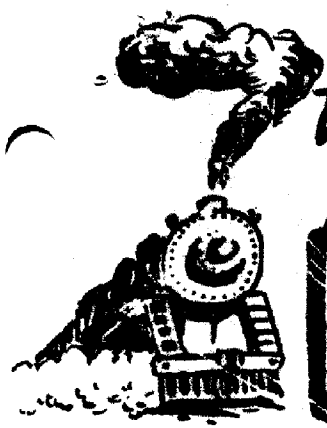




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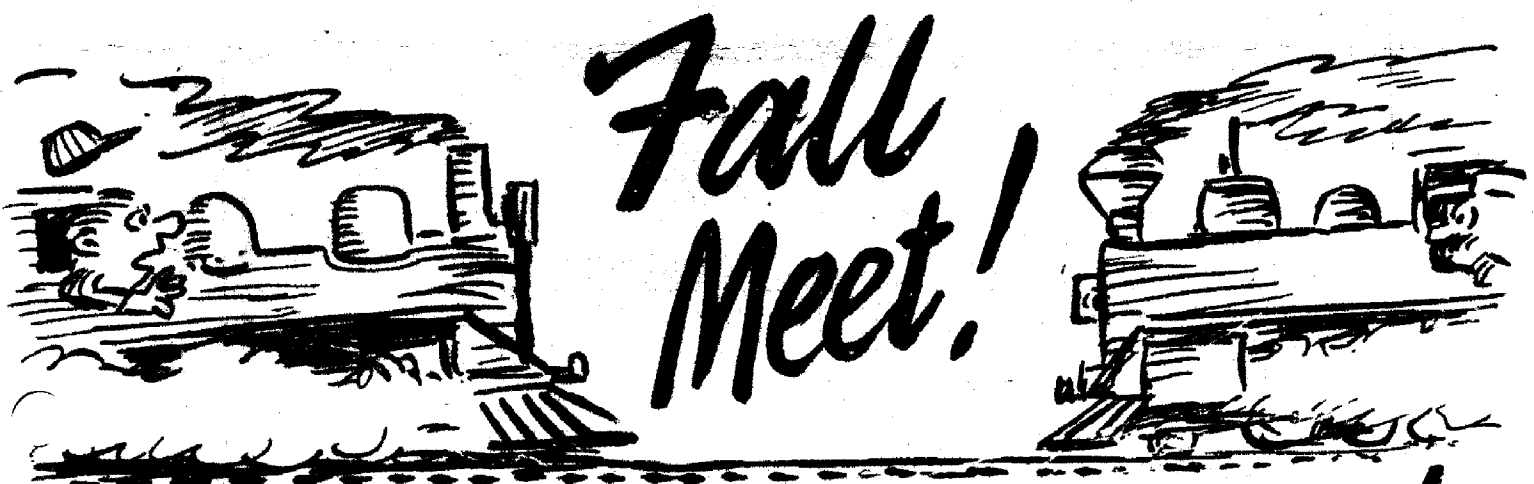
PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

BULLETIN BOARD

VOLUME 82

No. 7

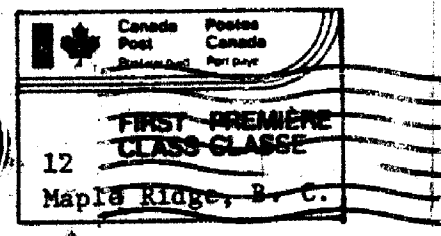
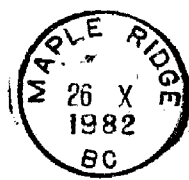
OCT./NOV 1982



A BANG-UP AFFAIR!

