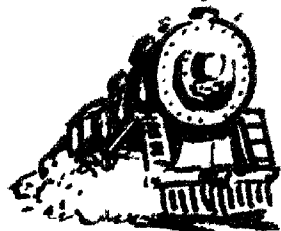


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

← 1973 →

ANNUAL MEET & BANQUET

Sunday May 6, 1973

1:00 - 5:00 pm.

6:00 pm Banquet

Price

Admission Only 50¢

(Kids) 25¢

(whole family) \$1.00

Banquet + Admission \$6.00

Place.

Royal Towers Hotel

6th St & Royal Ave, New Westminster
B.C.

See Details Inside

STANDING COMMITTEE MEMBERS

1972 - 73

Gec. BRADWIN,
10689 McSween Rd.,
R.R. #3,
Chilliwack, B.C.

Spike BROWN,
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Vancouver, B.C.

Ross HERIOT,
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Vancouver 8, B.C.

Ken DAVIS,
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5583 Maple Ave.,
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H.A. MOIR,
524 Gore St.,
Nelson, B.C.

Dr. A.R. McLEAN,
#210 - 715 Vancouver St.,
Victoria, B.C.

ANNUAL MEET

This year's meet will be along the lines of those multi-faceted events which have proved so successful in the past but will be bigger and better than ever. This year we threaten to overflow the main display room downstairs as there will be several operating layouts and other features not seen at a 7th Division event before.

As in the past, we require that you OBTAIN YOUR BANQUET TICKETS EARLY. These may be obtained from a STANDING COMMITTEE MEMBER or from MIKES KABOOSE and VAN HOBBIES. Out of Vancouver members please note that the COMMITTEE MEMBER in your area will have tickets. Others not living within hailing distance of a committee member may obtain tickets directly from:

Ken Griffiths
3215 E. 54th Ave.
Vancouver 16, B.C.

- the ticket co-ordinator for this year.
(Send cheque or money order payable to 7th Division PNR - NMRA.)

GET YOUR BANQUET TICKETS EARLY !

BRING YOUR PNR CARD !

There will be something for everyone this year and we are pleased to announce that through diligent effort we have been able to hold last year's prices which are as follows:

Everything including banquet	\$6.00
Admission to display area only-	
Adults	.50¢
Kids	.25¢
Whole Family	\$1.00

CLINICS

There will be a number of table clinics where you will be able to speak to "experts" in various fields and actually watch them at their craft. This has proved extremely popular in the past and is a must at this year's meet. Tape slide clinics from the growing library will again be shown upstairs.

SILENT AUCTION

This is another feature which has proven extremely popular in the last two years. You will recall that in this type of auction, the goods are on display and bids may be written on the auction sheet accompanying each item until the auction closes. Items to be auctioned may be placed on the auction tables after filling in the information on the auction sheet. There will be a spot for a reserve bid which means the minimum price the seller will let the item go for and this year as last, the minimum reserve bid will be \$1.00 so if you have a number of items which you would sell for less than \$1.00 put them in

cont'd.

groups to bring the value up to \$1.00. Remember that the 7th Division will take a commission of 10 PERCENT from every item sold. The auction will close at 4 o'clock and we ask if you have placed items in the auction or have bid on items, that you be in the auction area downstairs at that time.

Bring along those items you don't want and you will be surprised how readily they will sell at this auction. Also keep a sharp eye open for that rare item you have been looking for.

RAILLETES

The raillettes have again put together a fine programme including an afternoon tea and a participating clinic. These events will be UPSTAIRS as in past years.

PNR FREE DRAW

This is open to all PNR members and requires only that you be there and show your PNR card.

DOOR PRIZES

The people engaged in the hobby trade and others are again coming through with a large selection of door prizes for the banquet. Remember that the only way you can be eligible for these is if you ATTEND THE BANQUET.

