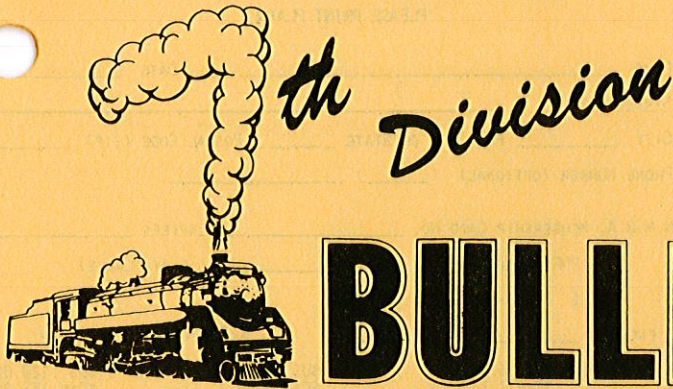


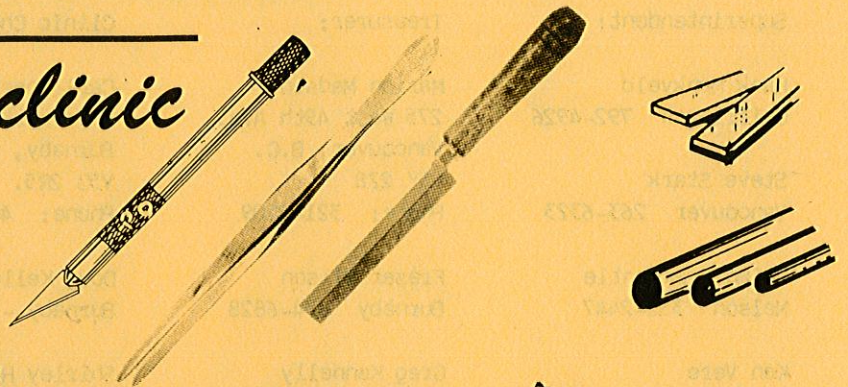
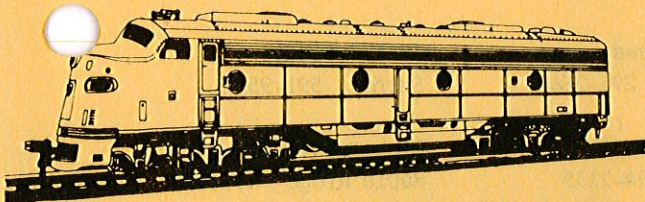
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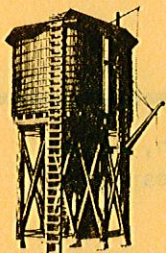
BULLETIN BOARD

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

3 STAR clinic



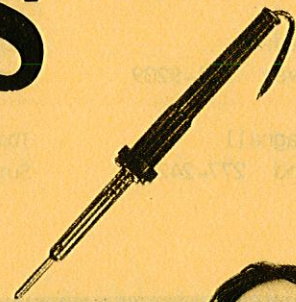
Winter's here!



SWAP MEET



BASICS c.l.i.n.i.c



See p.3



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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

Winter is the traditional, and for some folks, the only time to get busy on the layout again. It also heralds the arrival of new hobbyists and renewed enthusiasm as a result of Christmas gift giving. So it is that the 7th Division offers a busier-than-usual program starting with the just-passed TRAINS '85, and including clinics and the eagerly-awaited Swap Meet early in the New Year. Check the details on page three, and keep watching this space!

NOVEMBER, 1985: WE RESORT TO COMPLAINING

There are several old jokes around about the founding meeting of the Apathy Society being cancelled due to lack of interest, or something along those lines. And at times, one might wonder if the bulk of the membership doesn't feel the same indifference toward the hobby. It's a strange contradiction; we have well over two hundred members, yet it is probably only 10% of that number who have ever contributed more than the occasional gripe about a late newsletter to the organization. Even at shows like Trains '85, a substantial number of those displaying trains and layouts are non-members who lend themselves and their resources to our cause. Just in case anyone has the wrong impression, the 7th Division does not pay anyone for their convention planning or news editing work, nor does it have professionals with nothing better to do on staff. What we are is a co-operative, in which we should be trying to share knowledge, skills, and opinions, and not just sitting back with a copy of the BB to see what someone else has taken the time to produce for us this month. Some things can't even be given away: Take clinics for example: every standing committee meeting at some point ends up discussing and debating the subject matter of these events. And every time one is held, the committee members outnumber the rest of those who found the energy to drive in from such remote points as Burnaby or North Vancouver. Yet will anyone write the committee or newsletter to say what they would like to see offered? Or better yet, offer a new clinic themselves? (Need we answer?)

