

7th Division

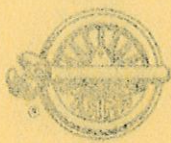
BULLETIN BOARD

Published by the Seventh Division, Pacific Northwest Region, National Model Railroad Association.



map, page 5

**THERE'VE BEEN
SOME CHANGES: P.1**

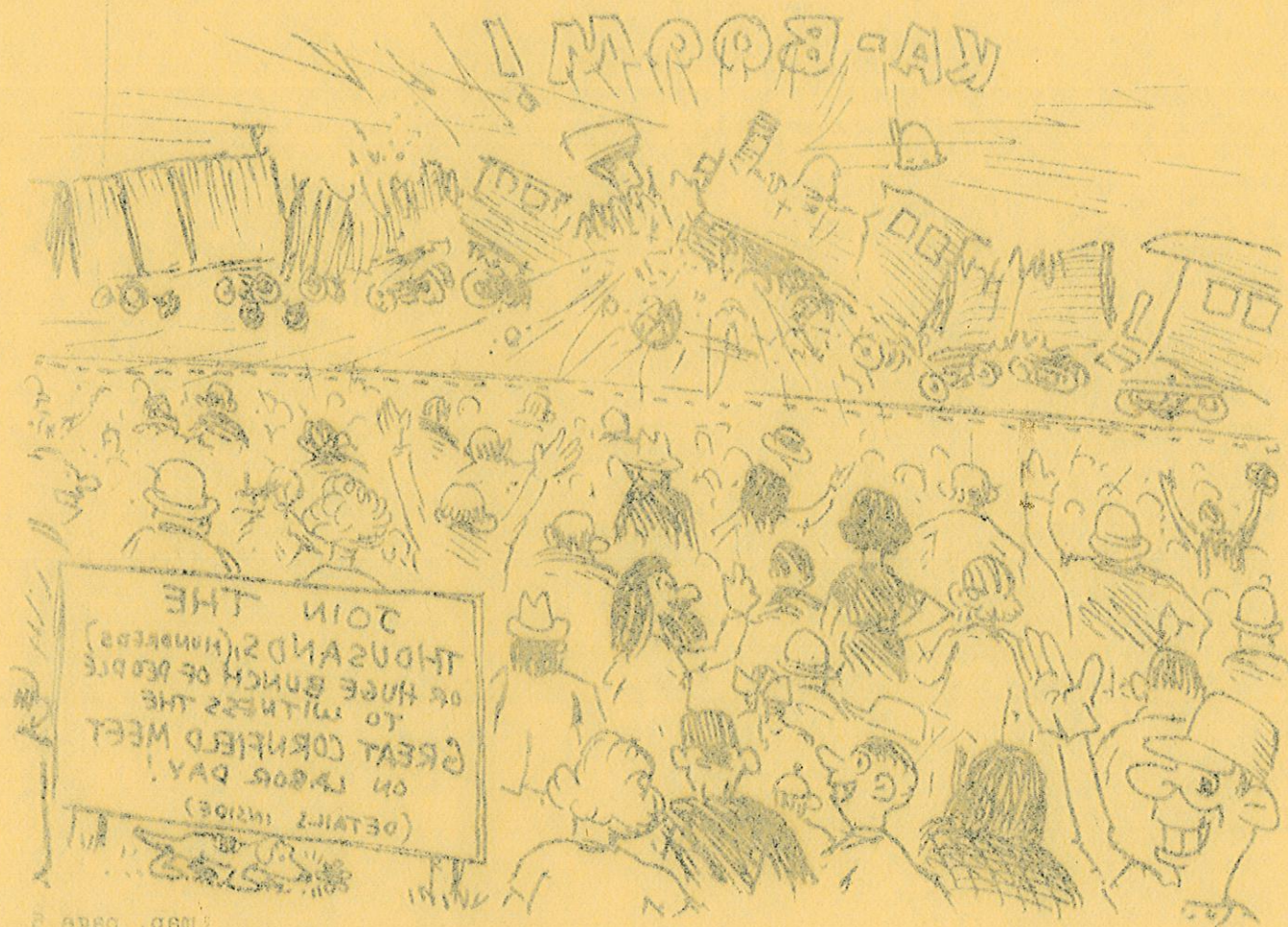


The Division



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Map, page 2

SOME CHANGES: P.1
THERE'VE BEEN

FRONT COVER

THE 6TH ANNUAL CORNFIELD MEET

September 1-3, 1984

For those who have not yet been to our place for one of the Cornfield Meets, here is what we do.

Friday evening: the first campers and trailers start arriving.

