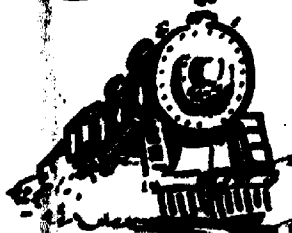


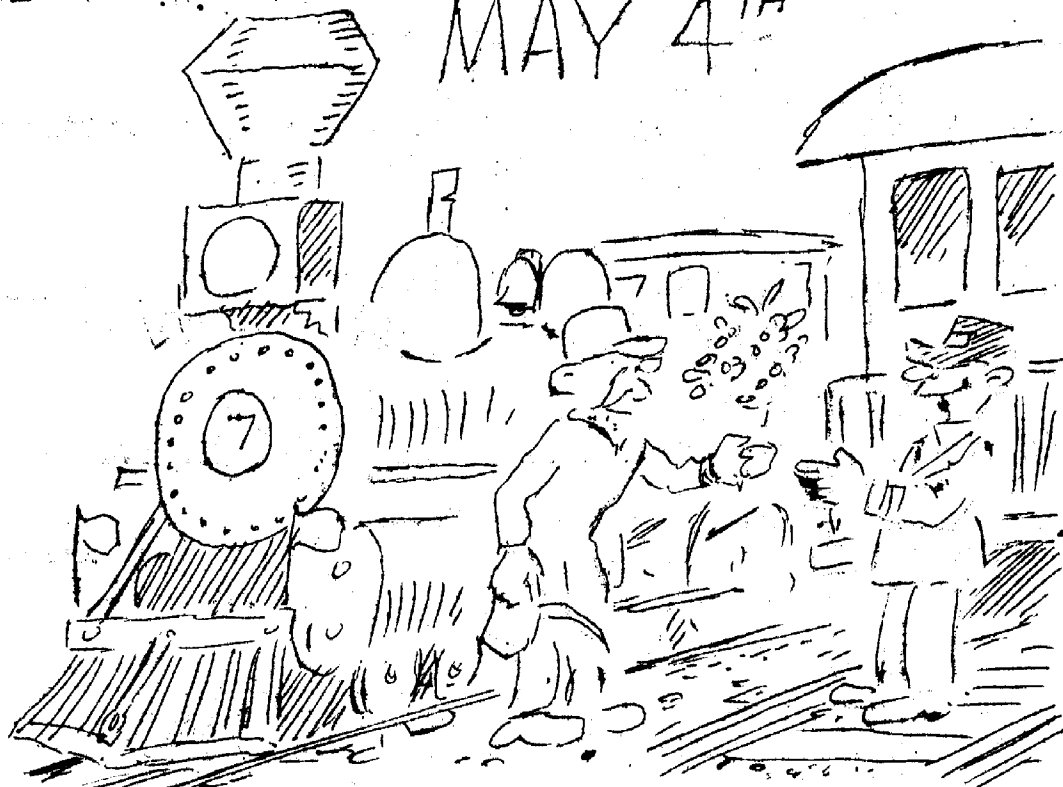
th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

SPRING MEET

MAY 4TH



SHERATON-LANDMARK HOTEL

\$8⁵⁰ TO P.N.R. MEMBERS INCLUDES BANQUET /
COMMENCING 11 A.M. - BE SURE TO BE THERE !

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 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)

1975 ANNUAL SPRING MEET

W H E N ?? -/- Sunday, May 4th 1975 from 11 am until 4 pm

W H E R E ?? - Sheraton LANDMARK Hotel
1400 Robson Street, Vancouver, BC

OPEN TO THE PUBLIC

Admission (by donation) - Adults	\$1.00
Child	.50
Family	2.00

DISPLAYS - See the "N" Scale Modules in various stages of construction, assembled together to form one layout; See Retailers and Manufacturers displays; See live and static model operations and dioramas; See railroadians of all types; See them all on the large convention floor provided for your enjoyment.

Movies and/or Slides on railroad related topics.

Clinics - Live clinics and Tape/Slide clinics.

AUCTION - Silent type. Bring any items to sell, enter them on an Auction Sheet, minimum reserve bid \$1.00. If you wish to buy, enter your name and bid on the Auction Sheet of the item, bidding higher than the reserve price or the amount of the highest bid. The final highest bid at the close of the Auction takes the item on payment of bid price. REMEMBER, the 7th Division collects 10% commission on all items sold. Bring those items you wish to dispose of and help your Committee to defray the costs of clinics, tape/Slide shows, refreshments, your Bulletin Board and other expenses.

