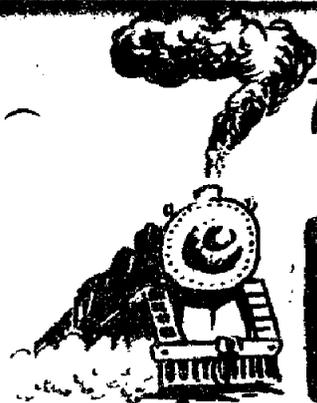


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the Division



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 81

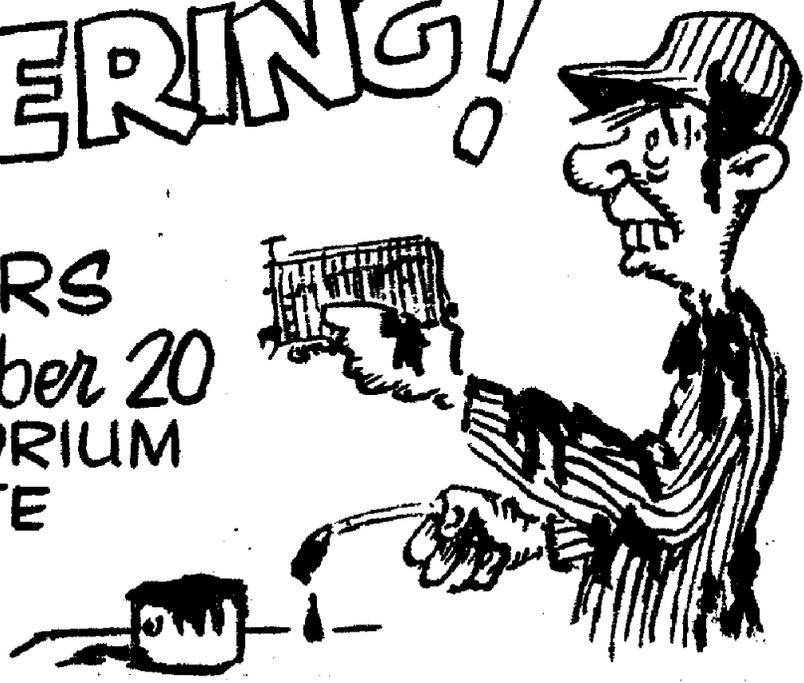
No. 6

September 1981

CLINIC ON WEATHERING!

BOX CARS

Sunday, September 20
OAKRIDGE AUDITORIUM
with BRIAN PATE



The Bulletin Board
P. O. Box 368
Maple Ridge, B. C.
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BULLETIN BOARD

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Correspondence pertaining to this publication should be directed 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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7TH DIVISION SUPERINTENDENT'S REPORT

3.

After a relaxing summer of sunshine, holidays, attending conventions, and of course train chasing, it is once again time to get started with this fall's activities within the Division.

As is now tradition, the annual Corn Field Meet (3rd) got things off to a good start, and an enjoyable weekend was had by all. My thanks to Hank and Henny Monkveld for all their hard work in preparing for the feed. A report on the activities is included elsewhere in this issue.

Our schedule of clinics will get underway on Sunday, September 20th, with an afternoon of weathering box cars, presented by Brian Pate. This will be a participating clinic. For those of you who are not familiar with Brian's work, he is an expert model builder, having won First place in Displays at the 1977 National Convention, and the Gold Aware - Best in Show in Calgary in 1979. This is one clinic you won't want to miss!

The clinic questionnaire in the last Bulletin Board produced quite a few suggestions, many of which we plan to develop into clinics for Oakridge. There was a strong desire for participating clinics, so we will try to have more of that type. If anyone has any ideas, please let me know, or send in the form from the last issue if you want to remain anonymous! More about the upcoming clinics in the next issue.

Well, that's all for now, see you on September 20th at Brian's clinic, and Happy Railroading.

