



7th Division



BULLETIN BOARD

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

What a Season!

7th Division
AGM: May 4

MOVIES!

***SHOWS!
'HOW-TO's
FUN!
CONTESTS***

*BC RAIL CENTRE SHOW
JUNE 15*

'BRIDGE '86
PNR CONVENTION

Lethbridge, Alta
August 7 - 9

STEAMEXPO

*And the usual good stuff from
The 7th Division
Bulletin Board!*



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List Undergoing
Updating

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

Trains of All Sizes Roll into Summer

Don't haul out the camping gear just yet! The 7th Division has a full slate of activities planned well into June, including an Expo-related show at the BC Rail Centre (see Workshop Words on Page 3), plus, of course, the biggest railway steam show in almost 40 years is coming to town in the form of STEAMEXPO! We can't take credit for that one, of course, but it still makes for a heckuva spring season for train buffs!

And if you *are* looking for out-of-town adventure, don't forget the PNR convention in Lethbridge!

Thank you

It seems but a short time ago that I was paying a somewhat glowing tribute to 7th Division Superintendent Hank Menkveld on these pages after he had been presented with the regional Man of the Year Award at the Richmond convention. It is possible that Hank was a little embarrassed by what he later referred to as an "obituary" ("you only write things like that after a person's dead!"), but I meant what I said about it being a tribute from a sizeable number of good people who obviously thought a lot of him, and so on.

I now find myself in a somewhat embarrassing situation, wondering how to write an "objective" editorial now that a similar honor has been bestowed upon your newsletter editor! In fairness, one should note that the Ross Heriot Memorial Gold Spike is a *divisional*, and not a regional award, but the principles by which it is awarded are, presumably, the same. When one is chosen - from among two hundred-odd members of the 7th Division - as the person most deserving of this vote of appreciation for service and contribution, what else is there to say except "Thank you very much; I'm truly honored." In particular, those thanks must go to the anonymous souls who took the time to write to the award committee on my behalf, for that is how each year's winner is determined. When several people go to the trouble of writing, how could one help but feel that one's efforts are really appreciated? It's a very, very good feeling, indeed.

And to Hank, who presented the award at the last Workshop at Oakridge, let me say "Thanks for the eulogy."

Faced with moving my living room bookcase in a of a spate of redecorating, I began to reflect upon the sheer volume my collection of railway books had attained over the past dozen years or so. Not that it is really a large collection - unless you're faced with carrying it to the spare room - but in light of the fact that at one time I could not for the life of me understand why anyone would want to spend money on train books, and not trains themselves, it has grown to remarkable proportions. Each of the books, at some time or another, has provided valuable inspiration and prototype data for my various plans and projects, and I still find myself on the lookout for several other volumes I would like to add to the shelf. Strange how these things can creep up on you.

It's the same sort of phenomenon with electricity. I was traumatized many years ago by photos of wiring harnesses that looked like something out of the Boeing shops festooned beneath the layouts being visited by *Model Railroader*. Not for me! I'd stick to a one horse switching layout with a few kill switches on the sidings before I'd spend months crawling around on my hands and knees with a soldering iron in my teeth. Strange, how somehow I ended up with a home-built momentum equipped transistor throttle, a computer dispatching system, and plans for detectors and grade-crossing flashers on the a-building railway empire.

Or prototype modelling: who would want to limit themselves to modelling a real railway and its practices when you could design your own little world the way you like it? At least, that's what I asked at 16. I still have a freelanced railway under construction, but it has acquired a specific real-world locale, and a distinctly Great Northern flavour, which company, by the way, holds a 20% interest in the road. And with my more recently awakened enthusiasm for heavy traction, I have often thought how nicely those brass N scale Milwaukee Road Bipolars would set off a layout based on that road. Following the patterns of a real railway now seems like an enjoyable challenge, instead of a restriction.

