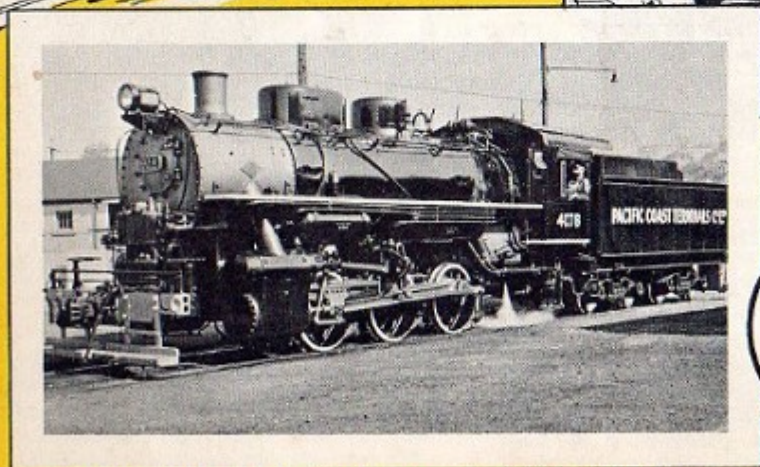
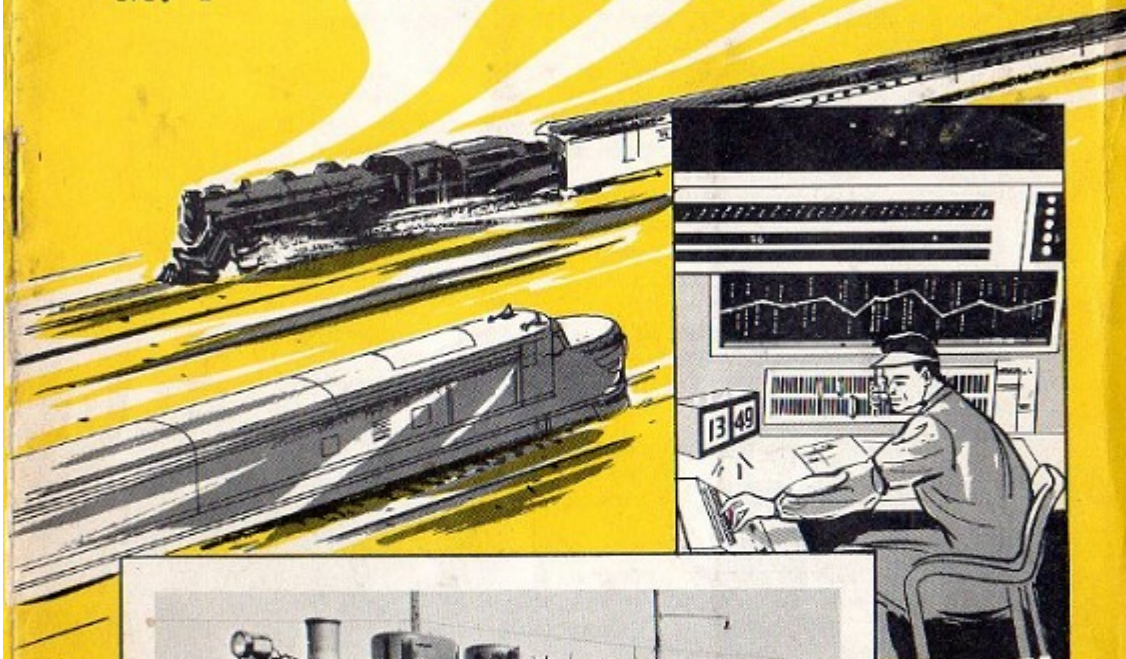


The DISPATCHER

NO. 1

JANUARY - FEBRUARY

1960



STEAM STILL ALIVE - 1960! Two of these immaculate USRA 0-6-0 switchers operate on property of Pacific Coast Terminals Co. Ltd., a dockside shipping agency on Fraser River at New Westminster. You'll hear more about these beauties in a future DISPATCHER issue.

