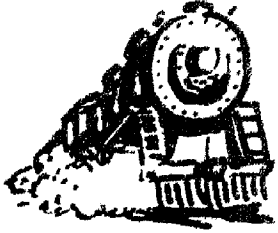


7th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Remember:

Be seen in Eugene

P.N.R. CONVENTION 1973

- Sept 6, 7 & 8 1973
- Eugene Oregon.
- Info: Wm. D. Bain,
PNR MEET,
P.O. Box 1803,
Eugene Or, 97401

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1972 - 73

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5583 Maple Ave.,
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H.A. MOIR,
524 Gore St.,
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Dr. A.R. McLEAN,
#210 - 715 Vancouver St.,
Victoria, B.C.

ANNUAL MEET

A sufficient report of this event would be simply "WHEW". Those of you who were there will recall that the display area was filled to the brim for most of the afternoon and that the show was bigger and better as promised. The crowding conditions in the middle of the afternoon has led your committee to start looking into other Hotels in the Vancouver area which may have larger facilities. It is to be hoped that next year we will have enough room that you can breathe in the display room.

From the economic point of view also, the meet was a success. We earned enough from the door collection, raffle and auction to keep us operating for another year. This is a double blessing since we will not be running the portable layout at the PNE this year and must therefore forego the revenue obtained from this item over the past two years.

Special thanks are due to the following firms and individuals who kindly donated door prizes this year:

Bordertown Publishing	Hansen Tool Co. Ltd.
B.C. Hydro	Frank McKinney
B.C. Railway	Mike's Kaboose
Canadian General Tower	Railway World
Canadian National Railway	Scale Structures
Frew and Gordon	J.C. Timmer
K.G. Griffiths	Totem Tool Co. Ltd.
Brian Hamilton	Van Hobbies

The above firms most certainly deserve your patronage when you are in the market for the items which they can supply.

The Gold Spike Award was won this year by that perennial hard worker DOUG STEVENSON. As most of you are aware, Doug was a long time member of the 7th Division Standing Committee and for much of that time was the publisher of this Bulletin Board. In this regard Doug's wife Marg deserves much of the credit because her magic typewriter has transformed many a hastily written note into a paragraph or article which was a pleasure to read. Doug has also been strongly in evidence when it came to organizing a Regional or the National conventions in our area. Doug is continuing his service to the NMRA as the Tape-Slide clinic co-ordinator for Canada. I take this opportunity to thank Doug and Marg for their efforts and to congratulate them for this much deserved award.

Be Seen in Eugene

PNR 25th Anniversary Convention, Eugene Ore.
September 6, 7, 8.

This event will be over by the time the next Bulletin Board is out so this is our last chance to remind you to plan for this one. A reminder is in order to those of you who were members of the PNR in its initial year to notify your nearest PNR executive member. Special

recognition of these members is planned by the 25th Anniversary Convention Committee.

Remember Eugene - Be Seen
Sept. 6 - 7 - 8, 1973

STEAM EXCURSION FOR LOWER MAINLAND - SPIKE BROWN

An officer of a railroad historical association states that the Government of British Columbia has purchased four steam locomotives and ten passenger coaches and is planning to operate the equipment in excursion trains between North Vancouver and Lillooet over the government-owned British Columbia Railway (formerly the Pacific Great Eastern).

The report further states that two of the locomotives are Canadian Pacific Railway's No. 2860, a Royal Hudson (4-6-4), and No. 3716, a Consolidation (2-8-0), bought from the CPR with the passenger cars, and that the other two engines are No. 1055, a 2-8-2-T and No. 1077, a Prairie (2-6-2) with tender, bought from MacMillan Bloedel and used until recently by that company in its logging operations on Vancouver Island. The report also states that the government will possibly, if the coaches are delivered by the CPR in time, operate, if a steam locomotive is not in readiness, a diesel-powered train in the summer of 1973, with steam on point in 1974.

There have been many rumors as to the destiny of 2860. She was bought by the City of Vancouver from the CPR with intention of selling her to a railroad museum to be created in Vancouver by public subscription, but the project did not materialize. She was then purchased by a North Vancouver dentist with the announced intention of putting her to use on excursion runs, but evidently that plan fell through. The latest news from the official of the railroad historical association seems to be accurate as during April No. 2860, which has been in storage in the CPR roundhouse, Vancouver, for some years, was undergoing an overhaul. No. 3716 has been standing in the weeds outside the roundhouse for a considerable length of time.