On the other hand, I must admit that I often regret not having developed an interest in prototype photography earlier. Many are the times, in the middle of a modelling or decaling job that I wish I had taken a few shots of some "plain Jane" boxcar paint scheme that was once plentiful and is now gone.

The lesson in all of this - if there is one - is not to limit yourself to your first impressions and tastes in this hobby. Model railroading's greatest appeal is the incredible variety of its forms, and dismissing one or any based on what you feel today - and consequently ignoring opportunities to learn about, photograph, model, or study certain skills, prototypes, or collections - may become a source of regret in years to come. Keep your eyes and mind open, and don't think your tastes will never change or your interests broaden. One of these days, you'll surprise yourself!

Phil

FROM THE SUPERINTENDENT'S DESK

Spring has arrived, and with it came our Spring Meet in Kelowna. As we have seen in the past, the group in the interior sure knows how to put on a good show! Operating modular layouts were the highlight of the display floor. The meet ended with a well-attended banquet. The Ross Heriot Memorial Gold Spike for 1986 was awarded to Phil Magnall, who unfortunately was not present to receive the award.

Phil certainly is a deserving recipient. He has done a great deal to promote the hobby of model railroading and has taken a very active part in the 7th Division. Congratulations, Phil.

And thanks to Alan Trammel, for once again supplying the Gold Spike Award itself.

A few important dates, not to be forgotten: first, there is the meet in Nanaimo. April 20th. Let's show the group on the Island that we are supporting them by showing up in large numbers. Next, May 4th is our Annual General Meeting. Come and meet the new slate of officers to be elected, and let the committee know if there is anything you would like to see done in the new year, or just come and show your support if you are happy with what it has been doing to date. Our June Workshop will be held in North Vancouver to help BC Rail celebrate EXPO 86. And that will be it until the big one in Lethbridge. If you are planning on going, get your registration in. It is going to be a great convention.

Now, something that is long overdue: a word of thanks to the ladies who for many years have made sure that the coffee was brewed and the cookies were on the table at 7th Division functions. Two names to be mentioned here - Bente and Henny. You two deserve a special thank you from the Standing Committee and all your steady customers.

I would also like to thank all the members of the Standing Committee for always being ready to do the things that have to be done to keep the Division rolling along. And roll along we do, as those who have been to the last three Workshops will have to agree. 148 people attended our last workshop, a great improvement over the 20 or 30 we had been getting used to. Let's keep it up. The 7th Division is a good one to belong to. Keep your membership up to date so you will stay in touch by receiving the best publication in the PNR, The 7th Division Bulletin Board.

That's all for now. See you all at the AGM.

Hank

WORKSHOP WORDS

Carl Sparks

Our next meeting in the Oakridge Auditorium will be on Sunday May 4, from 1 to 4 PM.

Duane Damgaard will present his excellent sound movies of narrow gauge steam in Colorado and diesel cab ride through the Rockies on the CP mainline.

A swap table and favourite model display is also

planned. Bring the items you can no longer use and pick up some bargains you can. Please bring your favourite model and show off your handiwork, too.

The June meeting will be in the BC Rail Centre, 221 W. Esplanade, North Vancouver, on Sunday the 15th from 11 AM to 4 PM. This will be a model railway display held in co-operation with the North Vancouver EXPO 86 Committee. If you have any models or displays you would like to show, please contact Cyril Meadows at 591-9592.

September may seem like a long time away but it's not too soon to plan your display for the Oakridge Mall show. Again, please contact Cyril for your space requirements.

And we'll see you all at STEAMEXPO!

Making the Grade on Model Railroads

One of the most common areas of confusion and misinformation for the beginning hobbyist is that of track grades and their measurement. Many seem to be under the impression that calculating these involves complex algebraic equations and a scientific calculator, but nothing could be further from the truth! But then again, measuring, or building benchwork, to a grade is another matter, as is the usual requirement to compensate the rate of rise on curves. And what *should* the grades be on a model layout, anyway? Let's take some basic questions in logical order, and provide a few simple answers that should solve any problems you may be having.

What exactly is a grade?