We are not all in the 7th Division solely for the purpose of having a great time enjoying other people's labours. Our more serious aim is to try to keep a hobby with almost no new younger members from dying out. If we fail to keep that fascination we have with railways passing on to new generations, many of us will live to see the day when the U.S. mail order is our only source of materials. Less tangible, yet even more important, we'll lose that comradeship that spans all ages and nationalities; that instant common interest and kinship you have with any stranger anywhere who turns out to be a model train buff. It is the same thing old car buffs and book collectors, airplane modellers and philatelists share when they meet. One needn't become melodramatic about the point, but it's not too much to say that fellowship would indeed be a sad thing to lose.

And whether you believe it or not, you lose something yourself when you stand at the sidelines. This is not a fine art competition where rare and special skills are needed, and therein lies its value: anyone can join, and anyone can feel the satisfaction of contributing of himself. Yet the next time the call for volunteers goes out, or we ask once again for articles, 90% of you are going to procrastinate, mutter excuses to yourselves, or simply figure that you aren't really the person the request was aimed at. How does one get through? Pleas, threats, and type-ranting don't seem to do it. Upbeat cajoling and boosterism don't cut it. And even laying it all on the line this time probably won't, either.

Maybe with no clinics and a three-page BB, everyone would still be happy. It's your choice.

* * * *

And for those few who have responded to our recent face-to-face campaign for articles, our sincere thanks. We will edit to make you look good whenever necessary, but we have yet to reject any contribution!

Phil Magnall



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FROM THE SUPERINTENDENT'S DESK

October 23, 1985

By the time you read this, TRAINS '85 will be a thing of the past; one day to show the general public what our hobby is all about.

A show like that does not just happen. There is a lot to be done. A suitable and affordable place has to be found, and once found, it has to be filled with displays. Groups and individuals have to be contacted. Plans have to be drawn to assure that every thing can be properly placed. Insurance has to be arranged, publications to go out to all hobby shops, etc. Clinics and slide or video shows have to be found and organized, and many things more.

How does this all fall in place? Let me tell you. Within the organization is a group of hard working people called THE STANDING COMMITTEE. It is this group that works very hard to keep the 7th Division alive by organizing shows, monthly clinics, and slide presentations.

I do not believe that the members at large are aware of what it takes to keep our show on the road. If they did, we would definitely see more people at our clinics. It is very disheartening to spend several evenings of hard work to cut wood and assemble kits for a participating clinic and see 18 people show up, half of whom are members of the standing committee. Even at the Wednesday evening clinic when the fabulous slides of the late Bill Hewlet were shown, only a handful of the hardy regulars showed up. It is nice to belong to an organization and have things arranged for you, but it is much more fun to participate. Let us all stand behind the committee and make the coming year a good and successful year for the 7th Division.

Next, a reminder that it is time to consider sending me nominees for the Ross Heriot Memorial Gold Spike Award. Let me know who you think should be the next recipient. There are many deserving people in the Division, but without nominations there can be no award. All it needs are a few lines as to why you think he or she should be honoured.

Finally, a warm word of thanks to the organizers of N-CON '85 for a great show. Well done! That's all for now. Happy Railroading!

Hank

CLINIC CAPERS

THREE STAR SPECIAL

Carl Sparks

If you missed any of Gordon Varney's excellent kits and clinics to build a small bridge, loading dock, or tunnel portal, here is your chance to build one or more of them.

Our participating clinic will be at the Church of Christ the King on Wednesday, December 11 at 7:30 PM. This clinic is being held in the evening to leave your Sunday afternoon free for other family activities. Bring your tools, a work light, and come early to get the kit of your choice.

