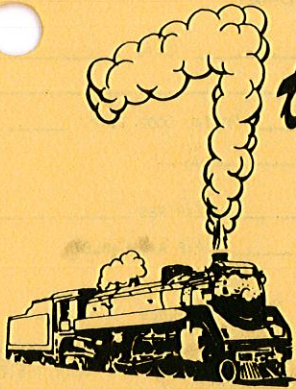


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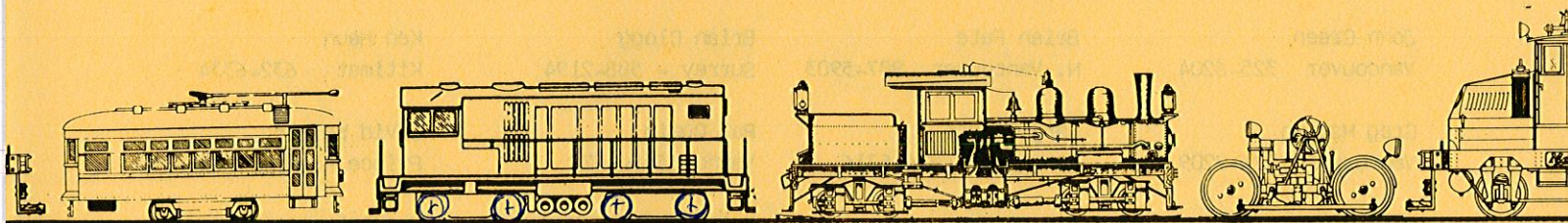
th Division



BULLETIN BOARD

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

SPRING MEET 86



KELOWNA, B.C. - MARCH 29 & 30, 1986

Hosted by the
Southern Interior
Model Railroaders Association



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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.

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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

Lots of fun and activity coming up this spring!

There's a full schedule lined up for the rest of the year, starting with an all-new Workshop program, and including both the annual Okanagan Spring Meet at the end of March and the second Vancouver Island Spring Meet in Nanaimo April 20. On May 4, the Annual General Meeting of the Division takes place, followed in June by a special show in the lobby of the BC Rail headquarters in North Vancouver. Watch out for news of a possible mall show at Oakridge this fall, too! Full details on everything but the last item are contained in this issue, so go through it carefully, and don't miss out on anything!

Working up a new Workshop program

If you live in the Lower Mainland of British Columbia, chances are you were contacted by someone on the 7th Division's Standing Committee a little while ago. He or she was helping out with a telephone survey on the subject of Workshops, or as we called them before, Clinics, and asked such questions as "Have you been to a workshop in the last six months?" and "Are you interested in the subject matter presented?"

The survey was, at best, something of a gamble. If Doug Kelleway hadn't gotten behind the idea and pushed, it is doubtful it would have gone ahead, for to be honest, no one on the committee was expecting too much in the way of informative results. Well, not only did we get results, they led to the immediate institution of the new approach to workshops with which we had been toying. The two most significant questions turned out to be the first (Have you attended...in the last 6 months) and fourth (Are you satisfied with the Committee's presentations and efforts...?). Only 26 people had been to a Workshop as opposed to 56 who hadn't, yet only *seven* were dissatisfied with the SC's efforts! The obvious conclusion to be drawn is that, by and large, people do *not* consider clinics to be that important part of their membership benefits. It would appear that trying to find subjects that appeal to members is a waste of the Workshop Chairman's time!

So be it; it is not a negative thing, but merely an objective statement of the *status quo*. What it means is that in the future, the emphasis in workshops will be the beginner, specifically, the non-member who might become a true "hobbyist" with a little encouragement. This actually fits in extremely well with our stated goal of promoting the hobby, a cornerstone on which our application for charitable status depends. Members will of course be welcome as usual, although they will not be expected to contribute to the donation box which will be present at the door for the "walk-in trade". As one of the other implications is that the social aspects of any sort of get-together are just as important as the content to long-time members, there will be some other changes as well. A swap table, coffee area, and display space will be part of future Workshops, so that those who would prefer conversations to presentations have the opportunity to enjoy them.

