

th DIVISION BULLETIN BOARD



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION
FEBRUARY 1978

DEMONSTRATION

TABLE CLINICS

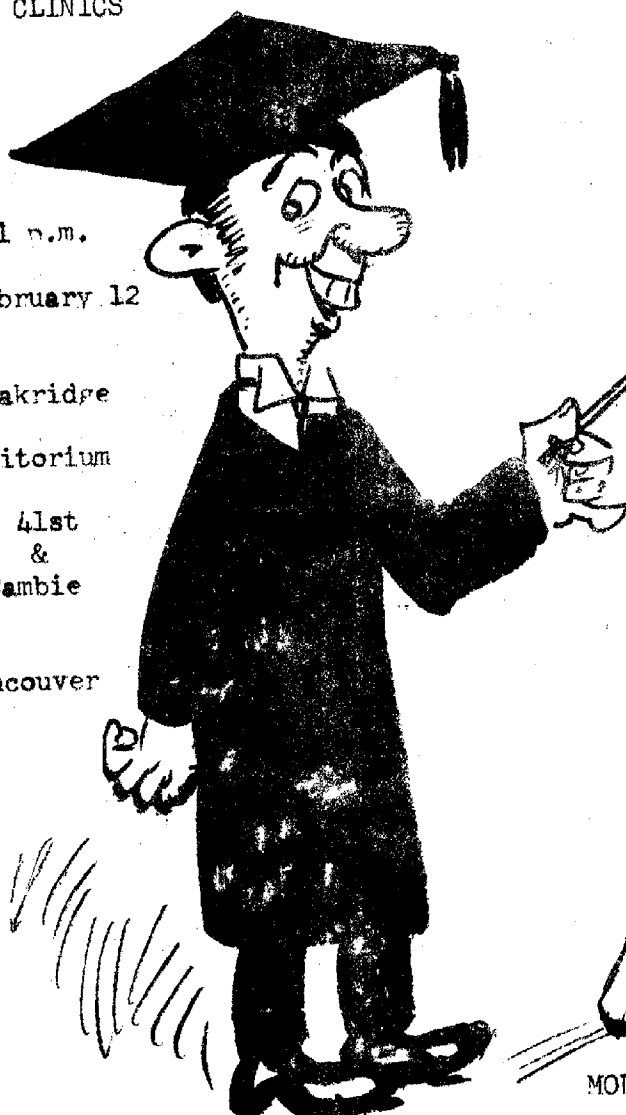
COME!.....SEE how it is done.

1 p.m.
February 12

Oakridge
Auditorium

41st
&
Cambie

Vancouver



- CLINICS
1. TREE Construction
 2. ROCK Moulds
 3. Zin Texturing
 4. Styrene
 5. Tell-tale Constr'n
 6. SWITCH Fabricating
 7. Kit-bashing a diesel loco
 8. REFRESHMENTS

Admission:
FREE with Paid-up PMR or NMRA Card
Others by DONATION at the door.

MODELS and/or DISPLAYS WELCOME

BULLETIN BOARD

2.

The BULLETIN BOARD is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association. It is mailed free of charge to all members of the 7th Division. Subscription rates to all others is \$2. per year, which comprises approximately six issues.

The BULLETIN BOARD is authorized by the Standing Committee of the 7th Division PNR, NMRA. All correspondence pertaining to this publication should be directed to the Editor, as follows:-

Art Jones,
Bulletin Board Editor
796 East 37th Avenue
Vancouver, B.C. V5W 1G1

All other correspondence relating to the 7th Division PNR should be forwarded to the Superintendent as follows:-

Tom Beaton
Superintendent
7th Division P.N.R.
13337 62nd Avenue
Surrey, B.C., V3W 1V4

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YOUR SUPERINTENDENT REPORTS:-

As I had to go to the B.O.D. Meeting in Portland on January 14th, I was a little late getting to Oakridge for the Clinic on the 15th, but, it looks like it was well attended and the electronic flasher clinic went over well. Thanks, Art and Hank, Greg and Rob for doing a great job during my absence.