RAFFLE

This year marks the return to brass steam power as the number one raffle prize. This item will be a CPR D-10 but it may not be available at the time of the banquet, however, an item like this would be well worth waiting for. Remember, to claim any prize, you should be at the banquet or have someone there holding your tickets for you because, if any prize is not claimed promptly, another ticket will be drawn. Ticket prices are 50¢ each or 3 for \$1.00.

BANQUET AND ENTERTAINMENT

FRASER WILSON will be our speaker at this year's banquet. He will be talking on the history of the B.C. Electric Railway and he does this from a 3 generation (his own family) association with this Rapid Transit Forerunner.

B.C. HYDRO ACQUIRES REVENUE ROLLING STOCK

ROD MACINTOSH has sent along a note informing me that B.C. Hydro has just leased 10 Thrall all door boxcars. As an aside he mentioned that only 6 are in service so far due to an accident which damaged the other 4 before they got 10 miles from the manufacturer in Chicago. These items are similar to the Canfor cars you may have seen and are painted in the same yellow with red scheme as are the locomotives. They will be operated on a trial basis in assigned

cont'd.

service between the Rayonier Mill in New Westminster and U.S. destinations. If this works out we may see B.C. Hydro acquire more revenue rolling stock. Numbers are 500 - 509.

Rod also informs me that the two new SD-38's are not quite the same as 381. The two new ones, 382 and 383 have apparently got a somewhat shorter long hood and do not have the free standing brake-wheel on the end platform as does 381.

Incidentally, an interesting afternoon's activity this spring may be to go to the C.P. station in New Westminster for lunch when it opens and time it so you can watch the daily B.C. Hydro leave New Westminster for Huntingdon. It should pass the station shortly after 1300 h. The rest of the afternoon could be spent train chasing out to Huntingdon just so you can see what really goes on on that run. It is quite easy to beat the train to the top of Scott Rd. Hill as its maximum speed to that point is only about 10 mph. I was past the New Westminster station the other day and construction seems to be progressing rapidly.

QUESTIONNAIRE

The following questionnaire is to gauge the feeling of the membership on the various issues mentioned. Please answer what you can and especially those items on which you may have strong feelings.

1. Should your national dues be increased to include a Regional membership so that all National members are automatically a Regional member? Yes or No.
2. Should National Model Railroad Association be changed to "International" adding more Regions world wide? Yes or No.
3. Should all Region officers be elected at the same time of year and for the same term of office? Yes or No.
4. Should the term of Region officers be 2 years or 4 years?
For National officers 1 year, 2 years, or 4 years?
5. Are you aware of the Area Vice President and his duties? Yes or No.
6. Is the Area Vice President's position helpful to the organization? Yes or No.
7. Should Area Vice Presidents be subsidized for travel to Regions? Yes or No.
8. Would you like to see the Bulletin smaller, same size, larger?
If larger, are you willing to pay an increase in dues? Yes or No.
9. What is your opinion of the Bulletin?
10. Should we have a standard set of contest rules for National, Regional and Divisional? Yes or No.
11. Should we have a National Headquarters building and staff even if it required a substantial increase in dues? Yes or No.

cont'd.

12. Should the National Association maintain a Museum? Yes or No.
13. What is your opinion of the Directory?
14. What is your opinion of the Data Sheets?
15. What is your opinion of the Achievement Program?
16. What would you like to see changed in the NMRA?

List your answers on a separate piece of paper and send to:-

Ross Heriot,
President, PNR, NMRA,
3905 W. 21st Ave.,
Vancouver 8, B.C.

COQUITLAM CLUB NEWS

The last meeting of the Coquitlam fellows was held at the home of GORDON VARNEY and yours truly (KG himself) had the pleasure of attending this meeting. Gord is in the process of building another layout and has the new one complete to the point of being able to operate all the way around. Gord's layout could best be described as representing a major branchline with a logging and mining off-shoot - small to medium steam power, some first generation diesels and, of course, lots of geared steam power.