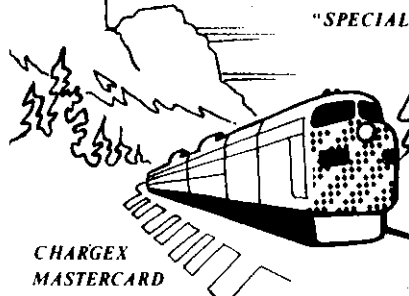
The January clinic will be held on the twelfth at Kensington Community Centre, 5175 Dumfries, Vancouver, from 1 PM to 5 PM. This will be a multiple demonstration type covering several subjects to help the new modeller and bring back some techniques the experienced one may have forgotten. We also hope to be able to make minor adjustments and repairs to Christmas train sets that are giving trouble.

The 1986 Swap Meet is tentatively scheduled for February 9. Firm date, time, and location will be published in the January Bulletin Board.

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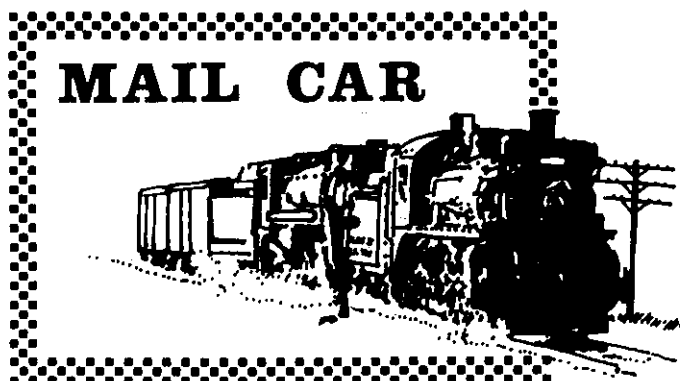


MODEL RAILROAD SPECIALISTS

Ron J. Small
Phil J. Crawley

Phone:
327-3210

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



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

IN DEFENSE OF THE ARM-CHAIR MODELLER

I read with interest your thoughtful editorial comment in the April edition of the Bulletin Board reminding us that a model railroader is two things: a model builder and a learner. You went on to describe that other great cadre of model railroader, the "armchair modeller" and how he often irritates, disrupts and threatens our efforts. He is the talker, the nitpicker, the opinion dispenser and the coffee leaguer. He is the one who threatens the new-comer, the young and the timid. He is a thoroughly bad fellow, you say? The armchair modeller might also be defined as that person who has not spent more than ten minutes in "hands on" activities in the last year. Shall I be so bold as to suggest that 50% of those "active" in the hobby fill this category. A builder he may not be, but a learner and fact accumulator he most certainly is. Often his interest in model railroading has narrowed to a small area where his knowledge becomes expert. About this area he has decided opinions. Armchair modellers are voracious readers and avid collectors. Often they have been in the hobby for years and feel they have seen and done it all. They love the comradery of clubs and often are active in "politics". They love meets, usually volunteering oodles of time to organizing, supervising and judging. They are ardent railfans, train-chasers and local historians. Never get angry at these people. Refuse to be dismayed by them. Many are just resting between more active phases in their lives. Maybe we'll all be there at some point. And make no mistake about it, the armchair modeller really knows how to enjoy the hobby.

Hugh Clarke,
Vernon

TRAINS '85 IN REVIEW

On November 10, TRAINS '85, the year's biggest public show, was held at Cameron Recreation Centre in Burnaby, drawing between 850 and 900 paid visitors. Those who remember the review of TRAINS '84 last year in the Bulletin Board will recall the disappointment which followed the announcement of a significantly higher figure for that event, but the much lower cost of this year's facilities will go a long way toward equalizing or even improving on the profitability involved. Of particular note this year were a number of new displays and participants among some of the old standbys. One of these, an N scale layout from the Dewdney-Alouette group, so fascinated the public that it was the overwhelming winner of the Most Popular Display plaque awarded by the Division, this despite the fact that much of the detailing and almost all the vegetation had yet to be applied! If progress continues at the rate it has to date, the layout may win by acclamation next year! The day's Most Popular Model was Gordon Varney's O scale mill, a large, intricately detailed display which obviously fascinated a great number of visitors. An award new to the

annual show was a Most Popular Train plaque, the voting for which proved to be the closet of all the polls. An N scale work train by Phil Magnall was the eventual winner.