The B.O.D. Meeting was interesting as some changes have been made which will affect all of you. These are, (a) A new editor for the SWITCHLIST, (b) A new P.N.R. Librarian, and (c) New contest rules.

The mention of contests....., please note, those of you who are wondering what happened to the Photo Contest certificates and ribbons. They will be sent to you as soon as possible. We apologize for overlooking this.

Another apology I have to make is to three gentlemen on Vancouver Island. It seems that their dues were given to me at the P.N.R. Dogwood Convention and I must have misplaced them. However, this has now been taken care of and we welcome you aboard; sorry for the delay!

In my last report I asked for comments on having two meets a year. I haven't heard anything to date. Does that mean that we aren't interested??

Don't forget that elections are coming. Also we must select our "Ross Heriot Memorial Gold Spike Award" nominee. Please get your NOMINATIONS in right away.

See you at Oakridge on February 12th! If you have any questions or ideas bring them along. Also please bring some of your models, etc. for display.

1978 SPRING MEET

Place : Kelowna, B.C.
Date : March 25, 1978
Location : Sandman Inn
Cost : \$12.00 /person

1978 SPRING MEET

Registrar and Information:
Gerry Shaver
565 Kridge Road
Kelowna, B.C.
Phone : (604) 860-5351

Cut-off date for Registration is March 19th. After this date, the Registration fee will be \$14.00, Children under 15 years and Senior Citizens \$13.00.

We hope to have as many table top clinics going as possible. Some of the planning is not finalized yet, but it is hoped to have a Mo Morrison film during the Awards Banquet, the menu for which will be a smorgasborg..... Sounds good!

Raillette activities are also being planned -- they're hoping for a trip to the Winery. Maybe they'll let some of us guys tag along!

Door and Raffle prizes are being gathered also - I hear they have a C.N.R. 10-wheeler, it's also possible that there'll be a Dremel Tool, some type of Caboose, and a painting. These items have not been finalized as yet.

There will be Contests this year also. George Mackie is planning a publicly judged model contest to involve six categories. They are (1) Best Diorama, (2) Best Rolling Stick, (3) Best Locomotive, (4) Best Structure, (5) Best Photo and (6) Best of Show.

Continued...../9

Coming up on February 12th is a clinic for everyone to see how it is done! That's right, there will be seven clinics operating all afternoon. You can move around from one to the other, or stay at your favorite type of clinic, which ever turns you on. One thing, though -- make sure your dues are paid up to date!! Someone will be at the door to check your cards, so if you aren't paid up, you'll have to fork over or else make a donation to get in the door. I trust this short message won't scare the delinquents away! Come on, fellows let's get with it!!

... How about another good crowd for February 12, 1978. Tom Beaton, Ken Davis, Hank Menkveld, Frank McKinney, Cyril Meadows, Brian Pate and Dave Simpson await YOU.

Once again, you are urgently asked to give this important matter your immediate attention....., PLEASE!

This AWARD will be given out at the Spring Meet in Kelowna, B.C. on March 25, 1978, depending on YOUR individual efforts. Please fellow members, while it is on your mind, send a brief note explaining your reasons why you think your Nominee should be selected as a candidate for that Award.

NOMINATIONS will be received until Friday, March 3, 1978. Send it to:—

Frank McKinney
422 West 23rd Street
North Vancouver, B.C.
V7M 2B7

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ELECTION NOTICE - - This is the second call for NOMINATIONS!!!

NOMINATIONS are now open to any members wishing to submit their names to fill the opening for Superintendent of the 7th Division. Nominations are open until April 14, 1978.

You may submit your name or the name of another member, along with a few lines explaining why you or your nominee would be a suitable Candidate for the position of Superintendent.

