7th Division

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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.

EDITORS: PHIL MAGNALL & BRIAN RUDKO

DON'T MISS "GOLD SPIKE '85"

For several months now, the Bulletin Board has been receiving announcements and releases from the Gold Spike '85 Committee in regard to the regional convention being held in Richmond from July 10 to 13 this year. We haven't been reproducing it here because the regional Switchlist has been doing so, and that publication has a bigger budget and more pages than we do. Since every 7th Division member receives both publications, we thought it would be rather wasteful to duplicate the material in the BB.

However, if for some reason you have not been reading your Switchlists, or have picked up this copy from a hobby store counter, let us emphasize that the Regional is not to be missed when it comes to your home town (as is the case with most of our readership). Even if you are an interior member, it gives you the opportunity to meet the greatest number of B.C. hobbyists you're likely to see in one place, and without the hassles of border crossings and high exchange rates. So, if you haven't thought about Gold Spike '85 much get out those Switchlists or contact the registrar now. Check the Timetable for details, and we'll see you there!

Editorial

FOR WHAT IT'S WORTH...

In the January issue of Model Railroader, associate editor Jim Kelly observed in the "At the Throttle" column, for the benefit of newcomers, that a model railroader was probably two things: 'A model builder and a learner'. Fair enough. Not exactly a controversial concept and, I thought, rather apparent to anyone in the hobby. I scanned the page quickly, and went on to the articles.

A couple days after I had read the piece, I was suddenly struck by the realization that it, in fact, had a somewhat deeper import. I had been mentally recollecting the days when, as a teenager and eager train buff, I attended every Oakridge show or other event I heard of, yet was always discouraged from joining the NMRA or PNR due to some of the personalities present. There always seemed to be several loud-voiced individuals lecturing others on some esoteric aspect of railroading, or how it was that one must use this method to do that, or about how they were going to build this colossal first-class empire as soon as the room was ready or the house was bought. Unfortunately the many fine, generous and helpful people seemed to fade into the background in comparison. It was, for me, intimidating to have the 'experts' ignore me, or even worse, launch into a dissertation when I asked a question, and it was many years before I met enough of the quieter fellows to be persuaded to join up. What occurred to me was that Kelly's observation also seemed to work in the negative sense; that one tends to lose his sense of being a model railroader when he has ceased to bother building and/or finished with learning from others.

I thought of a few people whose enjoyment of the hobby was less than what it used to be, and who in turn were largely regarded as eccentric, temperamental, or even a downright pain-in-the-tush. Everyone I could think of had either reached the point where all they did was talk about modelling, or had decided their biggest contribution was in dispensing opinions and advice (instead of actually leading by example). A couple, at least, had been active and even very good modellers, yet all they seemed to do lately was show off work done years ago. Building and learning had lost their interest, and as a result, others had lost interest in them.

Those of us with inoperative layouts, and who are planning to bring the same old display to the regional this year and spend time dispersing their knowledge to all and sundry, might do well to ask themselves if it sounds like as much fun as it used to. Maybe it's a good time to get out the tools again, and maybe it would be better to take a notebook to Gold Spike '85 than that dusty old model case.

Phil Magnall

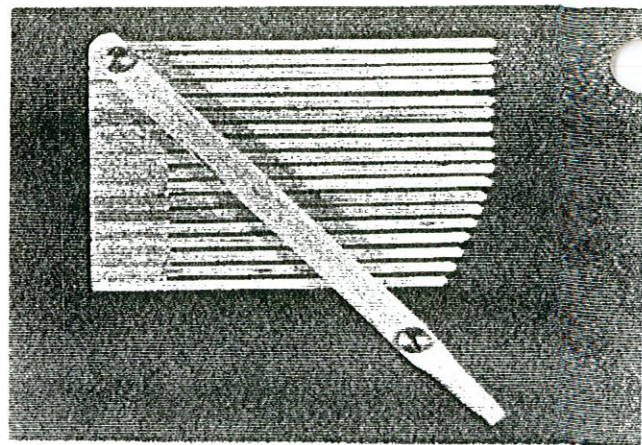
THE BB TAKES A HOLIDAY

As model railroaders' fancies turn to things outdoors with the advent of sunny weather, the Bulletin Board goes into its summer hibernation with this issue. It will return in early August, in enough time to give everyone ample warning of a full fall schedule of events. Have a good summer!

