time of the year. There were several cars that had been driven up the well graded dirt roadway to the top of the hill when we were there. Returning to the base was a very scenic trip as we dropped down into the scenery before our eyes.

Our next call on the agenda was to the Royal Gorge where we crossed on the sky tram, rode the Incline railway down to the branch line tracks of the D&RGW.. No sign of any trains; up the Incline Railway, a drive across the suspension bridge, stopping a couple of times to get out and take some pictures.

On our way to Alamosa we took a side trip to the Great Sand Dunes. It was a real sight to see the dessert like sand piled high against the base of the towering mountain range as we looked on at an elevation of over 5,000 ft.. Further south we came to the town of Antonito, Colorado, the present eastern terminus of the Cumbres and Toltec Scenic Railroad - a real narrow guage railroad. This railroad was planned to be the highlight of our trip: Narrow guage steam from Chama, New Mexico over the Cumbres Pass and via the Toltec Gorge to Antonito.

(A couple of weeks before our vacation was due we received the disheartening news that due to the energy crisis, steam would not be operating until August and September. In the meantime a train would operate from Cumbres to Sublette and return pulled by the 47 ton GE diesel formerly from Oahu Rly. in Hawaii, commencing May 25th 1974).

However, when we arrived at Antonito our first stop was the Toltec station... Not a soul or a sound anywhere, just a few engines and coaches on static display. We hit the road again and headed for Chama. After travelling about thirty miles we finally got a glimpse of the twin pieces of rusted steel, narrow gauge variety, and soon seen a water tank with a station marker reading Los Pinos... On up the hill and lo and behold in front of us a mass of lumber which proved to be none other than two legs of the wye protected by snowsheds and we were at the Cumbres summit, just over 10,000 ft., and still no sign of any activity and the train was scheduled to start next day: nothing but two streaks of rust. On down the hill we went with the railroad tracks above or below the highway until we reached Chama and pulled up by the depot. What was that in front of us? - none other than #483. What was that white whisp floating from the top of the engine? -- What a treat - 483 and all steamed up - how lucky could we be.. Down to the tracks to feel her warmth and hear her breathing - things were really looking up for us.

Into the station to get confirmation that the diesel starts from Cumbres Pass next morning. We buy our tickets and are informed that 483 is under contract to a movie studio filming "Bite the Bullet" with Gene Hackman and Candice Bergman. We located in a Motel and return for another look at 483. This time she is alive and doing some switching. After lining up her cars we hear two blasts on the whistle.. Where is the train headed for? Why, its going up the Main Line and out the Yard; Let us follow down the road to the first crossing. We hold back and look -- what a sight and beautiful sound as the train crosses in front of us. Further up the road we go to head her off to tape her sound and get a picture. It's 4:30 PM and some clouds are moving in, it's getting dull for pictures. We repeat the performance once again and go on ahead to the next crossing. The grade is getting a little stiffer which gives us a better sound. We get a good recording and take another picture and away we go to the next crossing up the hill.

It starts to rain as we wait the next appearance of our beauty. We hear her working up the over 2% grade; her whistle blasts a crossing warning, the drivers slip a bit on the wet, rusty rail and shortly the train has gone by. Directly in front of our parked car and high up the side of the cliff we see where the railroad has been cut out of the side of the mountain. This is the stiffest part of the climb around Windy Point and up to the Cumbres summit, so we wait as the train continues its climb along one side of the creek, crossing over to switchback on the opposite side and once again 483 comes into our view belching steam, smoke and cinders as the drivers keep slipping on the wet rail, once or twice almost completely losing her footing, but the engineer feathers the throttle and once again old 483 settles down and pulls her consist out of our sight. It is still raining and windy and too dull for pictures so we go to the top of the hill and stand by and listen as 483 regains her breath. Shortly we head back to Chama and as we drop down into the valley we see the clouds breaking up and over the horizon a sunset with a promise of a good day for our ride on the Toltec tomorrow.