Some further data and comments from the survey follow on page 5

The one question which, in retrospect, would have been a most worthwhile addition to the poll, would have been: "What do you see as the most important function of the Division?" Indeed, is it the annual shows? The BB's Timetable? Chances to meet other model train buffs? Why not answer that missing question for us now, with a letter or short note to this newsletter? Maybe we're a little crazy, but those of us on the SC do spend a lot of time talking about and working toward events and programs that will keep our membership enthusiastic about the hobby. Let us know what can do for you and what you would like to see offered. We're waiting to hear from *you*.

Phil Magnall

FROM THE SUPERINTENDENT'S DESK

This time just a few short notes from my desk as I have run out of time due to other commitments.

As many who were there know, we had a great Swap Meet in the Oakridge Auditorium on February 9th. Good to see so many people there. What a great place to have our future workshops, and what a chance to keep promoting the hobby to the general public!

In spite of the snow and poor road conditions, some of the members of the 7th Division made it to the mid-year Board of Directors meeting in Edmonds, Washington on February 16. Notes on this meeting will likely appear in the next *Switchlist*.

One item that affects us in Canada is that a stable cost was established for membership in the PNR. Disregarding the fluctuation in our dollar against that of our neighbours, the cost was set at \$8.00, which is lower than \$6.00 US at the current exchange rate. The amount will be set annually during the mid-year BOD meeting, and will be in effect from September 1 to August 31.

Elections are coming up for a new slate of officers in the 7th Division. Make sure to use your right to vote. Fill out your ballot and send it in as soon as possible. The Annual General Meeting has been set for May 4th in the Oakridge Auditorium. Come and participate in the meeting, where you can let your voice be heard, so the members of the Standing Committee may hear of your wishes and/or complaints.

But before that we hope to see all of you at our next workshop on March 9th!

Let's keep the hobby alive and growing

Hank



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WORKSHOP WORDS

Carl Sparks

Our first meeting in the new Oakridge Auditorium, held on Feb, 9, was a highly successful Swap Meet. There was a fine selection of "goodies" well received by an enthusiastic crowd of buyers. Many thanks to all who participated.

The next Workshop will be in the Oakridge Auditorium on Sunday, March 9. It will be comprised of a series of table-top clinics and demonstrations similar to the very successful January presentation. Be sure to come along to see Tom Beaton's continuing construction of the N scale *Jerome and Southwestern*.

The April 6 Workshop at Oakridge will cover three interesting subjects: Phil Magnall will show how to assemble and kitbash plastic buildings; Gordon Varney will demonstrate the hand-laying of track; and Hank Menkveld will cover scratchbuilding of structures using inexpensive, readily-available materials.

Some very interesting steam railway movies are planned for Sunday, May 4. These will be followed by the Division's Annual General Meeting.

The June presentation will be in the lobby of the BC Rail Centre at 221 West Esplanade in North Vancouver. It will be a display held in co-operation with the North Vancouver EXPO 86 Committee. Several exhibits are planned, including operation on the *Jerome and Southwestern*.

Island Spring Meet on Again

A group of Vancouver Island 7th Division members are once again hosting their own version of a "Spring Meet" (the second annual!) in Nanaimo.

Following the succes of last year's venture, the event will again take place at the **Beban Park Recreational Centre** at 2300 Bowan Road. Other details are as follows:

Time: 10:00 AM to 5:00 PM

Admission: \$3.00 for NMRA members, \$5.00 for non-members

Clinics: Building Trees; others to be announced

Contests: (people's choice) Favourite Train; Favourite Model

Displays: Modelling in all scales and gauges. Bring some modelling you would like to share, as well as movies, slides, or videos.

Swap and Shop area: Bring along anything you would like to sell or trade.

For further information, contact:

Ken Rutherford
Port Alberni, B.C.
724-4698

- or -

Rick Lord
RR#3, Site 329 C6
Port Alberni, B.C.
V9Y 7L7

724-4205

Annual General Meeting and Election of Directors

The AGM of the 7th Division, PNR, NMRA, will be held Sunday, May 4, 1986 in the Oakridge Auditorium at Oakridge Centre, 41st Avenue and Cambie Street, Vancouver, B.C., at 1 PM.