RAILLETES - Hospitality Room; June Vere from Kamloops will conduct a handicraft demonstration; Raffle tickets, 3 for \$1.00, with a needlepoint steam engine as first prize plus one other item as second prize. Winner will be drawn at the Banquet.

P.N.R. FREE Draw - Register at the NMR/PNR booth with your paid-up PNR Membership Card. Winner will be drawn at the Banquet.

RAFFLE - Tickets will be 50¢ or 3 for \$1.00. It is essential that you be at the Banquet or have someone hold your ticket there to claim a prize. If the name called doesn't claim promptly, another name will be drawn.

BANQUET - A Roast Beef Dinner will be served at 6 pm, tickets will be \$8.50 each. Our dinner Guest will be Mr. Bob Swanson of BC Railway. (He MIGHT divulge some secrets about his "Baby" - the Royal Hudson #2860).

DOOR PRIZES - will be drawn at the conclusion of the Banquet. Our Retailers, manufacturers and railroads have been generous to us in the past and this year will be no exception, so get your Banquet Tickets as soon as possible

(2)

A LETTER TO THE EDITOR dated March 3rd, 1975

Just to let you know that the article by Dave Simpson on the CPR Coach-Caboose brought back some memories of the C.P. when I was "Braking" on the Island. The Coach was on the Island during the winter of 64/65. I can't quite remember the exact date. The Coach was used on a wire train between Willcox (Nanaimo) and Parksville. We were looking for breaks in the telegraph lines. The work train that day was one Baldwin, one Coach and the Caboose. The car was a real mess even then. The grab-irons were just hanging to the rotten sides of the car. You didn't dare try and board on the fly. The train was supposed to go to Port Alberni overnight, but the wire chief ordered the train back to Willcox. Thank you again, Dave, for the article.

Last summer in the Bulletin, someone wanted to know what the engine was on the C.N. Line at Cowichan Bay train slip. He described it as a cabless B unit.

The diesel is a G.M.D. G-12. There are two of these units on the C.N. One is usually at Deerholm and the other is at Victoria, Point Ellice Yards. The unit numbers are 991, 992. They are rated at 1310 H.P. and are classed as road switchers. According to the letter from the Upper Canada Railway Society (should read "Newsletter") they have the nickname of "Late and Poor Service".

They are still running on the Island. The units are quite unusual in many ways. The sand boxes are mounted on the trucks. There are no walk-ways across the front or back of the loco. One story I heard about them, but cannot confirm for sure, they were built for the C.N. narrow guage line, but were re-trucked for the standard guage. The following is on the data plate of #991:

G.M. - G.R. - 12 zb
Date Sept. 55
Class O-4-4-0

I have a few slides of these units.

It seems that every time the family and I went to Cowichan Bay or Deerholm I took a picture of it. Hope this answers the question about that strange unit at "Cow Bay".

The line between Cowichan Bay and Deerholm was extensively repaired last year. The train slip was rebuilt and all the bridges and the trestle across the Trans Canada Highway were given major repair jobs. I guess the C.N. will be running here for awhile. According to the Victoria paper, C.N. has asked to abandon the line between Colwood and Deerholm, but not between Deerholm and Youbou and Cowichan Bay.

Yours truly,
Gordon P. Hulford
RR #1, Old Victoria Road
Chemainus, B.C. V0R 1K0

(Thanks a lot, Mr. Hulford for such an informative and interesting letter. I passed your request re BC Rly color scheme over to Greg Kennelly, who has probably answered you by now. Art)
WHO???? will be the next to help fill this page of the Bulletin Board??

SPRING MEET - Sunday, May 4th 1975 Sheraton-Landmark Hotel

Memò From The SUPERINTENDENT - - By Ken Griffiths

-- That's right, "Superintendent". At a recent PNR BOD meeting it was decided to drop the title vice-president and substitute superintendent. This brings PNR into line with the practice of NMRA in a good number of the other regions. I have known more than a few frustrations in dealing with outside people who wanted to talk to the head man and didn't seem to accept my explanation that a vice-president was the head man. Hopefully, that should be over now... next I'll try for emperor.

