



the DIVISION

BULLETIN BOARD

Volume 81 No. 2 MARCH, 1981



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

SUNDAY, MARCH 22/81

HO. MODULE DEMONSTRATION *by*

THE DEWONEY-ALOUETTE MODEL RLY. SOCIETY
Bakeridge Auditorium
1:00 P.M.

7th DIV. P.N.R.

SATURDAY APRIL 18/81

9 A.M. to 5 P.M.

STOCKMENS HOTEL

540 VICTORIA ST.

KAMLDOPPS, B.C.

Spring
Meeting

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association, and is authorized by the Standing Committee. It is mailed free of charge to all members of the 7th Division. Subscription rates to others is \$3.00 per year, which comprises approximately six issues.

Correspondence pertaining to this publication should be directed to the Editor, whose address appears below.

All other correspondence relating to the 7th Division, P. N. R., NMRA should be forwarded to the Superintendent, as listed below:

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Arthur H. Jones, 1916 - 1981

On March 1st, 1981 we lost a very good friend. Art Jones suffered a heart attack and passed away suddenly at his home on the Sunday afternoon. His death came as a great shock to all of us, as Art had not been ill.

Art is survived by his loving wife Marion, his mother, two daughters, five grandchildren, four brothers, and two sisters.

What turned out to be a life long love affair with railroads began in Art's younger days. He was employed by the B.C. Electric Railway and later by the C.P.R. as a brakeman and conductor on passenger trains on the Kettle Valley and the Main Line. Shortly after the transition to Diesels, he left the railroad and was employed by Johnston Terminals Ltd. until his retirement last year.

Art became interested in the hobby of model railroading in 1970, and joined the N.M.R.A. and the Vancouver H.O. Model Railway Club in the same year. I first met Art shortly thereafter when I was a teenager attending local meets with my father, and had gotten to know him better as I became more active in the hobby.

Frequent visits to California led him to take on the 1950's era of the Southern Pacific as the prototype for his modelling. Art was generous in sharing these trips with us through the pages of the Bulletin Board.

In 1974 Art volunteered to take over as editor of the Bulletin Board and has edited it ever since, with each issue up to his usual high standards. This issue is unfortunately his last. He had finished all of the typing and had picked up the cover page, all ready for printing. This is the way he always worked, with nothing left undone. As this issue was complete and we did not want to change anything, we have simply inserted this page between pages 2 and 3.

Over the past few months the P.N.R. has been looking for a new editor for the Switchlist. Art volunteered to meet our need and was appointed to the position at the B.O.D. meeting in Spokane on January 31, 1981. Art expressed concern about his inexperience, however considering his excellent work on the Bulletin Board, I am certain that he would have done a great job.

In addition to being editor, Art was the division's secretary. With his usual efficiency, he would often have the minutes of our Monday night meetings neatly typed and ready by the end of the week. One would never have to ask him for anything, he always had it ready before it was needed.

Art often worked "behind the scenes", making things happen that many people took for granted, usually without the praise and recognition that he so deserved. He always willingly helped in any way during our meets and conventions. In recognition of his years of work, Art was presented with the Ross Heriot Memorial Gold Spike Award at our spring meet in Vernon last year. It was presented to Art by Ross's wife Sylvia, and is the highest award the division can give.

Art was a gentle man, respected by all who knew him. The gap that is left in our organization will never be properly filled. There is a lot of work to be done, and we must get on with the job as best we can. I am sure that Art would not want any issue of the Bulletin Board or the Switchlist to be late on account of him, as he always ensured that it was published on time.

With Art's passing we have lost a true friend and a dedicated railroader. I will certainly miss him, and I know that his many friends will too.

Rest in peace Art.

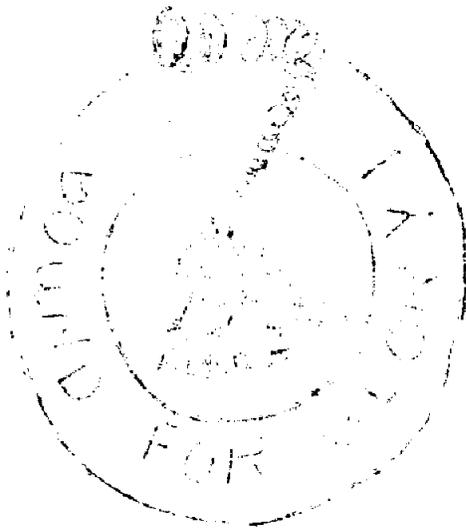
Gregory Madsen

EDITOR'S PAGE

When I went to Dad's desk to get this edition of your Newsletter, I noticed there were no 'comments' from the Editor. Perhaps you would allow me this space.

