

ISSUE 4/70 * MARCH - APRIL 1970

THE "BULLETIN BOARD" IS THE OFFICIAL PUBLICATION OF THE 7TH DIVISION OF THE PACIFIC NORTHWEST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION AND IS PUBLISHED BY THE STANDING COMMITTEE OF THE DIVISION FOR THE BENEFIT OF THE MEMBERS OF THE 7TH DIVISION. P.N.R. MEMBERS RESIDING WITHIN THE CONFINES OF THE 7TH DIVISION RECEIVE THIS PUBLICATION FREE OF CHARGE. ALL OTHERS MAY SUSCRIBE AT THE RATE OF \$1.00 PER MEMBERSHIP YEAR.

ALL CORRESPONDENCE PERTAINING TO THE "BULLETIN BOARD" SHOULD BE SENT TO: NORM SZUN, EDITOR-BULLETIN BOARD, 3149 W. 29TH AVE., VANCOUVER 8, B.C.

ALL OTHER CORRESPONDENCE PERTAINING TO MEMBERSHIP OR OTHER NMRA, PNR OR 7TH DIVISION BUSINESS SHOULD BE SENT TO: AL ADAMS, VICE-PRESIDENT 7TH DIVISION, 4357 W. 14TH AVE., VANCOUVER 8, B.C.

"BULLETIN BOARD" DEADLINES

Issue 5/70 May-June 1970 - May 31
Issue 6/70 July-Aug 1970 - July 31

ALL MATERIAL FOR PUBLICATION IN THE "BULLETIN BOARD" MUST BE IN THE HANDS OF THE EDITOR ON OR BEFORE THE DEADLINES REFERRED TO ABOVE...

* * * * *

ELECTIONS ARE COMING!

The time to exercise our perogative is close at hand once again and once again the age-old problem rears its ugly head; suitable people to run for elective office and the ballot returns of the membership. Elections in our organization (PNR & NMRA) are just as important to you as any other. They affect your activities in the hobby and the direction your organization takes in fulfilling the aims of the organization. You as a member bear a responsibility to others as well as yourself in casting a vote for the most suitable candidate and returning your ballots to the Election Committee as soon as possible. Do your share again this year and uphold the best traditions of this Division. If YOU do, then WE will !!

Further details on candidates and voting will be carried in the "SWITCH LIST" and "BULLETIN". Watch for it.

PLAN NOW FOR
1970 P. N. R. CONVENTION
COACH HOUSE INN - NORTH VANCOUVER
SEPT. - 18, 19 & 20

BULLETIN BOARD CONTENT

* EDITORIAL COMMENT *

"How is the content of the "BULLETIN BOARD" selected and what purpose does the "B.B." serve?" This is probably as good a topic for comment as any as it has been raised in some quarters - particularly regarding content. Primarily the "B.B." serves to inform the members of the 7th Division of activities and other matters of interest on the local scene, that is within the Division. It provides those members who are residing away from the main stream of activities an insight into what is transpiring in the main activity areas as well as providing information, hints, etc., which is not usually obtainable elsewhere or obtainable with some difficulty by the average modeller. Basically, the "B.B." is a "house organ" of the 7th Division and serves most importantly in this role. To a lesser degree it could also be said that it is a "member benefit" of PNR members residing within this Division.

Materially the "B.B." is intended to provide information and assistance regarding the various aspects of model railroading not covered elsewhere. This, of course is a difficult task and can only be successfully performed with the wholehearted support of the membership as material is similarly requested for the "SWITCH LIST" and the NMRA "BULLETIN". Therefore, as is usual, there is a definite lack of model railroad information for tag-end publications such as this. In order to fill this void, topical and local prototype items are injected into the issues to assist the modeller in at least this respect. Why prototype? Well, we are modellers and as such we base our interests and conformity, layouts, operations, rolling stock selection, etc., on the prototype as otherwise we would not be "modellers" but put in the same class as those kids of ours who are just "playing" with trains. We as "model railroaders" have somewhere in our hobby, whether we admit it or not, utilized prototype information - some to a lesser degree than others but none-the-less we still have somewhere along the line. Therefore prototype information

is necessary and useful and is used by most editors based on availability and apparent interest to model railroaders.