Gord showed a Mantua (Tyco) Pacific which he is working over with Cal-scale and Kemtron parts and it reminded me of the numerous die cast loco super detailing and modifying articles which have appeared in the model railroad press of late. His model is a treat for the eyes and it stirred my ambition to do something similar. These locos are basically very sound and a project such as Gord has taken on can give one an enormous amount of pleasurable building and, when finished, self satisfaction and pride of what one has wrought.

The main event of the evening was a participating clinic to build any or all of a number of small wooden structures (I built a short underpass/culvert). Gord had several plans prepared by himself and from magazine articles and all the necessary pine stripwood (every time I go to a lumber yard and ask for pine, the salesman tries to interest me in a nice piece of spruce). Everyone thoroughly enjoyed this building spree and, when finished, they each had one or two small structures which could be used on virtually any layout.

A VISIT TO BIG STEAM COUNTRY

I took the opportunity a short time ago to visit WALLY COOK and see and operate his UNION PACIFIC - GREEN RIVER DIVISION. Some of you may be familiar with the layout as it was on the layout tour for the PNR Convention in 1970. For those who are not, Wally has modeled, in reduced form, the Green River Division Point on the UP

cont'd.

in western Wyoming. He has worked from the yard plan of the prototype and has made many trips to the area himself to get details of the railroad structures and to watch the operation at this fantastically busy division point.

Wally is modelling the mid 1950 period when it was possible to see everything from Challengers and Big Boys to F's and Geeps and GE Turbines doing the hauling through Green River territory. He has the motive power and rolling stock to suit and believe me nothing matches the appearance of a track level view of a Big Boy charging down the main with a string of reefers loaded with perishables bound for the supermarkets. Wally has picked up most of the UP loco models that have been available but has two only of the Challenger (1 Bowser) and Big Boy (1 AHM). He has scenized the layout in a way which represents perfectly the arid, rocky butte, tumbleweed country which is my own recollection of Wyoming countryside. A pleasure to behold!

Wally is in the middle of building a coaling tower which by my standards is a monster (150-200 ton) but which, I guess by UP standards is only average. He is using some materials and techniques I hadn't seen before and I hope to report on these at some time in the near future.

PRINCE GEORGE REPORT by R.B. (MINI) MILLAR

We took the opportunity, while in Prince George recently, to contact local NMRA members and arrange a Meeting Night to show movies of British Steam and slides taken in 1971, while at the London Convention.

E.B. (Ted) MacLatchy was host for the evening, in addition to showing us a fine collection of coloured slides on various Road Name Box Cars taken in the Prince George area.

F.A. (Austin) Howard-Gibbon provided the projector equipment and a few railroad anecdotes to liven up the evening's entertainment.

Another bright spot in the evening's activities was renewing acquaintances again with Gordon Knight. What a treat it was to find that Gordon is also a fellow N Scaler now.

Although model railroading is not too active a hobby in Prince George at this time, the above members manage to meet informally to exchange news and ideas.

We look forward to our next trip up North and a return visit with Ted and his associates.

REPORT FROM THE C.U.T.E. LINES by GEORGE BEIL

The Interurban trip to Steveston brought back fond memories, as I used to live on Lulu Island (Westminster Highway) Ferndale and

cont'd.

had the red cars as the only means of transportation, outside a cycycle. I remember crossing Granville bridge, heading south. The Beltline was still running, and the tracks were still in on South Granville. Once at 4th Ave., the front truck made its proper turn into 4th Ave., but the rear decided to go up Granville, by the time the tram was stopped, it was wedged solid. A Beltline car came finally to the rescue. An enjoyable and economical outing was to go to Steveston in the evening (single cars at 1 hour intervals) have 2 glasses of beer, take the next tram home. At that speed and with that rocking, especially that stretch on Railway Ave., we were sure we had emptied a whole case.