Next morning at 10:50 we are ready to leave Cumbres on our journey down the hill with a red 47 ton GE growler which we are told is #19, but there is no number or road name to identify it as such. Our cars are former narrow gauge box cars with the top half replaced with large glass windows which can be opened for picture taking, rubbernecking or picking up cinders. The consist also includes one open gondola car on the tail end and a baggage car up front with a concession stand. The cars are connected with the PA system, so all the interesting spots are explained to all. The ride is very leisurely with a stop at the gorge for a closer look and on down to Osier for our lunch stop. Here there are two choices: 1. Buy the BQ beef dinner supplied by the caterers or 2. bring your own. After lunch we go down to the turnaround point, run the red growler around the train and back up the hill arriving in Cumbres about 4:30 and drive back down to Chama and another visit to #483, still alive and well.

Next day (Sunday) we journey to Durango and locate the Rio Grande station. We are advised the train is sold out Monday (Memorial Day) so reserve tickets for Tuesday. In the meantime we take a drive over the million dollar highway to Silverton Ouray and have a swim in a COLD hot springs pool. Returning to Durango we visit the Mesa Verde cliff dwellers to see their handiwork in constructing dwellings out of the side of the hill.

We are bright and early for our first class narrow gauge train ride. The train consists of a baggage car for concessions, etc., 8 coaches, a open type observation car and a private car on lease to a special group. The conductor says any more than eleven cars would require a helper engine. If the traffic warrants a second train will be run. The trip to Silverton is along the Los Animas River with plenty of time in Silverton to eat and browse in all the gift shops. The return journey is a nice cruise down the river.

After our experience at Chama, this train didn't seem to offer the same appeal, in my estimation. Even though we had a diesel powered engine on the Toltec, the train ride was more rustic, like the original operation, whereas the Silverton was dressed up too fancy. Besides, the Toltec went up, down, around and back again several times while the Silverton casually followed the river up and back down again. Also the crew on the Toltec mixed in with the crowd and made everyone feel welcome. The Silverton crew are regular DRG&W men carrying out their days routine duties, anxious to get it over with and back to their off duty life. Next time I visit this part of the world my trip will revolve around the availability of a steam engine to haul our train over all of the Cumbres and Toltec from Chama, N.M., to Antonito, Colorado.

Leaving Colorado behind us we travel northwest to the DRG&W main line and follow it closely from Helper, Utah over the hump and down the other side toward Provo. We notice several trains snaking their way high above the highway in both directions. It looks like a good for an afternoon of train watching - keep it in mind for next time around.

We leave Ogden next morning and head for the little town of Corrinne, Utah where they have a very interesting Mueum set up in the old Union Pacific Railroad station. There are many railroadiana exhibits inside the station and outside in the yard. Next we move on to our last railroad oriented visit for this trip. We are headed for the "Last Spike National Monument" at Promontory, Utah. This is the place where the Central Pacific RR from Sacramento met the Union Pacific heading west from across the plains - the site of the driving of the last spike.

Unlike the Canadian Pacific meeting the east and the west at Craigellachie, the Central Pacific and Union Pacific were rival railroads and their tracks never did actually meet. The original roadbeds of both railroads can be traced side by side - one above, the other below - for miles on the hillsides around this monument. At one site you can see the original culverts, fills and cuts of each railroad. Also visible are two seperate tunnels drilled out of the side of a hill, one about 30 ft. below and alongside the other. Actually, instead of the east meeting the west, it was the west passing the east. However, these grades proved to be too much of a problem and were soon replaced with a new, more level route.

Leaving Promontory we come to Thiokol with all it's brightly colored red, green, yellow, orange, etc buildings spread over acres of a hillside. We learn that this is a rocket fuel production plant... Once again we head for the freeway and on by Nyssa, Oregon thinking of Marg and Bill Wilt realising we had missed out on the annual spaghetti feed by one week.