The contents of the "B.B." is therefore subject to many factors. One basic factor which insures a successful publication is member/reader contribution. This may sound repetitious, yes, but pleas usually go unheeded unless they are repetitious and therefore once again I say, the success of the "B.B.", or the PNR "SWITCH LIST" and NMRA "BULLETIN" for that matter, is determined by contributions from you - the members and readers. Any faults or criticisms can usually be attributed to one thing - participation, or the lack of it. Only you can solve it - Participate!!!

* * * * *

LONDON IN '71?

Many in this area are thinking of going to London in August, 1971 for the NMRA National Convention. Some have already made tentative arrangements to facilitate their trip. In order that some sort of organization result out of all this apparent interest, PHIL CRAWLEY has "volunteered/appointed" to head up a Committee to look into the matter of group fares from this area, accommodation in London, etc., and as a result of his findings a complete outline will be forthcoming in a subsequent issue of the "B.B.". As a preliminary, however, Phil advises that from information available at present, the approximate group fare from Vancouver to London and return will be about \$255.00. Accommodation will run FROM \$7.00 per night in London. The registration for the Convention will, of course, be \$27.00.

At present there are approximately 30 persons from this area who have tentatively signified their intention to go to London in/71. If you are also planning to attend get in touch with PHIL CRAWLEY as soon as possible. If you're undecided as yet, the forthcoming details may possibly assist you in your decision.

From all appearances to date, the 7TH will definitely make its presence known at the '71 National in London.

* * * * *

NOMINATIONS OPEN FOR 7TH ANNUAL "GOLD SPIKE" AWARD

The time has arrived whereby your nominations will determine the person who will receive recognition this year from the 7TH Division for his valuable services and contributions to furthering model railroading generally and the aims of the NMRA and PNR in particular within this Division. Nominations from the members are the sole basis for selection and therefore it is imperative that you, the members of this Division, participate to the fullest in order that the Award be truly representative in all respects.

Nominations must be in brief letter form, outlining the reasons for proposing your candidate for the Award. The candidate must be a member in good standing of the 7th Division of PNR. Make your reasons brief but also meaningful in order to assist the co-chairmen in selecting this year's recipient based on your information. A single letter can be sent representing groups or clubs in nominating a particular person if it is so desired but all members assenting to the nomination must sign the letter and not just one official or representative.

Although the Award will not be presented till the PNR Banquet in September instead of the usual presentation at the 7th Division's Annual Meet and Banquet held each Spring, the cut-off date for nominations will remain unchanged. Letters must be postmarked on or prior to the 30th of June. Those postmarked after this date will be disqualified. You are therefore requested to consider your choice, prepare a brief summary of qualifications of your candidate as you know them to be, and mail your letters to either of the co-chairmen prior to June 30th: Frank McKinney, 422 W. 23rd Ave., North Vancouver, B.C., or Norm Szun, 3149 W. 29th Ave., Vancouver 8, B.C.

The Award was instituted in 1968 and the recipient that year was Frank McKinney. The recipient in 1969 was Norm Szun. Who will it be this year?

Remember! This Award is not the PNR "Man Of The Year" Award. The "Gold Spike" Award is only for the 7th Division of PNR. You'll be requested to also participate in the PNR M.O.Y. selection as will be directed through the "SWITCH LIST" and probably a subsequent issue of the "B.B."

NEVER USE ANOTHER MAN'S MOUNTAIN!

by GEORGE BOYKO

An occasion arose recently when a friend stated that he was going to take his layout apart and start all over again. Wheels turned and gears clicked. "Do you, George BOYKO, being a man who needs a mountain for his layout, think that you could transport that mountain intact from one house to another, a distance of four miles?" After asking my friend what he was going to do with it and then getting his permission to take it away, three of us commenced to measure and cut it away from the present layout. Well, we got it cut away successfully and intact, put it in the trunk of my friend's car, and headed for home. On arrival at my house we opened the trunk and to

our surprise found the mountain still intact. Gingerly we got it out of the trunk and down into my basement - still intact. Finally we got it on my layout, took a few more measurements, chipped and cut here and there for tunnel portals, and then - mistake No. 1: We removed the tunnel to the workroom and CRASH it went to the floor! Then, mistake #2: We picked up the pieces and set them out on the layout, and tried putting the mountain back together again with the aid of wire and fasteners while the bracing went ahead. In the end it took as much time and effort as a mountain built from scratch.

MORAL: Never use another man's mountain.
Start from scratch and build your own.

