

th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

LAYOUT TOURS

1 P.M. TO 4 P.M.

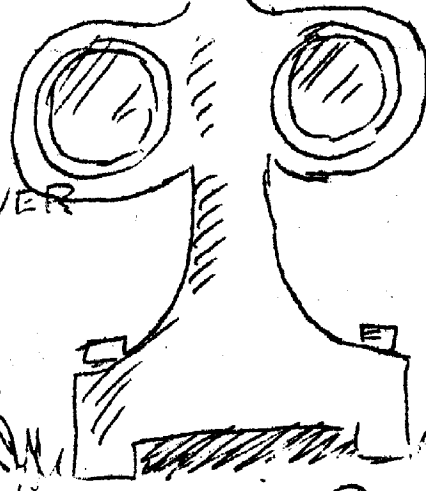
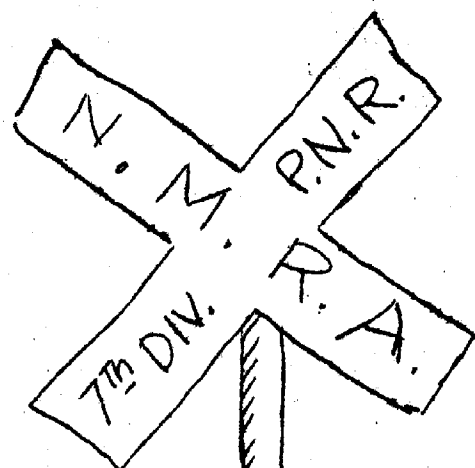
SUNDAY MARCH 23 1975

Register 11 a.m. to 12 noon
OAKRIDGE AUDITORIUM

41ST AND CAMBIE ST. VANCOUVER

MEMBERS & DIRECT FAMILY
AND A GUEST

NO CHILDREN UNDER 10
YEARS OF AGE, PLEASE



The official publication of the 7th Division NORTHWEST REGION of the NATIONAL MODEL RAILROAD is mailed free of charge to all PNR members residing in the 7th Division. Subscription rate to all others is \$2.00 per year which comprises approximately five issues.

The BULLETIN BOARD is published by the Standing Committee of the 7th Division PNR, NMRA and all correspondence pertaining to the BULLETIN BOARD should be addressed to the Editor:

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1.

LAYOUT TOURS - March 23, 1975.

Registration : : : : 11 a.m. to 12 noon March 23rd 1975.
Oakridge Auditorium 41st & Cambie

Visiting Hours : : : : No Layout to be visited before 1 p.m.
Visitors must leave Layouts by 4 p.m.

3 Tours Available : : Vancouver area - #2 Tour
(See below) North and West Vancouver area - #3
Burnaby and New Westminster area - #4

Each Tour consists of three Layouts
in one area

Each visitor entitled to one tour

Tour registrations will be distributed
on a First Come-First Served basis

NOTE : The Standing Committee reserves the right to assign Visitors
to alternate Tours, if necessary.

Transportation : : : : Visitors MUST SUPPLY or ARRANGE
their own transportation ~~and~~ have a
suitable Lower Mainland Road Map.

Registrants must be paid-up members, their immediate family
and a guest. PLEASE! - No children under ten years of age.

Tour #1 - Wally Cooke's HO Union Pacific, fully sceniced
N. Vancr. Kevin Seel's HO with "N" Gauge logging
Brian Pate's HO and HO on 3 Delbrook & Pacific

Tour #2 Warren Rohn's HO C.P.R. 75% sceniced
Vancr. Ross Heriot's HO Dominion Steel, sceniced
Vancr HO Model Rly - HO Capilano Western

Tour #3 Gord Varney's HO Layout
Burnaby Jeff Meugen's "O" B.C.E.R. 75% sceniced
Bill Galovich's C.P.R. in HO partly sceniced

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F L A S H !! Next issue watch for a "two-bit" Turnout Control
that works like a million dollars. Designed by Carl Sparks, with
plans drawn by Hank Menkveld, it will save you many \$\$\$\$.

The Spring 1975 "Beautiful British Columbia" edition has several
pages and back cover devoted to Royal Hudson #2860. Price 75¢

Deadline for our next issue will be April 4th 1975, so please,
everyone within the scope of the Bulletin Board, get your items
in as soon as possible to overcome the last minute hurdle.