Despite a setting somewhat less exciting than last year's Robson Square, and the distraction of an hour of aerobic-class rock music from the other side of the hall, it was an entertaining and informative show. Whether the lower attendance was due to lack of interest, publicity, or something else is open to debate, but as both the year's primary fund-raiser and best advertisement for the hobby, the TRAINS shows deserve all the support and promotion the 7th Division can give.

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CHEAP ... but not too nasty

by #77600

The signs that come in building kits are frequently of pretty poor quality as well as being boring. How many "Miss Mary's Millinery" stores or "Abbey's Hotels" are there on layouts? Thousands, that's how many. There are some

pretty good decals on the market, but they have a price and tend to be U.S. turn of the century oriented.

For unlimited variety and no cost at all, you can find whatever you want in magazines, catalogs, sale flyers, tourist pamphlets, etc, etc. The search for just the right one can while away many a happy hour. Make sure the paper is reasonably good quality, mount the cut-out on 0.010" styrene backing and use glue that doesn't seep through the paper. The greasy white stuff that comes in sticks seems to work okay.

These sources, especially tourist brochures, can provide scenes suitable for installing in the otherwise gapingly vacant ground floor plate glass windows of stores and hotels. But be careful that the scale and perspective are correct.

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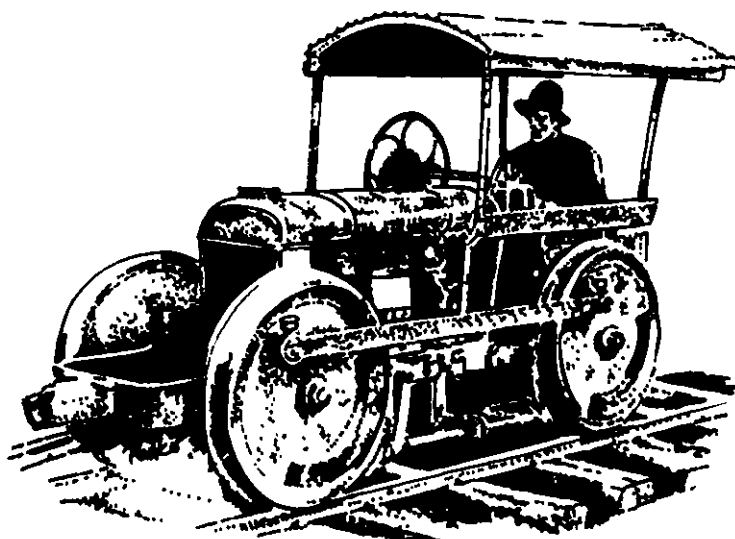
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- HO ladders make acceptable N Scale railings - when turned sideways, of course.
- Rubble or random stone effects for abutments, walls, etc. can be achieved by lightly spraying closed cell styrofoam with paint which is not plastic compatible.
- Ramp re-railers can be made out of scraps of balsa and/or styrene and/or cardstock. You finger under one end produces the ramp effect.



Brian Rudko

This drawing depicts a narrow gauge logging loco used near Mission, in the Fraser Valley, in the 1930's, and is based on a photograph in the book "Logging; British Columbia's Logging History", by Ed Gould. The book contains a chapter devoted to logging railways and is filled with clear photos that would be excellent reference material for anyone interested in modelling a logging operation. It is available on loan from the Vancouver Public Library.

As a "bonus", SS Ltd. (now distributed by Walther's) offers a soft metal kit of a kerosene locomotive in both O and HO scales which could easily be kitbashed into a model of this engine with the addition of a corrugated roof.