MUSEUMS

ANOTHER REPORT FROM OUR OVERSEAS CORRESPONDENT AND
TEMPORARILY DETACHED 7TH DIVISIONER. -- BRIAN PATE

During the last year, I have been fortunate enough to visit three museums with much of interest to the archeologically inclined ferroquinologist. And in each the exhibits were well preserved and inside proper buildings. This is in contrast to the rather sad situation at the National Museum of Transport near St. Louis, Missouri, in the U. S. when I last visited that six or seven years ago. This was essentially some disused freight sidings alongside the Mo-Pac - or was it Frisco - main line and everything was out in the weather.

Granted they had a Big Boy and it was quite a thrill to climb up into the cab - the size of the average drawing room it seemed like - and sit with a hand on the throttle peering out alongside the half-mile of boiler ahead. Granted also they had a USRA light mikado of which I have a brass import model version, and it was odd to run my eye over the familiar maze of piping on each side. Granted further that their collection was quite large and it would have taken quite a building to cover it. Still every winter was taking its toll along with the vandals at night, and some interesting and historic stuff was already in sad shape.

They were planning a permanent covered site on the east side of the Mississippi River, near the National Expansion Monument and its celebrated arch, but that project was in monetary difficulties and I have never heard what happened to the Transport Museum plans.

The first of the three I really want to talk about is our own excellent museum of transport and technology at Ottawa, which I found in what seemed to be brand new premises early last year. It is, like the new Ottawa railway station, way on the outskirts of town (which seems like a daft location for a railway station - one of the advantages of rail travel is supposed to be that you arrive in the centre of town.) but fortunately to the museum at least there is a good bus service. Seems like a general museum rule - you have to have something out front deteriorating in the weather and they have a large freight loco, a 4-8-4 I think, already getting rusty.

Fortunately, things are different when you get inside. They have a number of locomotives, 10 or so, housed in really excellent circumstances with good lighting and plenty of space. They range from small freight engines up to a Royal Hudson in full CP livery and I was struck again how attractive the CN and CP passenger liveries were and plan to return sometime with a colour camera. The excellent condition of the locos, both inside and outside the cab, indicates careful restoration by more of us believers who repent the crime of retiring steam. And come to think of it, there wasn't the smell of a diesel in the whole place. This really is a must for anyone who is down east.

We have heard of two good Transport Museums in England (outside of the various steam railway lines now restored and running) The biggest one is in York and we hope to make it there next summer. The other is in Clapham in London and is housed in a disused tramway depot (car barn to us). Once more they have stuck a priceless exhibit out front in the rain - this time Stevenson's Rocket with a thick coat of black paint presumably intended as a preservative. Inside things are devoted first to the staff of elderly ex-tram-drivers and second to fabulous steam locomotives ranging from those used in the first underground railway system in London in the 1800's all the way to a streamlined Pacific for which they claim the world's record for steam in 1938 of 126 m.p.h. They had a recording about this for which one was supposed to pay sixpence in a slot for each playing. My children discovered that one could get it to play without paying and we heard their complete selection several times over before a nearby tram-driver became suspicious. (The engineer's account of the record run was priceless: "We 'it a 'undred and foive but oi noo as 'ow she could do better, so oi gave 'er 'er 'head....") Coupled to the back of the Pacific was the original dynamometer car which was with the locomotive during the record breaking. A raised walkway allowed one to look in through the windows and the interior was laid out in the form of a very interesting exhibit of how
Cont 6

MUSEUMS cont.

such a car operates, all shiny gears and springs and pen-recorders lashed together like a gigantic spring balance.

In London they don't let one climb into the cabs of the locomotives or into cars. However the raised walkways alongside the exhibits make up for this and there was a lot to be seen in through windows. They had, for example, a complete royal train used in Victorian times, furnished with blue satin upholstery, silk curtains and gold toilet fittings to an incredibly sumptuous level. Even the ceilings were covered with white quilted silk (in case of a capsized ?!) Anyone looking for a real challenge can borrow my coloured postcard and detail an HO car to this level.

Another interesting section reeking of atmosphere and nostalgia was devoted to single and double decker tram cars (trolleys) Here we spent some time debating the merits of the various colour schemes, for the double-decker tram service to Burrard Depot whenever we get around to building it.

