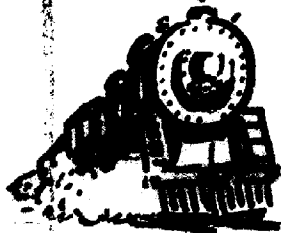


th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

JUNE 1975

ALL ABOARD!

THE 1975 P.N.R. SPECIAL
FOR SQUAMISH - ALL ABOARD!

SUNDAY

JULY 13th 1975

PICNIC and TRAIN RIDE

via ROYAL HUDSON BCR #2860

Adults \$5.00
Students 12-18 yrs
and Sr. Citizens ... 4.00
Children 2-11 yrs : 2.75

Tickets at Van Hobbies, Mike's Kaboose, Railway World and Hobby Craft Centre.

BULLETIN BOARD

(2)

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 rates to all others is \$2.00 per year which comprises approximately six 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 forwarded to the Editor at the following address:-

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Once again we get the feeling of arriving at the home terminal. The markers and classification lights /or flags have been taken down, as our run has been fulfilled. The crews will book rest and each crewman will go about his own individual way until they are once again called for another run.

Since last September we have been treated to slides and movies, clinics on scenery and painting, layout tours, another financially successful Spring Meet, and, finally we will be on our favorite ROYAL HUDSON picnic trip to Squamish, after which we can all unwind and enjoy a relaxing summer season, fortifying our systems for another big year starting in the fall.

It is with pleasure that we add another member to your standing committee in the person of Billy Graham (not the minister!) from Chilliwack, BC.. Billy has been a regular at all our functions and has handled the silent auctions at our Spring Meets the last few years. I know Billy will be an asset to the committee and we all welcome him with open arms.

Last month while spending a few days on Vancouver Island we decided to do a little exploring. First stop was Shawnigan Lake where we waited for the arrival Esquimalt and Nanaimo's CPRail 9103 southbound for Victoria. We then drove in a north-westerly direction to the end of pavement and then by gravel road to find the old CNR tracks. When the road came alongside the tracks we parked the car and started to walk the ties. To our surprise, the built-up rust on the rails showed signs of recent rail movement. We walked along the track until we came to the Koksilah River trestle. On arrival here we were treated to our second surprise; the trestle had recently been rebuilt with several sections of new timber showing up amongst the old, weathered supports. We walked across the curved, approximately 100 foot high trestle, slid down to the river, climbed back up and returned to our car. As this stretch of track was known to be more or less out of service, our curiosity was aroused, so, we drove back towards Victoria and turned off, heading for Sooke where we located the road heading for Leechtown. This was a ten mile or so steady climb over a logging type road that put us at our destination about 4 p.m. with thick, dark clouds rolling in. There is very little left standing of the old mining townsite, but, the first glimpse of the CNR tracks showed evidence of recent movement over them. We finally found the reason, the CNR had left 3 gondolas and 2 Miller flats on the siding to load poles. We walked to the south end of the yard where we found a substantial barricade erected across the main line and passing track so that it was not even possible for an engine to run-around it's cars, requiring them to "slove" the cars the several miles from the last open run-around track. Needless to say, the rains came and we had to run for the car with several slides of Leechtown that didn't turn out. However, I did get some fairly good ones of the trestle.

The following week we visited along the old Kettle Valley Railway. Of course there was plenty of activity around Trail, Nelson, Creston, Cranbrook and Kimberley. In Kimberley, the old CPR station is now a restaurant with an old CP caboose alongside, but, which was closed except for an entrance through the depot. I noticed several rectangular shaped metal signs, somewhat similar to the observation Car drumhead signs displaying the names of trains that were operated prior to the "Canadian" era were attached to the ends of the caboose. We were driving thru town one morning on our way home, the restaurant was closed and there was no parking spot available in the vicinity, so, we kept on going. Around Grand Forks, Greenwood, Midway and Rock Creek the rails don't get much use. There isn't