This is your opportunity to show your dislikes for the way things are run in the 7th Div.. If you don't submit a name, it must mean that you are entirely satisfied with the ways things are being done. Please send **NOMINATIONS** to:-

Art Jones,
796 East 37th Avenue
Hempnover, B.C. V5W

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DUES DUES DUES DUES DUES DUES DUES DUES

N.M.R.A. Dues are \$10.00 per year Life Membership in NMRA is \$200.00

P.N.R. Dues are \$ 3.00 per year Life Membership in PNR is \$ 35.00
(All prices are in U.S. Dollars) (You must be a NMRA Life Member)

Remit to: Jeff Tague, PNR Office Manager, 303 Anchor Loop, SELAH, WA. 98942 USA

A westbound coal drag, with robot controlled mid-train slave units, growled its way through the five mile long Connaught Tunnel, pulled into the siding at Glacier to meet an eastbound freight. There was heavy snow on the ground and the rails were hidden under the blanket of snow, and it was apparent that there were no snow plows in the vicinity.

The train continued its careening journey down the hill, it was moving so fast that the men on the headend could not safely jump off! Imagine their dilemma!!! The Train hurtled through the Lanark snow sheds doing over 75 mph!

Fortunately, no one was killed or injured, but the toll of damage was estimated to be over 10 Million Dollars. Lost were 4 locomotives, 1 robot, 76 loaded cars of coal and 1 bridge, which severed the mainline for 5 days, while a shoo-fly was constructed around the bridge and wreckage.

One unofficial theory is that the robot car may have malfunctioned, and inadvertently picked up transmissions from the freight train they had met at Glacier, thus the slave units would be working full throttle while the engineer was vainly trying to bring his run-a-way train under control.

S.P. REPORTS MERGER TALKS

The nation's first transcontinental railroad, an alignment many analysts think will cut costs and improve rail service, could result from merger talks between Southern Pacific Company and Seaboard Coast Line Industries, Inc..

It wasn't specified which would be the surviving company if it comes about.

From "THE DISPATCHER" Issue #5 - Sept. - Oct. 1960:-

The HACK TRACK

By Ken Vere of the Caribou Southern.

Due to the struggle I'm having building the 12"-to-the-foot addition to the family roundhouse, I haven't had too much time to haunt the hobby shops. However, I did manage a short tour to catch up a bit on what's new. I hit the Cambie Street Emporium right on the heels of a couple of Pacific Fast Mail hogs, both strictly fresh from the manufacturer. They were so new, the Cambie Street Character (to borrow a term from our editor), couldn't give me a price on them. Anyhoo, one is a Berkshire 2-8-4 with lots of Cal-Scale parts really dressing it up - a beautiful job. The other - (I've got a soft spot for the older-type engines) was a Great Northern 12-wheeler (4-3-0), vintage 1891-1900...a gem! Belpaire boiler, Laird crosshead. One feature which you'll find on this little loco, but not on any other commercial job, is a slide valve motion that actually works! - Yep, slick as a whistle! It operates off a cam mounted on the lead driving axle. You've got to see it to believe it!

Have you seen the new Athern plastic standard passenger cars? If you haven't get a green light to your favorite model railroad supply center and have a look! For our money they are one of the best buys in passenger equipment. Even though they are, like the RDC's produced by the same manufacturer, a trifle shorter than prototype, they certainly look good. They come in four choices: baggage-mail, coach, pullman, and observation. All but the coach have clerestory roofs, and they're offered unpainted or painted for Santa Fe or Baltimore and Ohio.

We checked dimensions with the A.A.R. standards and found them (except for length) to be very close. Here are a few comparisons: AAR rail-to-roof - 13'6"; Athern, rail-to-roof - 14'; JC Models, rail-to-roof - 14'6". (all cars) ...Athern length over end sills, 72'6" (coach) - JC Models length over end sills, 76' (coach).

Except for the rail-to-roof and length, all other dimensions of the Athern cars checked out O.K.. The coach sides

(again, except for length), are identical to JC Models, so you can readily see that they are acceptable.

I think the reason JC cars are higher is because of their rather heavy roof section.

The four Athern cars are supplied with the same 6-wheel trucks and underframes. The trucks are cast with plastic wheels which roll freely and track well. On checking with my NMRA gauge I found only one pair of wheels that had a slight over-gauge, and this didn't effect tracking in any way.