The third museum of interest is in the Paris area, the railway exhibits being part of the Museum of Arts and Trades. No equipment cut in the weather here nor yet any full-sized equipment inside but instead a very fine collection of models of 1/10 scale and also) gauge. These covered the French steam era from the 1820's to the present. The French somewhat surprisingly use the names we are accustomed to in North America to designate wheel arrangement, (Pacific, Mikado, Mountain, etc.) but a different numbering system. (the Pacific being to them a 231 rather than a 4-6-2). Anatole Mallet was, I presume, a Frenchman and a number of the models were of both simple, and compound Mallet articulated engines, but with bizarre wheel arrangements like 2-4-6-2 and even 0-6-2-2-6-0. The superstructures also have an odd flavour to them with buffers (shock absorbers) mounted on the pilot beams fore and aft and steam domes often scrunched up close to the stack, and with elephant ear smoke deflectors common on later freight and passenger locomotives.

A particularly interesting exhibit was of Westinghouse brake systems: a cut open KC brake cylinder unit, and a working UC passenger car system which the visitor can operate. Having been installing these systems on my own cars for some years it was particularly interesting to see and fully understand some of the smaller details

for the first time. It was, however, a little odd to do this in a French museum with all of the explanatory literature needing painful translation.

I am hoping very much to see some of the French locomotives operating in 12 in. to the foot scale before too long. The Paris region is probably the worst part of France to be in from this point of view since replacement of steam is proceeding outwards from the Capital. Forthcoming camping excursions into the west and south of France may perhaps produce better luck.

SWAP 'N' SELL

A FREE SERVICE TO 7TH DIVISION MEMBERS

WANTED - A N.Y.C. Hudson (or similar type) boiler. Similar type boiler should fit the NYC frame (Tenshodo). Contact: Robert H. Spring, 3250 W. 35th Ave., Vancouver 13, BC

WANTED - Modelers interested in modeling Canadian prototype and to form a new club in the S. Burnaby area. Contact: Bill Galovich, 526.5992 after 6:00 PM on Wednesday nights.

FOUND

A 35MM CAMERA - The camera which was found at the Oakridge Display last October and referred to in the last issue of the "B.B." is still unclaimed. If you know of anyone losing a 35 mm camera at the display please get in touch with the editor of the "B.B." as soon as possible. A means of disposal will shortly be sought unless the owner can be located.

? HUMOR ?

A bum engine is one that gets behind!!!!

or: (F.W. please note)

A oum engine is another name for a pusher - it provides propulsion from the rear !!!

"N" SCALE NOTES

by "Mini" MILLAR

The improved performance and variety in N Scale Rolling Stock this past year has no doubt contributed to the increased interest shown in this scale.

In our travels recently, we visited Kamloops, where an N Scale Club has just been formed. The THOMPSON VALLEY N GAUGE MODEL RAILROAD CLUB is headed up by Franklin D. Charles, who formerly operated a Hobby Shop in the Seattle area.

In the Trail area, the big attraction is Jerry Doeksen's magnificent layout at Montrose, th KETTLE VALLEY LINE. The PNR Convention Committee should plan to have this outstanding layout on exhibit in September. It features many rock cuts and embankments carved by hand, producing a very realistic effect against the backdrop of untains and forest.

The Prince George area is beginning to show signs of revival in Model Railroading again. With apartment living a way of life in this fast growing city, N scale is becoming popular, where space is a problem. On our next trip we intend to visit layouts such as Don Stuthers and others.

In the Vancouver area, Hank Menkveld continues to create life-like structures that are finely detailed, while Dave Simpsen's Rolling Stock is an inspiration for others to follow.

Our "PACIFIC NORTHLAND RAILROAD", after being on exhibit last Fall at the Oakridge Hobby Show, is undergoing extensive reconstruction. Neil Whitehead volunteered to give the 14 ft. portable layout a temporary home in preparation for the PNR Convention this Fall. If completed in time, it will feature automatic train operation, with up to seven (7) trains involved on three levels - the result of Neil's electronic wizardry, plus sideline advice from Bob Marshall and Norm Evans. If a pillar of smoke is seen rising from the centre of North Burnaby, you will know the "Monster Idea" cremated itself.

Note: For the future, anyone in the Kerrisdale - Dunbar - South Granville area, who is interested in forming a small N Scale Club, contact the Writer, Bob Millar at 261-8541.

BAD NEWS

Exclusive to the BULLETIN BOARD

Word has just been received that the forthcoming tour of the "FLYING SCOTSMAN" has been severely curtailed. The famous train will not be seen on the West Coast afterall as announced in the last issue of the "B.B." No reasons were given for the change that will disappoint the many fans in this area.