Continued

any indication that there ever was a station at Greenwood. Instead of following the highway down to Osoyoos, we turned off just beyond Rock Creek along the paved intermediate highway towards Rutland and Kelowna, passing through Beaverdell and Carmi. When we reached McCulloch Road we turned left and followed the gravel road until we found the old Kettle Valley line. I wasn't aware of the fact that this part of the line hadn't seen any rail movement for some time, so, it was a real surprise to me to discover the lifelessness of abandoned rail. The main line, passing track and sidings were all intact. The switch locks have all been taken from the switch stands and the switch handles were tied to the switch stand with heavy gauge wire. One switch that had probably been tampered with, had its handle cocked half way with the points open half way to each diversion. A shortie spur switch stand had been broken away from the tie rod and was laying on it's side on the ground. I noticed several "flanger signs" denoting obstructions like road crossings, etc., one "W" post and out on the east end a "Yard Limit" board. A couple of small "section" type structures were wide open with nothing in them but a few spikes. Being in such an isolated part, it would appear that there is little likelihood of this part of the line being used again. We returned back down to the highway, headed for Kelowna and soon changed direction, leaving the railroad tracks behind to rust and decay as nature takes its course. (I would like to go back there some day and try to get 7½ miles south of McCulloch to Myra. It is just south of Myra where there are several trestles in the side of the ravine that leads to the high, long curved steel bridge over Myra Creek where the rails wander for five miles to gain a half of a mile. Bill Galovich has modelled part of this area on his layout.) In passing, let me explain that of the five days in the interior, two were spent on railroading matters and the other three at Fairmont Hot Springs resort, relaxing in their facilities, which was my wife's suggestion in the first place. Even at that, she also enjoys these railroading adventures.

My closing report of Extra 7 West would not be complete without sending acclamations to all those who have helped make our Bulletin Board the success I believe it has been. Material seems to have come along a little easier these last few months. The last two issues contained six sheets (to the wind) and the past issue there wasn't even space for Extra 7 West plus a couple of other items that belatedly appear in this issue. (Pardon me, Railettes!). Many thanks for all your co-operation, and please, please let's have your assistance again in the fall, also, some of you who have never contributed any items for your fellow members to peruse and realise you are model railroading and enjoying the fun. How about it, Victoria, Kamloops and Powell River which all have a member on the standing committee, let us hear from you!!!

A special 'Hello' goes out to Phil Crawley. Phil co-ordinated the displays for our Spring Meet, expecting a call to go to hospital for minor surgery. A few days after the meet he was admitted to hospital, resulting in an operation that proved to be more serious than anticipated. Phil had a real tough time of it, but, is now at home recuperating after losing all that weight he didn't have to spare. We wish him a speedy recovery so that he can get back into full swing with us once again.

We were treated to a very informative program of slides and movies at the Marine and Railway Festival last June 4th 1975. Films included "The First Automatic Railway" about the Quebec North Shore and Labrador automated railway; "The First Decade" about ships passing thru the St. Lawrence Seaway; "Halifax--The Natural Port" about sea and rail facilities provided and "The Blue Train" about South Africa's deluxe class train for passengers, Electric, Diesel and STEAM. Gerry Doekson narrated by tape and sent slides of the CP Train Ferries of Kootenay and Slocan Lakes. This was all organized by the World Ship Society and C.R.H.A.

P.N.R. 1975 WILLIAMETTE CONVENTION

(5)

Sheraton Motor Inn
Portland, Oregon

September 4-5-6-7

Model Rails and Railettes start making your plans now as Portland will be putting on one of the Pacific Northwest Region's top conventions of all times come September. The 1975 Williamette Convention is slated to begin Thursday, Sept. 4 and will run with a steady head of steam until Sunday afternoon.