Saturday: more campers, motorhomes, etc. There are layouts to be visited or trips into the canyon can be made. Generally, somebody with knowledge of the area goes along.

For the ladies there is Minter Gardens. For family fun there are water-slides nearby, Cultus Lake, Bedrock City and more.

On Saturday night we have a no-host dinner at a local restaurant for those who are camping in our backyard. (Let me know if you want to be part of it, about a week ahead.)

On Sunday around 3:00 p.m. we start getting ready for the big feast. Dinner is at 5:00 p.m.

Throughout the weekend card games and rail baron are going on until all hours. There is a chance to look at some slides or just relax and socialize with friends.

Everybody is hereby invited. Come and join the fun!

Hank Menkveld

EDITORIAL

INTRODUCING US

This issue of the 7th Division Bulletin Board marks the arrival of two new co-editors, and, it is hoped, a tighter, more informative, and graphically up-to-date publication. We believe that a divisional newsletter has a valuable role to play in several areas, and with your help, we intend to make ours live up to its potential. Functions such as reporting accurate, current local news, skill and information sharing among our members, encouragement and recruitment of new members, and the projection of a competent, intelligent image to other divisions and regions are of primary importance, and we have undertaken to ensure that none are neglected in the future. Acquiring sufficient contributions of articles, stories, photos, and drawings to do so is, of course, the newsletter editor's greatest challenge, and all submissions will be welcomed. Our own feelings are that many people have something to share, but are reluctant to do so if the publication doesn't measure up to the standards they expect. With that in mind, you are invited to do nothing more than read the next few issues, and if you like what you see, let us know by sending in something of your own.

cont'd

The Seventh Division Bulletin Board is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association, and is published six times a year. It is distributed to all members in good standing.

The Bulletin Board is solely the responsibility of the editors, and does not necessarily reflect the opinions of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: The Editors, 7th Div. Bulletin Board, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. All other correspondence relating to the 7th Division should be forwarded to the Division Superintendent.

And on that note, let us introduce ourselves:

BRIAN RUDKO is a freelance artist who, in the past 3 years, has discovered a passion and talent for the finer art of model railroading. While currently limited to building engines, rolling stock, and dioramas due to lack of space, his work is rapidly gaining recognition through model train meets and hobby store displays. His recent first efforts at competition, in Pasco, won him 3 awards. Brian very much enjoys the social aspects of the hobby, as well, and is particularly interested in reporting on the various special interest groups in the division.

PHIL MAGNALL has been modelling in N and HO_n30" scales for almost 17 years, although it is only now that his long-planned "empire" is being built! For nine years a technician with a Vancouver scale modelling firm, he is currently freelancing in commercial display and model making. Phil is also the editor of the Northwest Cartographer, a newsletter for a B.C. map-makers' organization, and brings with him experience in many aspects of this type of publication. As a display-oriented individual, he believes in the promotion of model railroading through public exhibitions and recognition of those who go out of their way to help and encourage beginners at such functions.

Herewith, then, the first issue of the new Bulletin Board. We look forward to your comments, suggestions, or criticisms.

The Editors

PNR NEWS

GOLD SPIKE AWARDED TO BRIAN PATE

HANK MENKVELD
COORDINATOR OF THE ROSS HERRIOT GOLD SPIKE AWARD

As coordinator of the Gold Spike award, I am pleased to announce, to those who did not make it to the Kamloops meet, the names of two Gold Spike recipients. A delayed presentation of the 1983 Spike was made to George Bell, president of the "B" Line. For many years, more than many of us remember, George has been an out and out promoter of the hobby of model railroading in more ways than one.

The 1984 Spike was awarded to Brian Pate. Since Brian was not able to attend the Kamloops meet, a special presentation was made later during a get together at the home of David Reece Thomas. A large number of the North Shore members were present to share this moment with Brian.

Congratulations to two very deserving recipients.

When talking to people in our hobby, we cannot help but hear about all the good things that so-and-so is doing with, and for, the hobby of model railroading. Here is a chance to nominate those same people to become future recipients of the Gold Spike award. Drop me a note with a name and a short note as to why you think this person should get this award.

MAIL CAR



Editors
9300 Ryan Crescent
Richmond, B.C.
V7A 2H2

A NOTE OF THANKS

As long as the award has existed, Alan Trammel, of Pressed Metal Products, has produced the actual Gold Spike for the 7th Division. A while ago, I received a phone call from Alan. He said that he felt his contribution to the hobby was not as great as he would like it to be, but involvement in his business left him no choice. He asked if we would allow him to make the Gold Spike trophies from here on free of charge to the 7th Division as his contribution. We have accepted Alan's very generous offer with sincere thanks.