If the report is factual, there is no doubt that the steam excursions, once publicized, will be sell-outs! The run from North Vancouver to Lillooet would be through some of the most spectacular scenery in the Pacific Northwest, along Howe Sound and through the Cheakamus Canyon in wildly rugged mountain terrain. Even with diesel-power at the head, the excursions would be extremely popular. With steam leading the consists, our bet is that tickets would have to be obtained FAR in advance!

B.C. RAILWAY MODELLING NOTES, ETC. - by Greg Kennelly

One week after the highly successful Spring Meet, your editor and I spent an enjoyable Sunday chasing trains and gathering prototype data. After a brief stop at CP Rail's Drake St. yard to photograph No. 3716 we headed for North Vancouver and the BCR yards. Here we found MLW RS-3 #571 doing yard duty along with No. 1004. Down to the diesel shop where we found No. 583 and No. 586 sitting out in the sun.

Then on to Squamish and out to the shops. Much interest generated here by the N-Scale models of Nos. 571, 708 and 715 that we had taken along. Here we saw RS-3 No. 559 (ex LS & I No. 1605) in fresh BCR paint. This unit had just completed its yard trials after rebuilding and was due to go out on the line the following day. No. 560 (ex LS & I No. 1606) was in the shop for a new engine after which it will be repainted as well. Also freshly painted was yard switcher No. 1003 which was sitting behind the shop. Two tracks over was the real find. Ex Lehigh & Hudson River No. 25 was stripped out awaiting rebuilding. This unit will carry BCR No. 631. No. 632 is an identical unit (ex L & HR No. 26) which I believe is working out of Prince George. Both of these are Alco C 420's. We were also told that BCR's order of new M-420-TR units from MLW are expected to arrive approximately the middle to end of June. - Keep your eyes peeled for these.

The RDC's are all in BCR paint now with the two-tone green extending across the ends and across the doors on the side. The letterboard is light green without any name. The Dogwood logo is applied to a large name plate on the side while the Dogwood flower itself is applied to both ends. All six of these units were used as a single train on the Easter weekend. It was quite a sight.

Modelling Notes

Suggestions for starting points for modelling PGE/BCR locomotives in HO or N scale:

Road Nos.

559-578	HO: Hobbytoun RS-3 (if you can find one).
	N: Atlas RSC-2 with MRC C-420 trucks.
579-586 & 601-630	HO: Life-Like RS-11
	N: Atlas RSC-2 mechanism with cut down MRC RSD-15 shell and MRC C-420 trucks.
631-632	HO: Model Power C-420 (when available)
	N: MRC C-420.
701-722	HO: Tyco C-630 or Tyco C-630 shell on Athearn U28C or U33C mechanism.
	N: Con-Cor C-636. Might try Minitrix U-28C sideframes.

Addenda to PGE Colour Charts

- 1/ Some units show black lettering and map on herald.
- 2/ On RS-3 units, white stripe continues completely around unit @ constant height.
- 3/ On M-630's, white stripe continues across back of cab but not

across the front. Separation between light and dark green is even with top of white stripe on side of cab.

4/ The Floquil mixes listed are close matches to the prototype paint when new. There is wide variation on the prototype as the paint ages. This is particularly true of the light green and the yellow. For model use, lighten the listed mixes to allow for generally dimmer lighting than daylight. Use approximately one part of white to ten parts of colour.

5/ For B.C.R.

- a) No white stripe on sides of cab.
- b) Carry dark green over cab sides and roof.
- c) On M-630's - colour separation on front of cab at same height as on low hood. Add white stripe.

REPORT FROM THE C.U.T.E. LINES - by George Beil

This issue's member of the Cutelines pike has no official name, but hurricane and typhoon are often used to describe Roy Temple and his railroad. Diesel power in C.N. colours is standard equipment and modern freightcars are evident. When Roy comes to the meetings or to have a game of Old Hell, and the C.N. goes by with a friendly toot - toot, he usually exclaims "listen to that power, man". One 3800 Mike had 6000 H.P. - how many diesels have the same? But, if you look way back into that corner behind the coaling tower, yes, coaling tower, for diesels, no friend, do not interrupt -- way back there sits a Mantua six. Many years ago I had to go to Vancouver and Roy came along and I naturally stopped at a Hobby Shop and Roy fell and bought a Mantua six kit, with lots of flash and filing to do. Back at my place he asked and received a file, the hours got smaller and then bigger and bigger. I finally send him home with the file, but Roy did not get any sleep until the six was fully assembled. Next morning after trial runs on the "B" Line, another railroader was hooked. Try and get that six.