Hello From Doctor Doe

7th Divn. Veep Tells Plans

It is a pleasure to greet 7th Division members in this, the first edition of our publication, THE DISPATCHER. The name was chosen because the dispatcher is an important person in any railroad communication system. Everyone along the line depends on him to keep things rolling. He's just as influential in today's movements of growling diesels as in the old time of living steam. It is hoped that our DISPATCHER will provide information that will keep all of us within the 7th Division in touch, and our interest strong. We learn about, and increase our enjoyment of this wonderful hobby of ours by making contacts with others through publications, conventions, and other get-togethers.

You are aware, I am sure, that the 7th Division is only one of seven that comprise the Pacific Northwest Region of the National Model Railroad Association. The region covers the States of Washington, Oregon, Idaho, Montana, and Alaska - and the Canadian provinces of British Columbia, Alberta, Saskatchewan, and the Yukon Territory. The confines of the 7th Division are: B.C. (mainland), Alberta, and Saskatchewan. (Vancouver Island is in the 6th Division).

Most of us remember the great interest generated at the annual PNR Convention which was held in Vancouver last September. However, such annual conclaves are not too frequently staged in our own PNR Division, and others will be more distant. Not all of us are able to attend conventions fairly far removed from our home towns, and therefore some of us do not have the chance to make as many personal contacts as we would like with

other model rails, especially in group activities. For this reason it is planned to arrange some events, including meets, within the territorial limits of the 7th Division during the period between annual Regional conventions. You will be advised of such as they are definitely decided upon, either through THE DISPATCHER, or by special bulletins sent to you by mail.

The first event of this nature will be a meet of the 7th Division members and their friends (stag) on Sunday, March 20th, 1960, at the Centennial Pavilion on Burnaby Mountain (Vancouver). Featured will be a smorgasbord dinner, a talk about future plans, possibly a guest speaker, slides, movies, and display of models. (An item appears elsewhere in this issue.)

In addition, it is also planned to hold a convention or meet of 7th Division members in Vancouver, B.C., after the next annual PNR convention which is slated for Portland, Oregon, next September. The 7th Division convention is tentatively set for October.

In order to carry out the plans I have sketchily mentioned, I called a meeting late in December and appointed a standing committee, all members of which did a grand job in putting on the 1959 PNR Convention.

It wasn't possible to enlist all the boys who worked on the convention committee, because the new panel would have then been unwieldy for the purpose intended. To those that couldn't be employed, I'll say that they'll have ample opportunity to serve the Division in the future - if we don't find work for them this year!

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The present committee is as follows:

Bill DoeChairman

Ross Heriot .. Secretary-Treas.
Fraser Wilson . Archivist
Ron Coward Transportation
Art Sutcliffe . Accommodation
Ken Vere Contests and
 Displays
Spike Brown ... Editor, THE
 DISPATCHER -
 and publicity

Ross Heriot) .. Library and
Roy Jennings) Photography
Spike Brown)

You will see by the responsibilities listed that we have ideas, and these we'll do our best to put into effect. It is my sincere hope that the interest stimulated by the 1959 PNR Convention will be continued through proposed 7th Division programs, for the life blood of any organization is dependent largely on the activity and number of its members.

It is also hoped that model rails who have been working on a "lone wolf" basis, will, be evidence of our enthusiasm be influenced to join the NMRA and PNR and gain further pleasure by so doing. I would like to see each present 7th Division member enroll at least one new member during 1960.

I am looking forward to the pleasure of meeting you all in person at our future get-togethers.

Bill Doe,
Vice-President -
7th Divn. PNR-NMRA

Initial 7-Divn. Meet In March

R.S.V.P. - PLEASE !

You'll get full details by mail in the very near future -- but right now, the first event of the 7th Division's new "activity program" is a meet on Sunday, March 20th, 1960, at the Centennial Pavilion, Burnaby Mountain (Vancouver), to which all 7th Divn. members and prospective members are invited. The welcome mat is out to the boys on Vancouver Island, too -- (the 6th Division). Affair is stag.