-Brian and Phil

KINSEY PHOTOS ON DISPLAY

Readers who noticed the book of Kinsey locomotive photographs which was widely sold at Christmas (and is still in print), and who are planning a trip to Washington state may be interested in a display at the Whatcom Museum, 121 Prospect, in Bellingham. Forty enlargements from Kinsey's original glass plate negatives, as used in the book, are now on display there.



STAIR CLINIC SET FOR AGM DAY

The June 9 7th Division clinic concerns the construction of scale stairways using, we are told, a device known as the "Rocabella-Salabachi Stair Making Jig". (Spelling subject to correction, but otherwise we kid you not!) That's it, above. Stairs are always a pain to build, so if you find this as intriguing as we do, take in the AGM (promised to be very brief this year), and the clinic to follow. Details on page 9.

FROM THE SUPERINTENDENT'S DESK

The Spring Meet in Vernon is now behind us, and anyone who missed it sure missed a great meet. As usual, the Vernon group, with the help, I am sure, of the other interior cities, put on a fantastic show with something for everyone to enjoy. The period dressup dinner was a great success and the food was superb.

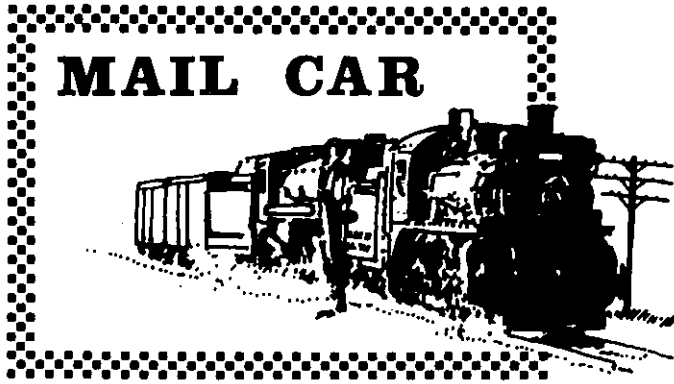
Shirley and Rob Heap were the recipients of the Ross Heriot Memorial Gold Spike Award, and there is no doubt they deserve it. Congratulations, Shirley and Rob!

Now, a short reminder to those who have not yet registered for our next big event, the GOLD SPIKE '85 P.N.R. Convention. Registrations are going well, and those who would like to take in the extra tours with limited capacity better not wait too much longer.

In the last issue of the B.B., I have brought you up to date as to who have been recipients of the Ross Heriot Gold Spike. This time I thought it may be nice to let you know who have been holding office as Superintendent of the 7th Division:

1948-54	George Hearn	1961-62	Ken Davis	1973-76	Ken Griffiths
1955	Ross Heriot	1963-64	Bob Wormald	1976-80	Tom Beaton
1956	Art Sutcliffe	1965	Ross Heriot	1980-82	Gregory Madsen
1957	Roger Behn	1966-69	Norm Szun	9/82-7/83	Nathan Oxhandler
1958	Ken Vere	1969-71	Alvin Adams	7/83-9/84	Ian Sloan
1959-60	Bill Doe	1971-73	Cecil Bradwin	9/84-	Hank Menkveld

MAIL CAR



Editors
9300 Ryan Crescent
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The Nelson Model Railroad Club has disbanded. A lack of interest in taking on any executive positions when elections came up last summer led to the decision to disband as a formal club. The money in the club's account was used for a final dinner and now we get together informally.

Our group has five members in Nelson, with two well-advanced layouts and a switching layout under construction; three members in Kaslo, and four in New Denver, with three layouts in various stages of construction.

In February, we held a swap meet among ourselves, and in April two members from Kaslo, four from Nelson, and a guest from Trail visited the home layouts in New Denver.

Dave Milton, Ray Nunn and John Brighton of New Denver were able to take in one day of the Seventh Division Spring Meet at Vernon April 6th and 7th.

As the immediate past secretary-treasurer, I do find an informal group is a lot less work!

Brian Freemantle,
Nelson, B.C.

Cont'd from P. 3

As a closing note, please read your Bulletin Board and Switchlist, and mark all events on your calendars. And, of course, look at your calendars often so you won't miss any of the meets or clinics.

Our last clinic was well attended - by those who were putting on the tabletop clinics. So well, as a matter of fact, that they outnumbered the people attending! Very DISAPPOINTING indeed. Certainly we can do better than that.

Let us all participate, and by doing so keep the hobby of MODEL RAILROADING alive for future generations.