PICNIC - WE HOPE

Plans are being made to hold a picnic at the Whatcom RR Association Steam Excursion line just south of Bellingham. Tentative arrangements call for a bus to leave some central point such as Oakridge then to proceed to the railroad-picnic, ride the train and do whatever else is desirable then return to Vancouver with a total elapsed time of 6 hours. A charge of \$1.00 per person is envisaged to help defray the cost of the bus and each person will be responsible for all other expenses—train ride, etc.

If you are interested please contact Phil Crawley at Van Hobbies for up to the minute details. The date currently planned is Sunday, July 15th.

SEQUEL

ESQUIMALT & NANAIMO RAILWAY

Further to the article published in the April "Bulletin Board", I received the following letter from Mr. Gordon Hulford of Saltair. It was so interesting and topical, and as I am sure many readers would appreciate its contents, I asked his permission to reproduce it in toto. Mr. Hulford has recently moved and now lives in Chemainus, B. C.

"Dear Mr. Vardy:

Yes Mr. Vardy, the Baldwins are still alive and well.

I read with interest your article on the E.N. & R. As an ex-C.P.brake-man, I thought you might be interested in a few facts.

True you probably didn't see any freight trains on your trip, but they are there. They run between the dayliner, which is a blessing for the brakeman. Actually the daily freight passes my place, Saltair, in the afternoon and is usually in Wellcox before the Budd car has left Nanaimo. The return freight leaves Wellcox early in the morning and is usually in Victoria before the Dayliner has left.

The log trains usually start early in the morning and the first don't arrive at Ladysmith till around 1300 hrs. There has been one log train at night lately. He leaves Ladysmith around 1700 and is back around 2200. The log train goes to Lake Cowichan via Haywood Sub. This is just north of Duncan.

Between Nanaimo & Parksville there is one freight to Port Alberni which leaves around 1600. It leaves Port Alberni at 0600 and is usually in Wellcox before the Budd car arrives.

When I was braking there used to be a Courtenay turn on Tuesday and Thursday. I don't know if they still do it now or not. Actually between Nanaimo and Duncan is the most traffic.

The main yard in Nanaimo is at Wellcox. This is down by the shopping centre. They scale the cars here and load the train barges. There are a lot of chip cars going between Nanaimo and Port Alberni lately. I am not sure if they are being loaded at the mill in Nanaimo or are coming over on the barges. There seems to be a shortage of chips in Port.

When the C.P. used to haul logs from Ladysmith to Chemainus there were two trips a day. Sometimes on Friday we would make one extra trip. The C.P. is switching the loading shed at Chemainus now. This has meant the end of steam at the mill. Two of the locos are in the loading shed, between piles of lumber.

The tower in Ladysmith is still used. It is manned by a C.Z.employee. They have been running trains at night. The last one I saw had a journal box fire. I bet there was some fingers crossed till they cleared the C.P.mainline.

When I was on the Chemainus log run, we used to go up in the tower on the last trip to set up the levers so we could set out the empties on the siding. It sure was an interesting place. I am sorry I didn't take pictures of the inside when I had the chance. The tower is sure a thing of the past. I wonder

how much longer they will keep it.

The only changes on the Baldwins over the years besides the paint scheme is the M.U. controls and now some locos have the single headlight replaced with dual sealbeams. These locos have been going since 1948. I can remember watching the steam locos going to the graveyard on the daily freights out of Victoria. Fortunately the school I went to was next to the mainline.

We used to go to Port Alberni every summer on the passenger train out of Victoria, behind steam and then the diesel.

I was fortunate to ride the last mixed train from Port Alberni to Nanaimo, then the Budd car to Victoria.

There are two G.P.9's over here right now. Sure seems strange to hear some G.M. diesels.

Yes Mr. Vardy, the Baldwins are alive and well and there is traffic on the mainline!