A good turnout of some 70 interested model railroaders were treated to a very informative "Paint Clinic" at the Oakridge Auditorium last January 26th. Cyril Meadows and his aides went to a lot of effort to make this such an enjoyable participating clinic. The air brush kits were soon snapped up! Well done, Cyril!! A good showing of models, etc. proved popular before the clinic, during intermission and after the clinic.

Our next meeting will be in the form of LAYOUT TOURS which will start with registration at the Oakridge Auditorium on Sunday, March 23rd, 1975 from 11 a.m. to noon. Bill Galovich has organized an opportunity for the rest of us to see what some of our other modellers are doing. It is suggested that you register early, get your instructions, have your lunch enroute and be ready to visit your first layout at 1 p.m..

Keep in mind that the Spring Meet is coming up on Sunday, May 4th at the Sheraton Landmark Hotel in Vancouver. This year the "N" Scale Modular Layout will be featured along with the raffle, clinics, commercial displays, Raffle activities, tape/slide clinics, movies and slides and the ever popular silent auction. Also the Banquet at 6 p.m. with all the door prizes at \$8.50 each for a sit-down roast sirloin of Alberta beef menu. Further details will be covered in our next Bulletin Board. The public will be admitted from 11 a.m. to 4 p.m..

Don't forget "Spike" Brown's offer to do a painting in oils of your favorite railroad subject, model or prototype 16" X 20" - \$75.00 and up depending on size, including frame and guaranteed satisfaction. Phone "Spike" at 266 - 2972 or write to P.H. "Spike" Brown, 3491 West 37 Avenue, Vancouver, BC V6N 2V5

It was good to hear from George Biel once again and a pleasant surprise to receive news from the Nelson - Trail area reported by Harvey Moir. Keep up the good communications, fellows, for that is what this Bulletin Board is all about. How about the Victoria, Nanaimo, Powell River, Kamloops and other areas of 7 Div PNR????

We were grieved to hear of the passing of our long-time member of MMRA and PNR and staunch supporter of model railroading JACK ELGOOD. Our condolences go to Jean Elgood with an apology for not having any mention of her loss in the last issue of the Bulletin Board.

It seems that my report of the San Diego MMRA Convention I omitted mentioning GEORGE CARROLL in connection with the "N" Scale Module the local fellows put together to become a part of the big "N-Track" layout that proved so popular with everyone. Evidently George initiated the first suggestion to construct the module locally and then through his efforts the module was completed with the assistance of the other n-scalers. Sorry, George!

This issue's plans and accompanying literature were provided by Dave Simpson through Al Pauli. Some of these former "R" cars and one or two "A" cars, etc. may be seen on the north side of False Creek, west of Cambie bridge beyond the new marina. This is CPRail property, so govern yourself accordingly.

IN MEMORIAM

IT IS WITH A NOTE OF SADNESS WE HAVE TO REPORT THE PASSING OF JACK ELGOOD, ON DECEMBER 13 - 1974. MANY HAD KNOWN OF THE SEVERE STROKE HE SUFFERED A YEAR PREVIOUS, AND HIS VALIANT EFFORTS TO MAKE A COME-BACK IN SPITE OF HIS DISABILITY.

OUR SINCERE SYMPATHIES GO OUT TO HIS FAMILY AND ESPECIALLY TO JEAN IN HER GREAT LOSS. KNOWING HER COURAGE AND FORTITUDE, SHE WILL CONTINUE HER LIFE, LONELY AS IT MAY BE AT TIMES.

JACK WAS BEST KNOWN FOR HIS "HOLLYBURN & WESTERN" ONE OF THE LARGER MODEL RAILROAD LAYOUTS IN THE GREATER VANCOUVER AREA, AND ONE THAT MANY HAD VISITED OVER THE YEARS.

WE WHO WERE CLOSE TO HIM KEPT THE LAYOUT IN OPERATING CONDITION, AS HE ALWAYS LOOKED FORWARD TO OUR WEEKLY RAILROAD NIGHT, PARTICULARLY DURING THE PAST YEAR.

WE WILL SORELY MISS HIM, AS WILL THE MANY FRIENDS HE MADE THROUGHOUT THE ENTIRE P.N.R. REGION AND ELSEWHERE IN CANADA AND THE U.S.A.

BOB BOOTH.



I SAY, CHAPS! I'M OFF TO
JOLLY OL' ENGLAND AGAIN THIS
YEAR! CARE TO JOIN ME?

1975 IS THE 150TH ANNIVERSARY OF
THE STEAM RAILWAY (1825). GALA PAGEANTS
ARE BEING HELD ALL OVER BRITAIN AND SPECIAL
RATES ARE OFFERED TO GROUPS OF 25 OR MORE
TO CELEBRATE THIS GREAT OCCASION.

