

th. DIVISION BULLETIN BOARD

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

7th. SUNDAY
th. DIVISION

STEAM TRIP

ON THE ROYAL HUDSON
TRAIN



SPECIAL FARES
FOR MEMBERS
ALSO SAVINGS FOR
NON-MEMBERS

ALL AA -- BOARD

July 7th 1974

7th Division PICNIC to Squamish

Ex CPR "Royal Hudson" H-1-e #2860 MLW 1940

Reserve your seat early. Tickets are available at Mike's Kabcose and Van Hobbies. Your Committee has ordered two coaches (136 seats) for our group, so let's fill them with our members and friends.

The train is scheduled to leave North Vancouver BCR Station at 9:50 A.M., arriving at Squamish about 12 Noon. Returning, we leave Squamish at 2 P.M. and arrive back in North Vancouver at 3:45 P.M.

The return trip fare for Adults is regular	\$5.00
Students 12-18 and Senior Citizens	3.75
Children 5-11	2.50
Travelling as a Group we get a 15% reduction:-	
Adults	\$4.25
Students 12-18 and Senior Citizens	3.30
Children 5-11	2.15
Paid up PNR Members and <u>Family Members</u> will benefit further with a subsidy from your 7th Division Treasury: /	
Adults	\$3.50
Students 12-18 and Senior Citizens	2.50
Children 5-11	1.50

Everyone is advised to bring along their own Picnic Basket full of goodies to suffice for the round trip. It is understood that a concession stand will be provided in one of the cars or coaches of the train. Also, in regards to the approximately 2 hour stop over at Squamish it is not known what facilities will be available to the influx of train passengers, so please come prepared for anything or nothing at all. The Excursion Tourist Train is expected to start on June 21st, operating 5 days a week with Monday and Tuesday off. After it has been in operation a few days there may be more reliable information to pass on to our ticket purchasers.

Please secure your tickets as promptly as possible from Phil or Mike. Get your friends interested in coming along, too. Let's have a sell-out for the scenic train ride alongside English Bay and Howe Sound behind a real honest to goodness oil-fired steam locomotive.

The SOUTHERN SLOPS ? ? ?

That's right - S/L/O/P/S
Who are they ??

We hope to have some of the answers in the next issue of the 7th Division "Bulletin Board".

DO YOU WISH TO TAKE UP THE CHALLENGE?

The following article has been copied from the Railway Modeller, a PECO product. PECO is the company in England manufacturing OO and N gauge components; they are probably best known in this part of the world for their flexible track and switchwork. It is of such interest that it has been copied in full, with acknowledgement.

HORNBY RECORD BREAKING ATTEMPT

In September, 1960, a train hauled by a Hornby OO Castle Class locomotive ran, non-stop, day and night with no attention whatsoever, a distance of 153 actual miles. This non-stop record has stood ever since and earlier this year, it was felt desirable to carry out some extensive tests with current motive units and, in the course of these, to make an attempt to raise the record. In order that any such record could be thoroughly authenticated, it was decided to carry out the attempt on 'neutral' ground and, accordingly, the Mevagissey Model Railway was approached and gladly accepted the somewhat onerous task of carrying out the tests on part of their extensive layout which is equipped to monitor performance with electronic lap counters and fault warning indicators.

As Mevagissey Model Railway would be open to the public for up to 12 hours a day throughout the tests, and in order to provide some variety, it was decided to use five different models, although all were powered by Ringfield motors fitted in the tenders.

The locomotives used were one 'Evening Star', a black 2-10-0, a Britannia class 'Oliver Cromwell', a reluctantly released pre-production Black 5 and, to make up the number, a Princess with its standard X.04 motor removed and replaced by the tender power unit.

Recognizing that the component most likely to wear out in a long term test was the carbon brush, the 'Evening Star' was fitted with two experimental copper gauze brushes and the Princess with one copper gauze and one standard carbon brush. Apart from these, there were no other modifications from standard.

The tests were carried out on five tracks which were carefully measured and varied between 61 ft. 4½ in. and 105 ft. 11½ in. per lap. Invigilators were in attendance during the days and slept in a room nearby to which alarm bells were rigged so that if a fault occurred during the night, they could be instantly available to provide succour or disqualify the contender.

The tests started between 11.00 and 11.30 a.m., Tuesday, 31st July, 1973, and resulted as follows:

1. Pre-production Black 5 locomotive hauling 12 four wheel wagons completed 26.95 miles in 28½ hours before a locomotive chassis wheel bearing opened. A modification has been implemented for the production models.