Your Editor passed away on Sunday, March 1st. Your Editor was my Dad and his passing was a great shock to all of us. Aside from his family, Dad's greatest love was the Railroad. He enjoyed every moment of his job as Editor, and every other aspect of Model Railroading. He spent many happy years with you people, and your shared interest and your friendship made his life very full and very happy. For this, on behalf of Mum and the rest of our family, I would like to say our sincere thanks.

Johnny Cash was a favorite of Dad's and we chose one of his folk songs to sing at the Memorial Service. I 'borrowed' your Emblem (made a few changes) to illustrate this song and I sincerely hope you approve. I would like to share these words with you:



This Train is bound for glory,
This Train!
This Train is bound for glory,
This Train!
This Train is bound for glory,
Won't ride nuthin' but the righteous
And the holy.
This Train is bound for glory,
This Train!

The Conductor has called the "All Aboard", and I and all Art's family know for certain that "THIS TRAIN IS BOUND FOR GLORY".

Thankyou
Valerie Davidson.

SUPERINTENDENT'S REPORT

The Second Annual Swap Meet was very well attended, with a lot of equipment changing hands, and through a commission on sales, our coffers are richer.

The slide shows presented by Fraser Wilson and Paul Lawrence on February 22nd of their respective tours to the U.S.S.R. was very enjoyable. It gave us a chance to see behind the Iron Curtain without the usual censorship and propaganda attached. They certainly are a lot farther ahead of us in electrifying a lot of their long haul routes.

At this point in time, it does not look like I will be able to attend the 6th Division Spring Meet in Great Falls. I had hoped to attend so as to be able to join their discussions regarding their proposed new Region. (See the January, 1984 Bulletin Board for more details). It appears from a few informal polls I have conducted, and from general discussion, that most members prefer to remain within the P.N.R. as we are, regardless of what the 6th Division does. I would like to go on record as being in favor of remaining within the P.N.R.. If you have any strong feelings one way or the other on the issue, please let me know and I will relay them on to the 6th Division.

Plans are shaping up for the Spring Meet in Kamloops. Each member should soon be receiving a package of information on the Meet, which is to be sent out by the organizers. The Interior Groups have proven that they can put on a great show. This one should not be any different, so please plan to attend.

Happy Railroading,
Greg Madsen

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HELP WANTED

There are two former B.C. Electric Rly. interurban cars on the old Dominion Bridge property at Bondry Road and Lougheed Highway. They are sheltered in one of the big buildings.

There is also one former B.C. Electric Rly. interurban car on display at Heritage Park in Burnaby.

These three interurban cars are the only known existing remnants of this by-gone era in Canada. All three cars are in poor condition, structurally.

The Provincial Museum wants to have one of these cars restored for display at Transpo '86 and the Century Park Museum Association of Burnaby wants their car restructured.

It has been suggested that out of the three cars it might be possible to restore two suitable cars for display purposes.

This is where the HELP comes in. Volunteers are needed to help with the restoration of these cars over the next 5 years. Fraser Wilson has taken it upon himself to say that he can get the help to do the job. Please don't let him down! All offers of assistance will be greatly appreciated. If you do not volunteer, Fraser will have to ask you personally!

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DEADLY DERAILMENTS (Continued):-

slings, special tools, a fleet of 70 flat bed trucks loaded with special rigs, plus 3 aircraft.

Proefrock's standard office uniform is an olive-drab jump suit with cowboy boots. On the job, he often wears an air pack, or a yellow rubber suit used to protect against deadly chemicals.... "People would say that Red Adair is crazy, too. I guess you feel you have a purpose in life, and this is mine" says Proefrock.

Deadly DERAILMENTS Are Their BUSINESS

by Fred Bayles, Associated Press

Virden, Ill.-- The rails grow cold and brittle during winter. They buckle under the heat of summer.

Freights derail, cargoes spill or explode. Lethal cargoes sometimes kill.