As we journey homeward we have a satisfied feeling of having enjoyed a real pleasant vacation and would like to return again and pursue further the delights of Rocky Mountain railroads of the past and present. Many thanks to a patient wife. AHJ

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division of the PACIFIC NORTHWEST REGION of the NATIONAL MODEL RAILROAD ASSOCIATION and is mailed free of charge to all PNR members residing in the 7th Division. Subscription rates to all others is \$1.50 per year which comprises approximately 5 issues.

The BULLETIN BOARD is published by the "standing committee" of the 7th Division and all correspondence pertaining to the BULLETIN BOARD should be addressed to the Editor:

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EXTRA #7 WEST, September 21, 1974.

Once again our summer vacations are behind us and it is time to settle down and see if we can do as well, or even better than last year. This will be a task that can't be done by your Committee alone - we will need the help of all the membership.

The same goes for the BULLETIN BOARD. If you are satisfied to sit back and read my news items and then complain that the paper has nothing in it for you, then maybe, I am getting through to you. I would much rather be placing your suggestions, ideas and news in the BULLETIN BOARD, but, How can I if you, the members don't bother to submit anything??? Come on fellows and railettes, lets have a landslide of submissions so that we can hear complaints that the item you sent in didn't get put in the current issue. (I can dream, Can't I ?)

October 6th, 1974 Sunday at 1:30 in Oakridge Auditorium

Our first event of the new season will be Moving Pictures presented by John Green and Gordon Richardson along with Fraser Wilson's report on the 1974 Silvergate NMRA Convention in San Diego. John Green is one of our newer NMRA Life Members; he is also President of Vancr. HO Model Rly Club and is the competent electrical man around the club layout. I am sure we are in for a treat with John's films that were taken this year on his trip to England and Wales, along with his coverage of 2860, etc. in the Vancouver area. After refreshment break Gordon Richardson, Secty-Treas. of Vancr HO Model RLY Club will show his footage of CNR #6218 and other railroad action. Fraser Wilson is the Committee member responsible for the Art Work and signs displayed at our annual meets.

Let's have a good turnout of all the members - bring a friend with you and be there ready for a 1:30 start. ahj

THE SOUTHERN SLOPS —

OR, "DON'T SPELL IT WITH AN 'E' !"

They call themselves "The Southern Slops". They are members of "The Southern Slop Model Railroad Club", although the last word of that title may be a misnomer as in the true sense there are no club formalities connected with their group. Formal is perhaps the most inappropriate word to use in relation to the five-man clutch of model railroaders which has been meeting for four years at members' homes more or less weekly during fall-winter months and to a lesser degree during summers.

The group originated with three men: Herb Fleming, Howard Taylor and Spike (P.H.) Brown, all of whom had been members of the Capilano Valley club which was dissolved on the decease of that railroad's owner in the fall of 1970. The three decided to continue their relationship on the basis of helping each other with modeling pursuits and enjoying companionship in other activities pertaining to railroading such as a day trip by Amtrak to Seattle, visiting displays of equipment and relics periodically staged by rail companies, and so on.

The "slop" in the group's name had its inception one particularly wet winter evening when the rain was belting down with no promise of lessening, just as it had been doing for many dreary days. In the course of a work session one member remarked that a name should be thought of for the then three-man fraternity and suggested that since all resided on Vancouver's southern slope perhaps "The Southern Slope Club" might be considered, to which another snorted: "Hah! The way it's been raining, maybe we ought to call it the Southern SLOP !" — and that's the way it's been ever since. There has been, of course, as might be expected, much comment that the word "slop" was somewhat indicative of conditions within the group, but we suggest that it is not advisable to bring an observation of that nature to the members' attention !! The dropping of the "E" has caused all kinds of circumstances such as when Herb ordered engraved pewter beer tankards for the gang, which, in spite of his very carefully presented instructions to the shopkeeper (in writing, yet !) were delivered to him with "SLOP" "corrected" by the engraver to SLOPE, necessitating that the job of inscribing be done over on a new set of tankards — and so it goes!