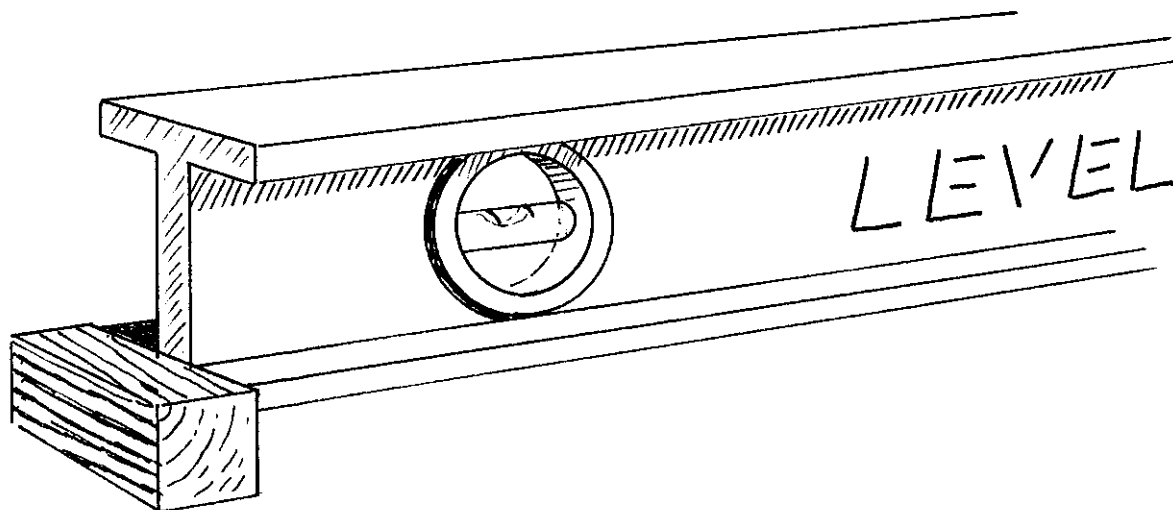
A grade is simply the expression of how much a road or railway rises over a certain distance, expressed as a percentage. In other words, a 3% grade would mean a vertical height gain of 3 feet in every hundred feet. Of course, it doesn't matter if you actually measure in imperial, metric, or Brunswick sardines; the relationship always stays the same. What if you're dealing with a stretch of track, say, only 37 inches long? Simple: let's say the rise in that length is 3/4 of an inch. We need to determine how much that .75 inch in 37 translates to if the track was 100 inches long, which is simply expressed as:

$$\frac{.75}{37} = \frac{X}{100} \quad \text{or a grade of } X \%$$

By cross-multiplying we get $.75 \times 100 = 75$; 75 divided by 37 equals 2.03. For all intents and purposes, we are dealing with a 2% grade.

What should I use as a maximum grade on my layout?

Generally, one actually does best to follow the prototype's lead (Models are not proportionately as strong, but our trains are shorter). On mainlines, that is about a 2% maximum. If you are running fairly short trains, and high quality models, that may well be pushed to 3% or more, but if you want reliability without having to limit your engine roster, you're better off at 2%. If you can, of course, stick with lesser grades for even better performance. Take into consideration, though, that if you have a one- or two-horse shortline in mind, a steep grade that necessitates "doubling the hill" may become part of your operational fun. Similarly, if you're into logging or mining with Shays and Heislars and such, most models of these engines, like their prototypes, will climb extraordinary grades. Testing them with an adjustable ramp will determine their capabilities.



Is there an easy way to check grades as I build my roadbed?

Yes. Take a spirit level and glue a block of wood or strip of metal to one end as shown below, so that when tilted to the desired maximum grade, it reads "level". A 2% grade means a boost of a hair under 1/4 inch is needed. 3% needs .72 inches. Hint: it's easier to work in metric!

What about "compensating" for curves?

