

AUGUST 1986



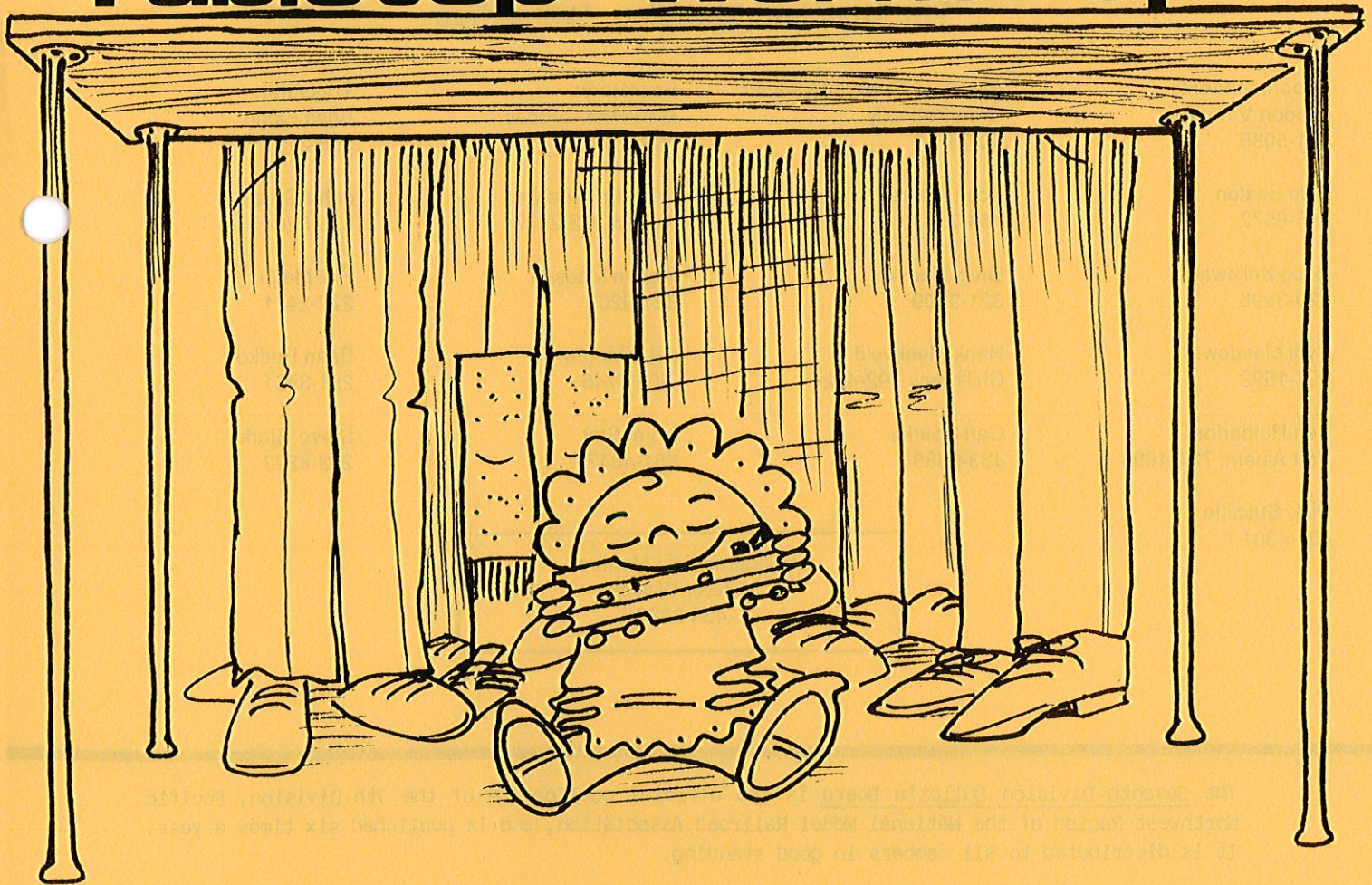
7th Division



BULLETIN BOARD

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

Tabletop Workshop...



September 14

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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

The Busy Season is about to begin!