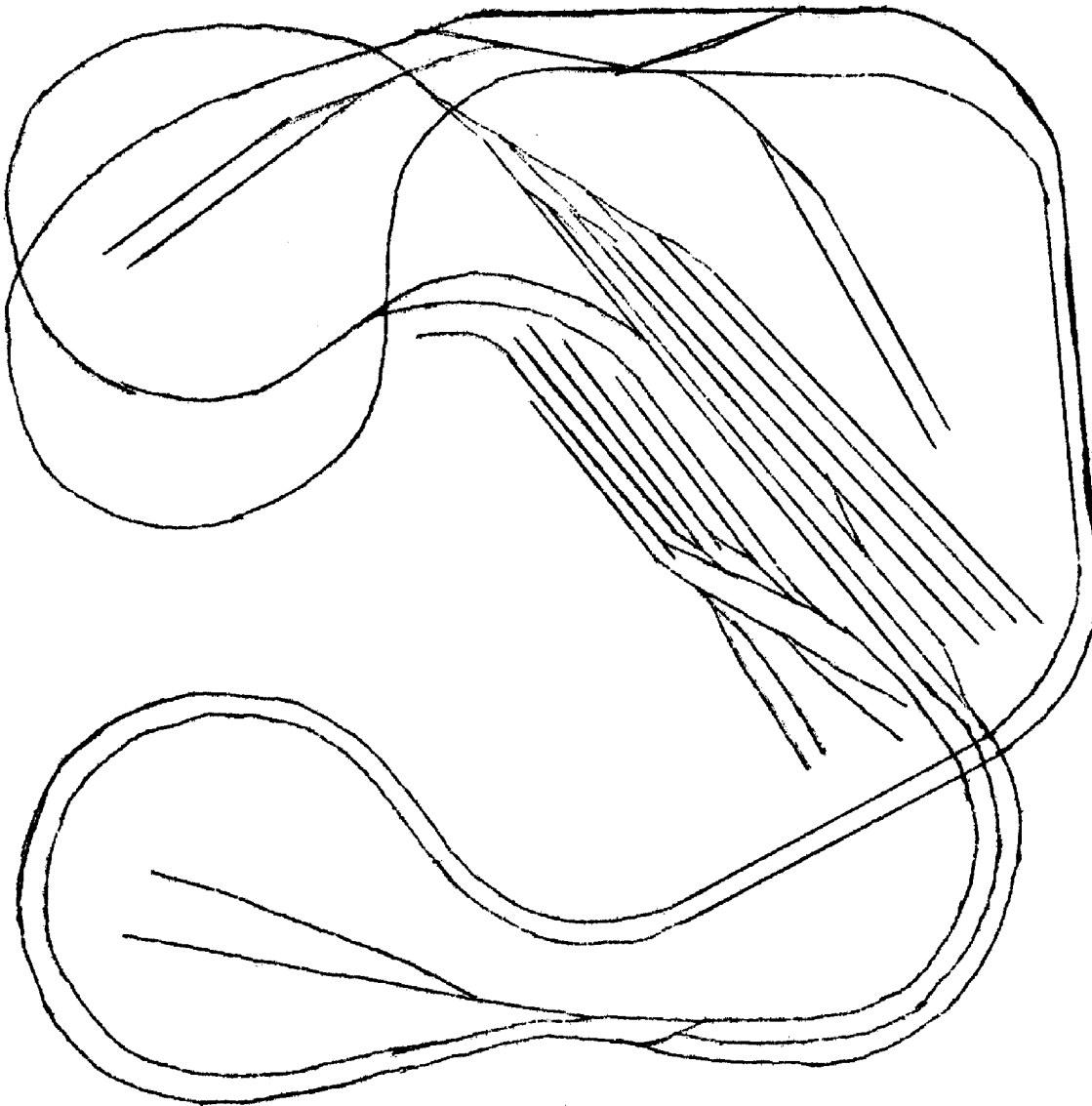
I doubt if the engineer put the Budd car in emergency. I can remember when I made a run between Red Deer and Edmonton, we missed a station and the engineer put the brakes on and it took us a half mile to stop. If it went into emergency, you would have known it. The brake system on all passenger equipment is set so that the brakes grab and release if the wheels start to skid. This stops the danger of flat spots on the wheels. It doesn't slow the stopping of the train. I remember when I was tailend brakeman on the Canadian, we went into emergency, there was three jerks and the train was stopped. The roadmaster, myself and one passenger landed on the floor, each time we got up the brakes would grab and down we would go. We were doing 60 m.p.h. and it didn't take long to stop. A section man didn't hear us coming and was standing in the middle of the tracks. Needless to say he sure got a blast, especially with the roadmaster riding the train. Fortunately no one was hurt.

Even for the short time I worked on the C.P., here and in Calgary, there are lots of tales to tell."