HAPPY PARTICIPATING!
HANK.

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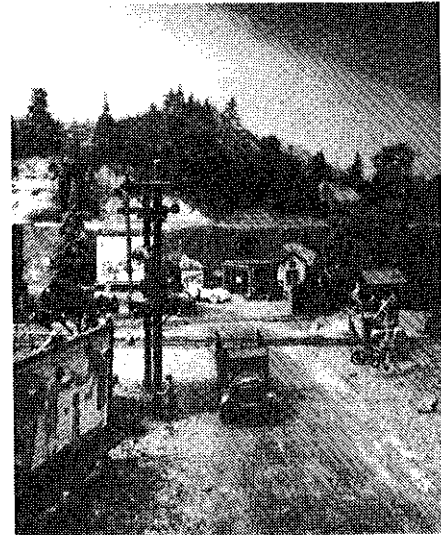
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LAYOUT TOUR: THE ELK RIVER & HARO

Gordon Varney



Tom Beaton, Cyril Meadows and myself finally fulfilled a promise to visit Jack Knowland of Victoria last December 10th. Following a trip on the nine o'clock ferry from Tsawwassen, we arrived at Jack's home and were warmly welcomed by Jack and his wife, Kay, and immediately ushered downstairs for a tour of the HO "Elk River & Haro" railway.

The railroad is CPR prototype with a logging branch. It is basically two ovals, allowing continuous running of two trains with a branch line down to a dock and a sawmill. Lots of operation if one so desires!

It is complete with excellent scenery and many structures, with lots of "people" in evidence. Most of the structures are kit built, with some kitbashed as Jack, who has been retired for about seven years, just didn't have sufficient time to scratch build them, as he would have preferred to do. They are very professionally done.

The backdrop is painted sky blue and uses Details West's backdrop scenes with the printed sky trimmed away and discarded. It is very effective and one wall even includes a DC-3 making a landing approach. This plane is cut out from an actual photo of the DC-3 that Jack flew in World War II while in the RCAF.

The layout is equipped with a PFM Mark II sound system and fitted out with two large satellite speakers, mounted under both ends of the layout. The sound is phenomenal, especially the whistle and wheel squeal.

Jack has just installed a "fiddle yard" in an adjoining room on which he has four or five trains made up and waiting on individual holding tracks. He runs the train he selects through a tunnel in the wall onto the layout and backs it into its holding track in the fiddle yard when finished.

The motive power is all brass except for one plastic Athearn GP-9. The engines are mostly CPR prototype and include two Tenshodo Royal Hudsons. Many logging engines, both rod and geared, are also represented. Also present are three locomotives Jack obtained from my HO collection when I converted to On₃ five years ago. They couldn't be in better hands.

All engines are painted and many are sound equipped. Some have had can motors installed and the mechanisms reworked, and run beautifully.

Jack started his layout in 1972 and completed it in March of 1982 when a tree was planted by the late Spike Brown.

After the tour we enjoyed a delicious lunch Kay had prepared, before returning to the layout room for some picture taking and train running. When it came time to head back to the ferry, we bade Jack and Kay goodbye, with thanks for their kind hospitality.

I am sure that if any readers wished to visit the Knowlands they would be welcome to do so; just give Jack a call first. He is a perfect host!

TRIVIA CONTEST: POST MORTEM

Well folks, you blew it.

As editors of this newsletter, we wanted to give readers an opportunity to get something extra out of their membership. We devised a contest and offered prizes of railway books worth up to \$25.00 toward that end. "That will get attention", we thought; "no one's ever had a real contest in the Bulletin Board."

And it's doubtful anyone will ever again, either. We received a grand total of two entries in our trivia competition, from John Green and Bernie Tully. Neither had 20 correct answers, but of course they took first and second prizes. Had anybody sent in so much as a piece of toilet paper or a kid's crayon drawing with their name on it, they would have taken third. But no one could be bothered. It makes me wonder if people have even noticed the effort that has gone into the past year's issues, or if they still just tear off the Timetable and throw away the rest. One standing committee member even remarked he hadn't really noticed the contest!

Congratulations, anyway, to John and Bernie. We hope you enjoy your prizes.