When trains derail, railroads most often turn to HULCHER Emergency Services here for help. When the wreck is especially dangerous--when the debris is deadly--railroads ask for Art Proefrock and his special team.

Just as Red Adair is known world-wide as the killer of oil-well fires, Proefrock and Hulcher Emergency Services are considered the best way to restore a rail road after derailments.

It is a growing industry for Hulcher, a 350 employee operation with 19 offices east of the Rockies. The Federal Railway administration says there were 8,073 reported train derailments in 1977, and Hulcher's toll-free hot line rang 1,800 times.

Most often, a Hulcher crew was dispatched within the company's self-imposed one-hour deadline.

"If they're in the business of derailments, I'd say they're in a growing business, unfortunately," says Michael W. Delaney, spokesman for the Association of American Railroads in Washington, D.C.

Says founder M.L.Hulcher, a Virden-born former farmer and cable layer: "There's no place here for pansies."

The sign over his desk reads, "The impossible is something we have never done -- yet."

Proefrock, 55, a chain-smoking former military chemical-warfare and radiation specialist, was at Waverly, Tenn., last February after a derailed tank car carrying propane gas exploded, killing 16 persons.

The nightmare of flames and flying metal melted signs like candy, sliced through a water main, demolished 14 homes and businesses and injured another 45 persons.

When Proefrock and his five-man team got there 16 hours later, another full propane tank car remained to be emptied and moved.

Striding through smoldering ruins,

Proefrock tapped the car to sound out its structural integrity. He installed pressure gauges, and looked carefully for any gashes or bulges in the scorched steel skin.

Later, he crawled atop the bomb-like tanker and attached pumps, which transferred the propane to another car.

A Few Days later, eight persons died in a derailment in Youngstown, Fla., when a chlorine tanker leaked half its toxic contents, spreading fumes across a highway. Again Proefrock was called.

He and his men dug a pit and filled it with sodium hydroxide from another car. Then, they tipped the chlorine car's contents into the pit. The chlorine reacted with the other chemical to form harmless salt and water.

The tough calls come for Proefrock about once a week, and railroads that want him-- 67 are under contract with Hulcher-- pay extra for his services.

Hulcher's fees vary with the difficulty of the wreck, and he does not want to reveal them for fear that it may help his competition, several small cleanup companies.

During the peak periods, the calls for Proefrock come about twice a week. Yet, through discipline, tough on-the-job training and absolute self-confidence, Hulcher teams say they have never had a fatality.

Proefrock and Hulcher must be ready to contend with at least 10,000 hazardous substances shipped by rail. Each year, the railroad association says, a million carloads of dangerous materials are shipped.

Carried routinely are several types of liquified petroleum gas, including propane and butane, sulphuric acid, vinyl chloride, denatured wood alcohol, caustic soda and anhydrous ammonia.

Proefrock thinks propane is among the worst of these, because derailed tank cars carrying the fuel become virtual bombs if subjected to stress or heat.

Hulcher's array of anti-derailment weapons includes pumps, hoses, gauges, testers of various kinds, tractors,

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"The BIG Train"

Trans-Continental No. 7

(With acknowledgment to SPANNER, July-August, 1951)

EACH NIGHT in the week, for 52 weeks of the year, the famous Dominion of the Canadian Pacific Railway pulls out of Windsor Station at 8:15 p.m. beginning its 2,881.4 mile journey to Vancouver, B.C..

Two hours and forty-five minutes later, its companion train, the Dominion No.3 leaves Toronto's Union Station for the same destination. Route of the two trains are identical westward from Sudbury.

Because this famous train has been doing this for so many years (with slight variations in departure time), and perhaps too because the Company ran the first trans-continental train, you and I and the travelling public take the train for granted. The first scheduled trans-continental train left Montreal on June 28, 1886, and arrived in Port Moody, the Pacific terminal on the 4th of July.

But, in 1886, 1900 or 1951, its story is still one of the most interesting railway sagas that you will ever read about.

No. 7 is put together at the Glen Yard in Montreal. From the vast collection of train equipment at Montreal's passenger car yard, the baggage, mail and express cars, coaches, sleeping, tourist and dining and parlor cars are selected for the crack train. There is a whole story behind the maintenance and upkeep of each piece of rolling stock. Preparing the cars for the Dominion is an unending job and the departure of the equipment from "The Glen" for loading at Windsor Station each evening is but the signal to recommence preparation for the following day's train. Modern passenger train cars are very extensively equipped with electrical apparatus to add to the comfort of their riders. Electric lighting, air conditioning, involves complex systems of wiring and relays and generators, whose intricacies are known only to experienced carmen. Careful attention is paid to the condition of the running gear upon which the very lives of the passengers depends.