Let's hope Athern will produce a diner, combine, postal car, baggage, and maybe an express reefer. What a train that would be! I've forgotten to mention that all four of the cars come with plastic snap-in windows.

Since I bought unpainted kits so I could finish them to match the older-type CPR rolling stock I use on the Caribou Southern, I experimented with a new paint I've run across - Krylon. (At least it's new to me). I like it very much as it doesn't obscure details such as rivets even after the application of four or five coats as recommended by the manufacturer. It's available in spray-cans and therefore easy to employ. I chose cherry red which I think will be very CPR-ish after varnishing. KRYLON is produced in several flat colors which are actually primers, and a range of gloss hues. I sprayed the roofs and underbodies of my cars with flat black which takes away the shiny, plastic appearance. Don't try to do your paint job with one or two heavy coats - the paint will sag. Keep the coats thin, even if five are required. KRYLON is stocked by Sherwin-Williams' paint stores. I purchased my supply at the Davie Street shop in downtown Vancouver where you'll find Terry Harvey, a co-operative model rail.

(See Page 8 for a continuing discussion).

Excerpts from "THE DISPATCHER" Issue #7 Jan - Feb 1961

The CONSIST by Spike Brown

First off, we hasten to report that after many moons, the caboose count on RON COWARD'S Capilano Valley has suddenly jumped from 2½ to 5! No longer will waiting consists have to borrow a caboose from a returning drag. ***We're not going to be popular with Ken Vere, conductor of the HACK TRACK, and mebbe we're sticking our neck out for no one should argue with a conductor. We've got our own ideas about painting those Athern plastic box cars when converting them into private road rolling stock. Ken's method of using Krylon works fine, but in our opinion makes the cars look as though they came fresh out of the shops - clean and shiny. If you like 'em that-a-way, that's the way you want 'em, but personally we like our cars to have a duller finish and prefer 410M STYRENE... our favorite color for box cars being the brand's R-32 Freight Car Red. If you go for Tuscan Red, 410M's R-34 does the trick. We like this particular paint because it's especially made for plastics, covers all lettering on any Athern Kit in two coats, dries rapidly and gives a DULL finish. - Every man to his own poison, of course.

WE NOW GO TO ISSUE #9 May - Jun 1961 -- The HACK TRACK by Ken Vere.

We're going to bounce the ball right back at our Editor this trip. In his alleged column, "The Consist", of DISPATCHER #7, he said: (See above)

Well, Mr. Editor - better you should wander into the car shops some day and see for yourself what a car looks like after it has been overhauled and freshly painted. I'll bet you a beer that they just don't sudden-like take on that aged and decrepit look the minute they roll outside. It takes a few trips across the country in all sorts of climate to achieve that "weathered look". My Kryloned cars are slowly beginning to lose their new look - give 'em a few more years and they will age gracefully all by their lonesomes.

About Krylon - you say it's shiny...wrong, again. Krylon Rust Magic, which I use to paint box cars on the Caribou Southern, has a very flat finish. It's the Crystal Clear sprayed on before applying decals that gives that shiny look. (If you can apply decals to a flat surface without showing the decal film, be my guest!) I'd rather have a new shiny car and clean-cut decals than one that's flat and shows a lot of ugly film. "Use a Decal Set," you'll say. We've tried it without much success. We are now open to ideas from readers of this column (if any) on how to make decal film vamoose from flat-painted cars.

(We break in here to strike back at Krylon Ken! --this is your editor speaking!.. As we said, - there's nothing wrong with Krylon, and if it does go on flat we can not see why close-trimmed decals treated with Solvaset or similar preparation, wont look prototype-like, we've done it ourselves. Our contention is, Kenneth, that if all the cars are going to come out "clean and shiny" the model railroad on which they'll run won't look as authentic as it would with a FEW fresh-painted cars as they'd come out of the shop, but with most others FLAT (like sun-bleached) with some added "weathering". Put, "every man to his own poison" as we also said in DISPATCHER #7. Incidentally, weathering isn't too much of a trick with a few tubes of artist's oil colors - and we'd rather have the aged appearance right off than wait a few prototype years for the look to result - and then, we feel, not as realistic as a bit of applied paint would do it.. So you'll say, "if we're so smart, why don't we tell how to do it" - so O.K. - we will in a future issue! - now back to Krylon Ken...