In accordance with the Division's constitution and bylaws, five (5) directors are to be elected by mail ballot for a two-year term. The names on the ballot have been put forward by a nominating committee composed of Greg Kennelly, Cyril Meadows, and Dick Sutcliffe. In order to be counted, ballots must be received by Dick Sutcliffe by Friday, May 2, 1986 at the latest. To ensure delivery by this deadline, you should mail your ballot not later than Monday, April 21 to:

D. Sutcliffe,
12140 - 230 Street,
Maple Ridge, B.C.
V2X 6R5

News from the Great White North: a report from Terrace, B.C.

Ken Haun

The Skeena Valley Model Railroad Association, centered in Terrace, has 11 members, meets every Monday evening, and is constructing an HO club layout. An N scale layout is also being planned.

Our group was formed in September of 1983. We presently occupy a second-floor room overlooking CN's Terrace yard, and so the train movements get lots of supervision! To raise money for the rent and for track purchases, we are building a small HO layout, 4x6 feet, to be raffled in the local shopping mall. We did this last year also, and sold 800 tickets at \$1.00. (One-third goes to a charity.)

Other activities include showing NMRA tape-slide clinics once a month, and exchange visits from other modellers, such as the three from Prince Rupert, each of whom has a home layout, who came out last December. We will return the gesture soon.

Turning to prototype information, only two short years ago, the CN route from Prince Rupert from Prince George via Terrace and Smithers, about 740 km., had not one signal or switch motor. Now the route is operated from Prince George with a super-modern CTC board, wherein the number of the train is displayed on the track chart, and it moves from block to block. The explanation for this sudden emergence from the Dark Ages is the unit train traffic - coal and grain - and the new Ridley Island port near Prince Rupert.

Standing Committee Honors Fraser Wilson

The only remaining member of the very first 7th Division Standing Committee announced his plans to "retire" from such service following some 28 years of activity. Fraser Wilson, who has been a Division member since 1956, told the most recent meeting that he felt he was not up to contributing to the Committee's work any longer, and was thus retiring from the group.

For about three minutes.

That was how long it took those present to put together and unanimously approve a resolution making Mr. Wilson the first Honorary Lifetime Member of the Standing Committee of the 7th

Division. He was informed that he need not pay dues and that his attendance was entirely his own option, but that after his long and valuable tenure as a member, he was not about to bow out that easily! In addition, it was decided he should receive one of the Division's event passes in order that he could continue to attend its functions as an honored guest.

Members of the Division who do not know Fraser personally will probably be familiar with the many BB cover cartoons, showcards, and signs he has been producing *gratis* all these years.

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SPRING MEET 86

The Southern Interior Model Railroaders Association hosts the 1986 Spring Meet of the 7th Division, PNR, NMRA, at the Sandman Inn, Kelowna B.C., March 28 & 29.

Features include:

Contests and displays Clinics Railroad Movies Layout Tours
Modular Layout Dioramas Swap Meet Commercial Displays

Registration starts Friday the 28th at noon; no host supper Friday evening.
Banquet Saturday evening.

Full fare - \$20.00 After March 15 - \$25.00
Banquet only - \$15.00 Day pass - \$5.00

Register with: Bruce Grimes, 700 Kitch Road, Kelowna, B.C. V1X 3V5

Show open to public 1:00 to 4:30 PM Saturday
Admission: Adults - \$1.00, Family - \$3.00

PHONE SURVEY RESULTS

	YES	NO
Have you attended a workshop in the past 6 months?	26	56
Are you interested in the subjects covered in the workshops?	52	13
Are Sunday afternoon and Wednesday evening good times for you to attend workshops?	54	12
Are you satisfied with the Standing Committee's presentations and efforts?	52	7
Would you give a workshop or demonstration if asked?	41	34

What types of workshop would you like to see presented?

Basic workshops were requested by a great many, as were economical ways to accomplish many aspects of modelling and building of layouts. Participating sessions were a popular choice. The favourites are listed with the number of mentions they received below:

Basic scenery (10)
Buildings (8)
Scenery detailing and backdrop (6)
Cars (4)
General painting (4)
Remotoring and reworking engines (4)

The most common reason for not attending was no time or no interest (19), followed by "no longer in hobby" (9).