Greg Madsen

EDITOR'S NOTE

I have been informed by the persons who are arranging and presenting clinics that copies of the handouts are available to those persons not residing in the Lower Mainland area and who are for this reason unable to attend. Naturally there are limited numbers of these information sheets, so if after a Clinic is presented and you wish a copy, send a SS&E to the Editor and I'll do my best to get them to you on a first come, first served basis.

HELPFUL HINT

For those of you who use Campbell's brown tape shingles (in rolls) - the key to keeping these things from unrolling all over the place, is to put an "x" of 1/4" masking tape on each side. This prevents the roll from unravelling from the core. It stores easily, and dispenses the shingles as you need them.

* * * * *

CONGRATULATIONS ARE IN ORDER - -

On September 7th, 1981 - "THE FRASER WILSONS"
celebrated their Golden Wedding Anniversary.

* * * * *

SANDING THE FLUE
=====

Dear Sir:

I am enclosing my response to your questionnaire. I realize that my reply is late but perhaps you will be able to give both this letter and the response some consideration.

My only contact with model railroading is through your Bulletin, the P.N.R. publication, the N.M.R.A. publication, Model Railroad Craftsmen, Model Railroader, visits to Van Hobbies and my own work on an HO scale model railroad which will have some 750 feet of main line when completed.

A small amount of bench, track and electrical work is completed and Proto Power West converted Athearn engines are now running. Any spare time is spent on evaluating the various "Carrier Control" systems currently available.

Due to my geographical location, I attend very few of your functions but do watch the Timetable in each Bulletin Board and, if possible, time my trips to Vancouver to coincide with certain events. Therefore, you can see I have no one to talk to about model railroading. Would it be possible to find out who else in Whitehorse, or in Yukon, belongs to your group so that we can possibly get together and work together.

Members in areas away from the Lower Mainland would, I think, like to have a series of resource people who, for a charge, could be presented with a problem by mail and the member would receive a response or advice on how to solve the problem. Of course, it would be incumbent upon the Seventh Division to ensure that these resource people were, in fact knowledgeable and responsible in a given area.

I enjoy the hobby and the complete change of pace and want to delve further into such things as track laying and wiring in the broad sense as I feel these are the keys to satisfaction in the hobby.

C. M. Halliday -
4 Tutshi Road, Whitehorse, YUKON

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EDITOR'S NOTE

Those with a specific problem send a detailed information sheet along with your NAME - ADDRESS - and - TELEPHONE NUMBER to:

PROBLEM SOLVER c/o BULLETIN BOARD

and I'll pass them along to the appropriate expert, for solution.

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I hope all of you had a terrific summer with a whole bundle of memories to file away for wet winter nights, and perhaps you would be willing to share those with the Readers of the BULLETIN BOARD.

Contributions of material would do a great deal to make my writers cramp feel better.

RE: OPEN LETTER ASKING FOR CLINIC IDEAS

The response to our request for Clinic priorities was about as expected, with approximately 10% of our readers taking time to indicate what they would like most in the way of clinics, served up with a liberal helping of information, enthusiasm and expertise.

The surprising front runner request was basic layout wiring. Just how we're going to turn that into a Clinic remains to be worked out. A close second was basic scenery technique. This is perhaps a little easier to do, but would be almost impossible as a participation clinic. My own experience in this department consisted largely of overcoming procrastination, fear of failure and inertia!! Remarkable now in retro-spect how simple it seems. The key principle to me is, if you don't like the end result, tear it out and do it again. The amount of Hydrocal and dye required to get an over-all impression doesn't cost beans, and specific detail; i.e., rock castings, can be added at any time.

One other clinic suggestions, which has struck me as fascinating is - effective layout lighting - planned at the same time as basic track design.

Another dandy suggestion was a Clinic on cleaning and servicing brass locomotives, or ditto for plastic locos.

For the people who wrote and suggested a weathering clinic, see the timetable on the back page.

Further members wrote and indicated that a tree building clinic would not go unattended.