If the next sounds like crowing, remember: the "B" Line occupies a converted 24 by 48 foot chicken barn. Downstairs are the office and the maintenance shop, upstairs are the tracks. It's a conglomerate. Many did, and many are working on it. Harrie Pollard spent many lonely and often cold hours laying track, while I was up north playing bridge, and the loop named after him, still is trouble free, after all these years. Roy Temple also layed track by the "MILES". Val Smith keeps the locos running and manufactures Transistor Throttles. Stan is chief gandy dancer and electric apprentice, he also appointed himself station master at Spillamacheen, the lowest place on the network, in inches I mean. Otto Stoller builds mountains and valleys. What do I do? Well, I am in charge of supplies, fireman and Critic. That keeps me busy. John Carn is Otto's assistant, when he has the time. He is busy building his own layout. It is Fleischman, and that stuff is sure smooth operating equipment. The "B" Line is all steam, and what a mixture. 2 AHM Big Boys, 1 United 060, 4 Hobby Line Berkshires, 2 powered, 2 by Simms of Sidney, B.C., 2 by Fred Lambert (S,S & S-Cute Lines). Pacifics by LMB, Mantua and Pacific Pike, Mikes by Mantua and Pacific Pike. 2-8-0's by AHM, 260 by ? 080 ?, a real mixture. I exchange passes and decalled cars. Fellow modelers bought real estate along the right of way, whole suburbs exist with houses built and owned by friends. Several structures are built by fellow modellers. The main thing is we have fun, since that is what it is all about.

(See the "B" Line plan elsewhere in this edition)

PNR 25th Anniversary Convention Eugene. Remember if you were a member of PNR in 1948 you should get in touch with the PNR executive so special treatment may be given to you this year. Watch the SWITCHLIST for registration information.

PHIL CRAWLEY sent a column from a Calgary paper which states that 5934 is slowly rusting to the rails. This is one of the famous C.P.R. SELKIRKS and it would be a great pity if this were to go beyond repair. The column makes an eloquent plea for an estimated \$36,000 required for complete repairs.

"LEST WE FORGET"

Recently, I took the opportunity of riding again on the Esquimalt and Nanaimo Railway; although a passenger service is still maintained it is foreseeable, judging by the poor public response, the service will be discontinued. Probably when the existing Budd stock becomes time expired. What will replace it?

The trip was made from Victoria to Courtenay, the full length of the line. The day was bright and sunny, a true harbinger of Spring. The ride brought back old memories, and was most enjoyable and I have jotted down a few observations, hopefully of interest, especially to those who know the road.

The outstanding feature of the journey was that, throughout the total distance, I did not see motive power of any sort, a caboose, or any quantity of freight vehicles. Where have the Baldwins gone? Other than an occasional box car spotted outside a building, two large propane tankers, a few hoppers, little else was seen. The largest conglomeration of vehicles was seen north of Ladysmith in the yard of the Crown Zellerbach railway, previously called the Comox Logging and Railway Co. These belong to the C.P. and are log hauling cars, apparently no longer used because of MacMillan Bloedel converting to road transportation for their logs. I understand thieves have stolen most of the brasses and so the units are no longer roadworthy. Crown Zellerbach had numerous small diesels, all shapes and sizes, visible in the Ladysmith yards, and it was interesting to see the signal tower manned at the crossing on the level of the C.Z. line and the E. & N. Railway.

Two ganger or work trains were noticed, one at Nanaimo and one at Parksville. It was also evident, throughout the length of the line, that brush cutting was in continual operation on both sides of the track. The track itself seemed in fair shape, if the riding of the car being used was an indication. Another noticeable detail was the number of passing tracks that had been discontinued or pulled up. At Duncan and Nanaimo stations the tracks had been removed, leaving only, centrally located, a single line through each.