Chatting with Ken Wilson of Totem Tools the other day he mentioned seeing what could have been an unusual loco loading logs at the C.N. dock at Cowichan Bay on Vancouver Island. It was seen from a distance of approximately half a mile and it appeared to be an ALCO without a proper cab. It had a new C.N. paint job complete with red on both ends. He did not have time to back-track to get a closer look.

Can any reader verify the existence of an unusual loco around those parts or does the standard type G.M. yard switcher still hold sway? In this case did distance lend distortion to the view?

T. L. Vardy



12 x 16

ROY TEMPLE'S RAILROAD

GP-DCR RAIL FANS

anyone interested in forming a specific North Eastern/ British Columbia Railway Modellers Association for the exchange of prototype information and modelling hints (cross-kit projects, etc.) please contact:

Greg Kennedy,
613 Fifth Street,
New Westminster, B.C.

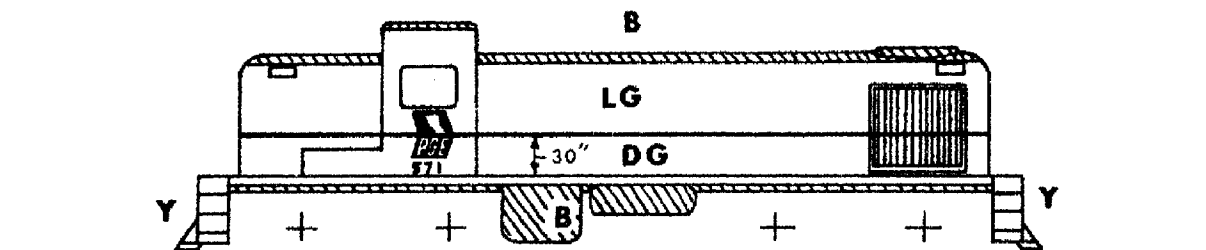
Phone; 521 - 4573

PGE

COLOUR CHARTS

by Greg Kennelly

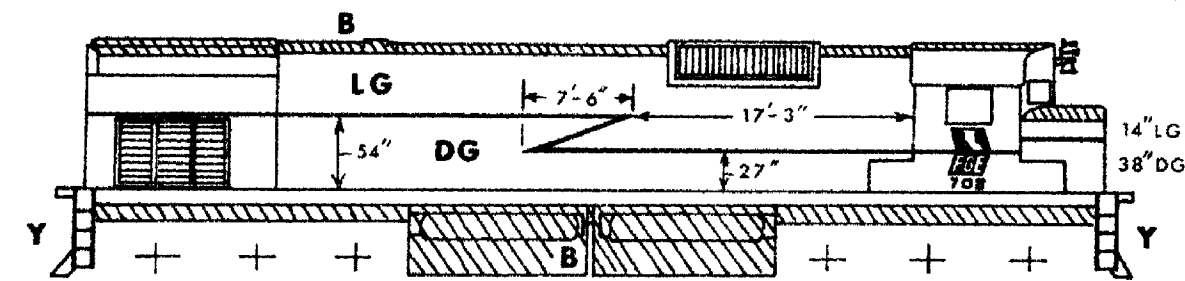
Dimensions as on units 571 and 708. Floquil mixes matched to PGE paint samples obtained by Dave Simpson and Ken Griffiths.



MLW RS-3 1600 HP

Road Class: RS-16

Road Nos.: 561 - 578 Inclusive
(Not all in this colour scheme)



MLW M-630 3000 HP (Century 630)

Road Class: RS-30

Road Nos.: 705 - 716 as shown.*
717 - 722 BCR paint.

* 701 - 704 have the stripe at the end of the long hood positioned slightly lower.

Colour	Area	Floquil Mix
Light Green (LG)	Upper sides as shown.	RR11 Reefer White 1 Part RR12 Reefer Grey 3 Parts RR41 Lt. Green 3 " RR48 Coach " 3 "
Dark Green (DG)	Lower sides, frame, BC map.	RR10 Black 1 Part RR31 Reefer Yellow 1 Part RR40 Dark Green 4 Parts
Yellow (Y)	Handrails, steps, pilot end panels, grab irons	RR30 Reefer Orange 1 Part RR31 Reefer Yellow 11 Parts
Black (B)	Underbody, trucks, top of hoods, cab roof to width of hood, top of nose on low hood units.	
White (W)	2" striping, herald, numbers.	