Any finally, most writers showed a preference for the participation clinics over the lecture type. I heartily agree with this, however a great deal of interesting and valuable information just cannot be presented in a participation clinic, for the simple reason it just isn't practical to fire up 50 air brushes.

Keep the letters coming - and I'll see to it that the Standing Committee is made aware of the contents, even though not all your letters were intended for or will be used for publication.

GREETINGS FROM THE INTERIOR - - -

On behalf of the guys from the Interior of B.C. I would like to thank the gang at Tacoma for arranging a very interesting and pleasant meet. My wife, daughter and myself elected to leave our 5th wheeler home and take advantage of the package deal at the University. For what we paid (and saved) - accommodations were clean and comfortable, as were the washrooms. Minor problems like the elevator breaking down, and some washrooms being rebuilt gave us some needed exercise and was really only to be expected during summer break.

Meals on the whole were good, and if you did not like the menu offerings, there were plenty of alternate offerings if you looked around, although I squawked as much as anyone.

Busing arrangements were excellent to tours and train rides. Four of us missed the layout tours with a side trip to the Northwest Train Depot at Centralia, where a very amiable shop owner Tom Beasley gave us the run of his well stocked shop and then relieved us of some of that 'green stuff' as we went happily out the door with a bunch of new goodies in our hands.

.

A Highlight of the Convention was a bus trip to Elbe then a ride on a Climax powered three car train. Those with cameras and sound recorders, raced for the open top car. The run was 7 miles up an average 4% grade. Shortly after we stopped at a high, long wood trestle where the train backed up for a photo run-by. There must have been fifty thousand dollars in cameras and sound recording equipment focused on that little engine, as the logger widened on the throttle and came charging down the track at all of 10 m.p.h. What a sight!, and one I now have on some very nice slides.

Loading up again and running into some curves. Everyone could be seen trying to stand on railings, shoulders and hanging 3 feet out the side by their toes trying to get pictures of the hard working Climax up ahead.

Shortly after entering a series of uphill Ess curves, I noticed the stack talk getting sharper and our going slower. The Climax lost her footing and shut down. It took several minutes to discover some very mischievous elves had climbed aboard and cracked on 20 lbs. of air on the lead coach point unbeknownst to us on the rear of the train. We had visions of the Conductor calling out, "Everyone off and p-u-s-h", when the hogger suddenly whistled off. There was an audible sigh of relief, as we heard the little engine pick up her powerful stride.

At Mineral, our Loco ran around and nosed on to our rear car and with a peculiar bobbing motion of her diamond stack, headed back down the hill. Our thoughts were suddenly broken by the whistle's shrill scream. - Leaning out the side we could see a very close 1½ ton truck frantically trying to get off the track. He made it, with inches to spare minus a side mirror and I still wonder how he got back up the bank with 2 wheel drive. Someone commented I bet they gave him \$10 to give us something to talk about.

After lunch at the University, we were off to Camp Six and the Shay. There I saw the Lidgerwood. What a powerful looking monster. I was not prepared for the sheer size of the thing. It would make a 250 ton big hook look small and I worked with many of them on train wrecks in the Mountains. After an enjoyable afternoon there we headed for the University and a very excellent Banquet and presentations.

Had a pleasant few days before and after - parked at George Biel's with a visit to Hank's. CN Race track runs through George's back yard, and some of his many hogger friends would go thundering by with, "shave and a haircut, two bits" on their air horns. He also has a crossing on each side and if anyone wants sound effects, Visit George! Leaving there, we swung through the Okanagan to a good friends place. Bill Hutchings at Notch Hill. Due to my constant nattering about building a layout that I can bring a train to and run, Bill has built a real nice layout and should have the track laying underway now. Especially after my opening remark of - Where is the track? Ha! Bill's son is building a CTC-16 setup for him along with sound. Bill himself is a true craftsman and his work shows it.

Locally Ken Owens is on Texada Island till fall, when we hope to see Ken resume his very large "N" layout.

Ted Pettetts HO layout is coming along nicely and Ted now has a pass made up and next will get decals. His colours will be GN sky blue on cars.