For those of our readers who at least took a look at last month's trivia contest, the following are the correct answers:

1. TT scale is 1:120 (1/10":1' was also acceptable)
2. Regular O track scales out to 5 feet.
3. Davenport, Dunkirk, Vulcan, Baldwin, Willamette, Blackman Bros. and likely several others also made geared locos. "Lima" was actually the builder of the Shay, and doesn't count.
4. The Jawn Henry was a huge steam turbine locomotive.
5. Challengers were 4-6-6-4 locos (or 4-6+6-4 if you prefer).
6. "Kadee" comes from Keith and Dale Edwards, the company's owners.
7. Great Northern founder James Jerome Hill was known as the "Empire Builder".
8. The Monson Railroad was located in the State of Maine. It was one of the famed 2-foot gauge lines and hauled slate.
9. Newfoundland's trains are 3-1/2 foot or 42-inch gauge.
10. Trucks and couplers are often made of Delrin plastic, a slippery, low-friction compound.
11. Al Kalmbach founded Model Railroader.
12. "X2f" is the designation of the standard horn-hook HO coupler.
13. British N scale is 1:148.
14. The old PGE logo contained a cariboo.
15. "Q" scale is finest scale 0 (it stands for quarter-inch), that is to say 0 with correct track gauge. It is not the same as 17/64" to 1 foot, sometimes used to compensate for wide gauge track (see answer #2).
16. MacArthur was promoted as a name for Mikados during World War II.
17. Astrac was GE's early version of carrier control.
18. The Algoma Central follows the tracks of the bear (or so they say!).
19. The T in SD40T-2 stands for tunnel motor; it has low air intakes for better engine breathing in tunnels.
20. Frank Ellison ran the 0 (semi-scale) Delta Lines.

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SUPER DETAILING AN N-SCALE DIESEL

Brian Rudko



Along with the recent flood of N-scale brass (and probably overshadowed by it) has been the release of a fair number of N-scale detail parts.

I used to think that superdetailing wasn't possible for the average N-scale modeler, but this project proved me wrong.

The Minitrax FM switcher is a good runner right out of the box, and the body shell has nice detail, especially if you remove the thick factory paint (I used brake fluid).

The only "bodywork" I did was to remove the two odd-shaped number boards from either side of the headlight. I filled the holes with auto body putty and filed them smooth. I also installed a Kadee coupler conversion kit.

The rest of the job was removing factory supplied parts and replacing them with "new" detail parts. One of the tricks that helped in removing the existing parts was to apply liquid cement to the joints. Since liquid cement is really a solvent, it tends to dissolve the factory glue and allows you to wriggle the

parts free.

The details I added were: an all weather window from Locomotives; a horn cluster and a bell from Miniatures by Eri (check out his parts; they're excellent and Canadian-made!); a window awning and two spark arrestors from Detail Associates (those arrestors just pop into the existing exhaust ports!); and a snow plow, also from Detail Associates. I discovered later that the plow is actually for an F-unit, but I think it looks fine.

The engine was airbrush painted. It has a band of warm gray over a band of yellow on the hood. The side sills and cab are boxcar red, and the trucks and roof are black. All the colors were lightened with a bit of Floquil grey primer. I spelled the roadname out with CDS alphabet lettering on a piece of clear decal film. I then sprayed it with a matt coat and applied it as a waterslide decal. I used Solvaset to get the words to adhere to the irregular surface of the hood.

At the point of final assembly I balked at using the factory handrails. They were grossly overscale and detracted from all my other efforts. So, I gritted my teeth and bent a set of handrails from brass wire. The big surprise was that it was easy! Granted, I simplified the arrangement to keep down the amount of soldering (only two joints on each end railing), but still, I was amazed at how quickly it went and I think the effect is terrific!

This project certainly opened my eyes to the ever-expanding potential of model railroading in N-scale.

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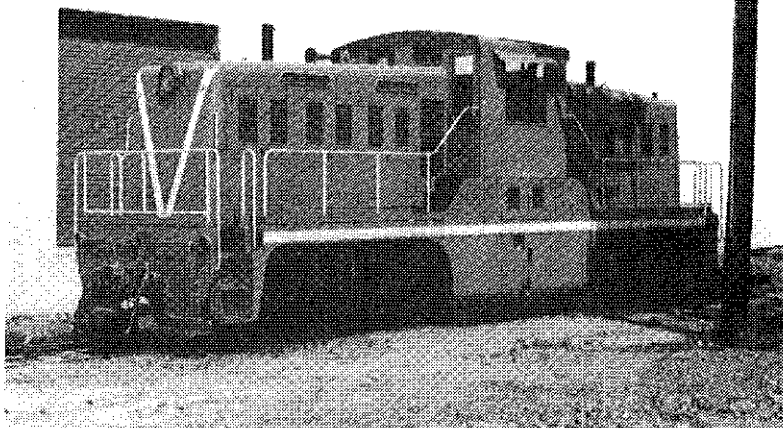
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This 80 ton Whitcomb used to be CanOxy's plant switcher (see March BB), and is now owned by Fraser Pulp Chips. It is stored in Langley while awaiting a buyer, resplendent in fresh blue and white paint.