Pardon the Editor's interference, folks. - here I am again (Ken, that is).

(Please tune in next BULLETIN BOARD for the continuing saga of Ken and Spike) AJ

Instead of a Silent Auction this year, it has been decided to hold a Mart. If you have any equipment to sell off, here is your chance. or maybe you can buy something you want. Either way, the price will be on it, and it will be up for sale with 10% of the selling price going to 7th Div.

It looks like the groups in Kelowna, Vernon and Kamloops are heading up another good job. Let's all plan now to be in Kelowna for the 1978 7th Div Spring Meet on March 25th. Mark it on your calendar and keep it open!

P.N.R. LIBRARY

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SWITCHLIST

SMITHSONIAN

SWITCHLIST

The new Editor is Mr. Duane Damgaard. Duane is going to change the format of the SWITCHLIST to a 9" X 11" size and he said he will print all articles that come into him. He says that he will even print your "Letters to the Editor".

BUT, as he can only print what he gets, it's up to you to send him articles, etc... Remember, this is all voluntary labour and you are P.N.R., so let's see all those articles you have been sitting on. Let's have them written up in the SWITCHLIST. (Don't forget the Bulletin Board, TOO! (Ed.))

Continued...../10

Your new SWITCHLIST Editor is:- Duane Damgaard
6026 - 38th Avenue S.W.
Phone (206) 935-7159 Seattle, WA. 98126

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C.P.R. & C.N.R. Drawings and Plan Book

Those of you who were at the Oakridge show on the 15th of January may have seen the set of drawings I had with me. For those who weren't, there is a Plan book of CPR, CNR drawings available from the 6th Div in Calgary. Planbook #1 includes these drawings:-

- Cdn Northern Rly Standard Pump house
- CPR Standard #16 Stations (1914)
- CPR 40-ton Capacity, steel frame flat car (1922)
- Cdn Gov't Rly all steel snow plow (1922)
- CNR Express Reefer (1922)
- CPR Semi-enclosed Water Tank (1923 Concrete sub-structure - 60,000 gal.)
- CNR Standard Station #1 (1925)
- CPR Snow Shed Details (1938)
- CPR Hoadley Sub. Bridge (1938) 35.3
- CPR Hoadley Sub Bridge (1942) 59.4

These plans are on 9XL4 stock (black on white), and are blue-print-type of drawings, very well done. If you wish a set they are available by writing:-

Highball Plan Book #1

Box 4111, Station "C"

Calgary, Alberta T2T 5M9

and enclose \$1.00.

Also the 6th Div Highball magazine is an excellent publication, with many good ideas in it. You can, if you wish, get on their mailing list for a three or four dollar (more if you wish) donation. As this magazine is sent free to some 400 people, all donations help, and, I am sure, they will greatly appreciate.

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Additional TIMETABLE

3rd Div. Meet April 1 & 2
4th Div. Mini Meet March 18

Twin Falls, Idaho
Redmond Elks Club, Seattle WA.
Clinics, Layout Tours, Banquet, Proto Tour
\$10. per person includes everything.
Pacific Car Prototype Tour deadline March
1st. Registration and information:-
Bob Smith, 8115 - 20th Ave SW, Seattle Wn.

5th Div. Meet April 1st
6th Div. Meet May 26, 27, 28
Wilt's Spaghetti Feed May 27, 28

Tri-cities, WA. 98106.
Edmonton, Alberta
Nyssa, Oregon

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NOTE from GEORGE BEIL to John Maughn:-

"Remember the 'B' Line!"

George and his sister are on the way to Brazil on the first of the month to visit their brother. Good trip to you, George, from all of us.

T.S.B.