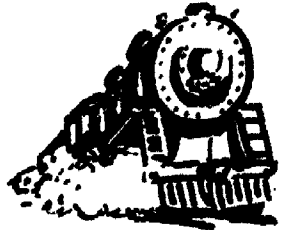


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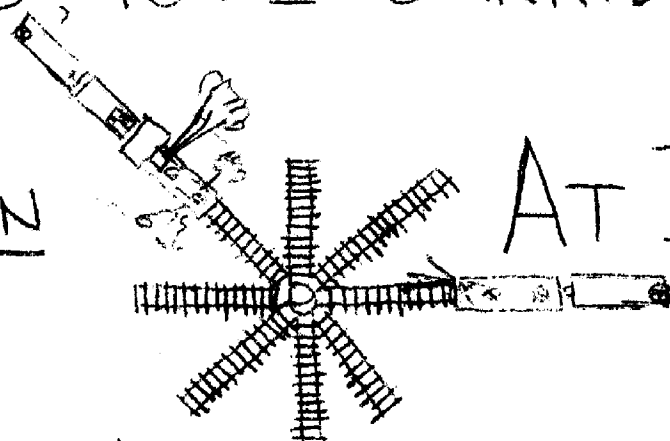


PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

NOV 19, 1972 OAKRIDGE AUD.

OPERATION

AT IT'S BEST



A CLINIC ON OPERATING TECHNIQUES

BY
BRIAN PATE

ADMISSION FREE TO PNR MEMBERS

(CHECK YOUR CARD TO MAKE SURE YOU'RE CURRENT FOR THE YEAR 1972-73) IF NOT, SEND YOUR DUES TO ED ALBRECHT OR BRING YOUR MONEY WITH YOU AND YOU CAN PAY THEM TO ONE OF THE COMMITTEE MEMBERS.

BULLETIN BOARD

The BULLETIN BOARD is the official publication of the 7TH DIVISION of the PACIFIC NORTHWEST REGION of the NATIONAL MODEL RAILROAD ASSOCIATION and is mailed free of charge approximately six times a year to all P.N.R. members residing in the 7TH DIVISION.

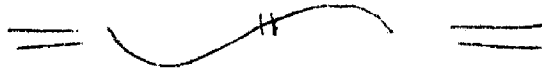
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The BULLETIN BOARD is published by the "Standing Committee" of the 7TH DIVISION and all correspondence pertaining to the BULLETIN BOARD should be addressed to the Editor:

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COMING EVENTS

Operation at it's best - a clinic by Brian Pate. Some of you will remember the article in the last BULLETIN BOARD which dealt with operation on Brian Pates' Burrard, Delbrook and Pacific. Brian will be explaining his method of operation and demonstrating the paperwork (once only) involved. He plans to use "Human Trains" to demonstrate the workings of an operating railroad. If you have a layout or even just a test track you will find how much this can increase your enjoyment when running.

Time: 1:00 pm.

Date: Sunday, November 19th, 1972.

Place: Oakridge Auditorium, 41st and Cambie, Vancouver.

Admission: Free - Bring your current P.N.R. membership card or your money to pay your dues.

FROM THE CUTE LINES

Considering the numbers of members, we did very well in Convention attendance - 3 full days and 5 arrival & goers.

Since we have no meetings in June and in use, no news. 6060 is gone from Jasper and 6015 is in its place. The Jasper Model Railroaders have been asked to install a Model Railroad in the waiting-room. In the last Bulletin I mentioned the passing of cars from the Sole Leather Line. Not one, but many of these cars are on the grain-haul. But I goofed with the small print. It reads: Wellsville, Addison & Galetton. You can read all about that line in Railroad Model Craftsman. December '70.

In preparation for the winter season, the floor of the clubroom is newly painted, so fellow members, wipe your feet and blow your noses before entering.

So that noncutelinemembers may know what there is to see out in the valley, I will try to gradually submit to this publication the names, trackplans and description of the various lines, making up the Cheam Union Terminal Exchange:

Fairfield Island Railroad: F.I.R. Line
Two cab control. HO. All peeeew stinking D. Fully landscaped with a leaning towards Swiss scenery, too bad he did not retain that character for the motive power and used bimmel bahn locomotives. But just the same, it is a small jewel. Oh, I almost forgot, Otto Stoller is the Director. By the way, Otto is also the chief exaggerator on the "B" Line.

George Beil

U.K. and EUROPE 1974?

Those of you who took in the LONDON 1971 NMRA CONVENTION will remember it as a good fun convention. A real steam paradise. England has a considerable quantity of steam of all gauges, including standard, still running. It has even returned some limited mainline runs to steam service following the suggestion that such would reap benefits of improved awareness on the part of potential patrons.