PNR dues have always been a problem, and this year is no different. As of this writing (in early March) only about 65 per cent of you have renewed and remember, that to attend our Oakridge functions, the Banquet at our Annual Meet, and our summer outing; you must be a paid up member. PNR membership entitles you, of course, to free admission to our Oakridge functions, makes you eligible for door prizes if you attend our banquet and could net you a small subsidy for our annual summer outing. Of course you also get a subscription to this Bulletin Board, to the PNR Switchlist and, I think, most important of all, a chance to meet fellow modellers from the North-west part of this continent.

Our Annual Meet is coming up on May 4th this year and we will be going back to the Sheraton Landmark. We will have a little more space this year and some interesting New portable layouts On display. I urge you all now to get your tickets early and enjoy yourselves. These should be available by the time you read this.

As you may be aware by now, the 7th Division will be hosting the PNR Convention in 1976. As envisioned right now it will be on September 8, 9, 10 and 11 and will feature the Royal Hudson Steam excursion train. As in all PNR Conventions, it is the efforts of a great many people that make the thing a success and I may ask you to help in some way to make it an enjoyable convention. Please do not refuse these requests for assistance and I'll promise not to turn down any free offers of assistance.

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TROLLEYS & TRAMS & STREET CARS & INTERURBANS

Geoff Meugens advises that the B.C.E.R. Club is very active these days with 12 regular members meeting on Tuesday evenings at 1931 8th Avenue in New Westminster. The layout features "O" Gauge with overhead wiring and track running around the walls of the basement. There are models of BCER interurbans in the red and gold and also in the original green paint prior 1922. Also represented is the "North Shore" around Chicago plus an open style car from Connecticut. Anyone interested is invited to come along and be welcomed by the fellows any Tuesday evening. (I seen this layout for the first time March 23rd on our layout tour and I was truly amazed. It is a fantastic set-up! Keep pouring the juice, Geoff! Art)

C.U.T.E. LINES - Rosedale, B.C. Reported by George Beil.

It sure looks as if I am a marked man. Here I was so smug, that I had wiggled myself out of that reporting job, and how long did that bliss last? - 3 months, and I got railroaded right back in again. I followed every rule except "G" and now my son works for the CNR, he tells me everything is wrong. I better start collecting stamps or butterflies. She sure is blowing out here, so it is really a little too cold to go out to that doghouse back beside the tracks, so I packed all rolling stock, disappeared in the basement and caught up with long neglected wheelcleaning and such.

A very surprising thing happened out on the layout the other day: Coming from the shed behind Blanchard's Cheese factory a very peculiar odour. I took it for granted it had something to do with cheese flavoring, but curiosity got the best of me; I sneaked in one dark nite, lo and behold, no dairy product, but 2 A and 1 B units of Varney, metal diesels, not yet assembled! What embarrassment, a diesel on the "B" Line!

So far as the CUTE Lines are concerned, all is fairly quiet. One mystery needs explaining: Why was the General in the pit? Rosedales British Columbia Railroad had its first run over the new line to Deas Lake and real prototype too; real water. Finally I hit the jackpot - I am free on May 4th.

Plenty of new locomotives have been showing up on various Railroads in the area, and glory be, they are all steam!

From the wire comes word that a new club has been started in the town of Clearbrook with 34 new members.

X X X

W A R N I N G

X X X

It has been rumored that in or around Vancouver a certain Doctor W. Doe tries to interest people in subscribing or supporting the construction of a public carrier to run from Sicamous to Shuswap and South, to be called the "Sicamous, Shuswap and Southern", abbreviated S.S&S.

For almost twenty years a Railroad using the above shown abbreviation has been in operation, fully registered as a common carrier. The "South Sumas and Sardis" Railroad was and is known as a safe, dependable undertaking. Upon retirement of its founder and builder, Fred Lambert, the "B" Line accepted assets and obligations of this railroad. The yellow cabooses and all rollingstock carry the S.S&S. Cars are often seen on lines throughout the Province, in fact, all of North America. In fact our register shows car #3456, a 50 foot boxcar to be on the Murray River & Northern trackage.

We, of the "B" Line have an imposing battery of legal power assembled, including Perry Mason and Ephraim Tutt, to fight this infringer to the last spike.

The Management

(Signed) G. Beil

Superintendent

"B" Line - Northern Division

(and Sealed)

Information has recently been received from British Rail concerning the issue of a new "ride at will" ticket which will be of interest to our members visiting Britain during the forthcoming summer. It is called:

TICKET TO RIDE

The Cost (preliminary information) is indicated at \$5.00 each, and validity is for any four weeks during May through October.

The ticket entitles the holder to one free return journey on each of the preservation railways listed.