Below is the revised tour:

Slaton, Texas	May 18
Sweetwater	19
Brownwood	19
Cleborne	20
Dallas	May 21/June 2
Ardmore	June 3
Oklahoma City	June 4/9
Ponca City	10
Wichita, Kan.	June 11/16
Emporia	17
Topeka	June 18/22
Kansas City	June 23/29
Mexico/Fulton	30
St.Louis, Mo.	July 1/6
Peoria	7
Chicago	July 8/14
Milwaukee	July 15/19
Appleton	20
Green Bay	21

Even this revised schedule is still subject to revision.

This article scoops the Model Railroad press again! Railroad Model Craftsman magazine has just published the original time table - disregard it!

* * * * *

WORKSHOP HINT

by Paul FRANKE of Kellog, Idaho.

Permanent soldering iron tinning can save you extra work and make your job much easier if you would tin the tip of your soldering iron by using a torch to flow silver solder over the tip. The tip will stay bright and clean since normal soldering heat won't affect the silver solder used for tinning...

55 YEARS AGO

BRITISH COLUMBIA ELECTRIC RAILWAY, as reported by Electric Traction in their Sept. 1915 issue (re-edited by George B. Bogdanow).

The British Columbia Electric Railway enjoys the distinction of being the most extensive railway system in Canada (electric), as well as operating the longest interurban line in the Dominion. On Vancouver Island its lines cover the City of Victoria and surrounding districts and extend 21 miles to the north, passing through the centre of the Saanich Peninsula, while on the mainland it covers the cities of Vancouver, New Westminster and North Vancouver. Interurban service on the mainland is given by the company in the form of three lines connecting Vancouver with New Westminster, one line to Steveston, and the Company's longest line running through the South Fraser Valley to Chilliwack, 76 miles from Vancouver. On the Island the Saanich interurban operates to Deep Cove, at the northern end of the tongue of land, with a short branch line to Meadlands on Patricia Bay.

In total the lines of the system cover 350.65 miles of single track. The various divisions of the lines on a single track basis are as follows (with mileage within each city given in brackets):

City Systems:

Vancouver	(63.48 miles)	102.07 miles
Victoria	(30.43 ")	41.55 "
New Westminster	(12.62 ")	16.66 "
North Vancouver	(7.81 ")	11.07 "

Interurban Lines:

Vancouver to New Westminster via Central Park	27.42 miles
Vancouver to Steveston, with branch to New Westminster via North Arm of Fraser River	40.98 "
Fraser Valley Line (New Westminster to Chilliwack)	77.55 "
Vancouver to New Westminster via Burnaby Lake	10.24 "
Victoria to Deep Cove (Saanich Peninsula Line)	24.29 "

The interurban lines are operated over a private right-of-way. All the track is of standard gauge, the weight of rail ranging from 56 to 91 lbs., the railway service throughout is operated at 550 - 600 volts DC. The company's colours are green and gold. (Ed. comment: Electric Traction does not make it clear whether this refers to the colour scheme of the rolling stock).

The rolling stock provided for its various lines by the company was reported as follows on June 30, 1915: City passenger cars, 321; interurban passenger cars, 69; mail cars, 2; express and baggage cars, 14; locomotives and shunters, 20; freight and box cars, 393; logging, stock and dump cars, 118; line cars, 6; street sprinklers, 3; snow sweepers, 6; miscellaneous work cars, 13; a total of 965 rolling stock units.

On the interurban lines two-car trains are operated between Vancouver and New Westminster, and on the Fraser Valley and Saanich interurban lines three-car trains are operated. The company does an extensive freight business on all of its interurban lines, for which locomotives ranging from 30 to 55 tons are employed. For tourist traffic special observation cars are operated during the summer season in Vancouver and Victoria.

Provision for the storage of cars is made in three large car houses at Vancouver and two car houses at Victoria and one each at New Westminster and North Vancouver. The largest building of this type is at Mount Pleasant, Vancouver, where a double deck reinforced concrete car house composed of two four-track units was recently completed. The main repair shops of the company are located at New Westminster, car building having until recent years been done at this point. In connection with each of the other car houses, shops are provided which are equipped for the making of temporary repairs.