Compensating for curvature is important for both real railroads and models, for the friction is greatly increased when one starts turning corners, and if you blithely lay your 2% around a snap-track radius, you may be disappointed to find your trains stalling at that point. If you are using the modified level approach, however, you needn't delve into engineers' tables, for the problem will solve itself! Just lay the level on the curved roadbed, so that each end is supported. You will note that while the rise is still 2% in a *straight line*, the track covers a somewhat longer distance thanks to the bend. The greater the curve, the more "compensation" will exist, just the way it is supposed to. It's not totally scientific, but it works. My experience is with curves ranging from 16" to 22" in N scale. In HO, a 4-foot level is probably in order. As a suggestion, I would leave loops or bends too sharp to measure this way as flat or *very* slightly sloped trackage, just to play it safe.

CHEAP...but not too nasty

by #77600

As all the experts will tell you, the very best tree "skeletons" come from a plant called the *Splendiforous Minkberryum* which grows only on Mountain tops in New Mexico. However, some pretty good ones come from clippings of heather, some of which you may have in your front yard (or your neighbour's - ask first!)

There is no doubt that *Model Railroader*, *Railroad Model Craftsman*, and similar publications are of inestimable value to the beginner and sometimes even the expert. But they don't always have the easiest "how-to-do-its".

Example: The conventional method of modelling stratified rock formations is to break up cieling tiles in various ways; wire brush it, air brush it, and so forth, with varying results. There is an easier way. Use real rock - pumice rock! It can be had from florists who hollow out chunks to put plants in. It is light as a feather, friable, (i.e., easily sliced into whatever shape you need) and best of all, its texture and colour are already perfect, and don't require elaboration.

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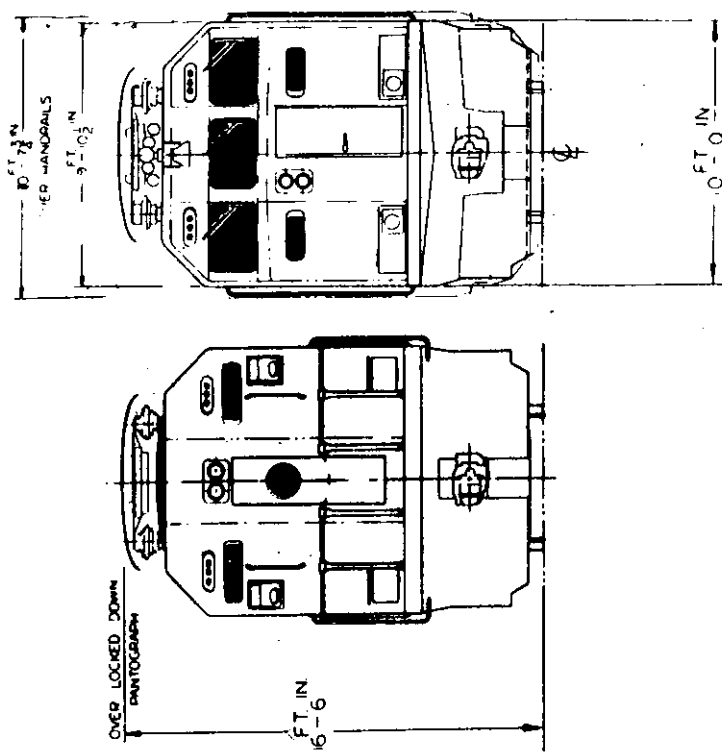
We continue to receive address corrections addressed to us instead of the PNR office manager. If you inform him of your move, we do not need any such notice. If you do NOT inform him, we cannot guarantee proper redirection of your newsletters, even if we receive a notice.

REMEMBER: ADDRESS CHANGES GO TO THE PNR OFFICE MANAGER!