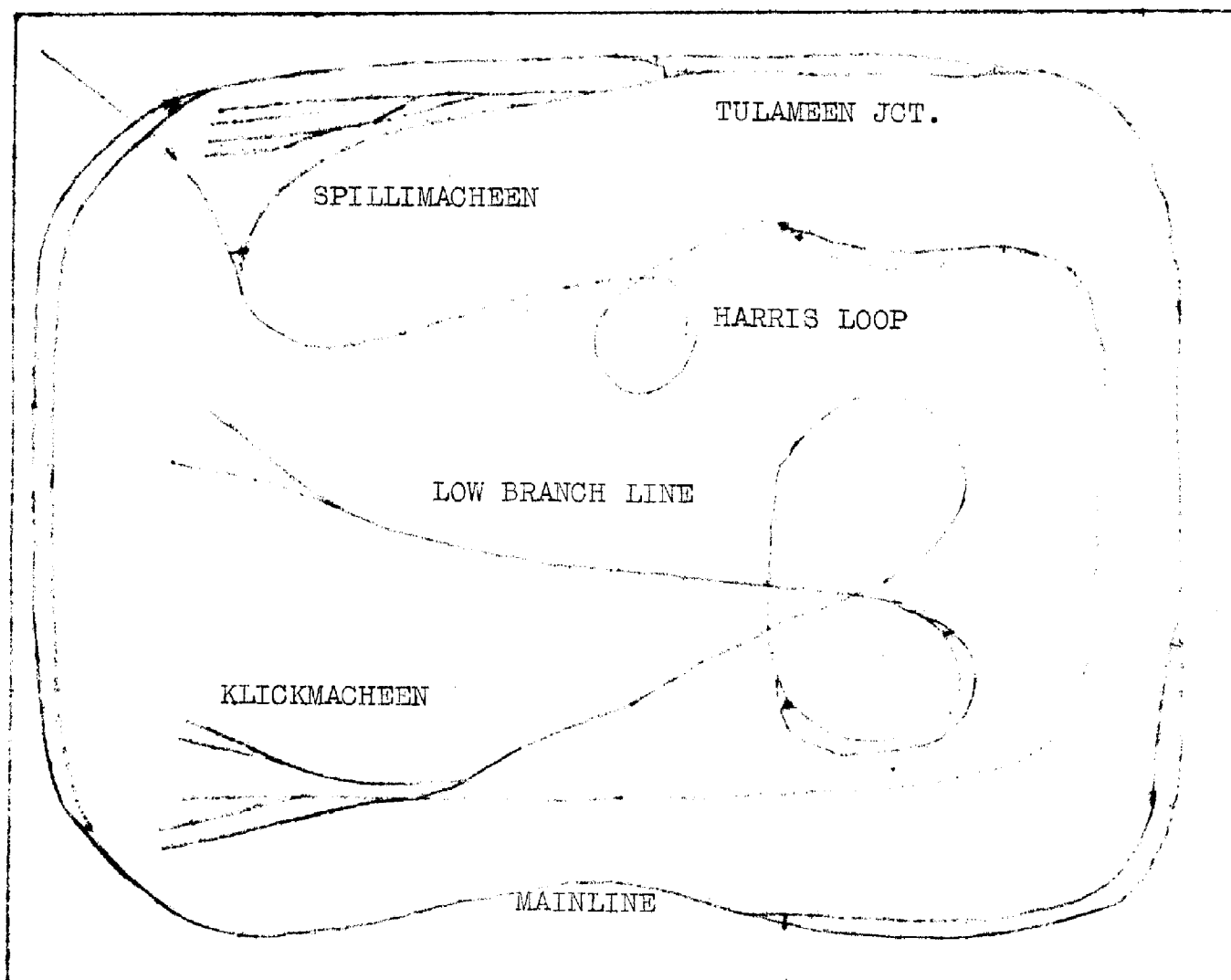
At Nanaimo the station itself has changed little over the years. It was nostalgic to see again the old wooden floor and benches, the faded picture of Banff, in sepia tone, and other trivia of yesteryear. Other facilities within the building remained much the same.

Some attempt to up-date the service has been made. At Victoria and Nanaimo a mobile food canteen meets the train and parks adjacent to the Budd car entrance. One is therefore able to partake of coffee and snacks. Truly a welcome convenience, but during my trip hardly a lucrative one as other than the train crew only a lady passenger and myself were customers.