CHEAP (BUT NOT TOO NASTY)

by #77600

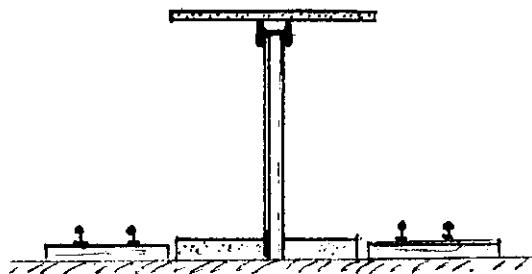
This column is intended for beginners, like me, or any others who lack the courage, time, patience, money, or skill (or any combination of the foregoing) to model things as immaculately or professionally as do the experts featured in the glossy mags. Continuation of the column depends on your input of ideas, so please take the time to share your secrets with us duffers.

To start off, here's an idea for covered passenger platforms. Many of the available kits are based on European car height platforms. But there are few examples in Canadian prototype practice except in terminals designed for commuter service - such as Montreal's Central Station. So, most of our platforms are rail height.

The cross section sketch shows a basis for building a simple one. The base is hardboard (1/8" for N, 3/16" for HO). Never mind that you can't get a perfectly smooth cut edge on hardboard, no one will notice once it has been glued down adjacent to the track.

The roof support and columns are Plastruct I-beam and column shapes, sized so that the column nests between the flanges of

the beam. Insert and glue the columns into holes drilled in the hardboard; tease them about until they are vertical; and, before the glue sets, place and glue the beam to the column tops. It is preferable to have pre-glued the beam to the roof (hardboard, cardstock or whatever). Plastruct is an ABS plastic; white glue works but styrene glue won't. Add some figures, baggage carts, etc. and your visitors will say, "Behold, there is a platform!"



PHONE 936-1915

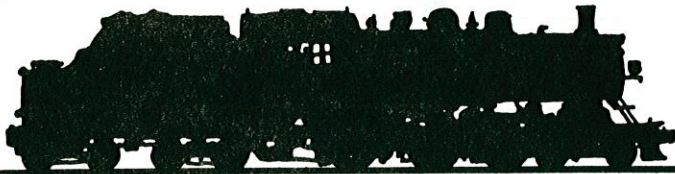


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7TH DIVISION TIMETABLE



May 15, 1985

7th Division evening slide presentation: Collection of the late Ken Griffiths. Church of Christ the King, 4550 Kitchener, Burnaby (at Willingdon), 7:30 PM.

June 9, 1985

The Division Annual General Meeting and Clinic; the year's business, followed by a stair-building clinic (see page 3). Kensington Community Centre, 5175 Dumfries Street, Vancouver. From 1:00 PM.

June 1, 1985

WCRA excursion; Return of the Super Continental from Vancouver to Fraser Canyon by train and return by luxury bus. Fare: \$39. Info: 325-0923 or 524-0638.

July 6, 1985

WCRA excursion; Diablo, WA trip. Includes visits to antique railway equipment, incline railway, dam tour, boat cruise, and chicken dinner. Fare: \$60. Info: (as above)

July 7, 1985

WCRA excursion; Kelly Lake trip on the BCR. Also possible Lillooet trip same day. \$75 to Kelly Lake, \$49 to Lillooet. Info: (as above)

July 8, 1985

WCRA excursion; as on June 1, but riding the VIA Canadian.

July 10 - 13, 1985

"Gold Spike '85"; PNR convention, Richmond Inn, Richmond, B.C. Information/Registration: Hank Menkveld, 8030 Winston St., Burnaby, B.C. V5A 2H5. Phone (604) 792-4926 after 6 PM. Publicity: Dick Sutcliffe, (604) 467-4301.

November 11, 1985

"Trains '85"; annual public show. Cameron Recreation Centre, Burnaby.

MAY SPECIALS

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