My own Tomahawk & Western is coming along slowly but steady. I am painting and decaling about 30 cars at present with 2 locos being built.

With regard to Tacoma Meet. I think I expected more contest entries but then most of us didn't enter anything either. We all could have brought entries and gave them some competition. Watching the amount of work and time they put in setting up really what could be home layouts. A lesson learned is that we should all have even one 4 ft. module completed to bring to these events for displaying.

We took note of many ideas that we hope will make our '82 Vernon Meeting a full and exciting event for everyone. Again though, it should not be the work of a few, but some thing from all of us.

Best to the gang at the Coast and see you all at Hank's Corn Field Meet. If you are passing by - we are 4 miles off Highway 1 and since I am based at home, unless on a run - we are always glad to see you and provide you with something cool in this 100 degree weather.

ROD and BARNEY CRAGGS,
Tomahawk and Western R. R., Ashcroft, B.C.

#

THE KOOTENAYS

This Summer we took a trip into the Kootenays, which turned out to be bit of a trip into the past.

First point of interest going there was Midway, where the station still stands. Along the right of way are stacks of rail, recently removed from the Kettle Valley line.

A good spot to camp near Midway is the Kettle River campground, about 3 mi. N. of Rock Creek. From there to Kaslo via Nelson is a nice drive. Kaslo is history all by itself. The sternwheeler S.S. MOYIE is beached there and turned into a museum. The old station of the K & S narrow gauge R.R. is still there, now in C.P.R. colours.

Travelling from Kaslo to New Denver by Hwy. 31A we drove partly on what used to be the K & S right of way. After a few miles we came to a still usable R.R. bridge which we crossed by car. However after a few hundred yards we parked the car and hiked the next couple of miles, finding many old ties still in place as well as other signs of an old railroad. We followed the right of way to Whitewater where we crossed another tressle which was in very poor shape. There is a collection of old abandoned houses at Whitewater or Retallack as it was called. An interesting find was an old narrow gauge boxcar used as coreshed for one of the many mines that once were in operation in the area. A good example is the old Zincton mine (abandoned). A side trip to Sandon is also well worth the 12 km. return trip. Sandon is a ghost town but there are people living there again since the new mine above Sandon has gone into production. Back on Hwy. 31A a beautiful drive of 7 km. took us to New Denver, also an old town with some beautiful old buildings.

Another day took us from Kaslo back to Nelson, where the old station is really something to see. We waited around till a short freight left for Slocan. We did some of the n cest train chasing possible following the Slocan River. The track into Slocan is completely overgrown, something that has to be seen to be believed. The track terminates at a barge slip with a siding into a sawmill. The barge pushed by a truck takes the train once a week (if needed) to Roseberry where the track is reached by another slip. From there, the line goes on to Nakusp, where it again terminates at a mill.

We followed the upper Arrow Lakes to Galena bay and took the free ferry to Shelter Bay. We camped at the Blanket Creek campground on Hwy. 23. From there to Revelstoke is only a 20 min. drive and makes it a real good base to do some train chasing and watching around Revelstoke, which is just what we did. From there after a couple of days back home to get the many slides we took developed and ready to showing at the CornField Meeting.

HANK MENKVELD

The DEWDNEY-ALOUETTE RAILWAY SOCIETY along with the B. C. SOCIETY OF MODEL ENGINEERS were among the few non-CPR employees invited to their 100th Anniversary Party - CPR FAMILY DAYS, held at the Port Coquitlam rail yards, Sunday, August 9th. DARS brought their portable modular railroad, and the BCSME brought their portable live steam outfit. Both were set up in the M.O.W. shed. Several thousand people toured the place partaking of such events as spike driving contests, tug o' war contests, hand adzing tie plate cuts - tours of the wheel shop and the car shops - a free shuttle train from one end of the yard to the other, a shuttle bus to the Mayfair InterModal Facilities. Parking was handled by using the Coquitlam Centre Parking Lot and free buses to Poco yards.