For all the members of the Standing Committee

H. Menkveld

Gentlemen:

Thanks for the honour and the recognition.

George Beil
Rosedale, B.C.

PNR NEWS

PUBLIC VOTED AWARDS TO BE REVIVED

The standing committee of the Seventh Division has given its approval to the re-introduction of "Most Popular" awards at the November show at Robson Square. At present, plans call for each exhibitor to be issued a number to be displayed at his table so that his work may be considered and voted for as "Most Popular Display", as well as adhesive labels to be placed on or beside any individual model he would like entered in the "Most Popular Model" competition.

Previous awards for photography have met with a small response from both entrants and visitors, and it is felt that their replacement with recognition of entertaining and informative display work will encourage modellers to pay more attention to this area. The unique aspect of this type of contest is that the judges are the public at large: objective, critical, and with no biases except toward top-notch products. And showing off our best work is what a show like this is all about.

A MESSAGE FROM THE NEW SUPERINTENDENT

With summer once more coming to an end, and September fast approaching, we are looking forward to a period of increased activities in our railroad rooms.

For the 7th Division, it also means a new superintendent. And those who did not attend the annual general meeting will have to live with the choice of those who did.

The lucky one? Yes, it's me, Hank Menkveld.

The first thing I want to do in my new function is to say thank you to Ian Sloan, who was willing to be railroaded into the head chair when Nathan Oxhandler returned to the U.S.A.

Ian, as we all know by now, has even greater ambitions, as he is aiming at becoming Vice-President of the P.N.R. We wish him luck.

For those who want to get in touch with me, I may be contacted at work (420-3313) or at home after 6 p.m. most evenings (792-4926), or drop me a note at:

10689 McSween Road, Chilliwack, B.C. V2P 6H5.

Of course, a superintendent cannot do the job alone. He needs the help of all the members. Tom Beaten has accepted the job of assistant superintendent. Thanks, Tom.

From the other members I would like to see real participation in the hobby by attending as many clinics and other functions as possible, and of course, BRING A FRIEND!

Happy Railroading,

Hank

AGM HIGHLIGHTS

On May 27th, the first 7th Division Annual General Meeting to officially bear that title took place in Vancouver. The division's society status, obtained March 3rd, 1983, required that such an event take place within 15 months of that date, and that it be held under the stricter guidelines of the Societies Act.

Some highlights of the meeting:

Legal counsel report: Steve Stark reported that a technical hitch had delayed our non-profit status, but that he expected it to come through in any event.

Treasurer's report: The division had, as of the meeting date, cash and assets of \$4,120 with \$250 payable outstanding, and \$400 receivable.

Elections: Superintendent: Tom Beaton, Hank Menkveld, Carl Sparks nominated, Menkveld elected. Assistant Super: Tom Beaton, by acclamation. Treasurer: Marion Madsen, by acclamation. Secretary: Greg Kennelly, by acclamation. Member at large: Steve Stark, by acclamation.