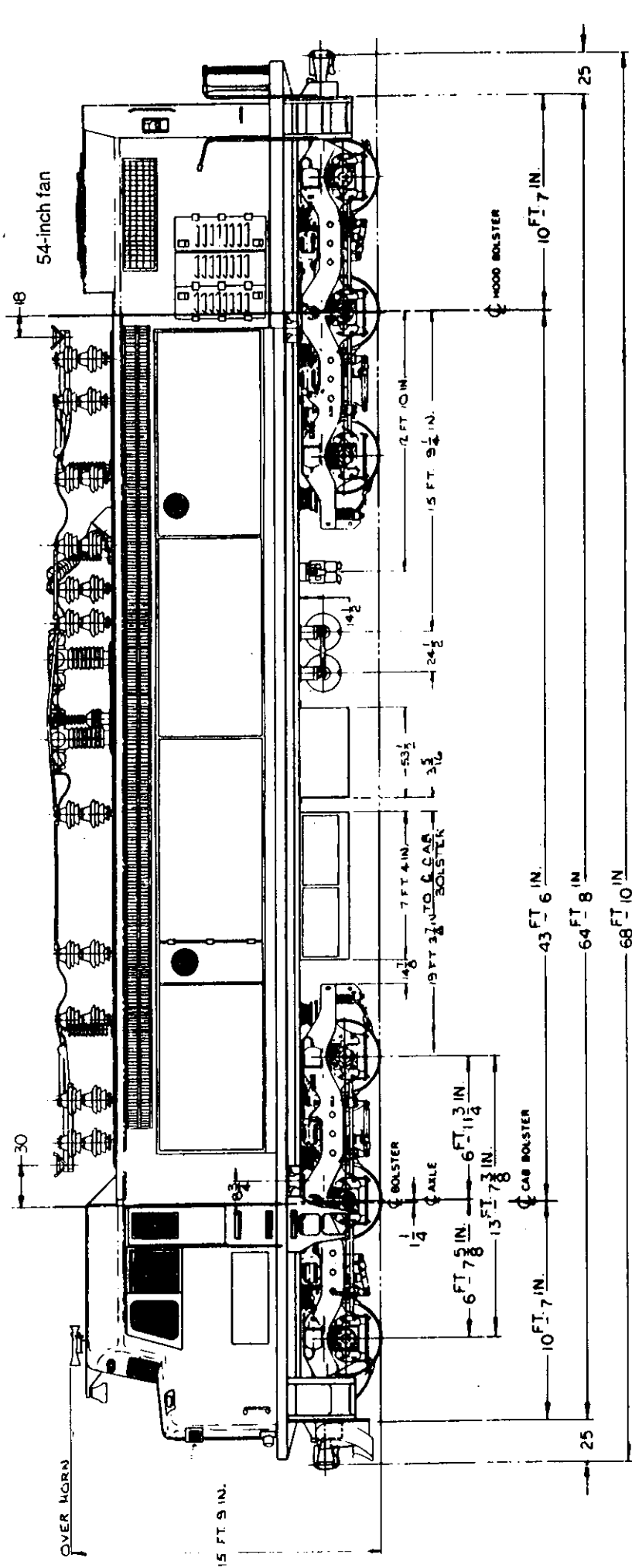
BC Rail's Tumbler Ridge Electric Locomotives

The BCR's Tumbler Ridge extension has drawn the attention of a tremendous number of railfans since its opening. While rails are being torn up, and electric trains replaced by diesels, here we have a brand new all-electric road with custom-built locomotives never seen before! These general arrangement drawings are accurate for the units as delivered. While not drawn with modellers in mind, they should provide enough data that, along with photographs, one could make a reasonable miniature without too much difficulty. The boxy lines are a natural for a sheet styrene body, and a regular commercial diesel chassis could be modified for use in N or HO scales. Let's see, how about having one ready for the June show at the BCR offices...?

Our thanks to Mr. Jerry Collins of BC Rail for providing the drawings.