Balloons for the kids, baseball caps with the birthday monogram for pensioners, and free hot dogs, pop, coffee, beef on a bun, donuts and ice cream were part of the festivities.

Several old engines were present in the old livery: BALDWIN DS-4-4---10000(7075); ALCO RS10; ALCO DS-2 Switcher. For you collectors of colourful cars, there was even a CP Insulated-heated box car painted and lettered for the Mandarin Orange Express.

Two old business cars, still in use, were open for tours, and for those who preferred their diversions from a seated position, entertainment was provided by a number of live bands and stage shows.

No doubt I've missed some activities, but I didn't have time to do it all, or see it all!

EDITOR

* * * * *

July 4th weekend, some members of the D.A.R.S. attended the BCSME live steam meet at Heritage Park in Burnaby. My wife and I arrived early in the morning of a beautiful day, to watch the unloading of engines from Saskatchewan, Vancouver Island, Washington and Oregon. A new 1 $\frac{1}{2}$ " scale, two truck Shay from Seattle made its first run, and performed beautifully. The BCSME's Northern (4-84) ran both days. The Royal Scot was again a consistent and admirable performer despite being 45 yrs. old.

On the 3 $\frac{1}{2}$ " guage raised track, an immaculate CLI-SHAY steamed along to the delight of all, and a 5" guage Atlantic made many runs pulling some of the six 7 $\frac{1}{2}$ "g aluminum riding cars. There were many other beautifully built and kept locomotives also running, much to the dismay of the writer, who didn't get the opportunity to speak to all the owners and engineers and record all the pertinent information about them.

The park was closed to the Public at 5:00 pm and at 6:00 pm members and guests adjourned to the Ice cream Parlour in the Village, where a Roast Beef Supper was served.

After supper, a movie, "Silver Streak" was shown in the theatre in the basement of the Bank and for those of us who elected to return to the trains, we had the luxury of riding the rails until long after nightfall (1:00 am for some enthusiasts) with headlights gleaming, cinders glowing in the dark, and the smell of coal smoke lingering on the warm night air.

Many thanks to those members and guests who worked so hard to produce a memorable meet.

During the last week of August I was fortunate enough to be riding the White Pass and Yukon, along with Dan Bray, Duane and Sue Damgaard, Jim Wickham, all of Seattle, and Paul Hobbs from Bahrain. The railroad certainly seems to be healthy, as the passenger trains are averaging about 200 to 300 people per day each way, and the freights are often more than 50 cars. Changes are nevertheless taking place. All but one of the G.E. "shovel-noses" have been repainted to a medium blue with white stripes, as have all the Alco units. Judging from the way they all sound and look, a lot more than just the paint received an overhaul.

We noticed a rather odd looking load sitting in the yard at Whitehorse, consisting of three pieces of approximately three foot diameter steel pipe. Upon enquiring we were told they were test sections for the new natural gas pipeline to be built from Alaska. Tests were being run to ensure that the pipe could be carried over the line from Skagway. To handle the overlength pipe, a special extended flat car was built at the Skagway shops. In addition, two regular idler flats are required to clear the ends of the pipe. All in all, an impressive sight for a narrow gauge railroad!

By far the best news is that #73, the Mikado that had sat at Bennett, is being rebuilt in Whitehorse and should be running by late September or early October. The locomotive was in pretty good shape, however a total of seven tons of sand was used in sandblasting both the engine and tender to remove the old paint and rust. It is being restored to its original configuration as purchased, and not to how it was last operated. Over the years, extra heaters, pipes, etc. were added for cold weather operation that will not be required now, so they are being taken off. No decision yet has been made as to where she will operate. One suggestion is from Whitehorse to the Utah mines reloading facility, about five miles.

From what I have seen, I would say that the White Pass will be with us for a long time to come.

G. P. Madsen.

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3rd ANNUAL CORN FIELD MEET

This year's Corn Field Meet actually began some time ago, but my first visit to Hank's with regard to the Meet was the Wednesday before when Nathan Oxhandler, Tom Beaton, John Gale, Rev. Railroad (Bob Wallace) and I trucked out 75 chairs from Bob's Church, and on arrival we could see that Hank had preparations well underway.