I AM GOING ON AIR CANADA CHARTER FROM VANCOUVER,
SEPTEMBER 4TH AND RETURNING OCTOBER 3RD, 1975.
THE COMPANY THAT ARRANGED THE '71 CONVENTION,
IN LONDON, DRAINIE TRAVEL AGENCY IS OFFERING AN
ATTRACTIVE PACKAGE. THE AIR FARE IS SET AT \$390.00
RETURN BUT OPTIONAL RESERVATIONS ARE OFFERED
FOR OUR STAY IN BRITAIN.

- * TRANSPORTATION FROM AIRPORT TO CITY
- 6 NIGHTS IN A CENTRAL LONDON HOTEL - ROOM
WITH BATH AND BREAKFAST
- A TOUR OF LONDON
- 6 DAY PASS ON CITY BUS & SUBWAY SYSTEM
- A PASS FOR USE ON ALL STEAM RAILWAYS IN
BRITAIN (OVER 21)

- * ALL THE ABOVE WITH A BRITRAIL PASS GOOD ON
ALL RAILWAYS - 7 DAYS \$160 - 14 DAYS \$186 - 21 DAYS \$211

PRICES BASED ON TWIN BEDS SHARED - \$10.00 EXTRA SINGLE

IF YOU ARE INTERESTED WRITE ME AT 4531 EAST HASTINGS ST.
BURNABY 1, B.C. OR PHONE 299-1031

Lincoln Pinn

A FAREWELL TO JIM TROT

From SPIKE BROWN

Readers of the NMRA BULLETIN will have had many a chuckle over the "Pinhead" cartoons drawn by Jim Trot which have appeared in practically every issue of that publication for years, and will regret with me that they will no longer be contributed due to his death on January 6th by reason of a heart attack. He suffered one about twelve years ago when he was living at Lansing, Michigan where he was employed as an illustrator by a publishing house, but recovered, retired, and moved to Bradenton, Florida.

Personally, I feel Jim's passing deeply. We were introduced by a mutual friend about fourteen years ago at a convention of the National Model Railroad Association, and although we only came into personal contact three times since we first met (at NMRA conventions), counting our first meeting, we maintained a running correspondence, exchanging letters at least once a month, and sometimes oftener. What perhaps readers of the NMRA BULLETIN did not know was that Jim and his charming wife were both totally deaf and as a result had great difficulty with speech. Regardless of their handicaps, they were grand people and always the life of any group with which they were associated, travelled extensively, and perhaps had more enjoyment out of each day than most of us do who are more fortunate physically. Jim had a tremendous sense of humor as evidenced by his cartoons, and a keen insight into current affairs both local and international. His letters were a delight to receive. They were frequently illustrated with cartoons, mostly concerned with model railroad-ing. Considering that we had so few opportunities to meet in person, we had a unique friendship, a comradeship that was indeed something special and which I will greatly miss.

I have submitted this small tribute to Jim (James Frank Trot) to the 7th Division's BULLETIN BOARD because I consider he made a very signal contribution to our hobby by his cartoons and is fully deserving an accolade.

-----oOo-----

COMING!

COMING!

COMING!

ANNUAL SPRING MEET

Sunday, May 4th, 1975

Sheraton LANDMARK Hotel

Vancouver, B.C.

Final details in the
next issue of your
BULLETIN BOARD.

Keep this date open - Sunday May 4th

Registrar:- Tom Beaton,
13337 62nd Avenue,
SURREY, B.C.,
Canada V3W 1V4

Harvey Moir from Nelson, B.C. sends the following news:-

On January 13th the Nelson and Trail Clubs met in the Trail Credit Union Hall to view a film put together by the Burlington Northern for the recent Spokane Expo. This film was on the role the Railway plays in to-days society. There were 32 in attendance, including the Assistant-Superintendent and Trainmaster of the B-N Spokane, Wn. Division.

There will be layout tours, model displays, a switching contest and the Banquet.

MAY 24, 1975

M : I : N : I M : E : E : T

For Information, Contact
H.A. Moir
524 Gore Street
Nelson, B.C. V1L 5C2

Safety officials of the U.S. Federal Railroad Administration say the tremendous upsurge in rail accidents is due to "deferred maintenance" of track.

Lehigh Valley's tracks may have been singled out, but, it's hardly unique, says the report.