In addition to this there are more mundane preparations such as stocking the dining cars, supplying bed clothing and linen to the sleeping cars, and above all a most meticulous cleaning process both inside and out is undergone between runs.

Thus--the beginning of the run for the passengers is not by any means the beginning for those charged with the duties of preparing the Dominion and countless other trains for the road. The train which stands in Windsor Station each

night is a hotel on wheels whose comfortable rooms and berths, living room atmosphere of well appointed parlor cars and appetizing scent of good food attractively served, vie with the best hostelries in terms of comfort and congeniality.

About a half-hour before train time, a powerful and speedy engine of the Royal Hudson type - one of the well-known 2800 series - backs in. Here as in the case of the cars, complex preparations have been made to ensure that this living organism of steel and steam is in fit condition to take up the arduous and exacting task of hauling a crack passenger train. Thus promptly at 8:15 p.m. the conductor gives the highball and the daily cycle is begun once again.

Ahead of the train as it pulls out from Windsor Station facing nearly 3,000 miles of track, lies about every known condition that a railroader can meet in a life time spent on the high iron.

Of necessity No. 7's departure time is also close to bed-time for many of the passengers. Half of the sections in the tourist and sleeping cars are made up before the train leaves. Shortly the porter finishes his task and the passengers retire.

Two hours later Ottawa is reached. A short stop in Canada's capital is made and the train leaves, crossing the Ottawa River to the Quebec side, only to re-cross into Ontario two miles further up stream. During the belt trip, the lights of the Parliament Buildings and the Peace Tower can be seen reflected in the river.

Night travel on trains like the Dominion is taken for granted. While passengers sleep, the train passes safely over miles

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The BIG Train - No. 7 (Continued):-

of track presided over by train dispatchers whose instructions to the train crews through the operators guide trains and their human and commercial cargoes over the rails.

A typical Division is headed by the divisional superintendent whose actual train operating cares are handled by the dispatchers. The dispatcher's carefully worded train orders serve to keep trains moving and connecting with clockwork regularity. Single track operation requires attention to the arrangements of meets between trains. While regular trains have scheduled meeting points, the dispatchers efforts are primarily required in movement of extra or unscheduled trains over the road, with particular care to see the regular trains are not delayed by the extra movements. Train orders play a vital part and are the medium by which the dispatchers' instructions are communicated to the train crews and operators. The installation of automatic block signals on the route of the Dominion and on other Company lines provides security for fast moving trains and increases the train capacity of busy main lines. There is a fascination in riding in a compartment and looking out into the night as these silent but colorful sentinels of the main line protect the Dominion on its Vancouver-ward course. These signals are the special care of maintainers and their helpers whose trade like that of the trackmen knows no regular hour of the day or night and who ignore the rigors of the seasons.

By the time the passenger is awake and enjoying his breakfast the scene has already changed. The train is now pulling into Sudbury, built by the nickel industry. Ahead lies the Christmas tree belt of northern Ontario, parts of which defied the laying of track because of swamp and muskeg; vast expanses of prairie stretching beyond the horizon in every direction, the tough hard-going through the Rockies, and then the downward swing on the other side, through the Fraser Valley until the train pulls into Vancouver three-and-a-half days later.

It is during the rigorous winter

months that this train really pulls its weight through the tough Schreiber division west of Sudbury. Crewmen on the train and the maintenance of way employees along the track battle with conditions involving sub-zero temperatures that would make the average man want to go home and ask himself if the whole business was worth while.

At Heron Bay, Ont., the tree and rock belt suddenly gives way to the majestic panorama of Lake Superior. The way of the train from this point to the lakehead cities of Fort William and Port Arthur lies along the shoreline. The rocky and indented coast defied construction crews' efforts and many sections compare favorably with the Rocky Mountains for construction difficulties. For instance, the 3 miles of track around Jack Fish Bay cost \$1,200,000. At Fort William the time meridian is reached and watches must be set back an hour to compensate for Central Time. The reverse of this arrangement is of course necessary for east-bound travellers whose watches are advanced one hour at these points.