Some parts of the Rhine country in Germany continue to use steam in mainline service. Frank McKinney and yours truly can remember

nearly missing breakfast and the bus at Kochem, Germany while photographing live steam one early morning. The inexorable march of progress? may see this steam action disappear sometime in the near future and it would be a pity if it did go before a good number of ourselves have had an opportunity to experience it first hand.

Several of us who were there in 1971 are proposing to do it again. Currently, the target date is the fall of 1974. It is proposed to do a steam tour of the English railroads, then spend some time individually touring the U.K. or wherever. A semi organized tour of the continent could also be considered if a suitable concentration of live steam action can be unearthed.

Any of you railroad modellers who would be interested in this proposed holiday trip should get in touch with Phil Crawley to indicate your interest.

PROTOTYPE NEWS - VIEWS and HISTORY

The October, 1972 issue of SOVIET LIFE contains an interesting photo story on the Trans Siberian Railway. If you should have trouble finding this magazine on the newsstands I can refer you to the Vancouver Public Library shelves.

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+ It is with deep regret that we report the recent passing of W. G. "Bill" Allsopp of Comox, B.C. Bill was a long time member of both the P.N.R. and N.M.R.A. and was known to many throughout the 7th Division and the P.N.R.

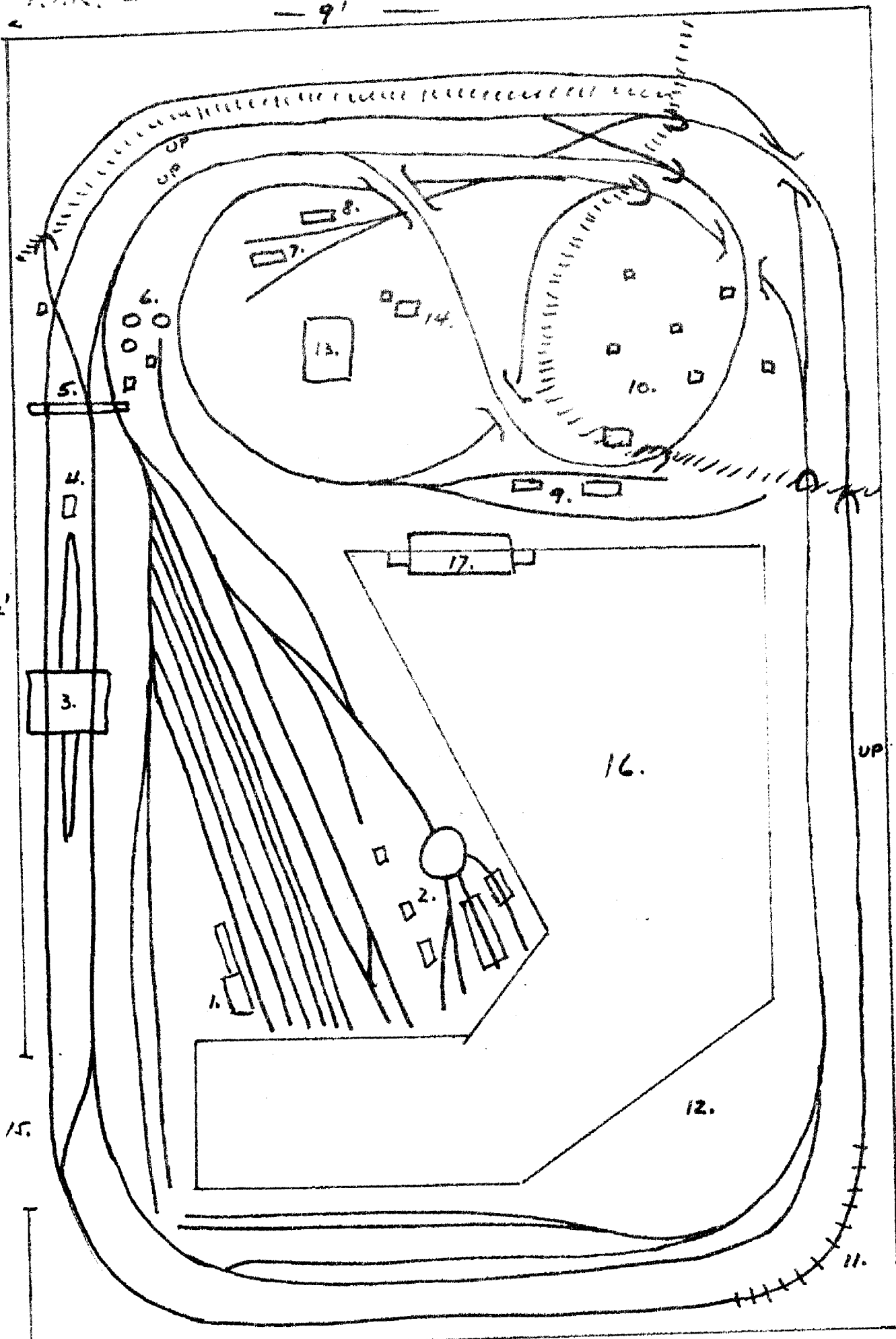
Bill had attended countless 7th Division Meets and P.N.R. Conventions and, most recently, was the 7th Division Standing Committee Member representing the Upper Vancouver Island area. He will be greatly missed by those who knew him and who enjoyed his cheerful nature and warm friendship.