Train accidents during the same period totaled 9,689 for an increase of 29% over the 7,532 recorded in 1972.

TRANS-CANADA LIMITED DAILY
Between
MONTREAL and TORONTO AND VANCOUVER
Few Stops--Saves a Business Day Each Way
FIRST CLASS SLEEPING CAR PASSENGERS ONLY

The TRANS-CANADA LIMITED is the
Longest Distance All Sleeping Car
Fast Express Train in the World
SERVICE--Canadian Pacific Standard

Punctual to the minute, the first "Million Dollar" Trans-Canada (No.7) for season 1929 left Montreal Windsor Station 6.45 p.m. May 12 on its long run to Vancouver, while a similar train (No.8) left Vancouver at 6.30 p.m. and train No.9 left Toronto at 11 p.m. with through cars for Winnipeg and Vancouver to be picked up by No.7 at Sudbury.

For some days prior to beginning operation, these splendid trains were open to public inspection at Montreal and Vancouver and were much admired by the crowds that visited them. Very special interest was taken in the beautiful rear-end solarium lounge car with its attractive color scheme in blues and browns, its observation room windowed with vitreous glass which permits only the beneficial sun-rays to penetrate, its cosy lounge rooms and its green-tiled bathrooms, but very attractive too, were the new 8-section sleepers and the "Glen" compartment car and high praise was given the new diner panelled in walnut and with decorations of blue and gold. At the locomotive end was the combination baggage-car, part of which is in day-time a club or lounge for male travellers and at night becomes comfortable sleeping quarters for the dining-car crew.

New Sleeping Cars Part of the accompanying plans show one of the twenty-nine new 8-section sleeping cars which were built. The 'Revelstoke' was on exhibition at Windsor Station, Montreal, a few days ago and attracted much interest. It and the other cars of same type contain eight sections, a drawing-room and two compartments (all three being available either singly or en suite) and unusually large smoking and ladies' rooms. The interior is finished in brown with a note of color in the upholstery and, each of the eight sections is separated from its neighbor by permanent headboards, which give its occupants an added degree of privacy. The lighting fixtures are of an effective and entirely new design.

The Trans-Canada trains this year will not only "look like a million dollars", but with locomotive complete each train will represent an investment of well over \$1,000,000. Each of these new sleepers, for example, costs upwards of \$80,000.

The names of the new 8-section sleepers are as follows:-

Rapid City	Rathwell	Ravenscrag	Raymond	Redcliff	Red Deer
Redvers	Regent	Regina	Renfrew	Rennie	Renown
Reston	Richford	Revelstoke	Riverton	Roblindale	Romford
Rocanville	Rosemary	Rosemere	Rosenfeld	Rosetown	Rosser

(Continued.....)

(New Sleeping Cars Continued)

Rossland Rossport Ruby Creek Ruskin Rutherglen

As the Company already had sleepers of another series called 'Revelstoke' and 'Rosser', those older cars were renamed 'Trenton' and 'Tottenham'.

New Solarium-Lounge Cars will be unique features of the Trans-Canada Limited and 'Mountaineer' trains this year, containing bathrooms, smoking-room, ladies' lounge, spacious observation room and a "solarium" at rear end. This last named is equipped with special vitra glass windows that give free passage to the ultra-violet and most beneficial sun-rays. No space is sold in these cars they being for the general use of those aboard the trains, which carry first class sleeping-car passengers only.

The other part of the accompanying plans show the new Solarium-Lounge cars which were named as follows:-

River Avonmore	River Clare	River Clyde	River Dee
River Forth	River Fraser	River Humber	River Laird
River Madawaska	River Moira	River Otonabee	River Rouge
River Severn	River Thames	River Tyne	