The telephone committee would like to thank all those who participated in the survey (and that wasn't everybody; some callers were abruptly hung up on). The time you took to answer the questions will help the SC run our division more effectively.

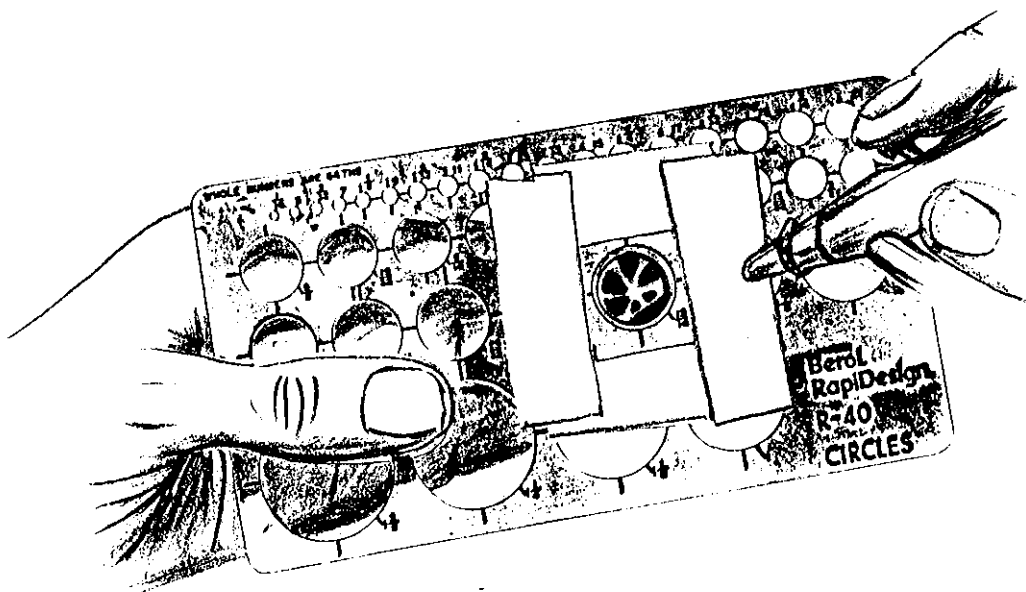
Wheel and Tire painting made easy

Phil Magnall

I have to admit this trick is not an original, having borrowed it from a military modelling magazine some time ago. Generally there isn't too much crossover between that hobby and model railroading, but when I saw one modeller's method for painting the rubber treads on tank track bogies, I saw immediate applications for painting white driver tires on locomotives and wheels and hubcaps on vehicles, not to mention signs and possibly other instances in which a circular shape must be painted.

The method was simply to employ a draftsman's plastic circle template: just mask the holes you don't want and spray through the holes you need to get your desired effect. I bought one for \$5.00 at a drafting supplier.

I tried it out on a static loco kit: Monogram's Big Boy in HO. It has an altogether unreasonable number of wheels, all of which needed white tires. I first painted the tread silver by spray bomb, then found a snug fit in the template for each wheel and sprayed flat white all over the tire and much of the centre. The wheels were then held by hand against a smaller size of hole, effectively masking the white tire as I sprayed the driver black. I was very satisfied with the results, which came about far more easily and neater than they would have had I brushed white paint on a black wheel, or tried to cut a mask.



The members of the Standing Committee of the 7th Division would like to remind the membership in general that their meetings are open to all. If you would like to voice a concern, make a proposal, or see how the organization is run, simply contact a Committee member first and you will be welcome to attend.

... Some further thoughts on computer dispatching

Phil Magnall

In the August 1985 issue of the BB, I reviewed a simple computer program designed for the Timex/Sinclair 1000 computer. Called "Switch", and available from Mil-Scale Products, it had the ability to print up lists of freight car orders for your model railway which could be used to generate the train orders for an operating session. Its main feature was that you would pre-enter your industries (up to 25) and the types of cars they would order, plus as many as 100 cars and their type, and the program would randomly assign appropriate cars to an assortment of destinations. By entering varying siding capacities, you could also "weight" the selection of cars so that more cars would be "ordered" by the larger industries.