Ross Heriot, the 7th's Secretary-Treasurer, has to count noses so we'll know how extensive arrangements must be. PLEASE...pronto... immediate, no less, drop a line or postcard to Ross - 3905 West 21st. Ave., Vancouver 8, B.C., and let him know if you're going to attend, and if so, how many you'll bring; with you - state whether you'll bring your car or not.

Agenda: A palate-tickling smorgasbord (chance of turkey, roast biff, curried shrimp -- or have some of each) at a tariff of \$2.50 per head. Slides, movies, model display, talk by 7th Divn. Veep Bill Doe on future activities, maybe a guest speaker. This will be an historical gathering as it will kick off a program of "togetherness" that will be of vital interest to all model rails -- don't miss it!

Vancouver HO Club - 1960 Officers

The Vancouver HO Model Railroad Club held its annual business meeting and election on January 15th. Officers for the 1960 session are: Lawson White, President; Ralph Jones, Vice-President - and Ross Heriot, Secretary-Treasurer. Some very interesting activities are planned for the ensuing year.

Vancouver HO Club cont'd.

One familiar face was missing from the club's annual gathering - that of Harold Cousens, who passed away suddenly just before Christmas. Those who attended the 1959 PNR Convention at Vancouver will remember the Highwater Creek (HO) Railroad which Harold had on display in the rear of his upholstery shop, and which featured a new concept in sound with realistic steam, bell and whistle reproductions synchronized with the speed of the train and operated as the "engineer" needed them. The sound emanated from a speaker carried in a car behind the tender. Harold was always present at all meetings and was one of the club's "old guard". He will be greatly missed.

The last Friday night of each month will continue to be "open house" for the public, when everyone is welcome to visit the giant club pike at the top of the Canadian National depot on Railway Avenue. It's a long drag up the many flights of stairs, for the elevator is not in service during evenings, but it's well worth the effort. Best time to come is about 7:45 pm.

A Father - Son Hobby

The club's Secretary-Treasurer Ross Heriot, says: "It's surprising and gratifying to see how many fathers and sons are taking a joint interest in this hobby. Dad can be called the senior partner -- not particularly by virtue of his age, or for his understanding of model railroad-ing -- but because he is the one who has to do the most of the financing. It's the youngsters, or junior partners, who are the real heads of the family railroad; they can talk switch points, tangents, embankments, and wiring.

It is interesting to mentally list the father-and-son teams who have in the past, and are in the present, working together. They really work 'close coupled' on any part of their project from the electrical end to engine building. In one family I know, almost all building - structures, track, etc. is left to the son. Dad concentrates on scenery and electrical control. There are a great number of father and son efforts that could be cited. One and all they are achieving a wonderful goal -- namely, the satisfaction of being together, and of accomplishing something together.

There is often another partner making a triangle in the pattern -- and that is MOM. She is one person who can do a lot to help in the progress. Hers is often the artistic mind -- planting trees, painting mountains, etc. You can't sell her short -- she'll have many a good idea!"

"Dispatcher" Fills News Need

Editor Outlines Policy

The contents of this, the initial issue of THE DISPATCHER, news-sheet of the 7th Division of the Pacific Northwest Region of NMRA, will, it is hoped, be far short of those to follow. A beginning must always be made if we're to get anywhere, and this is it. Plans are, as time goes on, to introduce features that will be of service to the members of the 7th Division which covers British Columbia (mainland), Alberta, and Saskatchewan -- such as reports of forthcoming and past events; meets; field trips; visitations to prototype locations, clubs private layouts, etc., progress of members' pikes; what's new in equip-

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ment; how to solve modeling problems; who's who in the hobby, and so on.

The editorial policy is to report any and all the news concerning model railroading that can be gathered, particularly as it effects the 7th Divn. Also the intent is to keep members in touch with each other in order to maintain the spirit of comradeship that blossoms full flower at every annual Regional convention, but seems to more or less wither on the vine in between such functions.