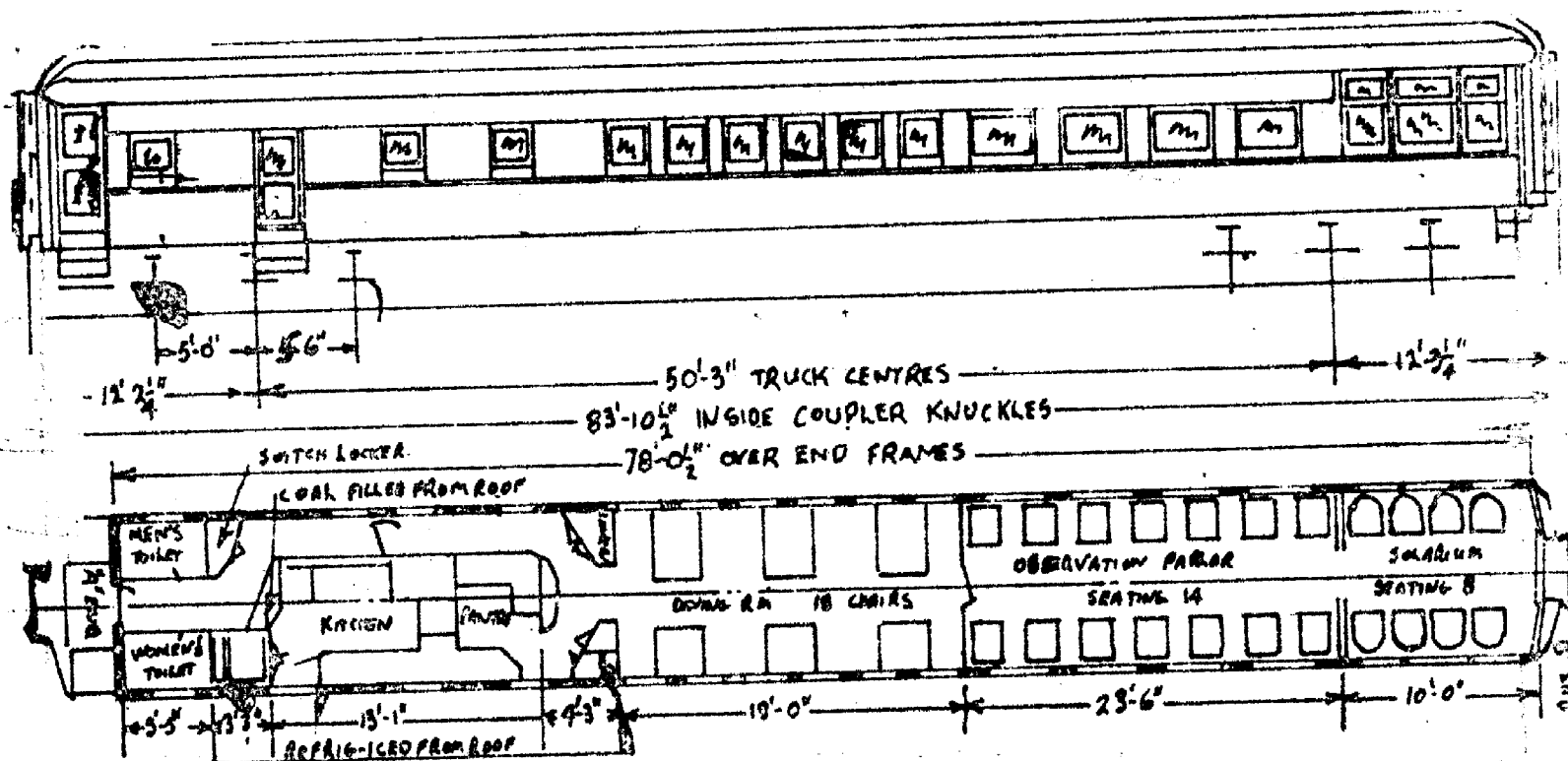
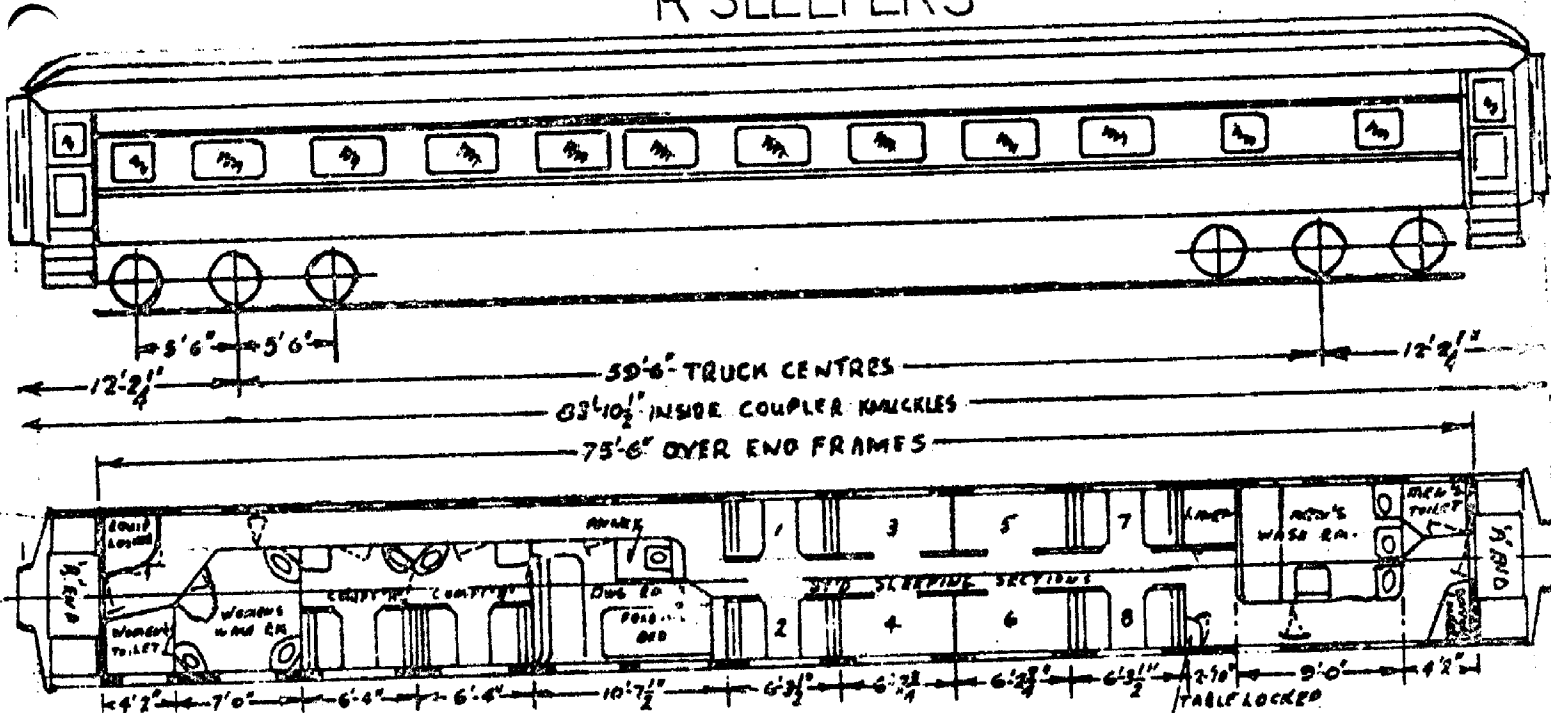
New Dining Cars Fifteen have been constructed for service on the Trans-Canada Limited and the 'Mountaineer'. Each car is 84 ft. long, weighs 94 tons and will seat 36 people. They are illuminated by 48 lights, 16 more than in the older cars, arranged in 3-globe brackets down the centre and sides. The color scheme is blue and gold, the chairs being upholstered in blue calfskin with gilt studs, the window shades and the heavy-piled Axminster carpets being blue also. The tables are of solid walnut, while the walls are panelled in same wood inlaid with marquetry. For the greater comfort of passengers, these tables are two inches lower than those formerly in use and they can be taken out and stored away when not needed. Ventilation is on a new system which ensures a constant supply of fresh air. In the kitchen and pantry all shelves, lockers and apparatus are of monometal, an alloy which possesses great advantages over the old copper-covered wooden arrangements formerly in use, as with it there is no possibility of corrosion and tainting of foodstuffs. The names of the new Dining Cars are:-

Aberdeen	Airlie	Aldershot	Allington	Alnwick	Amesbury
Antrim	Appleby	Ardenham	Ardrrossan	Argyle	Arundel
Athlone	Avonwick	Aylesford			

A New Type of Locomotive was constructed at the Company's Angus Shops, in co-operation with the Montreal Locomotive Works and the Superheater Company. It will be the first in this country to make use of the indirect method of steam generation. Steam pressures as high as 1,500 lbs. to the square inch will be used. The adoption of the new type will permit of building more powerful locomotives within the present available limits of weight and size and, in addition to a substantial increase in sustained horsepower, it is expected a fuel economy of at least 20% will be shown as compared, with the most efficient locomotives now in use.

The Trans-Canada's Record 1929 will be the eleventh year of this service. First established in 1919 it has been operated every summer since then, and this year is intended to run for 140 days. The time this year will be half hour shorter westbound, 1½ eastbound.

"R" SLEEPERS



CAFE OBSERVATION PARLOR
 CONVERTED FROM "RIVERS" CARS BUILT IN 1929

DRAWN BY MRS. G. L. G. 3/74.