The fall season starts off with another of the 7th Division's extremely popular "Workshops" September 14. This will be another tabletop session with several subjects covered; see the Workshop Words column for details. Originally, the first Oakridge Mall Show was to have taken place in September, but scheduling problems have pushed the event back to mid-October. Full details will appear in the early October BB. In the interim, contact Cyril Meadows for information about displays, volunteering, access, etc. It's also not too early to think about Trains '86 at Cameron Rec. Centre which will run, as usual, on the Remembrance Day weekend. Now is the time to start putting together a new display or demonstration for the hordes of visitors the show brings out.

As this issue is a late August , notice of the cancellation of Hank Menkveld's traditional Cornfield Meet may come a bit late for most readers, although it has been made in the PNR Switchlist already. Hank informs us that a large number of guests from the Netherlands and other commitments make it impractical this year.

Those who might be wondering where the 3rd N-CON N scalers' meet will be can rest assured that it will go ahead - just a few months later than previously. The busy fall season, now even busier with what should become a regular show, was getting a little too crowded; and it was decided that N-CON should move to February. We'll let everyone know what plans are in plenty of time.

That's enough sun everybody; back to the train room . . .

Even as an official promotor of the 7th Division's activities, I have to admit that it is a little hard to generate enthusiasm for a slate of autumn activities on a sunny August day such as the one I am ignoring in order to draft the BB. Come next month - when most of you will be reading this - and the tents are packed away, the kids are starting school, and 90% of us have blown our vacation time for the year, I guess we'll all feel a little more inclined to pursue our indoor hobbies again. I've long maintained that psychologically, the seasons always start about three weeks before the calendar recognizes them. I mean, fall starts after the last fling of the summer on Labour Day, right? And who can believe that Christmas comes only a couple of days into winter? December is the real start of the season, just as March and June herald spring and summer. So there.

Not that this has a lot to do with model railroading, other than the fact that September does mark the beginning of our fiscal year and busiest calendar quarter. It makes it a great time to introduce potential new members to the Division. Remember that all the upcoming functions are open to the public, and have either nominal admission fees or none at all. How about passing on the word to someone you know who has always held some interest in model trains but never got a start in the hobby? Consider it "enlightened self-interest". The more members we have, the more efficient our operations become, and the more programs and shows can be arranged for the membership.

Our request for contributions from farther afield than the Lower Mainland has brought something less than a flood of news, although Rod Craggs's observations on the passing scene in Ashcroft can be found in this issue. I appreciate that most people are reluctant to sit down and send something off to the BB because they feel they don't know what form it should take or they don't think they can write well enough. NOT TO WORRY! Neither do most of our contributors! I have had literal jibberish submitted for articles, and have had to go through it picking out the key points putting them in logical order. Fractured grammar and misspellings are routine! One correspondent. Writes like this. Putting in periods. Wherever he feels like it. This is why you have editors. It's our job to make you look good, so jot down a note, send in a snapshot, tell us what's new, dig up something old, or write us a letter and tell us what bugs you. We'll make you famous. We promise!

As a result of the election, and as announced at the last A.G.M., the 7th Division will have a new slate of officers as of September 1, 1986.

Our new superintendent is **Gordon Varney**, known to all of us for his excellent clinics on wood.

He will be assisted by **Greg Kennelly**, as assistant superintendant, run on by **Mary Ann Geddes** as secretary, and **Brian Clogg** as Treasurer; and of course, as always, by other members of the standing committee.

As this is my last contribution to this column, I would once more like to thank all members of the committee for their help, and in particular, those who held office for the last two years: **Tom Beaton** as assistant super: **Greg Kennelly** as secretary; and **Marion Madsen** as treasurer.

Thanks also to all members of the Division who have come to the meets and workshops, and made all the efforts worthwhile.

And let us not forget the great job done by the members on Vancouver Island. The fruits of hard work are surely showing there.

The last workshop, which was held in the B. C. Rail Building, in North Vancouver, was a great success. The many people who came were entertained with several well presented demonstrations and a good show of displays, both static and operating.

The video tape put together by Carl Sparks during steamexpo, drew large groups of people who thoroughly enjoyed what they saw.