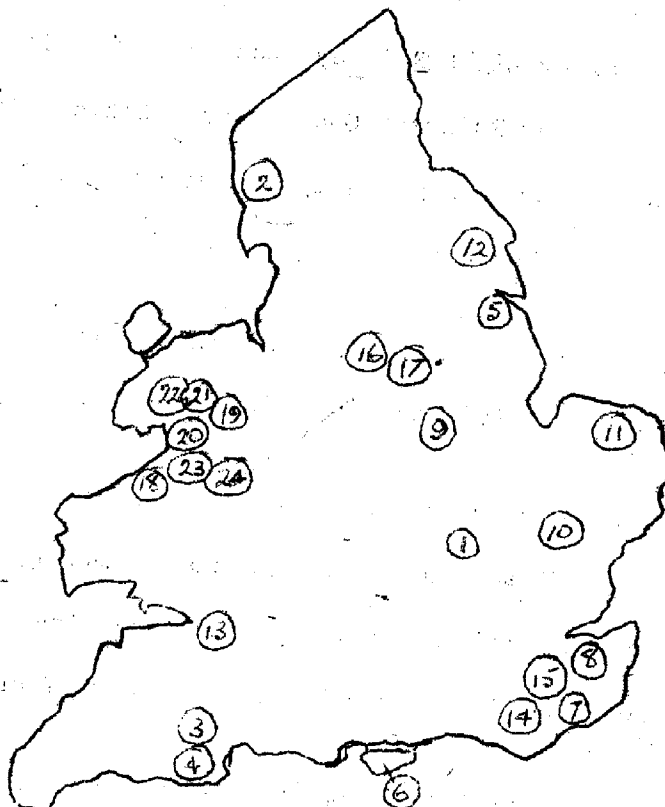
A pamphlet outlining times and location is issued with each ticket. This is necessary as some of the railways operate with full professional staffs on daily schedules, and others, manned by rail enthusiasts, only on special days.

The majority has operating steam locomotives, and the gauges vary from standard (148.6 cms) through 1' 11½" (59.7 cms).

1. Leighton Buzzard Narrow Gauge Railway Society, The Railways Workshops, Mile Tree Road, Leighton Buzzard.
2. The Ravenglass & Eskdale Railway Company, Ravenglass.
3. The Dart Valley Light Railway, Buckfastleigh Station, Buckfastleigh.
4. The Torbay Steam Railway, Queens Park Station, Paignton.
5. Lincolnshire Coast Light Railway, Humberston, Grimsby.
6. Isle of Wight Railway Company, The Railway Station, Haven Street, Ryde.
7. Romney, Hythe & Dymchurch Light Railway Company, New Romney.
8. Sittingbourne & Kemsley Light Railway, The Wall, Milton Regis, Sittingbourne.
9. Main Line Steam Trust, Loughborough Central Station, Loughborough.
10. Bressingham Steam Museum and Gardens, Bressingham, Nr. Diss.
11. North Norfolk Railway Company, Sheringham Station, Sheringham.
12. North York Moors Historical Railway Trust, Pickering Station, Pickering.
13. East Somerset Railway (Cranmore Railway Co. Ltd.), Cranmore Station, Shepton Mallet.

14. Bluebell Railway, Sheffield Park Station, Nr. Uckfield.
15. Kent & East Sussex Railway, Tenterden Town Station, Tenterden.
16. Keighley and Worth Valley Light Railway, The Railway Station, Haworth, Nr. Keighley.
17. Middleton Railway, Garnet Road, Leeds.
18. Vale of Rheidol Light Railway, Aberystwyth Station, Aberystwyth.
19. Bala Lake Railway, Llanuwchllyn Station, Llanuwchllyn, Nr. Bala.
20. Fairbourne Railway, Beach Road, Fairbourne.
21. Festiniog Railway Company, Porthmadog.
22. Llanberis Lake Railway Company, Gilfach Ddu, Llanberis.
23. Talyllyn Railway Company, Wharf Station, Towyn.
24. Welshpool & Llanfair Light Railway Preservation Co., Llanfair Caerinon Station, Nr. Welshpool.