There are on any given evening after 8:15 E.S.T., 16 trans-continental Dominions on the road between Montreal-Toronto and Vancouver. On the Montreal-to-the-coast runs there are countless crew and engine changes. The Royal Hudson locomotives pull the Dominion from Montreal to Calgary, while from Calgary to Revelstake the famous 2-10-4 type Selkirks, largest steam locomotives in the British Commonwealth take over for the rough grades of the Laggen and Mountain sub-divisions. From Revelstake a Royal Hudson again picks up the train and brings it into Vancouver. Four engines in all, are normally required to haul No. 7 from Montreal to Vancouver; the changes being made at Fort William, Calgary and Revelstake.

The Canadian Pacific has good reason to be proud of its list of motive power. More than 1900 units are operated, diesel-electric and steam, each of which undergoes extensive and careful maintenance yearly.

The engines which haul the Dominion are typical. Regularly assigned to their runs, light repair work and adjustments are effected between journeys. The variety of craftsmen required for engine maintenance is legion - machinists, boiler makers,

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The Big Train - No. 7 (Continued):-

welders, blacksmiths, carpenters and many others whose work is co-ordinated by the locomotive foreman and master mechanics. Heavier repairs are made at one of the Company's three main installations, Angus Shops at Montreal, Weston Shops at Winnipeg, and Ogden at Calgary. The scope of these works embrace everything that can possibly be done to a locomotive including even their actual construction. The C.P.R. has designed and built many hundreds of engines since its inception.

Fort William, 990 miles and 28 hours from Montreal is reached late in the evening. Here the engine which has hauled the train from Montreal is released and another Royal Hudson type is placed at the head of the train. This is the longest sustained run made by a locomotive on the system and is almost without equal elsewhere. Normal engine runs average 300 miles such as the Montreal-Toronto stint of C.P.R.'s K1 class 4-8-4 type engines, 3100 and 3101. Before undertaking its return trip, the engine is given a thorough cleaning and greasing as well as a minute inspection of all the working parts, emphasis of course being placed on the condition of the running gear.

Thirty-six hours after leaving Montreal the train arrives in Winnipeg, the prairie metropolis. Here are situated the Company's main prairie regional administrative offices and the Royal Alexandra Hotel, a Company hostelry overlooking the ample width of Main Street and dwarfing the C.P.R. Station.

It is at Winnipeg too, that the porters, with the exception of the solarium car porter disembark and join an east-bound Dominion, while a new porter crew rides the train from Winnipeg to the coast.

Each trip from Montreal to Vancouver sees the Dominion laying on large quantities of food to feed the passengers. A list supplied by the sleeping, dining and parlor car department shows that 160 pounds of fish, 100 pounds of beef, 125 pounds of chicken, 40 pounds of bacon, 50 pounds of ham, 75 dozen eggs, 100 loaves of bread, 60 dozen rolls, 50 pounds of butter, 50 quarts of cream, 300 individual containers of milk, with an additional 50 quarts for cooking, 50 pounds of coffee, and four pounds of tea are carried.

A dining car is coupled on the train at

Montreal, and at Winnipeg it is transformed to an eastbound train, while the westbound train picks up a new diner for the rest of the trip to the coast.

Just how much passenger comfort has improved from the days of the first trans-continental trains of 1886 to those of 1954 would make a book in itself. Rail travel of a half-century ago, when the traveller arrived at his destination with his clothes and eyes subject to handfuls of soot and dust, in contrast to his arrival at destination today, makes an interesting comparison. Take sleeping cars for example: sixty years ago they were gas-lit over-decorated wooden "palace" affairs, lacking air conditioning, but counterbalancing this with vast amounts of gingerbread fretwork and velvet tassels. In the coach field, a comparison of 2200 series coaches now in service, to the passenger car of the old days is like night is to day.

A comparison of costs between now and the "old days" shows that a coach cost \$5100 in 1888, compared with \$126,000 for a 2000 series coach today. A sleeper in 1892 cost \$12800 compared with the latest roomette sleeper which will cost \$225,000.