Saturday morning, my family and I arrived about noon, preceded by a number of other groups. People continued to arrive as the weather steadily improved becoming clear and cloudless by late Saturday afternoon. The No-Host dinner saw over 40 people sit down for a roast beef supper at the "Pantry".

Before and after dinner, many games of horseshoes, Rail Baron, and assorted card games were played out. Late in the evening Saturday, around 1:30 a.m., saw Tom (Bellows) Beaton stomping out the camp fire to "persuade the twenty or so young people to hit the Hay!!

At this point I should comment that the tribal rites and mating games were hilarious to watch, evoking equally funny flashes of memory from the adults present!!

Sunday dawned clear and cloudless with a promise of heat later in the day. Layout tours to George Beils and Eric Grubbs were laid on. Others went up the Canyon 'railfanning' while still others went to Minter Gardens or the Quintet tunnels.

The 'chow line' recorded 152 men, women and children past the food tables - (that's up some from last years' 137) and these figures did not include all the various Menkvelds.

After supper, slides and movies by Duane Damgaard, Carl Sparks, and several others, with an educational film shown by Rob Heap. (Walt Disney's "Goofy" demonstrating Sports from a participants and spectators point of view.)

As the evening wore on, people came to say goodbye until the next time, leaving about 60 of us camped until Monday.

Around about 2:00 a.m., the Rail Baron game folded, the last teenagers shooed to bed, and quiet settled over the camp.

Monday morning, and preparations for the trip home - and probably the best comment of the weekend came from my nine year old nephew, who came running up and hollered - "Guess what, Uncle Ian? Hank says we can all come and have some more fun next year!"

I'm sure I speak for all those who attended the 3rd Annual Corn Field Meet when I say a heartfelt thanks to all those, and especially Hank, Hennie and the boys, who worked so hard to provide us with a super weekend, and a special thanks to Jack K. from Victoria who claimed he laid on the weather in advance!

Ian

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SAN MATEO 1981 NMRA NATIONAL CONVENTION - Greg Madsen

In volunteering to write this little blurb about the San Mateo National convention, I agreed to not describe in dry detail how nice it all was, how many people were there, etc. You will be able to read all about that in the Bulletin and the commercial press. Instead, I will try to give you some of my impressions of the show.

It was quite a "comfortable" convention, as there were far fewer attendees than they had planned for. As such, there was very little problem getting on the tours I wanted. Whether they will financially break even or not remains to be seen. One nice aspect of the layout visiting was both bus and self guided tours, with the latter requiring tickets so as to manage the crowds. With this scheme, one could pick and choose if you had your own car, or take the bus instead.

The majority of the activities were held at the San Mateo County Fairgrounds. Although I admit that I had reservations about this location, I am happy to say it worked out very well. By using all six buildings, things were kept from being too crowded.

Instead of the traditional awards banquet, we rode special Southern Pacific commuter trains approximately 3/4 hour down to San Jose where we were served a barbecue chicken lunch, with a live western band to entertain us while we ate.

SAN MATEO - continued

After lunch were the awards presentations, followed by the Annual Business meeting. Although I lament the omission of a proper banquet, I must admit the day was quite enjoyable. Even the weather was beautiful.

The live auction back at the fairgrounds following the barbecue was something to see. It was conducted with the usual PCR style gusto. Having what looked to be more than 500 items to go on the block, they were able to dispense with them at the rate of 150 per hour! That's a lot of fast talking.

In all the Convention was a great success, topped off with Brian Pate's coup of First Place in the Display category, executed with his enclosed water tower that took top honours at Tacoma. Well done, Brian.

Well, that just about does it. Now if I can only get this typed and to our Editor in time....