DETAILS INSIDE

THE BULLETIN BOARD
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TIMETABLE No. 7, Effective Oct. 27/82

- Nov. 7/82 Seventh Division Fall Meet, Sheraton Villa Hotel, 401 Hwy., and Willingdon Avenue. Set up in the morning, then a Brunch Meeting, with awards, and open to the public at 1:00 PM. Details on page 3.
- Nov. 26-28 Seattle Science Center Model Railroad show. The umpteenth annual one. Contact Lou Toppino at 7200 E Marginal Way or telephone 244-0961 in Seattle, WA 98108.
- Dec. 2/82 to Jan. 2/83 Burnaby Art Gallery, Centennial Park, Burnaby. Month long show titled "Railism". which will deal with art, artifacts, models and memorabilia relating to railroads, so important to our history.

Gallery hours:

Weekdays 10 to 5 PM
 Wednesdays 10 to 9 PM
 Weekends & 12 to 5 PM
 Holidays

- Dec 5/82 Table Top Clinics, at the Burnaby Art Gallery, Co-ordinator Steve Stark. Starting time, 1 PM. The Art Gallery is directly across from the RCMP on Gilpin Street (Sperling and Canada Way)
- Dec. 12/82 Clinic at the Burnaby Art Gallery. Hank Menkveld doing his scenery clinic. Time: 1:00PM
- Dec. 19/82 Seventh Division clinic at the Burnaby Art Gallery, Carl Sparks showing a wonderful series of historical slides of the Vancouver area. Starting time, 1:00PM.
- Dec 25/82 Take day off and celebrate Christmas-- Have Fun!
- Jan. 16/83 Seventh Division Fourth Annual Swap Meet, Oakridge Auditorium. For table space rentals, contact Cyril Meadows at 591-9592.
- Feb. 20/83 Clinic at oakridge.
- Mar. 20/83 Clinic at Oakridge.
- Apr. 7/83 Clinic at Oakridge.
- May 15/83 Clinic at Oakridge.
- July 19/83 to July 23/83 Railway Jamboree, 48th Annual Convention of the National Model Railroad Association, Winnipeg, Manitoba. For information write: Railway Jamboree 83, Post Office Box 21. St. Vital Post Office, Winnipeg, Manitoba, Canada, R2M 4A3

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7th Division of the Pacific Northwest Region of the National Model Railroad Association, authorized by the Standing Committee. It is mailed free of charge to all members of the 7th Division. Subscription rates to all others is \$6.00 per year, and consists of at least 6 issues.

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

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

FALL MEET '83

The Fall Meet this year will be held at the Sheraton Villa Hotel, 401 Freeway and the Willingdon Exit. Those wishing display space should contact Cyril Meadows at 591-9592. Set up can commence any time after 6:00AM, but check with Cyril as to your space requirements and the location in the the display area. There will be and awards Brunch between 10:00AM and 11:30 AM. Tickets for the Meet and the Brunch are \$17.00 each person, and day passes are available at the door for \$2.00 per person, and \$5.00 for a family. Those persons bringing things for the MART should have them priced out before hand, and labeled with the full price. The Seventh Division will be collecting the 6% sales tax to be forwarded to the revenue branch. Between the Brunch and the opening of the displays to the public, there will be a members viewing time. The Raffle will be open to members only, and will be drawn at approximately four PM. Public viewing hours will be from 1:00PM until 5:00PM, or there abouts, depending on the attendance, and the distance the exhibitor has to travel.

SANDING THE FLUES

Following are some excerpts from a letter I recieved from Phlying Phil Pool, upon his arrival back east, and upon the first occasion that he wrote to us. I have deleted some passages as not suitable for general audiences.

Dear Ian and Lucille,

Grettings from the east (east of what I wonder?-ed) I am up to my ears in the MBA programme here at Queen's, and it is alot of work, but I am enjoying it none the less, although I find myself pining away for the mountains and the Coquihala Pass. Such is life.

I hadn't found much time for train chasing until this past week. I have been out to catch the Turbo Train roaring through Kingston. The two Turbo sets have been passing through at approximately 15:30 headed both east and west as VIA trains Nos. 64 and 65 respectively. I hope to ride it up to Toronto next month, if they haven't been scrapped by that time.