The day and night following the departure from Winnipeg is uneventful, but restful, scenically as Canada's wheat land unfolds its unending vastness to the passengers aboard the Dominion. This is interrupted by Saskatchewan's busy capital -- Regina, and its railway centre -- Moose Jaw. It was on these stretches of track that laying records were established in construction days -- a lonely land at that time with Nomad Indians the only inhabitants.

The running of the first trans-continental train by the Canadian Pacific had a significance that went far deeper than just the opening of a railway from the east to the west coast. At the time, political implications burned deeply and British Columbia a few years before was threatening to secede from Confederation if the line was not completed. It had been claimed only a few years before the project got underway that the building of such a road would be ruinous to those who tried. The swampy lands of northern Ontario, the vast challenge of the Rockies, were said by many at the time to be far too great for humble man to conquer.

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The third morning out from Montreal finds the train racing along the prairies east of Calgary. On a clear day, the crest of the Rockies can be discerned far to the west and soon the train is pulling into the foothill city.

The second locomotive change is made at Calgary, and the train is provided with one of the 365-ton Selkirk type engines which will haul it to Revelstoke. Calgary is a typical divisional point and the train is gone over thoroughly by an efficient car staff who inspect car wheels, trucks and equipment -- wash windows and fill drinking and washing water tanks as well as supplying ice where needed.

The Mountain Observation Car is attached at Calgary. Each year between the beginning of June and mid-September these cars form an integral part of the consist of the trans-continental Dominion and its sister trains operating between Calgary and Vancouver, and by reason of their construction, afford ample facilities to view the incomparable scenery, not normally obtainable from standard sleeping and parlor cars and coaches. The ancestors of these cars, introduced shortly after 1900, were coaches provided with large cupolas, and were the direct ancestors of the modern Vista and Astra-Dome cars used on many U.S. railroads.

Leaving Calgary, the railway follows the Bow River. At first the grade is gentle and easy, but, as the Rockies occupy more and more of the panorama the hills become steeper and the curves sharper through the world famous resort towns of Banff and Lake Louise to the summit at 5,332-feet above sea level. At this point, the construction crews of the infant C.P.R. met their initial mountain difficulties in construction days. Here, Sir James Hector, explorer was kicked by a pack horse giving a now universally-known name (Kicking Horse) to the river along which the C.P.R. finds its way from the summit of the Rockies to the Columbia River at Golden.

Since the opening of the trans-continental line on November 7, 1885, many improvements to the line and roadbed have been effected, particularly in the Rocky Mountain area, where miles of railroad have been relocated to eliminate grades, and to avoid avalanche and snow-slide zones. Chief among the grade elim-

ination projects has been that made between Hector and Field, B.C., where the famed "Big Hill", a long 4% grade was tempered down by means of two spiral tunnels, a practise which has never been resorted to elsewhere in North America. The snow-slide haunted Rogers Pass route which formerly carried the railway over the summit of the Selkirks has been avoided by the construction of the Connaught Tunnel over five miles in length.

Improvements to the line have been made by the replacement of trestles with fills and culverts, and by the extensive program of rock blasting and ballasting.

Twenty-four stations between Montreal and Vancouver are provided with lunch or restaurant facilities. Still heavily patronized during short train stops -- the station restaurants were introduced before the passenger traffic justified use of the dining cars. Necessitated by lighter motive power, trains of earlier days were smaller and were composed of baggage and passenger carrying equipment to the exclusion of meal service cars.

Field - Golden - Revelstoke - Sicamous - Kamloops, each a railway divisional point whose name might head a chapter in the epic of the construction of the C.P.R., each of which owes its existence entirely to the railway. Set amid incomparable scenery, these places are intermissions in the great natural show that is the passage through the Canadian Rockies aboard the Dominion. Leaving the lower reaches of the Fraser Canyon, the arrival at Vancouver is made 87 hours and 2,881 miles from Montreal having travelled 25 sub-divisions in six districts.

Vancouver is the end of the line for train and passengers. As far as the latter are concerned, the C.P.R. station on Cordova Street is the end of the trip - though this is not true for the train equipment which is taken to Drake St. Yards bordering False Creek. There it is subjected to all the maintenance inspection, repairs and cleaning which was undergone at Glen Yards, Montreal before leaving Montreal. Most of this equipment leaves on an east-bound train one day later.

(A reminder that this was taken from the July-August, 1951 issue of *Spanner*, with thanks to Glenn Lawrence. Since then we have passed thru the "Canadian" era and are now experiencing "Via"?)