There will be six publications of THE DISPATCHER a year -- (every two months), and if you're a PNR member resident within the 7th Divn. you'll automatically receive a copy by mail. This is your news-sheet. As editor I'll do my utmost to give you all the information that is possible to accumulate between publishing dates, but you can, in the true co-operative spirit of model railroading, help out a lot by sending in items that you run across. Even though you haven't all the details, give us the leads, and if we can, we'll track them down. We can't guarantee to publish everything received, because space may not permit, but send us your local news anyhow -- we'll do our damndest to work in as much as possible. We'd like to know the wrinkles you've developed that work well for you in modeling so we can pass them on. We'd like good, clear photos of your pike, or of your latest model (if you think it has some interest for other modelers), of intriguing prototype rolling stock, structures -- anything you think will be newsworthy. Just imagine you had a half-dozen model rails visiting you -- what would you show them on your layout or in the area in which you reside?--that's the kind of stuff we need. We want suggestions for articles...if you can write 'em, fine! Remember to always give your name and address so we can give credit, and so we can write to you if necessary.

As we said at the beginning of this ramble, we'll try to improve subsequent issues. It's obvious that in this one we've run exclusively to RO, that the Caribou Southern got double featuring between a photo of Ken Vere's layout and his column THE HACK TRACK, but as we've also said -- we had to get with it, man! We're out after news about all gauges, and we'll chop and change, employing a range of contributors if possible. For instance, Ken need not always write HACK TRACK; YOU and others could be called upon to take over from time to time. We've got some pleasant surprises up our sleeves -- example: to be published soon, an article by Fraser Wilson, 7th Divn. Archivist, on the Canadian Forestry Association's conservation cars, plus a bonus insert of plans. You'll see some changes after we get out of the yards and pick up speed on the high iron!

While I think of it, we need correspondents through the interior of B.C., and all through Alberta and Saskatchewan. Who's going to volunteer? Let's hear from you.

Although too early to classify, we intend to run a "swap and sell" column. No charge. Start us off by sending in details of equipment you wish to swap, and of what you'd like to have in exchange -- give prices if you want to sell. Always give a fair description of condition. Don't send us the equipment! ... we've got no place to store it, and can't accept the responsibility of handling it.

Address all correspondence to:
THE DISPATCHER, 3491 West 37th Ave.,
Vancouver 13, B.C.

Hang on boys -- we're reaching for the throttle!

Spike Brown, Editor



By Ken Vere
of Caribou Southern

For the HO model railroading brass hat who has always hankered for articulated power, but lacks room enough for a layout to handle it, Pacific Fast Mail offers a beautiful, compact 2-6-6-2, a mere scale 85' from its front porch to tank steps. It's a model by United of Sierra RR's No. 38 which first hit the rails in service of the Weyerhaeuser timber people back in 1934. The makers claim she'll take minimum radius curves of 18". This handsome hunk of hog is right at home heading up a string of log cars or a way freight on a branch line. A Pittman DC-70 motor transmits power to the 51" drivers through a spur gear and worm arrangement which affords very smooth, slow, and realistic starts. All 12 wheels (both sets of drivers) are powered. Top speed of our loco on the Caribou Southern was approximately 40 scale mph. Noise level is a little high, but we believe it can be lessened with proper care and break-in.

Draw bar pull? Well - it's very satisfactory to us, but we don't have a yen for mile-long trains. Our Sierra did well with 10 cars on a 4.5 grade which is stiff on any man's railroad. On comparatively

level track around a loop of 28' radius, and through a yard, she walked along with 20 assorted freight cars of the B.P. variety ("before plastic", that is), namely: Model Die Casting, Silver Streak, and Ulrich, and these units are all heavies. This was accomplished without too much evidence of wheel slipping. Wonder what she'd pull if all cars were plastic -- ?

To sum up, The Caribou Southern's well pleased with the way the articulated performs, and we think it deserves a stall in the best of round-houses. If any of you are thinking of buying a Sierra, and haven't quite made up your mind, why not give me a ring at REgent 3-0764 and arrange to take the throttle? I think you'll be convinced that the locie's a good buy.