I was in Ottawa for the Thanksgiving weekend, and I chased the Bytown RHS's excursion from Ottawa to Wakefield Quebec. The train consisted of a beautiful shining G-5 Pacific, CP Number 1201, with an RPO, and four heavy weight coaches. The autumn colours made an excellent backdrop for trackside shots. One amusing incident occured just before the train left on its return trip from Wakefield. I was set up at trackside to get a long shot of the train as it passed between the town and the Gatineau River. Lo and behold, the Societe Radio Canada had arrived and set up their TV camera for the same shot for the local news. A reporter, dressed in the ubiquitous trench coat, and not possessing the Anglais as his preferred language, asked me and two tourists from Pennsylvania, to whom I was speaking, to be quiet because of their sound recording. I had to laugh at them because they had set their camera and sound gear on top of their van which was parked right underneath the bells for the crossing signal. We kept right on talking until we were drowned out by the bell! All in all, a successful day. I made my 16:30 return train to Kingston with minutes to spare. It was LRC equipment, and very impressive, although the track speed limited what the units were capable of, the ride was very quiet and comfortable. I have discovered the Club Car as the only way to go! I sure miss the model railroading crowd, but I know better than to get involved out here with the work load that I am carrying. We will have to do a photographic get together at Christmas when I am back out that way. Until then, take care, and regards to all.

Sincerely,

Phil.

Just a quick note soliciting Door Prize contributions for the Fall Meet on November 7th. Anybody having items to contribute, please contact John Green at 325-6204.

Thanks, (ed)

SANDING THE FLUES

For the past couple of months, I have been getting correspondence from the Burnaby Art Gallery on their month long show in December. From what I have been given by way of publicity, and from what has been discussed at the Standing Committee Meetings, the whole month promises to be filled with events, clinics and special presentations of interest to both the serious and the casual model railroader.

The title of the show is RAILISM, and will deal with art, artifacts, models and memorabilia relating to railroads, so important to British Columbia's (and Canada's) history.

Model railroading will provide the most important components of the exhibition. From toy trains under the Christmas tree to models that recreate the atmosphere and operations of an actual railroad, to photographs, paintings and other artifacts connected with railroads, RAILISM will show the fascinating range of a very particular field of human endeavour, one to which almost anyone can relate.

Featured will be a four by thirtysix foot N scale layout in the Main Gallery that will take a train from the foothills of Cochrane right into Vancouver, through the spectacular spiral tunnels in the Rockies, the Thompson and Fraser Canyons into the valley of the mighty Fraser River.

RAILISM is an invitation to explore the imagery of the very real world of the railroad, be it a miniature or the real thing itself.

I will try and keep you posted on the various clinics and events as they are finalized for dates and times. (ed) For opening hours, see the timetable in this issue. For further information, call the Burnaby Art Gallery at (604) 291-9441

In years past when I knew nothing about railroads, and even less about model railroading, I dreaded the onslaught of winter as the most boring time of the year. A time when the only things to do were really only time killers, and not creative activities. Now, although the winter weather does not have me panting with anticipation, I do look forward eagerly to the time that I can spend on my modelling. The problem now seems to be how to stretch the time to encompass all of the neat things that I want to do. I suppose that's the way it goes. You go through life never really solving any problems, just swapping one set of difficulties for another. When I finish typing this rag (thanks Brian) I can get down to the very pleasurable business of installing the new lighting for the narrow gauge line that has reached the benchwork stage.

I decided to do a real number on the overhead lights before any of the trackwork or scenery has been started, so the colours and shadows will be the way I want them from the start, rather than try and doctor the lights after the fact. Ever notice that the shadows are not quite right on the average model railroad? Also I want to try and create a sundown or twilight effect with the use of a dimmer on the 75 watt floods that I plan to use.

SANDING THE FLUES Cont'd.

Last Sundays clinic, on the making of scale drawings was presented by Greg Kennelly, and quite well attended. The format has changed somewhat, under the direction of our new Superintendent, Nathan Oxhandler who has arranged to have a table set up at the entrance, and makes sure that everyone signs in, and has a name tag on. Each person who signed in had his name put in a box for a door prize draw. This weeks prize winner was Ed Odette, one of our newer members who picked up a pocket directory of Railroad Officials. A really useful book if you are like me, always writting letters for information etc. With this little gem, at least you know where to send the letter, and who to address it to.