THE LEGEND OF OLD WHATSHISNAME

or...THE GREAT STEAM LOCOMOTIVE RACE

By two scribes who are UNANIMOUS and ANONYMOUS.

As has been written before in these pages, it came to pass in the year 1969; yes, in the month of May of that year, that he, called Doug Harmon, suggested to the Council of the 7th Division (PNR) Standing Committee the possibility of building a model railroad to be displayed to the populace. He related how it would be a matter of great esteem as it would be a feature in a hobby show sponsored by Woodward's Department Store in the auditorium of its Oakridge Shopping Centre in the city of Vancouver. But what has not been recorded are the circumstances of the legend of Old Whatshisname, sometimes known as the Great Steam Locomotive Race.

The tribe of the 7th Division gathered from far and near, even unto Chilliwack and beyond, to begin the task of monumental effort which can be likened, because of their zeal, to the dedication of the Crusaders, and in keeping with the fire of their enthusiasm, almost to a holy nature, the creation was begun in the basement of a church. The location is significant, for verily it prevented much abuse of the main subject of this narrative...he who became known as Old Whatshisname; otherwise, without the sanctity of the site, his exacting concern with matters pertaining to the gospel he preached of Scale might well have induced blasphemy. As it was, the presence of a former minister of the cloth somewhat reduced the intensity of the remarks of some of the Workers. In all honor, it should be recorded that Old Whatshisname was one of the main architects of the plan and therefore direction from him was to be expected, but it is said that his emphasis of Scale was nigh unto a religion and an obsession.

Gathered to work on the task of love were not the Flower People, but there were the Tree People...they who made miniature trees, and they, with many others, came under the supervision of Old Whatshisname who propounded that trees of coniferous type must be tapered from the top to bottom in their shape, with their foliage fabricated according to the doctrine of Scale. There were also the Builders, and they did not go about their travail without

escaping Old Whatshisname's keen eye, nor did the Track Layers nor the men of electrical genius who sparked arguments among themselves and so suffered keenly without the further burden of Old Whatshisname's investigations. There was a relative (although obviously distant) of Mike Angelo who splashed paint on a giant backdrop who had been trapped into performing his activities on the promise that there were only a few feet to decorate when in actuality there were acres, yet even he did not escape Old Whatshisname's exacting dictatesthe background must blend into the foreground in Scale proportions. The Maker of Structures suffered Old Whatshisname's scrutiny....logs for the mill pond must not be too large nor too small, but to Scale. And so it went. One worker would question another concerning a problem as they toiled side by side and would receive the answer that the decision rested with Old Whatshisname, or that Old Whatshisname had directed that such and such be done in a particular way, and, of course, to Scale. Even the Advocate of Draining Ditches was subject to the rules of Scale.

It came to pass that the creation was nigh to completion when two of the workers decided to play a prank upon Old Whatshisname in a scale that would startle him. The portable layout on which they labored was shaped in the form of a hollow rectangle and did not permit, because of the height of the background in the shape of a box, one side of the railroad to be visible from the other. Old Whatshisname was diligently applying "wet mould" plaster castings on one side of the rectangle, making sure that each part of the terrain he fashioned was very much according to Scale in all details. Known near and far for his abhorrence of diesel power, the two conspirators (who, if they must be named for the records, were Doug Harmon and one named Frank McKinney) thought to dismay Old Whatshisname by running a growler at full throttle past the spot where he was working, but thought better of it, deciding that he might be so affronted by the apparition that he might stagger into the wet plaster
more on ... 10

OLD WHATSHISNAME cont.

* 10 *

55 YEARS AGO cont.

...and so destroy the effect of Scale. As an alternative, they thought to race two steam-type locomotives with their trains past Old Whatshisname, depending on their speed to cause him to forget his preoccupation with his dogma.

Preparing their engines for the happening, they lined them up on the far side of the layout from where Old Whatshisname was located, knowing that he could not witness their mischievous intent, but, like so often in the best laid plans of mice and men, something went awry...they found they had their throttles at variance so that one locomotive went one way and the other a different one, and so there was some confusion and some merriment which aroused Old Whatshisname's curiosity. And it took place that before the two miscreants could fulfil their dastardly purpose, he came around the screening height of the background to see what was happening, and lo, just as he did so, the plotters were lining up their two locomotives, moving them by throttle gently into position preparatory to racing them off neck to neck, or as should be more truly said, pilot to pilot.