Seen the new Pacific Great Eastern (HO) decals yet? Better sprint to your favorite hobby shop and get a set or two before they're all gone. They're produced locally, being made up to the order of a couple of NMRA-PNR members. They're really authentic, and the price is very reasonable. Some noises reach my ears that the same two lads may be producing CPR decals that are also true to scale ... it's only a rumor, but it could happen.

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RICHARDSVILLE, MARILYN CREEK &
LAKE LINDA RAILROAD

The Rich Route
10-gauge-3 rail
PRESIDENT ART SUTCLIFFE

Tom Williamson tells me that he and his wife put the cart before the horse recently when preparing an article on how to build an HO-scale log cabin. Tom's the boy who walked off with the Railroad Model Craftsman award at the NMRA National Convention in San Diego for his unusual bit of logging equipment--a story was run in RMC a couple of issues back. Seems that Tom and Mrs. W. wrote the article, and then proceeded to build the cabin from their own directions. Everything worked out first rate, so they've sent their manuscript to RMC and are keeping their fingers crossed. Hope it takes, Tom. (If it doesn't, maybe you'll let us run it in THE DISPATCHER)

Anyone got a Penn Line Consolidation and tender that they want to shorten to give a CPR look? Replace the tank with a CPR 10-wheeler. (United makes 'em.) With a few other gimmicks you can pretty well lose the Pennsy identity and come up with a steamer that will be a blood-relative of anything in a CPR collection.

Got any ideas for another column?

VAN HOBBIES

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Code 70

Nickel Silver Turnouts Available

HO Modelers who go for Code 70 rail will stand up and cheer, for Bill Hewlett (he of the fabulous trackwork) is going to save them a lot of time and trouble -- and hear ye, too, those who prefer the heavier Code 100!

We've had a couple of letters from Bill and he says he is prepared to make up nickel silver switches in 4's, 6's, and 8's in Code 70, and also to build in HO-gauge any type of complicated switchwork such as double slip switches, dual-gauge turnouts, etc., in any size of nickel silver rail. In his last letter before press time Bill reported: "The fellows I've contacted seem to want an assembly consisting of a frog with the wing rails and points all in one. The points will be connected with an insulated bar which rides beneath the stock rails and prevents the points from lifting. The points have metal tabs securely attached (silver soldered) which are fastened to the tie bar with optical screws. This allows very easy movement of the points as they are not rigid in the tie bar, but pivot on the screws. This unit sells for \$1.75. If anyone wants stock rails, with guard rails soldered on, the price will be 25¢ more. Most fellows seem to want to lay their own stock rails, so it's not much use me making something that is going to be thrown away".

There you have it. Bill will quote you on the fancy jobs when you describe what you want. He says right now he's turned out some No. 6's, right and left, and is setting up to produce 4's and 8's. All enquiries should be directed to him: William E. Hewlett, P.O. Box 1191, Mission City, B.C.

The CONSIST



As editor, I have some prerogatives, and I'm going to exercise one with this first issue by reserving a column for myself. In THE CONSIST I'll make background music (??) as it were -- mostly adding comments to the stuff other fellows contribute to THE DISPATCHER, with ad lib fill-ins, like so: The "doctor" in front of BILL DOE's name means he's a dentist, so don't go trying to get some free advice at the proposed get-togethers by backing him into a corner and describing that peculiar ache in your big toe. Bill's also an accomplished S-gauge modeler, although I suspect he's a slightly frustrated one as his pad is an apartment, and his rows of beautifully built freight cars sit wistfully on yard tracks on top of a room-length bookcase, wishing they could roll somewhere. They can't, because there's no main; but Bill's got some ideas about that. *** RON COWARD, one of the committee-men named in Bill's lead article (front page), operates the extensive HO Capilano Valley (500' of track) in the basement of his home, 823 West 63rd. Ave., Vancouver -- (The Canyon Route), with the distinction of having only one cabooses! Don't ask us why - ask Ron, everyone else does. The Capilano Valley is practically all freight, and it's all steam. Up until recently a sole