Finally, I would like to ask everybody to put their full support behind the new Superintendent and his committee by showing up at all happenings they organize and in doing so, keep making the 7th Division growing stronger and better.

Happy Railroading, Hank.

WORKSHOP WORDS

BY CARL SPARKS

The first PNR 7th Division Workshop of the 1986-87 season will be held in the Oakridge Auditorium on September 14th. There will be several subjects covered and the workshops are primarily designed to help the less experienced modeler. The beginners' workshops were very popular last year so we will now move on to cover some of the more difficult subjects in greater detail.

There will be a Mall show at Oakridge on October 17, 18 and 19th. We should have at least three operating layouts with the scenery completed on two. Set-up will be on the evening of Thursday, October 16th. Contact Hank Menkveld or Cyril Meadows for details.

Trains '86 will be held in the Cameron Recreation Centre on Sunday, November 9. Operating layouts and displays are most welcome. Let's all pitch in to make this a great show, creating as much interest as

possible in the hobby. Contact Cyril Meadows for your space requirements.

We have scheduled most of the activities of the 7th Division for the second Sunday of each month throughout the model year at Oakridge, so that people will know that on each second Sunday there is a Model Railroad activity. Of course, there have to be exceptions - the second Sunday of May is Mother's Day, so the meeting is brought forward one week to May 3rd. The other exception - Trains '86 will be held in Cameron Recreation Centre instead of Oakridge.

Hope to see youall at all the meetings !

VAN HOBBIES INC.



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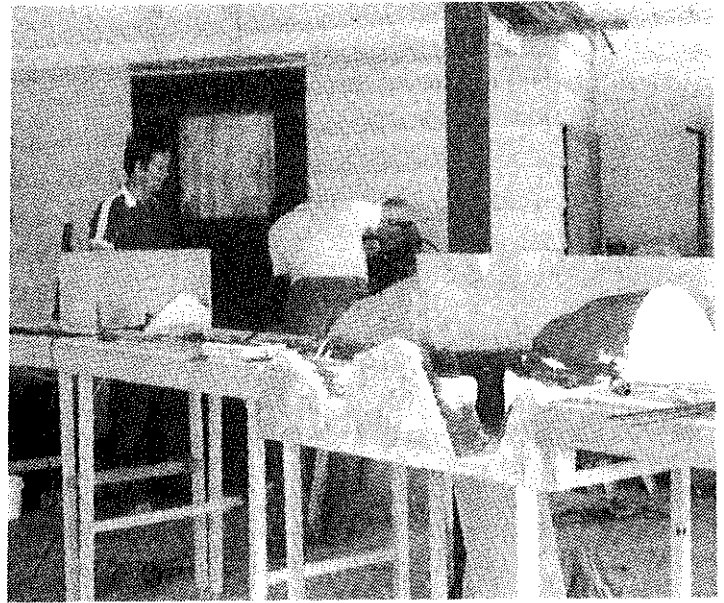
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One of the most obvious truths about public model railroad shows is that people come to see action. Operating layouts - even unfinished ones - are consistent winners of the "Most Popular Display" polls. That observation is one of the motivating factors behind the formation of NTRAK, the modular N scale system that allows modellers from all over the continent, and abroad, to link up their sections of railway and form instant empires wherever they meet. Under the guidance of co-ordinator Jim FitzGerald of Atascadero, California, NTRAK and its standards have grown to become something far greater than the NMRA Special Interest Group (SIG) it started out as. For apartment dwellers, it is often the ideal solution to the space squeeze, as the standard module is only two by four

Brian Morgan and Scott Calvert craft a precision doohickey at a recent module-building session.



feet. Some modellers incorporate their module(s) into larger home layouts in such a fashion that they can be quickly unplugged and unbolted and driven off to the site of the next NTRAK meet. Many localized clubs have sprung up, often building to a consistent theme with matching scenery between modules and able to assemble a complete layout on their own when called upon for a show.