Spike feels his strongest talents in modelling are in building and painting scenery and swaps his skills for Herb's expertise in things electrical, and they work together on their respective layouts and those of others in that manner. They did considerable work on the large portable HO railroad built by 7th Divisioners in 1969 (now owned by the Pacific National Exhibition). Both are in HO. Spike's railroad is the Murray River and Northern, approximately 14' x 18", roughly in the form of an "L", with scenery and wiring about two-thirds completed. Herb's layout is the Herberton and Overland ("HO - the Way to Go !"), a somewhat smaller setup but one packed with interesting features. Howard Taylor, also in HO, and the other member of the original group, has no layout but does have what he describes as the only fully-scenicked test track in

THE SOUTHERN SLOPS - cont'd.

the Greater Vancouver area. He is brass hat of the Delta Pacific, the Taylor Tie & Timber Company, the Deep Bay Logging Company, and we suspect several other outfits. Since his cars cannot be turned on his track they often carry different road names on opposite sides. Howard points out that you can only see one side at a time !

Two years ago Dr. Bill (W.A.) Doe moved from an apartment to a residence on West 37th Avenue, on the same street and about six blocks from where Spike lives, and announced his intention of building the Sicamous, Shuswap and Southern in S-scale. It is as yet in the planning stage. While an apartment dweller, Bill scratchbuilt locomotives and rolling stock. All he needs now is a layout. He became the fourth member of the Southern Slops.

Approximately three years ago the group extended assistance to Al Paul (who resides on the southern slope of Burnaby) in the building of his N-scale Alberta Pacific, which, believe it or not, is taking shape in the bedroom of his apartment. (Al is a bachelor and can do things like that !) It is in a U-shape about 25 feet in actual overall length (equivalent to 50 feet in HO !) and promises to be one of the most interesting N-scale layouts in the lower mainland area. Al became the fifth member of the group in late spring of 1974.

Although Herb moved to Langley recently, he still considers himself an authentic "slop" as his new home is on a southern slope of terrain. His pike made the move in two major sections with very little damage. One of the group's major activities this winter will be putting together the several parts of the Herberton and Overland with connecting new additions.

As previously said, the Southern Slops are an informal group. There are no officers or dues. Spike carries the only "title" (self-given) as "Co-ordinator of Conducted Tours and Other Shenanigans", and attends to whatever secretarial work necessary, also publishing for the 5-man "club" its own "closed circuit" news-sheet, "The Southern Slop Sema4". The only rule, unanimously agreed to an enforced, is that all Southern Sloppers MUST carry current memberships in both the National Model Railroad Association and its Pacific Northwest Region. Two of the group are life members in both. It always has been and always will be 100% NMRA-PNR.