ANOTHER LETTER TO THE EDITOR!

Dear Art:-

Many thanks for another excellent edition of the Bulletin Board. Minor complaint, my Page 4 is blank so I did not get the first part of the interesting Christmas story. (Sorry for the inconvenience! A Page 4 has been given to our member. Editor).

More important Page 7. I don't think you showed any "political bias". It is the politicians who are biased. Naturally the auto dealers want to sell cars, why not? The N.D.P. want to do their Social Worker thing. You and I want to see (and use) rapid transit, doubt if either of us will live long enough to see it reborn in Vancouver. I made good use of the "interurban". It was marred by having to run on the streets when it got down town, it "high-balled" pretty good in the suburbs on its own right-of-way.

I presume in your position as Editor that you receive a copy of West Coast Railway Association News. The Editorial of the Decembet issue favours transit from a personal point of view.

If the Provincial Government has a surplus why not give us all a tax break? If they have to spend the money, how about Medicare, more nurses, rapid transit. The multiplier effect would still apply. If our friend does not like the hold-up at the tunnel he should try the bus which uses a special lane, passing all the cars. How many bridges are enough? When the Deas Tunnel was built it was the answer to the motorists prayers. Pretty soon the Patullo Bridge was plugged again and the Port Mann was built, now all three are plugged. What do we do? Run the Fraser through a huge sewer pipe?

Cleveland has a dandy rapid transit with big improvements under way; 100-lb. rail, catenary for use with pantographs, new cars on order from Breda, Italy (you'd think that with all their know-how and manufacturing ability that they would build transit cars in the U.S.A.). Most of the lines have no grade crossings, roads go either over or under, except in the outer suburbs where transit cars automatically set traffic lights in their favour.

You were right to publish the letter from the "opposition". You might be accused of wandering away from MODEL Railroadng, however, I wouldn't do that!

K.M.

Gibsons, B.C.

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L. C. L. s

A donation by Carl Sparks, on behalf of PNR Div 7, to the NMRA Building Fund. Carl was given complimentary banquet tickets to our last Fall Meet, as guest entertainer. His Registration fees were donated to NNRA.. Many Thanks, Carl!

Another donation by Al Smaltz to 7th Div. PNR in the amount of \$28.00, proceeds from the sale of post cards. Thank you kindly, Al!

LOST - GP-9 Hood - Bill Brown, of Chilliwack, gave a brown painted GP-9 Hood to someone to repaint in B.C.Rly. colors. Can anyone help solve this case?

FREE RIDE to Sacramento P.C.R. Meet. Bob Millar is leaving Monday, April 6th, and expects to return approx. April 13th or later, by car. Anyone wishing to go along for the ride, their company will be appreciated. Phone 261-8541.

KEN & JUNE VERE were presented with an "Appreciation Plaque" for their years of service to PNR 7th Div.. Ken was one of the original Committee Members of 7th Division. Congratulations!, Ken and June! Be seeing you both April 18th!