TECHNIQUE

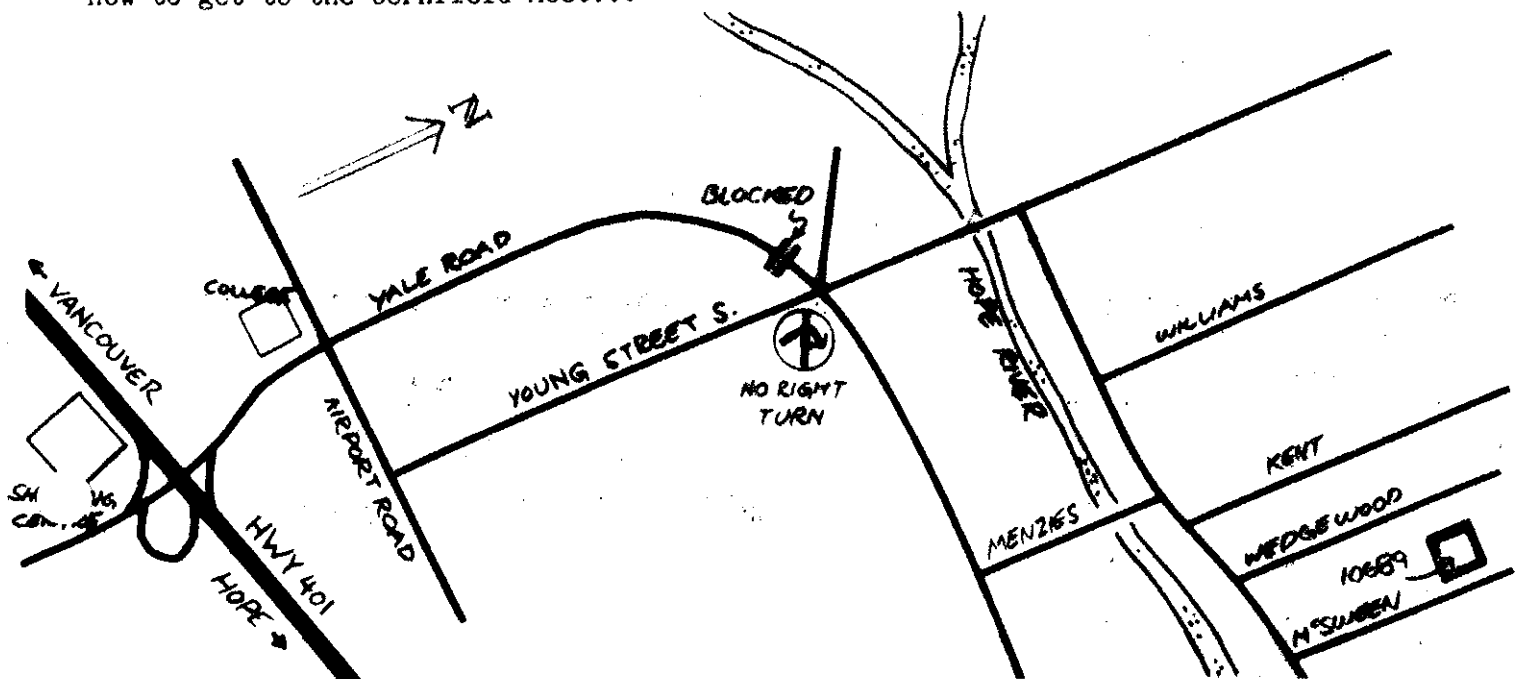
EASY WEATHERING: PART I

George Carroll

Most model railroads are finished in varying detail, but many seem to bypass a prototype feature that is quite pervasive: dirt. I have talked with many modellers who seem unprepared to add this final touch that adds a great deal to viewing interest. I would like to suggest that with one of two popular media, weathering can be accomplished easily and effectively. Two of the media I have used are oil paints and chalk powders. Both are inexpensive, easy to apply, and offer realistic results.

Oils may be used straight from the tube or diluted with any suitable thinner. Any standard artist's oil is satisfactory, in whatever range of colours you are accustomed to using. A good opening palette would be one or two umbers (dark brown) a sienna (red-brown), cadmium red, white, and yellow ochre. Add other colours as needed. Two basic styles of brush are most useful: a flat, fairly broad, with fairly stiff bristles, and a round, about #1 or 2, with quite soft bristles. Use the pigment straight out of the tube for intense accents, or dilute with thinner to produce washes. The paint can be gently stroked on, or scrubbed in vigorously. Because the drying time is usually two or three days, it is easy to wipe up or remove any unwanted paint. Use a nonporous surface for mixing or blending. Oils can be mixed into an infinite variety of shades, and very little practise will enable you to produce subtleties to simulate any effect. Oils also make excellent wood stains, and will not affect the grain or swell the wood. A stain thus applied will represent a weathered wood effect ranging from quite bleached to almost new paint. Oils can also be applied to any surface (wood, plastic, plaster) with no preparation or protection necessary. They can be applied easily, offer realistic colours, and can be mixed for a wide variety of effects.

How to get to the Cornfield Meet...



STRIPPING PAINT FROM PLASTIC IS EASY

Phil Magnall

A surprising number of modellers are apparently still unaware that there are at least a couple of excellent methods of removing paint from plastic body shells prior to repainting. Others are aware, but understandably nervous about dunking an irreplaceable part into a bath of chemicals. They needn't be.

The most widely known paint remover is ordinary brake fluid. It works quickly on most paints (as little as 15 minutes), and can be used in dip-tank fashion, or, if its progress is carefully watched, painted on to remove added-on lacquer or enamel and leave the factory coat intact. The latter method is handy for "customized" bargains acquired at the swap meet!

Less familiar, but far more pleasant to work with, is Pine-Sol household cleaner. As different paints react in different ways to either treatment, it is hard to be certain, but Pine-Sol seems to be slightly slower-acting than brake fluid. On the plus side, though, it smells much better, does not resist cleanup, and as it is 10% soap, washes off with water admirably. Brake fluid requires a good scrubbing in the sink, using an old toothbrush and soap or detergent, as will the sink when you're through!