And speakin' of Nate, below is his contribution to this issue.

NATE'S NOTES

I had a chance to attend the First Division Fall Meet on October 9th, and they do a few things that we might want to try.

The day started with a couple of slide shows, followed by a number of tabletop clinics. All during the day they had a modular layour going, and there were favourite train and most popular photograph contests. There was a break for lunch from 11:45 to 1:15, with a no host style get-together at a local cafeteria type restaurant.

In the afternoon, self conducted layout tours were the order of business, as well as more table top clinics. At 5:30, they broke again for dimer, with everyone meeting after their meal(eaten wherever they wanted to go), at 7:30 for the presentaion of awards. Note that there was no official banquet, so that everyone could have the meal of their choice, each spending what they wished on food.

The Meet charge was \$3.00 for non members, \$2.00 for members, with a dollar off if you brought something to display. (I like that one! -ed-) Coffee and cookies were available only during the evening after dinner.

In the next couple of months you can expect sone arm twisting to go on. We are looking for volunteers to help with the many jobs we have to keep the division going. The more people help put, the less work for each of us, and the more enjoyment we all will have.

Before I forget, thank you to all that helped out at the Oakridge Hobby Show, and a very special thanks to Bob Millar for putting in so very many hours both in the setting up, and at the show itself.

By the time you read this, our October clinic will have happened, as well as the Narrow Gauge Meet. Next comes the Fall Meet at the Villa, and after that the month long do at the Burnaby Art Gallery, for which we need people for table top clinics on Sundays, and Wednesday evenings. We need your help, let us know what you can contribute.

NATHAN

For those of you who have given so freely of your time presenting clinics to those of us in the division, here is your chance to reach a whole new group of people. If we do a good job at the art gallery, we could come up with a new group of members for the division. New members are our lifeline.

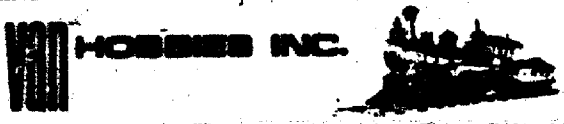
SANDING THE FLUES Cont'd.

If my information is correct, the clinic that was held in Naniamo on the 26th of September, was a resounding success. Over 30 turned up to partake of the wisdom being offered, and the bulk of those were from the north of the island. I think congratulations are in order particularly to Ken Rutherford of Port Alberni, who was one of the driving forces behind the move to hold clinics on the island. If I have missed any others who need their egos stroked, I apologise.

One of the things that has been bandied about, was the future of the Carrall Street Yard of B.C. Hydro rail, since the closure of the Dunsmuir Street tunnel, and the closure and removal of the Kitsilano trestle. From the WCRA News comes the following item:

CARRALL ST. YARD CONTINUES Operations at B.C. Hydro's Carrall St. yard are continuing after closure of C.P. Rails Dunsmuir tunnel - but with a new twist. All traffic to the yard must now come via B.C. Hydro Kitsilano, over the trestle. Because trackage between the trestle and the Carrall yard is C.P. Rail, CP now keeps a SW1200 at the yard to shuttle across to the trestle and back once a day, interchanging between the two BC Hydro operations. Observed at Carrall yard Aug. 19 were CP SW1200 # 1237 and BC Hydro SW900 #931.

The future of the profitable little Carrall yard is secured. The rails being removed from the Dunsmuir tunnel will be relaid into a new wye from the south end of the yard, along Quebec Street, and connecting to the BN line on the south side of False Creek. This work will take 3 to 6 weeks and will be completed before the closure of the trestle. This isolated BC Hydro operation handles 3300 car loads annually, and for now it will stay in operation.