passenger car was used for business and inspection purposes. (Just received word that a second has been added.) *** In case you're wondering, the insignia on the back of THE DISPATCHER's cover is a design created by FRASER WILSON for a 7th Divn. patch that will be available to members in the by-and-by. More about it in a following section (issue, that is). Idea is to have something so we can be identified at conventions, etc. *** SCOOP! GIB KENNEDY of Trail, B.C., who had the terrific article in MODEL RAILROADER last summer about how he built a whole Kettle Valley train (CPR), and who took over a clinic on passenger cars at the 1959 NMRA National Convention, has built a business or private car. His how-to-do-it article will be in MR. Watch for it! I had the good luck to visit Gib's pike in October, and the wet spot on my shirt front is from still drooling over his superb passenger cars -- they're away out, dad! *** The shot of the NMRA car on the Caribou Southern in this issue was taken by ROY JENNINGS, THE DISPATCHER's staff photographer. I'm sure Roy will give us permission to run some of his prototype pix in future editions... real railroady. *** Maybe this item belongs in the HACK TRACK -- but, have you seen Tru-Scale's recently introduced r.t.r. work train cars? Not bad! One thing I like about 'em is that, although plastic, they DON'T SHINE -- they're finished with a FLAT paint... wish all manufacturers of plastic rolling stock would follow suit. This reminds me -- anyone know of a REALLY FLAT TRANSPARENT VARNISH that can be applied over plastic, still let all details show, yet not permit the *%\$#@* plastic shine to be still apparent? *** Congrats to GEORGE ALLEN (of the Tuxedo Junction), new editor of the NMRA BULLETIN, on a grand remake job! First edition

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under his wing (January) is solid no end, like readable! *** The first reader to send in a useable item gets two 8" x 3" black and white photos - one of the left side of CPR business car No. 22, and one of its rear (close-up), taken at Nelson, B.C., last summer; DISPATCHER staff and standing committee members barred. *** Will look for you at the 7th's meet in March -- want to hear your ideas, but don't hold 'em 'til then. Write me meantime!

THE CONSIST's crummy is just passing, so I'll swing aboard -- see you next drag!

7th-DIVN



7th-DIVN. STANDING COMMITTEE held second meeting of its existence in Canadian Forestry Association's car in CPR's downtown-Vancouver yards. Fourth from left is Ernie Roberts, and on extreme right Jim Moire, two of the Association's lecturers; remainder - L to R; Art Sutcliffe, Ron Coward, Ken Vere, Dr. Bill Doe, cigar with Ross Heriot, Fraser Wilson, Spike Brown -- Roy Jennings was behind the camera. A feature article by Fraser Wilson on the CFA's cars will run in the March-April issue of THE DISPATCHER.