Witnessing the engines slowly crawling into their respective places, Old Whatshisname beamed and breathed contentedly: "Now, THAT's what I call SCALE operation !"

So ends the legend which has no moral unless it can be written that as a rule you cannot weigh human nature by the way of scales...which is a reflection of the saying of the wise men that "Model Railroading is Pun"...

* * * * *

CONVENTION '71

CAN'T AFFORD TO GO TO LONDON IN 1971???

Why not plan on attending the P.N.R. 1971 Convention in CALGARY, ALBERTA.

Dates: August 6, 7 & 8

For complete details to date see the latest issue (April) of the SWITCHLIST.

Didn't get a SWITCHLIST you say! Then you'd better renew your membership right away and be in on ALL the FUN !!!

In view of the recently announced B.C. Hydro fare increase the following paragraph gleaned from the May 1915 issue of Electric Traction will be of interest.

"British Columbia Railway Issues New Ticket"

On May 3 announcement was made by the British Columbia Electric Railway, of Vancouver, that on and after May 10 the Company would offer a special non-transfer ticket, good only within the city limits of Vancouver and Victoria, B.C., at the rate of eight for 25¢....where transfers are demanded....the rates remain a straight 5¢ fare, a strip of five tickets for 25¢ being provided for the accommodation of passengers. Working men's tickets are ten for 40¢, consisting of five white tickets which can only be used before 8:00 AM, and five green tickets which are good anytime, and school children's tickets remain at ten for 25¢. The new eight-for-a-quarter tickets are not good on any interurban car.

* * * * *

PHOTO HINT

When taking 35mm black and white pictures allow a bit extra on the outside edges for cropping by your photo finisher. In making Jumbo prints or enlargements he will crop 1/16" off all around the negative so don't lose details at the edges.

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

* * * * *

1970 PNR CONVENTION

"MODEL RAILROADING UNLIMITED"

COACH HOUSE INN - NORTH VANCOUVER

SEPT. 18, 19 & 20

* CONVENTION NEWS *

Although there is nothing of a definite nature to report except the establishing of registration fees, the 1970 PNR Convention Committee is working hard on a program. It is expected that details will be supplied for publishing in the next edition of the BULLETIN BOARD.

Advance registration fees have been set at \$20.00 for Rails, \$18.00 for Railettes (\$2.00 extra respectively at the Convention); Children half fare. The registration tariff has been kept as low as possible in consideration of the ever-rising costs of Convention facilities and of allowing for an action packed program...

As previously appearing in the BULLETIN BOARD, convention dates are September 18, 19 & 20 and location is the COACH HOUSE INN, NORTH VANCOUVER, B.C. The Inn is undoubtedly one of the most attractive convention sites chosen for a PNR convention and has all the requisites such as a swimming pool, coffee shop, dining room, a bar (not the Johnson type) etc., to ensure a good time between various events, that is, if conventioners will have any chance to wonder what they should do with themselves. We say this because, from the list of possible activities that are being investigated for firming up, it looks as though everyone will have to be twins to take everything in.

The theme is "Model Railroading Unlimited" and the 7th Divisioners who are hosting the event intend to see that it was not idly chosen! They have a reputation to uphold for staging bang-up conventions and Meets and are going to make sure it isn't lessened. Clinics of an unusual and very interesting nature are in the planning stage many of them "firsts"; layout visiting will be featured with some locations offering "built in" or what might be termed "travelling clinics"; the huge portable railroad which was built by the 7th's members last summer and was the lead article in the March/70 NMRA BULLETIN will be in operation; someone is hinting at the possibility (it's more than that!) of live steam, 12" to the foot, being in action; entertainment of a first class nature is being organized, and all in all, it's promising to be a doozier of an affair that those who miss it will wish they hadn't!! Smart thing to do is to make a big circle on your calendar around September 18... that's the date you'll want to be wondering how on earth you're going to take everything in ...yeah man, you're going to be like busy!!

Accommodation? Rooms at the Coach House are from \$14 but sleeping quarters from \$8 up will be available if you let the boys at Vancouver know what you want to they can tie things down for you. Fellow to contact for information (and action) is the Registrar, DOUG STEVENSON, 7036 Hillview Street, North Burnaby, B. C. Need his phone number? it's 299-4276.

DON'T FORGET TO RENEW YOUR NMRA & PNR MEMBERSHIPS !

KEEP MODEL RAILROADING FUN !