The two deficiencies with the program, in large part created by the small memory of the T/S, were that (a) it would not recall which cars were already spotted at industries on the layout, and so would choose from them as well as those cars waiting on interchanges or in the yard (potentially sending a boxcar from the mill to the plumbing warehouse to the cannery in succession), and that (b) for many modellers - particularly those N scalers with huge fleets - one hundred cars was simply not enough. I personally have over that many in each of my two different era collections. The latter problem is one of memory size, and may not be a problem in the Switch program available for larger machines, or ones that the computer-oriented among us might wish to work up themselves; (a) remains a more complex question.

I mulled these facts over for some time until a simple solution occurred to me. It would rely on the adoption of two conventions for operating the railway:

-First, all supposed loading and unloading of cars at industries would take place overnight, that is to say, between operating sessions. At that time, each car spotted at the end of a "day" would be assigned a final *off-road* destination where they would be sent the next day.

-Second, there would be no "chains" of industries within the railway, i.e., no lumber from the mill to the furniture maker and furniture from there to the warehouse, and so on. For all but the largest layouts, I think this is more realistic, anyway. Railways are generally meant for long distance shipment of commodities; on model layouts, even the distances we imagine are there are generally too short to justify the use of railcars.

It was then a simple matter to divide the collection of cars in roughly equivalent halves, and enter each on a separate Switch tape. By alternating the use of the tapes from one operating session to the next, not only could you accommodate 200 cars on the T/S, but the computer would never order cars already spotted on the layout. The entire "set" from which it drew would always be found on interchange or yard tracks, any cars of which that had been called up two sessions previously having been sent there the day before.

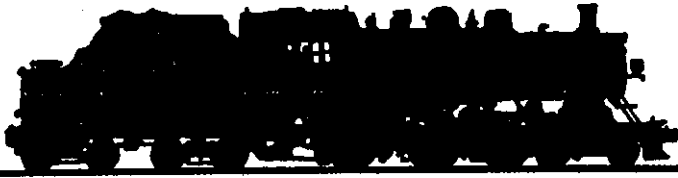
As a final note, I would suggest that many of the commonly-modelled pairs of source-and-destination, such as mine and smelter or logging camp and mill, need not be discarded if you also institute a daily unit train or set orders which never vary. Dedicate a number of cars to that service and keep them off the computer roster.

You've probably heard about Special Interest Groups, or SIGs, within the hobby; you may well belong to one or more of them.

But are you also a member of a LUG (Local Unknown Group)? If so, we'd like to hear from you. What is a LUG? It's one of those small groups of modellers who have banded together to build and operate models, and to socialize, around a common interest. Most have a club or host layout, or operate round-robin style at a few homes, and are run on a very loose, informal basis.

For example, we understand there is a group which models traction in New Westminster. But they are so quiet, few people know of them! Anyway, here is the offer: if you wouldn't mind sharing your LUG through the pages of the BB, we will undertake to photograph, and write about, your layout(s) for an article. If you are looking for new blood, we'll mention that, but if your "membership" is full, we'll also make that clear. Interested? Just call your editor at 277-2421.

7TH DIVISION TIMETABLE



March 9, 1986

7th Div. Workshop: Tabletop presentations and clinics. Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie, Vancouver. 1 - 5 PM.

March 29 & 30, 1986

7th Division Spring Meet: Kelowna. See page 5 for details.

April 6, 1986

7th Div. Workshop: Building plastic kit structures; handlaying track; scratchbuilding structures. Details as March 9.

April 20, 1986

Vancouver Island Spring Meet: Nanaimo. See page 3 for details.

May 4, 1986

7th Div. Annual General Meeting, preceded by steam railway movies. Details as March 9.

June 15, 1986

7th Div. / N. Vancouver EXPO 86 Committee joint railway show: BC Rail Centre, 221 West Esplanade, North Vancouver.

WCRA EXCURSIONS

March 1986: Winter trip to Lillooet.

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

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