T.L. Vardy
February 28, 1975



[8]

CAPILANO WESTERN RAILWAY Co.
Vancouver (HO) Model Railway Club

At the recent Annual General Meeting the following were elected as officers for 1975:

President	John Green	#404 - 1720 Balsam Street Vancouver, BC V6K 3M2
Vice-President	Roy Morris	4097 West 32nd Avenue Vancouver, BC V6S 1Z5
Secretary-Treasurer	Gordon Richardson	1576 Rosser Avenue Burnaby, BC V5C 5C8
Member-at-Large	Rick Ruegg	2024 Springer Avenue Burnaby, BC

Work and operating nights are still Mondays and Fridays, except the last Friday of each month, when we are open to the public starting at 8.00 pm.. Come and see us this year.

Gordon Richardson.

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WHATCOM RAILROAD ASSOCIATION
Bellingham, Washington, USA

"Open House" is coming up in the month of May, as follows:-

Friday	May 23rd 1975 from 2 p.m. until 9 p.m.,
Saturday	May 24th 1975 from 9 a.m. until 9 p.m.,
and Sunday	May 25th 1975 from 10 a.m. until 6 p.m..

The club is located at 1256 State Street, Bellingham in the Y.M.C.A. Building (State and Holly Streets).

Also-- the 1976 Fourth Division Bi-Centennial Maxi-meet will be held on February 28th and 29th, 1976 in Bellingham, Washington. For further information please contact Alex Coleman, (President W.R.A.) 705 E. Maple Street, Apt #1, Bellingham, Wn. 98225 USA or phone (206) 734 7064

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TRAIN FERRIES June 4th, 1975 7:30 p.m.

The Canadian Railway Historical Association's Pacific Coast Branch, in conjunction with the World Ship Society will put on a program in the Centennial Museum, sponsored by the B.C. Festival of Sports and Cultural Events at 7:30 pm June 4th 1975. 225 seats will be available on a first come - first served basis with a nominal charge for admission. Marine and Railway slides, movies, photos and models will center around the topic "Train - Ferries."

THE TWO BIT TURNOUT CONTROL
That works like a million dollars

That model railroading is no hobby for the loner has come to light once more. Here is proof.

In building the portable layout our group is working on, we came to the point where we had to find a way to control more than 50 turnouts, without having to take out a bank loan.

Carl Sparks came up with the following idea, which I thought was too good not to share with everybody in the hobby.

I called it the TWO BIT turnout control because the only parts bought were the Dpdt slide switches at a cost of 25¢ each. The rest consists of scrap pieces of brass or sheet metal, a few screws and washers, a piece of 3/8" plywood and a short length of piano wire.

In the large exploded view the assembly has been drawn upside down for clarity. The small sketch shows the way the control is mounted under the layout.

The drawing should speak for itself, so here is just a short breakdown of materials used, etc.:

Part "a" is a piece of 3/8" plywood, 2.5" square, notched on one end to allow for movement of the throwrod. (#13 piano wire).

Part "b" is the Dpdt slide switch with a #65 hole drilled in the lever to accept the piano wire.

Part "c" is cut from 0.020 brass shimstock, but sheet metal can be used as well. A short length of piano wire is soldered in place. (see drawing).

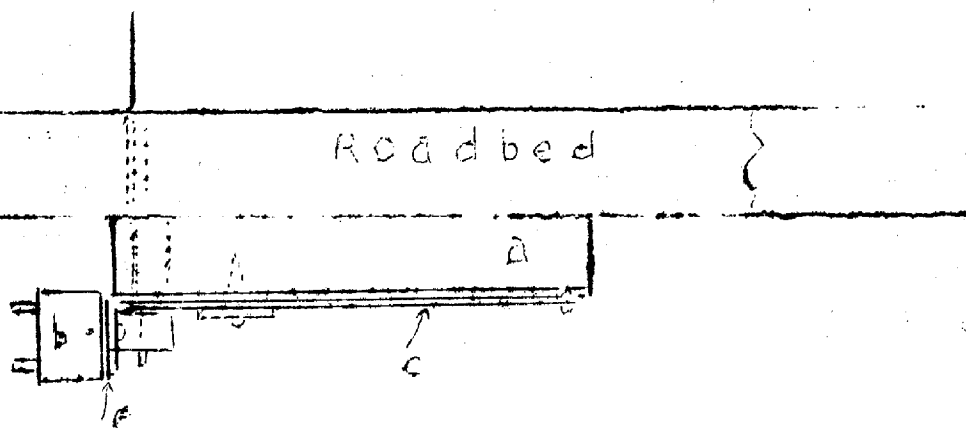
The small hole again is a #65, the other hole sizes depend on the screw and wire used.