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The last time I went down to Trapp Yard, (to ride the Langley switcher), I was told that the shop crew had just finished with #910, and it was sitting just outside the engine house, resplendent in brand new paint that had never seen the road. I trotted right on down to the back of the shop and there she was! Just like brand new! Anyone needing a shot of her let me know.

ed.

The Province of Newfoundland is setting up a commission to study a change of gauge for the rails on the island from 42 inch to standard gauge. If this does take place, there goes the last of the really big narrow gauge lines in the world, with over 900 miles of 42 inch track.

SANDING THE FLUES Cont'd.

Kitsilano Trestle - Heard on the radio the other day, the 21st of Oct., I think, that there was a last ceremonial run across the trestle before that structure was closed to rail traffic, and the bridge torn down. Wish I had known about that, would have figured out a way to scrounge a ride.

B.C. NICKEL MINE - -

One of those beautiful fall days last week, I decided to play hookey and try and get up to the B.C. Nickel Mine up in the mountains north and west of Hope. For a good many years as I traveled up and down the canyon to our place at the lake (east of 100 Mile House), I had passed this road sign indicating the turnoff to the mine. Just when I became aware that the mine had closed down, I'm not sure, but I believe that it has been closed for at least ten years. Anyway, I conned Joe Healy and Art Thomson into taking off with me, and early in the AM we headed east for Hope. We decided to stop at the ranger station and enquire into whether anyone had been up the road. I had made one previous attempt the week before to get up the road, but was blocked by a washout. What I wanted to know was whether or not the access road for the construction of the Hydro line towers crossed the mine road at a higher elevation. Turns out the forestry knew even less about the country than we did. So, not daunted one bit, we headed up the canyon toward Yale. Just before Emery Creek, there is a sign indicating the turn to the left. We already knew how far we could get before being blocked by the washout, so traveled directly there, and then cast about looking for a way around it. With scouts out on foot, I drove that old red station wagon of mine higher and higher into the mountains. We did find a bypass for the washout, and located the remains of the mine road snaking up the canyon walls of Choate Creek. To the best of my recollection, no road builder uses testles to cross side hill creeks, and when we had to park the car finally because of the impassable road, we crossed a trestle built on the side-hill, spanning a small creek. Freaked me right out! Anyway we continued on foot from what we reckoned was the 4000 foot level, trekking along the old roadbed.

Every so often, we passed a ring bolt driven deep into the rock, and bent over indicating that something very heavy was winched past the rock cuts. These bolts were in evidence all the way up the hill. We climbed ever higher as the morning wore on, getting closer and closer to the skiff of snow we had seen on the mountain tops during the drive up to Hope. We passed many side roads, but dicarded these as logging roads. Finally, just as we were beginning to despair of ever reaching the location of the mine, we started to see evidence of it scatterd about the place. At last we broke out into the prettiest little hanging valley with the remains of the mine at the base of a nearly shaer cliff rising a further 500 feet or so above the buildings. I estimated that we were at altitude 5500 feet or so, at it was quite cold in the shade where the sun didn't reach, with traces of snow lying around. We explored the remains of the concentrator and crusher buildings, and then stopped for lunch. After a break, we found the adit, with the rails still running out of the portal, although there was a rock fall blocking the tunnel just beyond the steel gate closing off the tunnel from casual visitors. The most interesting thing was the examination of three wooden bins for the storage of coarse crushed ore. These bins or silos were constructed of 4 x 12 timbers for the bottom third, then 4x8 timbers for the next third and finally finished off with 4x6s. They were built in octagonal shape, with heavy steel truss rods lacing the sides in the proper shape. They were supported on heavy concrete piers about 8 feet high, allowing machinery and conveyor lines to be run underneath.

B.C. NICKEL Cont'd.