2. 'Oliver Cromwell' hauling 5 Pullman cars completed 40.76 miles before becoming derailed and thus being eliminated from the non-stop test.
3. 'Evening Star' completed 112.17 miles hauling 6 bogie coaches. At this point, the armature was no longer able to revolve as it was choked with copper gauze filings.
4. Black 2-10-0 hauling 6 bogie coaches completed 150.17 miles but was forced to a halt through lack of lubrication to a motor bearing.
5. The Princess, hauling 6 bogie coaches completed the remarkable total of 273.84 miles. This took 8 days 2 hours and 27 minutes and involved 23,570 circuits of the 61 ft. 4½ in. track which also included a climb of 3½ in. per circuit (and a corresponding drop back). Thus the total vertical distance climbed amounted to 1.3 miles, no mean feat remembering it was untouched throughout. On examination afterwards, it was found that the brushes had disintegrated, but after replacement and a clean up, it was ready for more, if a little giddy! For the record it will be seen that the average speed was 1.4 m.p.h. representing a scale speed of approximately 107 m.p.h.

The claim has been submitted to the Guinness Book of Records for their consideration.

T.L.V. 15.3.74

---- oo0oo ----

PILGRIMAGE REPORT

Herewith a few brief comments in regard to journeyings during 1974.

E & N

Unable to complete the annual trip to Courtney; instead Wellington was the extent. Still a dearth of passengers, the R.D.C. seems to grow older each year, and still no sign of railroad activity was noticed after leaving Esquimalt. The station at Nanaimo is a sorry sight, after the fire; it is in use, but only just.

B.C. RAILWAY

A recent trip with the West Coast Railway Association to Lillooet and return was exhilarating. It was a well organized outing, and I have no hesitation recommending a future sampling to anyone, whether a railroad

enthusiast or not. The time regained on the return was remarkable, and the condition of the track appeared first class. It was also an experience, traveling for the first time through the tunnel eliminating Horseshoe Bay.

BURLINGTON NORTHERN

On this occasion, Seattle and return, the outbound trip was not too enjoyable; firstly, a departure time of 5:30 a.m. sits somewhat uneasily and the train being full, almost to the limit of its capacity, did not help. The dining car seated only 14, so the wait for breakfast was long. The necessity for emptying the train at Blaine for 100% custom examination is not recommended as a steady diet; fortunately, it was not raining at the time. The return journey was better, but time was lost because of the condition of the track. Between Edmonos and Everett, the high ground slopes towards the roadbed, and dozens of slides were evident, the debris being pushed over the retaining wall into the sea. Beyond Everett, there was swampy ground requiring slow running orders. Time keeping left a lot to be desired. The International left on time, prior to the arrival of the connecting train from San Diego, which was also running late. Nevertheless, the journey by train, both ways, was experienceful and worthwhile.

T.L. Vardy
27.3.74

Northern Alberta Railways will discontinue its passenger train operation between Edmonton, Alta. and Dawson Creek, B.C. on June 1st because of consistent revenue losses on the line, Ker Perry, General Manager, said.

The NAR makes two return trips to Dawson Creek each week and serves an average of 2,000 passengers a year - a number that "doesn't pay for the diesel fuel," Perry said.

(Vancouver Sun, May 3rd, 1974)

Victoria Pacific Railway is contemplating running steam excursions between Victoria and Shawnigan Lake this summer, if they can secure use of CP Rail track.

(Vancouver Sun, May 11th, 1974)

NMRA "SILVER GATE" CONVENTION JULY 24 - 28 SAN DIEGO, CAL.

SPRING MEET

The Committee wishes to thank the following people who so willingly co-operated in helping to make the Spring Meet the success that it was.

Frank McKinney
John Milner
Greg Kennelly
Jay Golightly
Al Lill
Jerry Lewis
John Green
Al DeHart
Al Smaltz
Al Adams
Ted Clarke
Gordon Varney
Tom Beaton

Clinics
G.N. Display
N Gauge Display

Nor West Club
False Creek & Northern
Vancouver HO Model RR Club
Penticton Remote Control Display
CPR Steam Locos HO
LGB
BCER Trolley Cars

Coquitlam Ferroequinologists

Commercial Displays

Railway World
Mikes Kaboose
Hobby Craft Centre
Totem Tools
Frew & Gordon
Eastern Roundhouse Repairs
Van Hobbies
Pacific Fast Mail

Art Darlington
Mike Krigovich
Ross Priest
Ken Wilson
John Maughan
John Maughan
Phil Crawley

Rod McIntosh
Cec Bradwin
Bernie Tulley
Cec Bradwin
Bill Graham

Movies
Tape Slide Clinics

Auction

Nate Oxhandler - a welcome 4th Divisioner VP who came from Seattle to lend a hand.

Paul Franke, PNR Booth - another 4th Divisioner who pitched in and gave his time and pleasant personality to the 7th's cause.

Spike Brown - Publicity - a terrific job of covering all bases and making the event well known contributing no small amount to its success.

Fraser Wilson - pleasantly parting the willing customers from their admission fee.

With the greatest co-operation from all concerned this turned out to be the best Spring Meet ever in every respect.

Thanks to all whose combined efforts made it the success it was.

With apologies to anyone who has been missed in mention.

Display Chairman,
Phil Crawley.