Parts "d" and "e" also cut from 0.020 brass. The large hole in "d" is needed to allow for movement of the slide switch. Use a #1 drill. Neither "d" nor "e" should be tight down completely. Leave just enough play to allow for this movement.

Part "f" is a piece of coathanger wire, bent at 90 degree on one end, and hooked in part "c" after being fed through a hole in front or back of layout frame, depending from which side layout is operated.

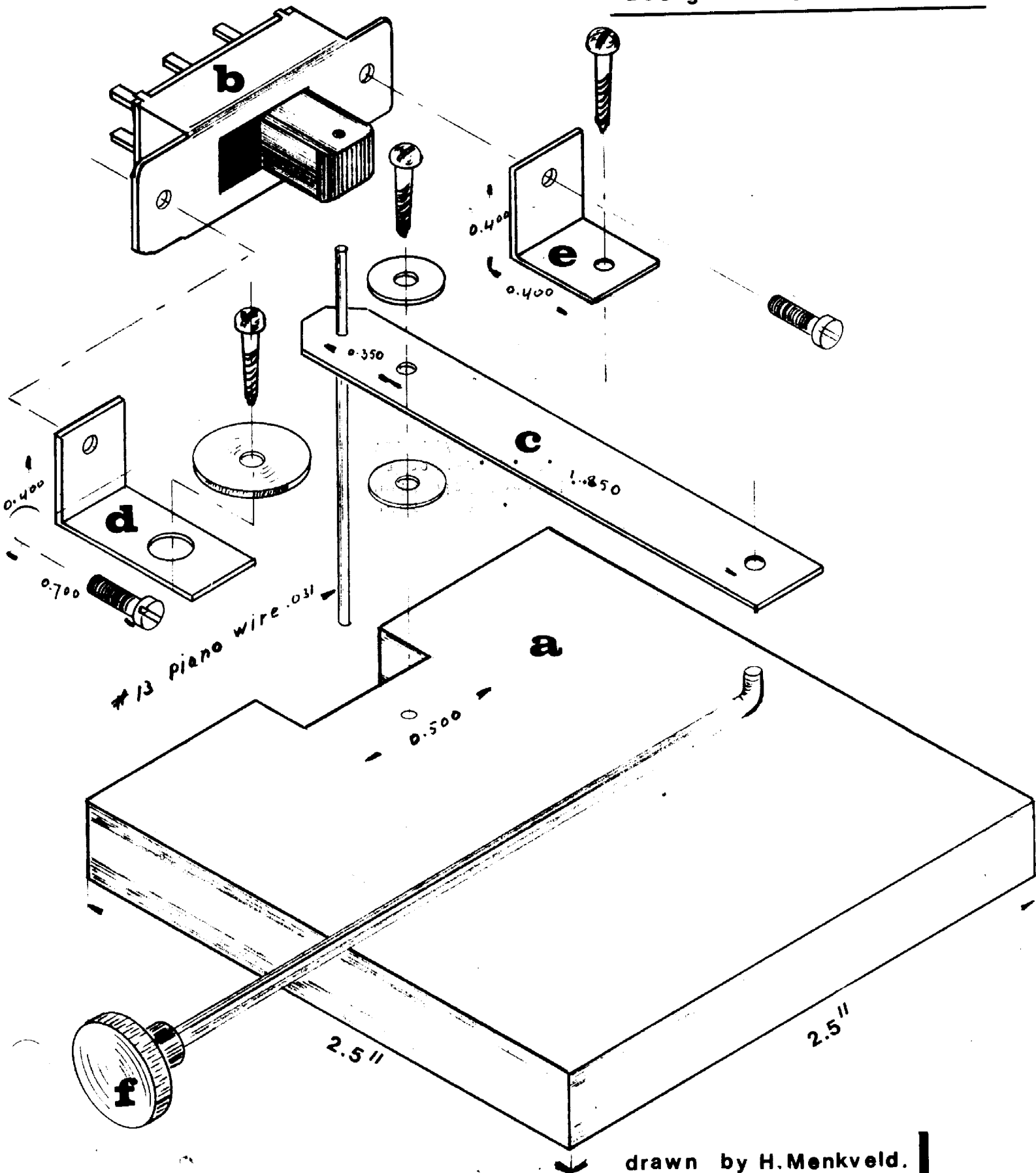
One set of contacts on "b" is used to route power through the frogs. The other set for control panel indicator lights, and in the future for signals.

H.M.



TWO BIT TURNOUT CONTROL

designed by C. SPARKS.



drawn by H. Monkveld.