BUILDING SINGLE POINT TURNOUTS

CONSTRUCTION OF SINGLE POINT TURNOUTS

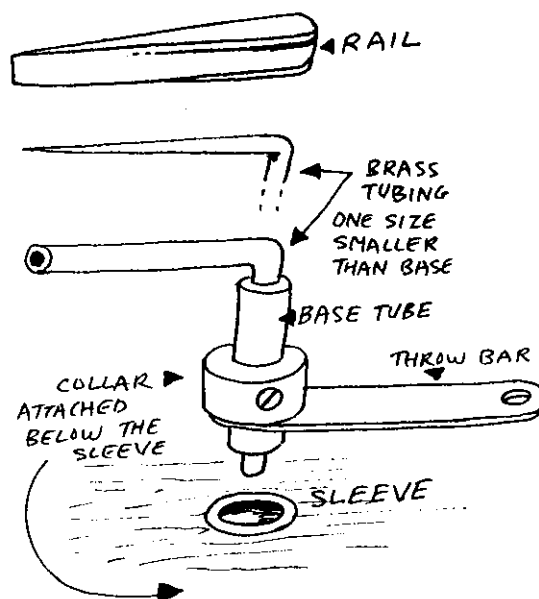
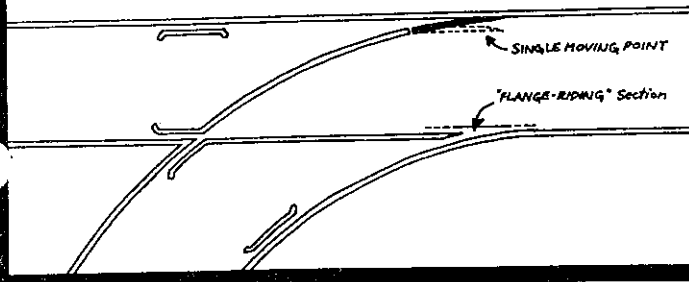
Fraser Wilson

As a traction enthusiast, I have constructed a 2 rail HO trolley layout in my apartment. I have found little of value in any data sheets, magazine articles or traction books that give specifics on single point turnout. Pictures are shown of HO trolley layouts and the text gives the radius of the tightest curves at five inches, or roughly forty feet in prototype. I defy anyone to put any double truck trolley around that curve, and have the greatest difficulty with a short wheelbase single trucker staying on the track, let alone moving at prototype speed! My sharpest turnout is roughly seven and one half inch radius in a transition curve, but I find eight to be more reliable.

A few years ago, I discovered the Brill cars manufactured by Bachmann. They were very reasonably priced (under ten dollars) and ran reasonably well. The plastic bodies were also easy to alter to my own specifications and with a little filing in the floor the trucks turned freely.

With photos of other pikes as a guide and through experimentation, I discovered the most practical length of the movable point and the most advantageous position of the mate. The next problem was to find the easiest way to construct and operate this movable point. The accompanying drawings indicate the way I built and installed this item.

Single point turnouts involve a minimum of parts to keep free-moving in such difficult areas as street trackage, and are usually associated with traction layouts (trolleys and trams). When aligned for straight-through traffic, the point acts as a guard rail to keep the car(s) from veering off and "splitting" the switch. The wheels negotiate the gap at the end of the fixed rail on the wheel flanges. When aligned for the diverging track the point forms the usual solid pathway to redirect the car.



The base of the point is a brass tube 5/16" in diameter, the proper size to accommodate a Mecanno collar which had previously been soldered to a piece of brass strip to act as a throw bar.

A brass tube of the next larger size is used as a sleeve and is pressed tight into the baseboard, while another brass tube, one size smaller than the base tube, is flattened on one end and filed down to the shape of the point. This is then inserted in the base tube and soldered securely to it.

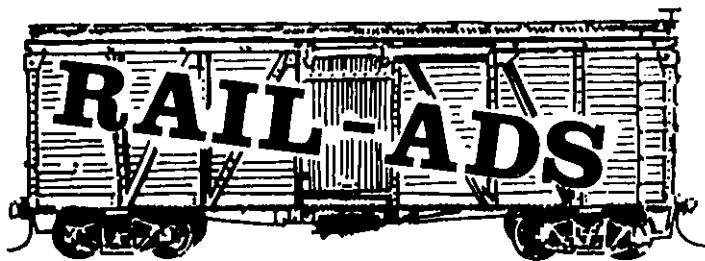
A piece of rail (I use code 100 although a smaller size is more realistic) is then filed to shape and soldered to the flattened brass tube.

When the base tube with point attached is pushed through the sleeve, the throw bar is secured with a set screw and is ready for manual or machine operation.

NOTE

This type of turnout was used by many prototype railroads in sharp radius sidings in tight industrial areas that were paved or where the roadbed was covered with planking, blacktop, etc. The point was activated either by the wheel flange or by a short ground throw imbedded in the roadway.

I would welcome ideas from other modellers on this subject.