Here's just a glimpse of what is planned. Thursday night the Salem Oregon boys will play host with a layout tour. Transportation will be available from Convention Headquarters at the Sheraton Motor Inn in Portland's Lloyd Center so get there early. Then Friday we'll visit the Union Pacific Albina Freight Yards with stops at diesel facilities, the shops, the yard office and CTC operations. Friday evening will be when the annual (?) PNR Auction will be held. If you have any RR equipment that you want to sell at the auction, be sure to bring it with you. Auctioneer Ben Wells hopes that this will be one of the bigger events of our Convention.

Saturday will be the big fantrip to Glenwood Trolley Park, with bus transportation provided. A stop at the Portland Zoo Railway is also in the works with a train pulled by the Zoo's 4-4-0. A retired logging geared loco is nearby at the Western Forestry Center and we can pay her a visit too.

Then it's on to Glenwood where we can ride the trolley cars to our hearts' content both before and after lunch which will be served up by Tim Buchholz, our Commissary Chief. The trolley park features several units including a former car used on the streets of Portland before somebody got the wise idea that the city would be better off without the trolleys. (Former BCER #1304 used on the Vanc'r, New Westminster and Chilliwack run is here also. This car was damaged in a fire, was rebuilt at BCER shops and was still in good condition the last time I seen it. The shop at Glenwood is also where the street cars at the Spaghetti Factory in Vancouver and the Museum of the BC Legislature in Victoria were rebuilt. Ed.) Then it's back to the Sheraton where we'll have a few hours to get ready for the awards banquet.

Sunday, the people out at Shady Dell will be there all day with live steam operating. However, transportation will have to be individually arranged for this one.

Now, besides all this, Portland's Columbia Gorge Model Railroad Club will be open for the layout tours which also include at least nine other pikes in the city. Contests will be paramount as in the tradition of PNR meets, including divisions for railroad models of all kinds. A special model contest built from the plans and photographs by Portland's own Ray Lewis in the March MODEL RAILROADER is an added attraction this year. Ray included his own special instructions for building this structure, a lumber yard office, in the last issue of Switchlist.

If your photographs look like possible winners, bring them along too, for the photo contest. Rules will follow the NMRA standards and were listed two issues ago in the Switchlist.

Speaking of "Switchlist", our yardmaster has informed us that this year's switching contest will be especially tough. A special layout with the problems built in has been constructed and will provide frustrated hogheads and switchmen with some challenge.

We will also have a Country Store where there will be items from the convention and the Region (Patches, jewellery, etc.) for sale. Continued.....

1975 Willamette Convention (Continued)

(6)?

For the Collectors (?), there will be '75 PNR Willamette Convention car kits available at \$3.00 each and convention patches at \$1.50 each at the desk (\$2.50 after the convention).

Manufacturers have also indicated they want to be part of the show. Many plan to be there in person, while others have donated some merchandise for us to raffle or give away as door prizes. For the men, we'll have a \$15.00 pocket railroad watch, complete with conductor's chain; a Dremel Moto-tool worth about \$28 and the biggie, AHM's 4-6-2 ATSF Pacific in brass worth about \$140 right now. Raillette prizes are also in abundance, including a railroad thermometer and an ice chest.

For the girls, several shopping tours are planned along with some guided tours of Blitz-Weinhard ("The West's oldest brewery") and Georgetown Manor. And of course the Lloyd Center is right there for all the shopping anyone could want.

So get in gear and send in that registration form with \$19.75 per person to Paul Pfozter today. Remember, the price goes up to \$22.50 after August 15. Special rates are also available for the individual events if you don't want to take the full ride. The application tells all and is included in the last or current Switchlist. If you don't have either of these publications, send a note to Convention Chairman Phil Maggs at 4424 S.E. 45th in Portland and he'll see that you get one.

Now's the time.....see one of PNR's greatest model railroad events for \$19.75.

(The above is taken from a Press Release forwarded to me. Ed.)