HO Scale

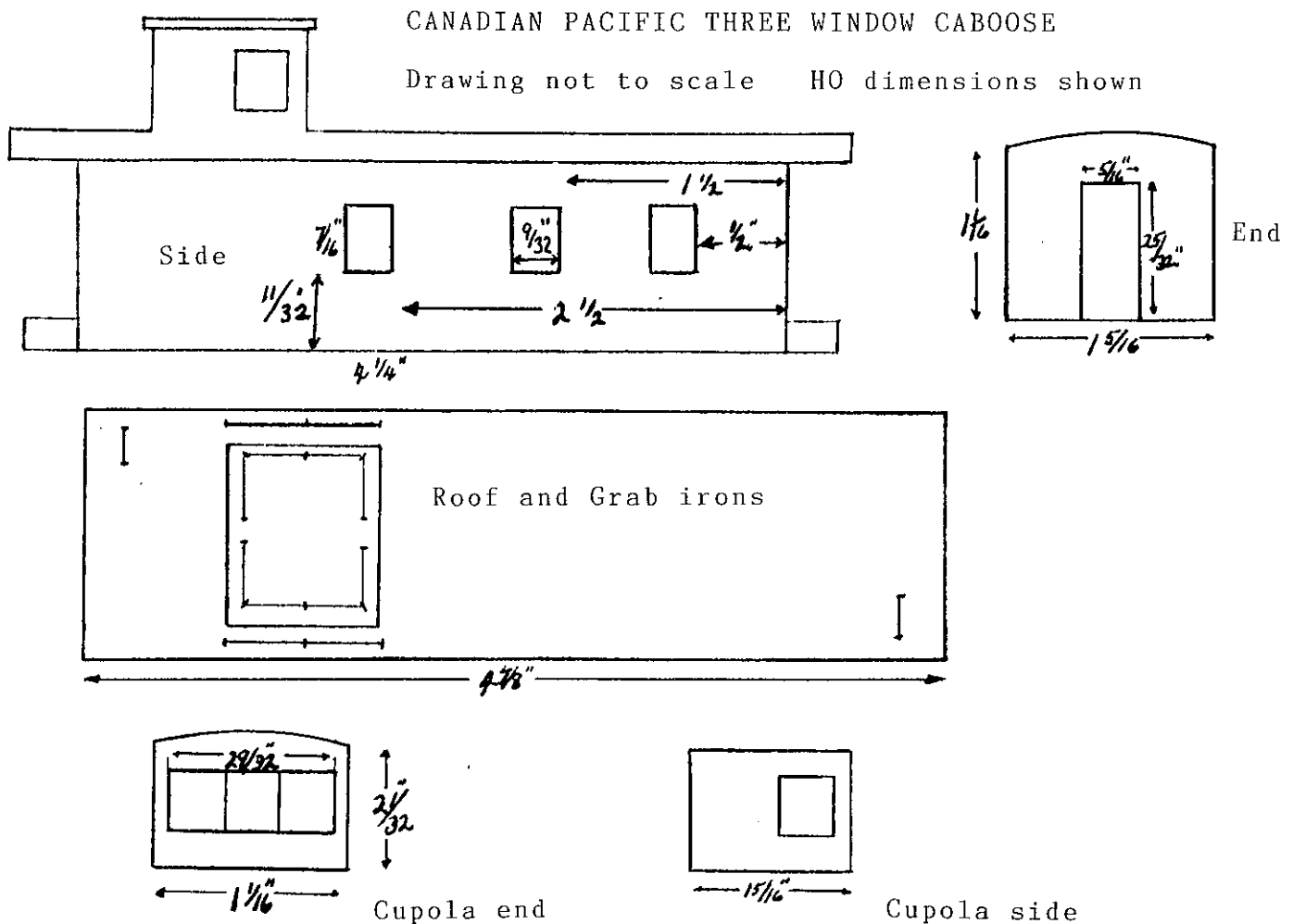


Building an Early Canadian Pacific Caboose

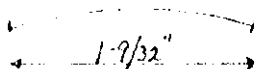
Jim Sheffield

As few kits of Canadian cabooses exist, why not try creating one on your own? I have found that the Roundhouse "Old Timer" caboose kit, #3440, is a good base for the three window caboose used by the Canadian Pacific Railway from around 1890 to the 1930s. The steps below outline the method I have been using.