Rates for Rail-Ads are:

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Okay, we goofed. Last issue, we put an advertisement for the STEAMEXPO newsletter, The Pacific Express, in the BB. We told you cost \$6.00. We told you what it was about. We interested a lot of people. We didn't put in the address. So here it is: Pacific Express, P.O. Box 34105, Station D, Vancouver, B.C. V6J 4M1. And stop phoning your editor for it, all right?



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When you walk into your favorite hobby store to pick up that latest building kit, have you ever wondered what went into it before it reached the shelf.

If you are like most of us, you probably haven't, so we thought we would use this space this issue to explain what happens.

First of all, before we decide to do a particular kit, many factors must be examined. For example, how attractive is the prototype. Some firms make kits of fictitious building of their own design, to them this question is no problem. We at KANAMODEL will only produce kits of actual buildings, so it is necessary to take appearance into account.

The most important thing to be considered in the appearance is the roofline. Most model railroad buildings are seen from the top so this aspect is very important.

Second we must consider how popular is the prototype. While a building may be popular in this area, we have to be sure it will be as well received in the United States. The fact is that unless we are able to sell our kits in the larger U.S. market, we could not survive as a company, and still put kits out at a reasonable price.

After these questions have been answered, the next item to consider is the price. We have to broadly work out costs and compare this to the price being charged for comparative buildings by competitors. Things to be considered in pricing is the costs of raw materials, costs of the dies, patterns, and molds, and costs of development.

Once the above criteria are met, and we have decided to product the kit, we are then ready for the preliminary production stage.

Blueprints must be drawn to scale of the structure to be modelled. In many cases original plans are available, but in other cases, such as our CP Sand House kit the actual building had to be measured and photographed and plans drawn from there.

Once the plans are done, we then are able to build a mock-up.

This mock up will determine how the kit will be assembled, how the dies will be layed out, and how much the kit will cost the customer.

Once the bugs have been worked out of the mock-up, we are then ready to plan the dies. These are made of steel rule, and are used to cut out the windows, doors etc., and to cut out the chipboard parts.

This is not as simple as it may seem however.

Consideration must be given to the number of pieces we can get out of a sheet of wood, and we have to be sure that all pieces will have the scribe lines match up.

This has to be also taken into account when we determine how the pieces will fit into the box. If a piece is too long or too wide, we must determine how the piece can be cut and how the modeller will again be able to match then up correctly.

Once the die has been layed up, the patterns are next.

Doors, windows, chimneys, and other parts to be cast, are build up completely from scratch.

This is a long tedious process, and is of course expensive in terms of time. Remember this to us is a business, and time is money.

After the patterns are completed, the molds are made. These can be of several different materials, depending on the part to be cast.

Once the molds have been set, we then make a number of test "shots" and fit them to the mock-up. We determine here the temperature of the metal to be used in each part.

Once the parts are done to our satisfaction, we then proceed to the next step, the building of the first model.

We will continue the story of the development of a craft kit in our next issue.



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7TH DIVISION TIMETABLE

9



Dec. 11, 1985

7th Div. Evening Clinic: 3 Star Special (See page 3 for details). Church of Christ the King
4550 Kitchener (at Willingdon), Burnaby, 7:30 PM.

Jan. 12, 1986

7th Div. Clinic: Multiple Demonstrations and Christmas Train Set Repairs & Advice.
Kensington Community Centre, 5175 Dumfries, Vancouver, 1 - 5 PM.

Feb. 9, 1986

Annual 7th Div. Swap Meet (tentative date). Details TBA.

WCRA EXCURSIONS

Jan. 1986: Possible re-run of Oct. Super Continental trip. Phone to confirm.

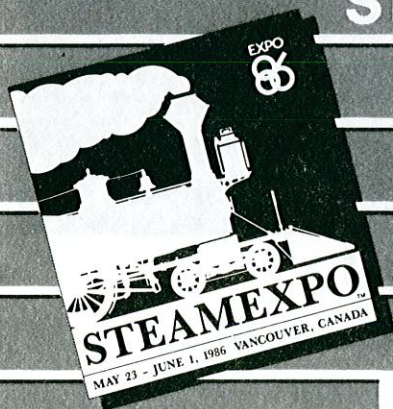
March 1986: Winter BCR trip to Lillooet.

April 1986: Vancouver-Nanaimo-Victoria and home circle route via bus and E & N Railway.

For information call: 325-0923, 524-0638, or 943-9923.

THE OFFICIAL 1986

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