NEWS CLIPPINGS - Extensive track damage is being caused by the 100 ton grain hopper cars purchased by the Federal Government two years ago, according to C.E. Gowan, a Cdn Transport Commission economist. CP RAIL, however, contends that the economics of the huge cars outweigh the problem of track maintenance costs. Gowan suggests that 60-ton aluminum cars now being acquired are a much better investment. (Thanks to Rod McIntosh and the B.L.E.). CP RAIL thru BC Coast services has chartered the new \$6.3 million ferry "Ican St. Laurent to Alaska Trainship Corp. of Seattle. The rail-car ferry recently built by Burrard Dry Dock of North Vancouver, will be used to carry rail cars with construction goods for the trans-Alaska pipeline for the next four to five months between Surrey Dock on the Fraser River and Whittier, Alaska. The ferry was built to operate on the St. Lawrence, but, due to construction delays back East will not be needed until later in the year. (Vanc'r Sun, June 12, 1975). On June 7th the ferry was tied up at the north end of Pier B-C. Ed. DID YOU KNOW? that the hero of the folksong "Casey Jones" was a popular locomotive engineer (and BLE member) employed in the 1890's on the Mississippi Division on the Illinois Central Railroad. His real name was John Luther Jones but, to distinguish him from other men named Jones who worked on the Railroad, his friends nicknamed him "Casey" because he hailed from Cayce, Kentucky.***** The first 100 m.p.h. run in America was made by locomotive No. "999" on May 10th, 1893. Getting back to 1975, what is there to the whispering on the train wire reporting a "B" Liner taking in the 5 o'clock nude show at the Kent Hotel in Agassiz with Rule "G" prohibition on the Table??? **LOST** by Fraser Wilson at the Spring Meet - one 20 foot Black extension Cord. If anyone has this by mistake or otherwise please return it to Fraser so he can get his Switcher operating once again to bring in some revenue for the railroad.

"ROYAL HUDSON" 2860 * LIVE STEAM PICNIC TRIP * SUNDAY JULY 13, 1975 *****

A LETTER OF THANKS

(7)

7th Division Standing Committee
care of
Mr. Ken Davis, Treasurer 7th Div
815 Crystal Court
North Vancouver, B.C., Canada

Gentlemen:

This letter is to express the thanks of the entire Pacific Northwest Region of NMRA to the members of the 7th Division of PNR for the check in the amount of \$100.00 received on February 19th, 1975 along with a letter signed by Mr. Ken Davis in explanation.

This money will be put to good use and we again thank you all for your thoughtfulness.

Railroadingly yours,

(Ed. H. Albrecht) Signed

Treasurer PNR

3119 SE 57th Ave.

Portland, Oregon 97206

February 20, 1975

One weekend this past winter Division 4 in Seattle was asked to put on a model railroad display in the Pacific Science Center at the Seattle Center, site of the famous Space Needle and World Fair. To help round out their exhibits, the Seattle folks contacted Greg Kennelly, Hank Menkveld and Tom Beaton of our div requesting some "N" Scale for display.

Naturally our fellows were only too willing to oblige! After the Model Railroad Display was all over, it proved to be such a financial success that Division 4 mailed a check for \$100.00 to our 7th Div Standing Committee in appreciation of the assistance given by our 3 members.

When the donation was discussed at our next Standing Committee Meeting it was suggested that it be passed on to PNR so that our whole Region would benefit from it. This was made into a motion and passed unanimously, hence the reason for the above letter of thanks from PNR Treasurer, Ed. Albrecht.

Once again on behalf of all the 7th Division our sincere thank you's go out to Greg Kenelly, Hank Menkveld and Tom Beaton for proving that Model Railroading can and IS F-U-N.

A TIP BY H.O'TOOL

Next time you dine out pick up a few toothpicks. Several restaurants supply the ROUND, Pointed-at-both-ends type, flavored, or not. These make very good glue applicators for small projects, as well as many other uses.

H.O.T.

PNR 1975 WILLIAMETTE CONVENTION ---- SEPTEMBER 4 - 5 - 6 - 7, 1975
Sheraton Motor Inn, Portland, Oregon. See the "Switchlist" for registration form.