TIMETABLE No. 7 Effective March 6, 1981

- March 7 The Columbia Gorge Model Railroad Club, Portland, Oregon, along with Pacific Northwest Chapter of NRHS are sponsoring their 3rd Annual Railroadiana and Model Railroad Swap Meet at the Sheraton Inn - Portland Airport, 8235 Airport Way. Sellers: 8:00 am to 4:00 pm; Buyers: 10:00 am to 4:00 pm. Tables: \$7.50 each; General Admission: \$1.00. Make checks payable to the CGMRC, Inc., Info: Terry Parker, c/o PNW Chapter NRHS, Room 1, Union Station, Portland, OR. 97209 or phone (503) 284-8742 after 7:00 pm.
- " 22 HO Module Construction and Demonstration Clinic, Oakridge Auditorium at 1 p.m., courtesy of the fellows belonging to the Dewdney - Alouette Model Railway Society.
- " 28 4th Div. Awards Banquet, 6:30 p.m. at Royal Fork Restaurant, 137 S.W. 160th, (Burien) Seattle, WA.. Pay at the door.
- April 4 2nd Div. Mini-Meet, Vancouver, Washington. Daytime at Marshall Centre, Banquet at King's Table in Hazel Dell, WA.. For info: Jim Whaley, 3106 SW Beaverton Hwy, Portland, OR. 97201.
- " 18 7th Div. Spring Meet, Stockmen's Hotel, 540 Victoria Street, in Kamloops, BC. Registration, including Banquet, \$16.00 before April 4th, \$18.00 after. Probably layout tours Friday evening, the 17th and a possible tour of C.N.Junction, with a look at the "Ouija" Board (CTC) are in the plans. Saturday, 9:00 am to 5:00 pm, open to the public. Admission: All day - \$3.00 per person; 2:00 until 4:00 pm - \$1.00 per person or \$2.00 for family; .50¢ for children and old age pensioners. Registrar: Jim Barker, 1199 Clearview Drive, Kamloops, B.C. V2C 5E6 - Phone (604)573-4561
- " 25 3rd Div. Spring Meet, Army Reserve Center, Idaho Falls, ID. For info: Dick Loop, 550 Amy Lane, Idaho Falls, ID. 83401 Phone (208) 523-1489.
- May 1 California State Railroad Museum, opening activities, Sacramento,
& 2 California. Live steam and static displays. UP Challenger, UP 8444, SP 4449, CN 6060, BCR 2860 have been requested, watch for further details.
- " 3 7th Div. Oakridge Clinic, 1:00 p.m.. Duane Damgaard will show his slide clinic on "Switch Building" plus a film show of his CP Rail trip over the mountain divisions, riding the head end and the pushers.
- " 16 6th Div. Spring Meet in Great Falls, Montana
- " 16 5th Div. Spring Meet (no details)
- " 23 Wilt's Annual Spaghetti Feed and Gathering of the Model Railroad
& 24 Clan, in Nyssa, Oregon. No Host dinner, Saturday at Grange Hall, Spaghetti Feed Sunday, same location. Please let Betty and Bill know, if you plan to be there, so they'll know how much pasta to prepare. Write: Bill Wilt, 621 North 2nd Street, Nyssa, OR. 97913 or phone (503) 372-3555. I recommend it!!
- June 21 7th Div Vancouver Island Tour to Elmer Blackstaff's and the Forest Museum. This date is only tentative. See next "B.B."
- July 17 PNR Regional Convention, Pacific Lutheran University, Tacoma, WA.
to 19 Info: Dale Kraus, 15024 S. 16 Ave. Ct., Spanaway, WA. 98387, or phone (206) 531- 8703. Registration form in Jan-Feb Switchlist.
- August 18 NMRA National Convention, San Mateo, California. Watch the NMRA
to 23 Bulletin for further details.

P.N.R.-NMRA DUES

A reminder to all members of P.N.R. in the 7th Division. The next issue of the SWITCHLIST will have a ballott for an increase in dues to \$6.00 Regular or \$120.00 Life. If approved this will likely take effect in August 1981. Please check your expiry date. If you are delinquent or, if your dues will be due before August, now is the time to attend to this matter.

If it will make it easier for you, Superintendent Greg Madsen has permission to accept your dues in Canadian Funds, equivalent to the quoted U.S. Funds. For NMRA, please send a cheque or money order for \$18.00 in Canadian Funds; For P.N.R., send a cheque or money order for \$5.00 in Canadian Funds. Make them payable to GREG MADSEN, so he can convert them to US Funds for forwarding to Office Manager Jeff Tague. There will be no problem handling PNR dues in this manner, but with NMRA dues it is best to mail US Funds direct to Indianapolis. NMRA dues received by 7th Div. have to be dispatched to Jeff Tague, who in turn will send them on to NMRA.. Each step along the way involves a loss of time in getting your reply by return mail. Either way, your dues will be welcomed!

APPLICATION FOR MEMBERSHIP OR RENEWAL

7th Division, PACIFIC NORTHWEST REGION, N.M.R.A.

To cover my membership dues, enclosed with this application is \$ _____
(\$5.00 for PNR dues and/or \$18.00 for NMRA dues in Canadian Funds). If

only PNR dues, you must be a member of N.M.R.A..

This is a _____ new membership, or a _____ renewal membership.

NAME _____ Date _____

ADDRESS _____ Zip Code _____

NMRA MEMBERSHIP NUMBER _____ Expiry date _____

Please make CHEQUE or MONEY ORDER PAYABLE TO:

Greg Madsen (7th Div Supt.)
6648 Gladstone Street
Vancouver, B.C. V5P 4E7