For most of the journey the time keeping was impeccable. Arrivals and passing times along the way were within seconds of the advertised. At least until Parksville was reached. Shortly after leaving there, with a speed of 50 or so a pair of detonators were encountered, the engineer went into emergency but a surprising distance was travelled before stopping. After a short delay the car had to set back far enough to allow the detonators to be replaced. Almost 10 minutes were lost. Recovery time must have been lenient as Courtenay was reached no more than 2 minutes late.

All in all, it was a trip worthwhile and to be remembered. I would have preferred to travel behind steam, but I accept gladly the substitute Budd car.

T. L. Vardy, Feb.28, 1973.



NOT TO SCALE: 28'X48'
 "B" LINE Northern Division
 Owner-Operator George Beil, Sasquatchmacheen, B.C.

At the recent Annual General Meeting of the Vancouver H₀ Model Railway Club, the following Officers were elected for 1973:

President: Jack Aiple 5558 S.E. Marine Dr.,
 Burnaby 1, B.C.

Vice-President: Clifford R. Silversen 3616 Wellington Ave.,
 Vancouver 16, B.C.

Secretary-Treasurer: Gordon T. Richardson 1576 Rosser Ave.,
 N. Burnaby, B.C.

Member-at-large: John Green 1720 Balsam St.,
 Vancouver 9B.C.

Work on the layout is on Monday and Friday nights, except the last Friday of each month, which is visitors' night. Prospective new members and visitors are always welcome on the nights indicated.

LOCATION: CN-BN Station 1150 Main St., Vancouver Top Floor

The parts indicated below were used for the detection units demonstrated in this Clinic.

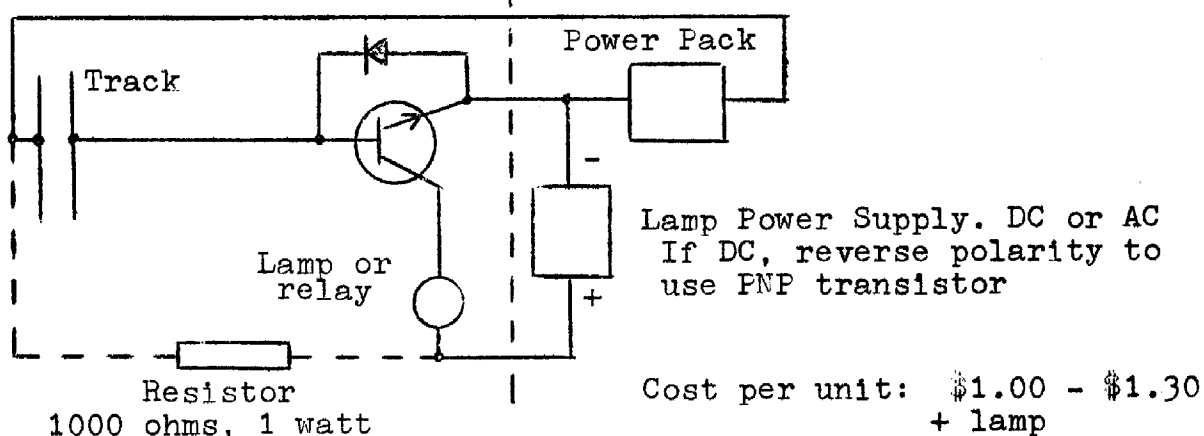
 DIODE : HO: Radio Shack 276B1074 39¢
 O: " " 276B1060 69¢

 NPN Power Transistor, 40 watt. # 2N3055, 2N3255
 Radio Shack # 276B592 4 for \$1.69