1. Cut the sides and ends for a new cupola from Evergreen brand V-groove styrene scribed siding #4040E (.040 thick), according to the drawing below. The new cupola should be $21/32$ " high at the sides, and $23/32$ " at the centre. Build to fit the existing hole in the kit roof.
2. Cut the window openings before assembling the cupola. The three front and rear windows should be $9/32$ " square. I find the easiest way is to cut a rectangular hole $9/32$ X $29/32$ " and add the two posts afterward. Reference to photos will show that these windows do not have outside frames. The side windows did have frames, and can be modelled with an Alexander #2503 window casting with the centre bar removed.
3. Assemble the cupola walls within the roof opening, keeping them square, and when dry, cut the roof from .020 styrene (Evergreen #2037). Cut it larger than necessary and assemble with overhang all around. Use Evergreen strip #110B (.015 X .020) for the moulding up under the roof. when all is well set and dry, trim the roof overhang to $1/32$ ". Use HO eyebolts such as Details West #SY2206, and .010 wire for the handrails around the roof.



4. Fill the ladder and smokejack holes with epoxy or filler putty, and when dry, sand the roof smooth, removing all the rib marks. Relocate the smokejack (I replace it with a Utah Pacific #CS 74) 5/32" in front of the right window post of the cupola.
5. Relocate the ladder to the left side of the caboose and to the underside of the roof, and install a wire hand grab 3/16" front of it on the roof. Two handrails run along the roof beside the cupola for its length.
6. Strip styrene or brass cupola braces should be installed from the centre of the roofwalk to just above the centre windows at a 45 degree angle, front and rear.
7. Painting: Body of caboose, including cupola, are painted CP Tuscan (I use Accu-paint AP-38). Roofs are black (AP-2). Yellow railings and grab irons arrived in later years, as did the splash guards on the end platforms (the latter can be made from card or styrene).
8. Lettering: I use CDS #18 dry transfer lettering sets for all markings. For very early cabooses, the Canadian Pacific name should be curved using a masking tape guide cut as shown:



For later years, the lettering should be straight.

Author's note: this caboose could also be used as an Algoma Central or Toronto, Hamilton, & Buffalo car.

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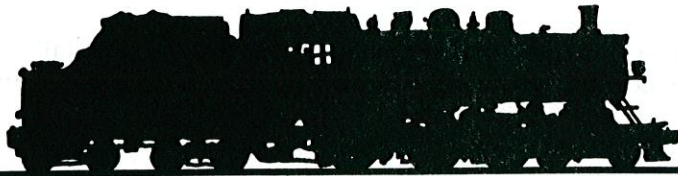
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7TH DIVISION TIMETABLE



*- Pull Narrow Gauge meet?
- Trains '86 show?*

May 4, 1986

7th Division Workshop: Movies - Colorado Narrow Gauge & Diesel Cab Ride Through the Rockies.
Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie Street, Vancouver. Start: 1:00 PM.

7th Division Annual General Meeting. Starts following film presentation.

June 15, 1986

7th Div./North Vancouver EXPO 86 Committee joint model railway show: BC Rail Centre, 221 West Esplanade, North Vancouver. 11 AM - 4PM.

Early September 1986 (actual dates TBA)

7th Division Oakridge Mall Model Railway Show, Oakridge Centre, Vancouver

August 7 - 9, 1986

"Bridge '86" PNR Annual Convention: Lethbridge Lodge Hotel, Lethbridge, Alberta. See notice below.

AN IMPORTANT NOTICE ABOUT THE 'BRIDGE '86 PNR CONVENTION

Normally, the *Bulletin Board* devotes considerable space to promotion of all conventions and meets of interest to 7th Division members. However, in this case it would be redundant as all PNR members have already been mailed full registration forms, schedules, and convention details.

If you have NOT received your package, contact:
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