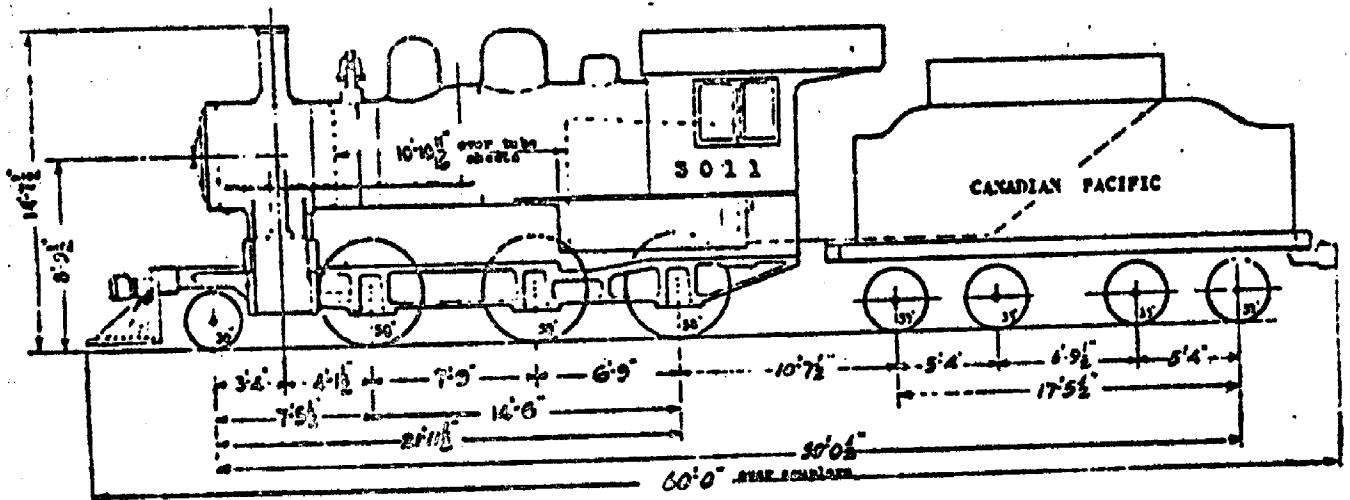
Space does not permit a further account of Southern Slop doings, but perhaps at some time in the future another report will be afforded coverage.

CANADIAN PACIFIC

2-6-0

2-6-0 - MOGUL TYPE

CLASS J 3
 SUB CLASS J 3 D
 CAPACITY 213

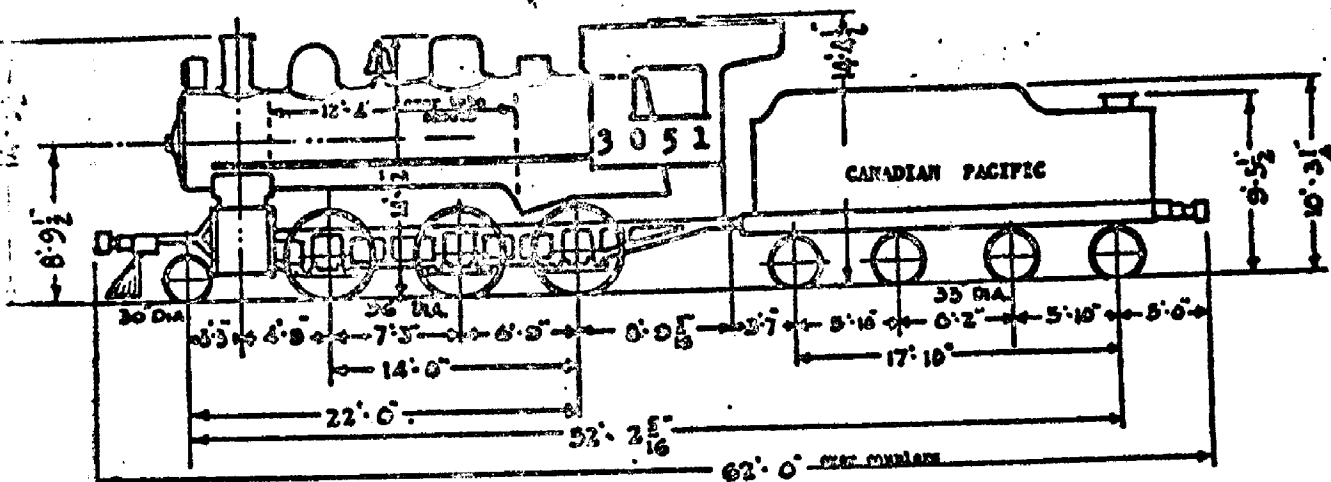


4000 Gal. Tender

ALL DIMS

2-6-0 - MOGUL TYPE

CLASS J 5
 SUB CLASS J 5 L
 CAPACITY 283



4000 Gal. Tender

ALL DIMS