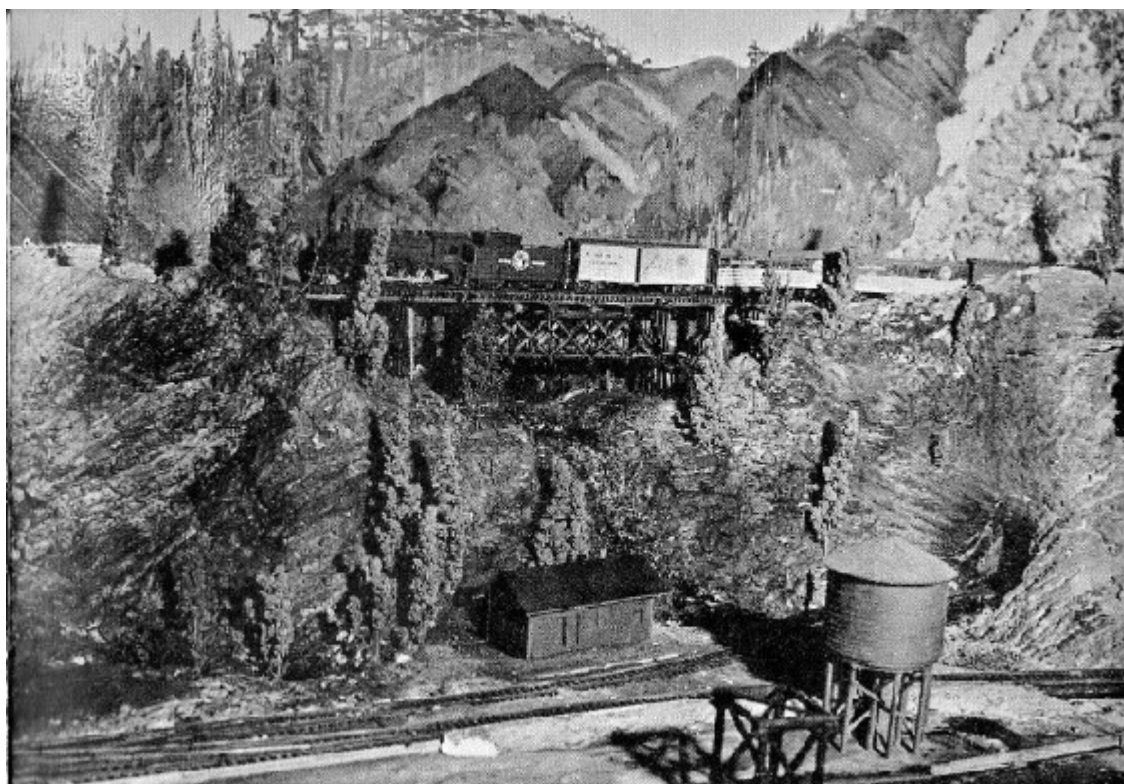
A Famous Car

On The Caribou Southern

As far as news is concerned, the 1959 NMRA National Convention at San Diego is old hat, but readers will remember writeups in the NMRA BULLETIN about the special Greeting Express car that made its way, as part of the convention's advance publicity, from one club pike to to another between Penna State Railroad Club, State College, Pa. and San Diego. After operation on a layout, the car was mailed in a custom-built container to the next. It got on to some private systems, too. On its way home it paused to make a run over Ken Vere's Caribou Southern (HO) at 2346 West 15th Ave., Vancouver, where the photograph shows the much travelled unit immediately behind the tender of a consist passing over a timber trestle. Those who have visited Ken's layout in the past can appreciate the great strides that have been made with the scenery. The CS is all steam, although lately a Pacific Great Eastern diesel has made periodic appearances -- only as a visitor, as Ken hastens to explain, it being owned by Cam Porteous and Brian Nicol who were responsible for a major portion of the well-built landscape. Ken welcomes visitors any Wednesday night, but please 'phone in advance to let him know you're coming. His number: REgent 3-0764.

The Greetings Car travelled nearly 17,000 prototype miles throughout the United States and Canada last year, and it is at present being prepared for another series of journeys in connection with NMRA's 25th Silver Anniversary Convention (Chicago) in 1960.

See picture opposite page.



Famous Car On The Caribou Southern

Attention - Haney, B.C. Want to Form a Club?

Steven Hales, R.R. #2, Box 14, Haney, B.C., desires to make contact with any residents of the Haney area who would be interested in forming a model railroad club - presumably HO. He says he finds it difficult to get in touch with model rails in the district mentioned, although he is sure that there are more thereabouts than the seven he knows of. Steven's idea, if we read him right, is to form a club designed especially to interest teenagers and thus provide them with a community activity. The club would be open to older persons. All those who like the suggestion, please communicate with Steven at the address given.

An ice-pick is a handy tool to have around. It's good for manually uncoupling NMRA-type equipped cars, and has other uses such as when laying Tru-Scale wooden roadbed. Jab the pick into the wood and set the nail upright in the hole - this leaves both hands free; one to guide the roadbed section into position, and the other to wield the hammer. The nail stands where you want it until you're ready to drive it in.

CARIBOU SOUTHERN ~HO~

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