A word of caution, however: both liquids can attack plastics if they are left to soak too long. The worse culprits seem to be glossy paints and cheap plastics. Unfortunately, the latter is impossible to detect, although the two are often - not surprisingly - associated. If a coat of factory-applied gloss paint hasn't wrinkled up within 15 minutes, you could have trouble. Brand names are no guarantee of quality either. I had a Rapido Geep body turn to rubber in brake fluid after two hours (try to replace one of those!), only to have a plastics man tell me later that Rapido likely uses "third-generation regrind" material, a self-explanatory term if I've ever heard one! Usually damage occurs just to the surface, softening it to the point where a fingernail can mark it.

Best "non-scientific" recommendations:

- use Pine-Sol on thin, flat, or home-applied paints.
- use brake fluid on thick, glossy, factory paint.
- monitor the progress, checking an inside surface for softness when first trying a particular fluid and model brand.
- don't leave a stubborn job to soak overnight.
- wash and rinse models well, using a soft brush, and let dry thoroughly before repainting.

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RAIL-ADS



As an introduction to our new Rail Ads service, we will accept ads FREE for the next issue. Regular rates will be printed then, and will apply to the following issue.

FOR SALE

HO United 3-truck Shay 70 ton, in box. Good running condition.
\$400.00. Blair Middleton,
987-2496

WANTED

N SCALE Atlas/Rivarossi tender for Pacific, Mike, or 0-8-0; also complete 2-8-2, any cond.
Call Phil, 277-2421

ATLAS SD-24, any road name.
Call Brian, 588-2194

N Scale ConCor corrugated & smooth side passenger cars, Atlas heavyweights. George, 980-2121.

ARM N Scale, particularly: Sante Fe crane & flat; Soo & GN caboose; Erie & Soo hoppers; also Rapido Wabash & red SP wood cabooses. Steve, 263-6323.

LOST & FOUND

FOUND after Trains '83.
Radio Shack 4 outlet power bar and cord; Homebuilt power cord with dimmer switch, pilot light, and outlet.
Contact Dick Sutcliffe, 467-4301.

Next issue:

1st wk. October

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GEORGE CARROLL

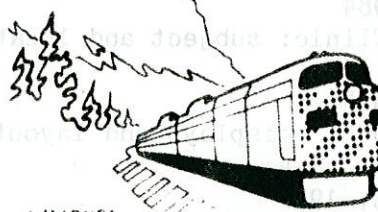
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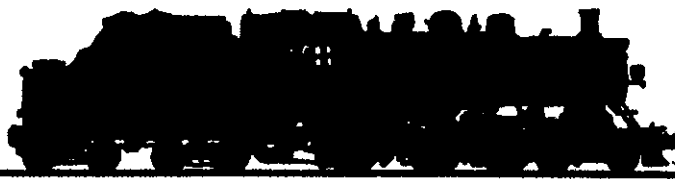
5616 Cambie Street
Vancouver, B.C. V5Z 3A8

The
VILLAGE HOBBY CENTRE
Richmond

is closed pending relocation.
Bill Keeley may still be reached
at 273-5757.

According to a bulletin from the Port Mann yards, as of October, 1984, the CN will be running its freight trains without cabooses.

7TH DIVISION TIMETABLE



Sept 1-3, 1984

6th Annual Cornfield Meet, Chilliwack, B.C. Info: Hank Menkveld
(604) 792-4926

Sept 19-23, 1984

4th National Narrow Gauge Convention, Denver, CO. Airport Hilton Inn.
Registration: 502 S. Cody St, Lakewood, CO, 80226.

Oct 14, 1984

7th Div. Clinic: subject and location TBA

Nov 10, 1984

"Trains '84"; displays and layouts at Robson Square. Open to public.

July 10-13, 1985

"Gold Spike '85"; PNR Convention, Richmond Inn, Richmond, B.C.

1986

PNR Convention; Lethbridge, Alberta.

STANDING COMMITTEE MEMBERS

Superintendent:	Treasurer:	Clinic Chairman:	Achievement Program:
Hank Menkveld Chilliwack 792-4926	Marion Madsen 275 West 49th Ave. Vancouver, B.C.	Carl Sparks 3956 Hertford St. Burnaby, B.C.	Gordon Varney 2961 Willoughby Ave Burnaby, V3J 1K7 Phone: 421-5085
Steve Stark Vancouver 263-6323	V5Y 2Z8 Phone: 321-9209	V5G 2R5. Phone: 433-5583	Frank McKinney N.Vancouver 988-3252
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