From the "B"-Line via George Beil via Rosedale, B.C.::::

(8) =

The last Bulletin Board featured an article covering the instalation of a turnout control named "Two Bit" turnout control. I went all over town; the only switch of that type that I could find cost 65¢, 3 woodscrews #6x $\frac{1}{2}$ @ .03¢ each, two only 6/32x $\frac{1}{2}$ @ .03¢ each, washers .01¢ each;- that's more than six bits. If I were to start cutting up clothes hangers and my wife saw me, we-l-l -- no more "B"-Line! Author, Editor: That article is fraudulent, misleading and highly controversial. 'Nuff of that! Let's talk sense...

A double crossover is 2" c to c, how does one get 2 - 2 $\frac{1}{2}$ " square blocks under them at each end? How about the throw rods? Will one have to be a tube, and one a rod, for they will be in the same place at the face of the layout;- slipswitches likewise. At the junction of the s.s. & s. and the "B" Line we have the following arrangement: Double crossover, both lines enter at the same end, one on each leg. The other end has a double slipswitch, one on each leg followed by turnouts on all legs of the latter. It would be impossible to use the two-bit turnout control. For a collapsable layout as at the spring meet it may be advantageous to have the throw right at the switch, but, I, myself think it is interesting to have them all together, especially since many home layouts are suited to walk-around control, considering obstructions like furnaces, soil pipes, beams and plumbing.

One yard on the "B" Line has 41 controls, all manual. Double and single crossovers are handled by one, slipswitches by two; all these are in one place. Out here in the Valley this type of control has been in use over ten years by several modelers. They were written up in the second last issue of the sadly missed 'DISPATCHER'. You are all welcome to inspect the workings!

Nothing new to report at the Cute Lines.

From January 1973

My Husband is on the right Track

N.C.R.

"Hot Box"

NMRA

I am married to a man with a demanding hobby - Model Railroading. I couldn't count the number of times I have shifted stacks of model railroading magazines sitting on the shelves, that I know he has read from cover to cover, but I wouldn't think of throwing them out because they are used for reference.

I can think of many evenings my husband has worked on his layout until the late hours, often at times calling me out to show me a building, model or structure he had built for his hobby, or to show me a new engine or a new track plan.

I can also tell of Sunday drives to railroad yards, or chasing a train to its destination, or, believe it or not, sitting at a railroad crossing wai-t-ing for a train to come by.

Our last several vacations we've spent hours checking out literature, maps, etc. visiting certain cities, or off the beaten track towns that had anything to do with railroading.

I often go to the hobby shop with him to buy supplies. I sometimes call a salesman to one side and buy and surprise my husband with a nice brass locomotive.

These hobbyists are certainly a very special type of man, a perfectionist, yes, but also a man who can respect another person's ideas and things.

My husband is very proud of his hobby and so am I. I can only thank my husband for having something that occupies his free time and his mind. Fran Koepsell.

NMRA CONVENTION * RAILS ALIVE '75 * DAYTON, OHIO * AUGUST 5 - 10, 1975 *****

ALL A--A---BOARD!!

7th Division PICNIC and "LIVE STEAM" TRIP

BCR #2860 "ROYAL HUDSON" to Squamish

*****Sunday, July 13th 1975*****

Reserve your tickets early. Tickets are available at Mike's Kaboose, Van Hobbies, Railway World and Hobby Craft Center. Your Committee has six coaches (408 seats) set aside for the 2nd Annual event with the former CPR steamer.

The train is scheduled to leave the North Vancouver station at 10:00 a.m. on Sunday, July 13th 1975, arriving Squamish about 12 noon. Returning the train leaves Squamish at 2:00 p.m. and arrives back in North Vancouver about 4 p.m.. For those who do not have transportation, a bus leaves the Vancouver Bus Depot at 9:15 a.m.. Fare is forty cents each way. On returning to North Vancouver a bus will meet the train for the return trip to Vancouver.

By buying our fares as a group, we receive a small reduction on FULL Adult fares only, therefor the fares for Senior Citizens, Students and children will be at the regular rate.