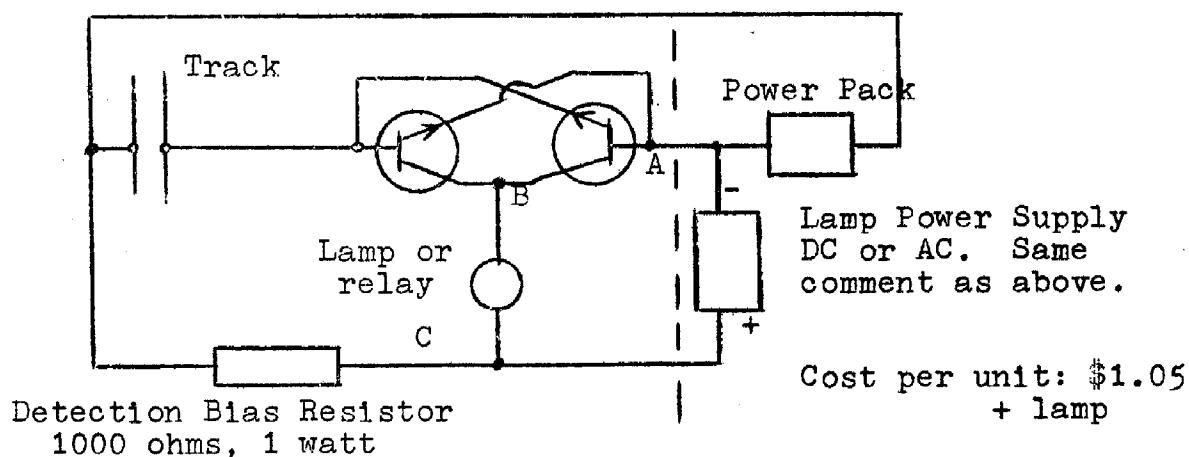
 PNP power Transistor, 10 watt. 2N155, 2N256, or similar.
 Radio Shack #276B527 5 for \$1.69

Resistors as indicated : Approx. 15¢ each

SINGLE-T CIRCUIT



BASIC TWIN-T



A,B,C are points referred to in the diagrams on page 2.

Note: For 0 scale or heavy HO use, connect two diodes as shown in Single-T diagram above. One in parallel with each transistor.

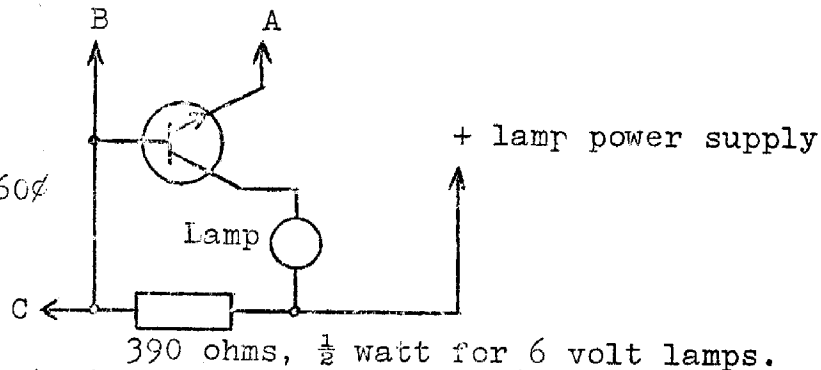
BOOSTER AMPLIFIERS

Either of the following circuits may be substituted for the lamp or relay shown in the Basic Twin-T. Connections are to be made to points A,B, and C of that diagram as shown.

TYPE I BOOSTER

Load energized (i.e. lamp "on") when track clear.

Cost/unit: 60¢

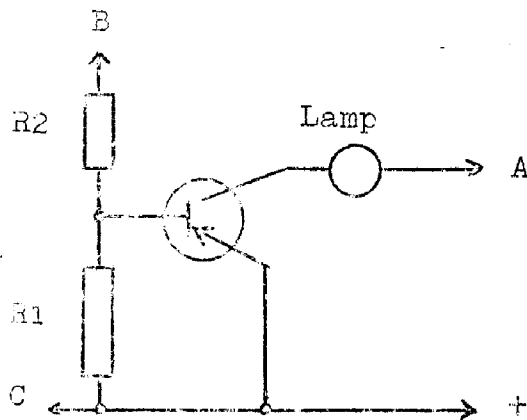


Note: Linn Westcott suggests 3900 ohms. (12-16 volt supply)
Try various values. Use whatever is needed to get proper operation. Higher values are better if they work.