We looked high and low for some ore samples to take home, but found only fine crushed ore, about pea size, and very rusty. There were some piles of ore covered with a bright green chemical bloom, but too fine for our purposes. We found where the miners had drifted another adit for drainage, and lots of water running out of the tunnel mouth. This portal also was collapsed, but I don't think that the rock was particularly soft in this area, it's just that the snow and

rain water on the soft topsoil and loose talus at the bottom of the slope had caved in. I think the tunnels themselves would be dry and tight because the drain tunnel is still working. The concentrator buildings are gone. The place has been stripped right out with exception of the bright red fire hydrants standing forlornly in front of concrete footings that support long gone buildings and machinery. We start down the hill, pausing at the powder shed for a snoop. One of the great mysteries is what they have been doing with the tailings! there is no evidence of a tailings pond in the mine area, and the floor of that little valley is the only possible place for a dump, or so I thought. Downwards we go, and find a strip footing from some building, probably the office. In the front of this structure, we find thousands of chunks of drill core. Rooting around through this junk I locate some beautiful pieces of the high grade ore that has made this whole thing viable.

Finally we start down the hill as the sun has shifted and the air is getting quite cold. As we walk down the hill, I discover the answer to the mystery of the tailings. The old miners have run a wood stave, wire wrapped pipe around the curve of the hill, but sloping slightly downwards. Through this pipe they have run the tailings, letting them just spill out on the side-hill through metal ports let into the pipe at regular intervals. All along the hillside is a layer of cement like bright orange sand, glued together by the unwanted iron in the tailings. I guess this practise was started in the 20's when the mine was first worked, and just kept up when the new concentrator was built in the mining boom of the 50's. Good thing the EPA guys weren't around at the time.

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Now that we know how the thing was done, as we walk down the road, we can see where the fine sand tailings have followed all the natural water courses down the hill, spreading the layer of orange sand all over the place. The weird thing is that I can't see any evidence of the foliage being killed off. No trees dead or dying, which invalidates the argument that the dead stuff has regenerated since the mine closed down.

NARROW GAUGE MEET

This past Saturday, the 23rd of October, the Fourth Annual PACIFIC NORTHWEST NARROW GAUGERS meet was held at Como Lake United Church Hall in Coquitlam. When I arrived, there were cars with narrow gaugers unloading all over the place. As I recall, we finally wound up with Gerry Quon and Hans Madsen travelling all the way from Calgary. Two guys came up from Eugene, and five more came along with John Decker from the Tri - Cities - Wenatchee area, and perhaps 80 others all told.

There were about twenty tables with various exhibits and displays, representative of the narrow gauge in the different scales. Most prominent were the quarter inch to the foot scales, although the Sn3 fellows are gaining quite a following. Hon3 was also present as was the caricature locomotives in Hon2½ by Joe Works of Japan. Quite a few new product displays, but more of the scratchbuilt stuff than anything else, which is not surprising since it is only recently that any amount of ready made and ready to run equipment has been available.

During the day, the conversation ranged through all the various phases of research, construction, theoretical and practical development. At the same time, there was a video going, with some very fine footage on Colorado narrow gauge. In another room, we had slides and movies going continuously all day.

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At six oclock, we sat down to a WP&Y Lake Bennett style supper, with huge bowls of stew, and large pots of beans on every table, along with hot sour dough bread. The meal and the service(very efficient) were provided by the Ladies Auxilliary of the church. Coffee and tea kept circulating all the time, and for dessert, HOT APPLE PIE the homemade variety! There were some fine door prizes donated by Everett HobbyCraft in the form of 3

beautiful books. Pacific Coast Shay was one, another was Southern Pacific's Narrow Gauge, and one other that I don't recall. Yours truly won a gift certificate from Trains and Such in Calgary, one of two donated for the meet.

One curious thing that happened, I was describing the weird ore bins that we had found at B.C. NICKEL, and one of the guys said " Gerry Quon had a long range shot of one just like that, taken up near Kaslo somewhere". I went in search of Gerry, and described to him our ore bins, and he replied that they certainly sounded like the one he was trying to get more information on!

Definitely very strange. One ore bin built around 1880, and three others built 400 miles away and seventy years later! All the way around a good time was had by all who attended. There were some layout tours promoted for Sunday, which I did not attend, owing to my preoccupation with this thing!