Adults	\$5.00
Students 12-18	4.00
Senior Citizens	4.00
Children 2-11	2.75

Bring along your picnic baskets or take your chances at the Squamish dining facilities. There are several cafes and two hotels within a few blocks from where the train stops. There are a couple of "newsies" on the train also.

It is requested that you please get your tickets as soon as possible. Your Committee wants to be sure that all our members families and friends are taken care of first, then our out-of-towners who may come from down south or up north can be taken care of. Last of all, if there are any tickets left over, your committee will be able to return them to the BCR without cost to the 7th Div..

Your Standing Committee wishes to thank all those who so willingly co-operated in helping to make our Spring Meet the success that it was. A special mention should be made to the fellows who worked so hard to have the "N" Scale modules in operation. Also, the person who does so much behind the scenes to make our meet so successful; he arranges for our movie film, solicits for our door prizes and always comes up with a first class Banquet Guest. Thanks a lot, Tom Vardey, your efforts are greatly appreciated by all of us.

Nine (9) of our RAILLETES met at the home of Mrs. Eve Rhone prior to the Spring Meet to plan their activities. We were pleased to see them join in once again.

The 7th Division is hosting the 1976 PNR Convention. The tentative dates are September 9th, 10th and 11th, 1976.

DOGWOOD CONVENTION

(dogwood symbol)	Beautiful British Columbia	Land of the Royal Hudson
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Please keep these dates in mind for 1976. Further details as they become known.

ANOTHER POINT CONTROL by KEN COOMBS

My own design of point control uses any single throw switch capable of making the necessary electrical connections and/or polarity changes. This switch should be mounted horizontally on the edge of the baseboard at a site convenient to the point it will operate. The switch lever should be drilled to take the piano wire used for the control wire. The control wire is fed through a hole, or a gap, in the 'L'-girder system. A few bends hereabouts allow for final adjustments. A piece or pieces of brass tube feed the control wire to the pivot rod. A vertical loop or coil in the control wire will make it grip the pivot rod with the spring in the wire. The pivot rod is bent over at the top and fed down through the tie bar and fulcrum plate to the control wire. Make the pivot rod of a thicker wire than the control wire.

Notes:

1. The electrical wiring is at the front of the pike, where it should be.
2. The major work, that of throwing the electrical switch, is not done by the mechanism.
3. The switch need not protrude from the baseboard any more than any other choke cable or similar arrangement and is more easily finished, protected.
4. The throw can be adjusted by sliding the control wire up or down the pivot ~~wire~~ rod.
5. The control can be made to work through almost any angle.
6. A simple pick up point can be arranged to operate a switch stand.
7. I over-drill the hole in the electrical switch and make an insert with a small piece of brass tube. This seems better engineered and in any event larger drills are cheaper and harder to break.
8. I haven't tried it yet but it should be possible to mount a switch machine in place of the electrical switch, providing there is not too much resistance in the control wire tube. This would not only facilitate servicing the switch machine but would also permit some form of local control away from the main panel, useful in switching with walk-around throttles.

3324 Evergreen Drive,
Port Moody, B.C.,
7th June 1975.

Dear Mr. Jones:-

I am new to PNR, being recently out from England and you will probably find I don't write the same language in many instances. However, with the thought that there have been several dozen point control systems published over the years, I thought you might be interested in my own.

The switch only cost me 8p in England, could I call it the "one-bit" control?

Yours sincerely,

Ken Coombs.

(Thanks, Ken, for your diagram and comments and WELCOME to B.C.!! Ed.)

Any single
throw switch
to suit your
wiring.
Control wire
thru' hole in
baseboard or
gap in 'L' girder

Kinks in control
wire for adjust-
ment

Direction and
stability maintained
by brass tube in one
or more pieces.
Stapled to any
supports.

Route wherever
convenient

Vertical coil
in control wire
with pivot rod
through tie bar
and fulcrum
plate