This booster uses the same type of transistor as the Basic Twin-T that it is connected to. Hence, NPN shown here.

TYPE II BOOSTER

Lamp on when track is occupied.



In the unit demonstrated
R1 = 1800 ohms, $\frac{1}{2}$ watt
R2 = 1000 ohms, $\frac{1}{2}$ watt

Cost/unit: 75¢

This booster uses a transistor of the opposite type to the Basic twin-T to which it is connected. Hence, PNP shown here.

Again, the values of the resistors are different from the ones stated by Westcott. R2 is OK but he uses 100 ohms for R1. The values needed depend on the voltage of the power supply and on the individual transistor used. Experiment and use whatever values work for your particular combination.

For further information, see: Model Railroader; June, July, August, 1958; October, 1970; September, 1972.

N.M.R.A. TAPE-SLIDE CLINICS IN CANADA!

DID YOU KNOW ?

That there are now 19 N.M.R.A. Tape-Slide Clinics available for distribution to members in Canada.

That they are available as an N.M.R.A. service to members for the small fee - in advance - of \$2.50 per Clinic. (fee covers wear and tear, postage, etc)

That they are available on an advance reservation basis - up to a year or more!

That they are of interest to both beginner and advanced model railroaders alike.

That the only equipment you need is a standard 35mm slide projector and any reel-to-reel type tape machine. (tapes are recorded full track, 3 3/4 ips)

HERE'S THE LIST OF TITLES

780.01	How I Run My Railroad - by Doug.Smith	73 Slides	45 min.
780.03	Practical Electrical Control-J.Armstrong	29 Slides	40 min.
780.04	Building Realistic Scenery - Roy Turner	52 slides	45 min.
780.05	Why is a Train - Sacramento R.R. Club	125 Slides	30 min.
780.08	Painting & Decaling Model R.R. Equipment	142 Slides	60 min.
780.09	Trackside Signs - Don Fiehmman	92 Slides	55 min.
780.11	Scenery Before - Not After - A.McClelland	71 Slides	25 min.
780.12	Car Scratch Bldg. Techniques	58 Slides	26 min.
780.13	Casting with Dental Plastics - R.Chait	120 Slides	34 min.
780.14	Bridges - Paul Mallery	77 Slides	45 min.
780.15	Loco Weathering by Air Brush - J. Pryke	59 Slides	38 min.
* 780.16	Trackwork - John Dias	188 Slides	61 min.
780.17	Let's Build a Roundhouse - F.Hendren	44 Slides	18 min.
* 780.18	From Plastics to Plaster - J.Nalls	154 Slides	1 hr.35 min.
* 780.20	Optimum Use of Space - John Allan	69 Slides	54 min.
780.21	Over Hills & Up Mountains - G. Frederick	92 Slides	34 min.
780.23	Scenery & Layout Photography - J.Allan	103 Slides	60 min.
* 780.24	Trackside Signals - Don Fiehmman	60 Slides	45 min.
780.25	Scenery Techniques - J.K.Taylor	68 Slides	34 min.

* NEW IN 1972

HOW TO ORDER

Use coupon below or seperate sheet of paper.

Give 1st, 2nd and 3rd choices.

Give date and alternate if possible - allow as much time as possible.

Send to: T/S Dispatcher,Canada, D.Y.Stevenson, 7036 Hillview St.,
Burnaby 2, BC.

For more detailed info, send a #10 stamped, Addressed envelope.

Confirmation will be returned within 10 days.

----- CUT OR TEAR OFF HERE -----
TO: T/S Dispatcher,Canada; D.Y.Stevenson, 7036 Hillview St., Burnaby 2, B.C.

CHOICE

NUMBER

TITLE

SHOWING DATE(S)

NAME

ADDRESS

CITY:

NMRA NO.