Greg Madsen

* * * * *

NEWFOUNDLAND RAILWAY

In 1868, Sanford Fleming sent W. G. Bellaire to the Island to look over the country, so it was not surprising that the Legislature, having voted a sum for a railway survey in 1875, asked Fleming to undertake this. He accepted, sent one of his chief assistants to direct the survey, the report on which was submitted within the year. A standard gauge line was suggested across the centre of the Island at a cost of £1,600,000, but it was not built. Another survey was made in 1880 for a Narrow Gauge line along the coast from St. Johns. The Government decided to build the line, called for tenders, and awarded a contract to a Syndicate of 5 men, with the usual land grant but no guarantee of bonds. These were floated in London.

Work started in 1881; the first locomotives, built by the Hunslet Engine Co., were obtained second hand from the P.E.I. Railway; the first train ran in June 1882 but in 1883 the Syndicate defaulted. This was but the first act in a continuing drama of financial crises that really lasted until C.N.R. had to assume control of 5,000 employees and a run down 3 ft. 6 in. gauge line on April 1, 1949. The U.K. bondholders, as mortgagees, did complete the initial line to Grace Harbour in 1884. The Government did some further building on its own but had lawsuits with the bondholders which went as far as the Privy Council, finally buying them out in 1897. Prior to this a contract had been awarded in 1890 for an eastward extension of the line, the main contractor being R. G. (later Sir Robert) Reid who, with his sons, took over operation of the whole line in 1898 and precipitated one of the most vehement political battles in the islands' history, the contract being revoked in 1901. But the Reid company remained and did operate the Railway until 1923 when the Government finally took it over. The Reids are being said to have lost £1,200,000 through the years to keep it running.

The railway did eventually the Island however. The first train to Port Aux Basques - leaving St. Johns on June 29, 1898, and the first connecting boat arriving at North Sydney on July 1st, 1898. Total length of line operated

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Newfoundland Railway (continued)

was 906 miles, of which the mainline accounted for 548 miles. An error in location took the line over Gaff Topsail, a high barren, wind blown waste, operation across which produced legendary problems (all trains having to carry chains to hold them to the rails if gales were encountered).

From Railways of Canada
by
Robert F. Legget.

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T I M E T A B L E No. 7

Effective September 8, 1981

- Sept. 20 - OAKRIDGE AUDITORIUM - 1:00 p.m. Brian Pate's Boxcar Weathering Clinic. Required: 1 assembled Box Car, 2 cheap paintbrushes.
- Sept. 26 - 3rd DIVISION FALL MEET, BOISE, IDAHO.
Info: Steve Loop, 9637 Kampton Drive, Boise, IDAHO 83704
- OCTOBER 10 - 1st DIVISION FALL MEET, SPRINGFIELD, OREGON.
Registrar: Dave Kleger
2154 Golden Garden Street, EUGENE, OR 97402

Info: Elaine Jones, 750 N. 8th Street
Springfield, OR. 97477 - (503) 746-4785

Jim Crueger, 6702 McLain-Libby Drive
Coos Bay, OR 97420 (503) 888-3412
- OCTOBER 18 - CLINIC - OAKRIDGE AUDITORIUM - 1:00 p.m.
- OCTOBER 24 - 5th DIVISION MINI MEET, SPOKANE
MODEL RAILROADERS. - Also - October 25th.
Public Swapmeet & Model Railroad Show.
Spokane Interstate Fairgrounds.
Info: Lee Tillotson, #2627 Southeast Blvd.
Spokane, WA 99203 or call (509) 535-8417 eves.
- NOVEMBER 15 - 7TH DIVISION FALL MEET
SHERATON VILLA - 401 FREEWAY & WILLINGDON AVENUE
BURNABY, B. C. Details to follow.
- DECEMBER ? - Clinic Date & Location as yet undecided.
- JANUARY 17/82 - 7th Division SWAP MEET
Oakridge Auditorium.
- AUGUST 11-14, 1982
OGOPOGO CONVENTION
Vernon, B. C.
Registrar: Jack Smith, 4103 - 27th Street, Vernon, B. C. V1T 4X9