From the CUTE LINES

Since I had to wrk the following is only heresay:- Val Smith was down for 3 weeks refresher course in civilization, and has now returned to Baffin Island. Model Railroading is out of the question due to the nearness of the magnetic pole or something, but model building is in full swing. Rumors have it, that these mysterious sounds over Williams Rd. way, is actually trains moving on Bill Graham's pike-a-building. The British Columbia Railroad, Rosedale Division, just like the prototype, received several all steel box cars in the new colours. The Fir Line has a new transistor throttle and the "B Line" is installing two in the dispatcher desk already built and partly in operation. The next meeting is May 18th, 2000 hours. gb.

"N" SCALE REPORT

On Sunday, May 12/74, a meeting of some of the local "N" Scalers took place at Steve and Mary Starks House. The reason for this meeting was to discuss our program for the following year. Plans are presently being formulated to build a very large "N" Scale layout along the lines of the Belmont Shores N-Track Modular Portable pike described in the February, 1974 N.M.R.A. Bulletin. Our pike would be approximately 12 ft. wide by 40 ft. long.

Those present at the meeting were:-

Hank Menkveld and son	Carl Sparks and wife
Bob "Mini" Millar	George Edwards
Glen Lawrence	Tom Vardy
George Carroll	Steve & Mary Stark - the hosts
and me - Dave Simpson	

Unfortunately Gregg Kennelly was a little under the weather and could not attend. We have thrashed out a rough plan, and will give out regular progress bulletins. Each builder has been assigned a module, and will be responsible for the construction and operation /storage of his own module. Well, that's it for now. D.S.

PNR 4th DIVISION BUS - SAN DIEGO

Nathan Oxhandler advises that the proposed Charter Bus to the NMRA Convention in San Diego July 24th to 28th has been cancelled, due to insufficient interest to make it worth while.

He also writes "Those of you who are planning to go to this year's National, I hope you have pre registered, because I was No. 1151, so it is going to be a big one."

CATS - Cumbres & Toltes Scenic RR

The 1974 schedule has bad news for the Steam Fans. From May 25/74 to August 1/74 CATS will operate all-by-rail roundtrip tours with a diesel-powered train.

These tours depart from Cumbres Pass Depot, easily reached from Antonito, Colo. (36 miles) or Chama, N.M. (14 miles) over new, paved State Highway 17. Park in guarded lot at Cumbres.

Trains operate Sunday, Tuesday, Thursday and Saturday, leaving Cumbres at 10:30 AM and returning at 4:30 PM. Adult fare is \$11.00, Children (under 12) \$4.00.

Commencing August 3 to October 6/74, steam powered roundtrip tours departing from Antonito, Colo. and Chama, N.M. on Saturdays and Sundays only. Roundtrip fare for adults \$14.50, Children (11 and under) \$5.00. Advance reservations should be made to avoid disappointment.

- - - - -

On May 4th, 1974 at Nelson, B.C. a mini meet was held in the up-stairs Hall of the Purple Lantern Cafe.

- Displays, tape slide clinics, layout tours and a switching contest were held.
- Model Railroaders came from Kamloops-Trail, New Denver, Vancouver, Rossland and Colville, Washington, to attend the Meet.

Displays included N gauge layouts and Dioramas, HO Dioramas and equipment and HO Traction.

Harvey Moir put together an excellent little switch layout to hold the contest on and it was won by a Mr. Duon (if I'm wrong, forgive, this is from memory), and Greg Kennelly placed second.

Slides were also shown by Bob Whetham, of Central & South American Railroads, mainly Narrow gauge and old. Anybody for an 1872 4-4-0 still running?

Layout tours included those of Mike Barone, Harvey Moirs and Charles Fraser.

A group of about forty people sat down for the Banquet and all in all everyone had a good time.

And from the three of us gentlemen from Vancouver who attended we wish to thank the Nelson group for their hospitality and friendship.

/ - - - - /

NOTES FROM BELGRADE, YUGOSLAVIA

Recently from Belgrade, Helene, children and I motored to Athens, Greece and stayed at the home of the M/W Rep. there. He graciously took us through the Athens Yards, Shops and we watched the unpacking of a 3500 hp unit from Montreal. Steam is still active in Greece and Yugoslavia and is on the decline. I hope that these two countries save some examples of steam locomotives for posterity. Modelling tip - At tunnel entrances and bridge ends still in existence are brick Blockhouses built by the World War II aggressor. Some are in disrepair but the majority are still in good shape. Good Reading - Readers Digest of May, 1974, pages 66 to 71 about the Chihuahan - Pacific RR. One point though is about diesels "chugging". Maybe Phil Crawley can explain that one. Boyko's Posting - In August we move from Belgrade, Yugoslavia to Oromocto (near Fredericton) New Brunswick, but will keep up my "West Coast" status. I know there is a deck of cards at the home of the "B - Line" Northern Division always ready for use if George Beil is still the champion. Cheers....

George Boyko.

/ — — — /