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C.N.R. & C.P. RAIL READY FOR WINTER?

I seem to recall that last winter a lot of noise was made about having routes other than the Fraser Canyon to ensure reliable winter transportation to the Pacific Coast by the nation's two trans continental railroads. I haven't heard any lately and guess that I won't until the coming season's first major weather induced shutdown.

F.I.R.-LINE — 9' FAIRFIELD ISLAND RAILROAD



FAIRFIELD ISLAND RAILROAD (F.I.R. LINE)

- | | |
|------------------------|-----------------------------|
| 1. Ice House | 7. Lumber Yard (future) |
| 2. Yard Facilities | 8. Foundry |
| 3. Station Over Track | 9. K-9 Stockyards & Packers |
| 4. Signal Tower | 10. Mountain Village |
| 5. Signal Bridge | 11. Curved Trestle |
| 6. Oil Storage & Sales | 12. Work Bench |
-
- 13. Lake (to lift out)
 - 14. Farm
 - 15. Door (duck under)
 - 16. Open area
 - 17. Control Panel

THOSE B.C. RAILWAY U BOATS

The B.C.R. (B.C.O.L., B.C.I.T.?) has been using a trio of Lake Shore and Ishpeming U23C's over the past few months. You have to look closely to see them because they are painted green and unless you see them in full broadside they may go unnoticed. These units have 6 wheel trucks (hence the "C") and despite their massive appearance have but 2250 horse power (hence the 23 - U23C sounds better than U 22 point 5 C). This happening should create new interest in those Athearn U-boats.

The B.C.R. also has a number of foreign Alcos of varying genre and I would be happy to report their status - leased or bought? - if one of you P.G.E. fans would clue me in.

Number 507, a rebuilt RSL6, was recently seen in a spanking new double green with white stripe paint job. It looked mighty sharp but it had no names, call letters nor emblems to indicate that it is a B.C.R. locomotive.

2860 TO SEATTLE VIA AMTRAK

I have been intrigued by the possibility of 2860 (A 4-6-4 ex C.P.R. Royal Hudson currently in storage) being used to haul the Amtrak Vancouver - Seattle passenger train. I propose that it be run on one or two round trips per week on weekends with Vancouver as the home base. The current early morning Vancouver departure and early evening Seattle would make weekend excursions to Seattle a natural for any travel agent to promote. To be sure there would be a mound of technical problems to be overcome but engine hauling capacity isn't one of them. - the Hudson can outhaul any E unit going and could acquit itself well against the most modern and powerful FP or SDP unit. The problems as I see them are in general:

- Rail curvature and damage. Steam piston-cylinder type engines are known to be much harder on track than their smoother diesel counterparts but it is quite wrong to assume that this should rule out steam operation. Curves have, if they have changed

at all since steam days, been changed for the better so the question to be asked is - 'will this particular locomotive negotiate this particular route?'

- Visibility. This may be the knottiest tho' not the most expensive problem of all. It just isn't easy to see around a boiler and signals are now designed and located with the easy visibility of low hood geeps and cab units in mind.

- Fuel and water requirements. - A buncha B.S.

All this may induce you to daydream a little but I wish to emphasize that this is a technical possibility and could be a financial success to an astute organizer.

C.N.R. NORTHERN - The latest Canadian Steam in brass from Japan.

Pro:

1. Appears to be better than usual motor. Low current and reasonably quiet.
2. Pilot and trailing trucks are weighted.
3. Acceptable low speed, and at full throttle not too speedy.
4. Reasonable pulling power - pulls 15 heavy box cars up $2\frac{1}{2}\%$ grade at half throttle with no wheel slippage, and will start 20 heavies on level with no difficulty.
5. Engine runs very quiet compared to old imports.

Con:

1. Some detail missing (pipes to air tanks).
2. Some parts glued on.
3. Tender trucks gauged too wide.
4. Tender trucks not sprung.
5. Engine springs too hard.
6. Price!

Limitations: - 30" radius and #6 turnouts.

A few measurements for comparison: - Prototype - from front porch to back steps - 94', 9 $\frac{3}{8}$ ". - Model 95'.
Tender trucks 8' 4" centre to centre on the prototype and 9' 0" on the model.

So all in all I think this would be a good addition to any pike.

NOTICE

Due to circumstances I have had to change the night to work on and visit my pike from Wednesday to Tuesday - same time 7:00 pm.

Bill Galovich
7439 1st St., Burnaby 3, B.C. (526-5992)