Growing interest in the Vancouver area has led to the recent formation of an NTRAK group called the Train Gang. It is an informal operation, with a co-ordinator-by-consensus in the form of Hank Menkveld, the Division's outgoing Superintendent. It should be noted that although all current members are PNR cardholders, the Gang is not as part of the 7th Division, and membership in the latter is not required to join in the fun. In fact, the Division is actually a member of the NTRAK group, and is the owner of four corner modules critical to an operating layout which is now under construction. Building sessions are underway in order to have the Gang's debut at the Oakridge Centre mall show in October. That layout is finalized at this time, but anyone wishing to build, or already building a module is welcome to contact Hank or anyone staffing the Oakridge show. Additional units would be most welcome at Trains '86 in November.

NTRAK Corner

Hank Menkveld

This is a new column meant to keep those interested in the ever-popular modular system of NTRAK informed of what is going on in our division in that regard.

Soon there will be four corner modules ready for operation. These modules are the property of the 7th Division.

What we need now is a number of straight modules, 4, 6, or 8 feet long, so we can put together a good operating layout for our shows.

I would like to hear from anyone interested in this program, those wishing to build a module as well as those who would just like to help in some aspect.

I will send information on building a module to whoever asks for it. My address is:

Hank Menkveld
10689 McSween Road
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And do not think that NTRAK is only for N scalers. O, S, and HO scalers alike will get a kick out of it. It is a great chance to find out what it is like in the other scale.

News from the Central Desert: a report from Ashcroft, B.C.

Rod Craggs, brass hat of the Tomahawk & Western Railroad, sends along these observations of the passing scene in Ashcroft, B.C., in response to our request for news from outside the Vancouver area.

Ashcroft has to be one of the better places to take train pictures. You get as close as you want to take photos and there is a good variety, with heavy flow on both lines. Some very interesting subjects have gone through in the past months. The 6060 Bullethead Betty with a flock of grain cars, a couple of coaches, and cabooses (heading for STEAMEXPO) brought out many people to take photographs. I think we had a fireman with a sense of humour on the 6060; approaching the Ashcroft Highway bridge with a clean stack, it belched a great cloud of smoke just before it passed underneath, enveloping all the photographers above it in black and giving them a taste and smell of railroading as it used to be!

A pair of frequent visitors is a couple of F-7s, one with normal glass in its cab, the other fibreglassed over and operating as a B unit. I never seem to have a camera when they go by! On the CP Rail side I see quite a few EXPO 86 painted SD40-2s, and the elusive Marinette, Tomahawk, and Western car, always heading west and never, of course, when I have my camera.

I watched a CN freight roll in just after breakfast one morning and realized I was watching a diamond- stack steamer and a green coach go by on flat cars. The Prairie Dog Central, as luck would have it! The train stopped to switch for half an hour, time enough to get some good pics.

Although I work in a very interesting, rewarding, and sometimes exciting profession, to a model railroader, it might seem ideal! My ambulance station is 75 feet from the CP mainline, with a clear view of the CN for half a mile about 300 yards across the river. My home modelling bench also overlooks the CN at about the same distance, so I see many happenings from these vantage points. An amusing one occurred just before Expo: sitting across the river on the CN side, having coffee with a friend, I idly watched a CP freight pull in with two SD40-2s and a GP9 on the head end. The train stopped short of my base at the east crossing, and the three units cut off and disappeared down the yard. As my eyes swung back, I saw that the train was moving and gathering speed - but there were no locos on it! Much to the consternation of the watching and waiting motorists, it sailed through the crossing in front of them. At that point, someone - probably the conductor - pulled the emergency and dynamited the brakes, bringing it to a halt.

This brings up a thought: what if there had not been a caboose with a man in it? You can imagine what might happen with ten thousand tons running loose down a one per cent grade! I doubt that a little black box on the last car, in place of a caboose, would have saved the day!

In closing, let me invite you to drop in if you are up this way. Barney and I are always glad to see you!

Editor's note:

In fairness to the railways now using or planning to use end-of-train units (the "black box" Rod refers to), CN Rail was invited to comment on the incident of the runaway train. Al Menard of CN's Public Relations notes that these units monitor brake line pressure to the end of the train, and that the cab readout from one would clearly indicate that the train was not safe to leave standing in a case like this, which should be enough to prevent a runaway. One might also note that parked, engineless trains don't usually have caboose crews on hand, anyway.

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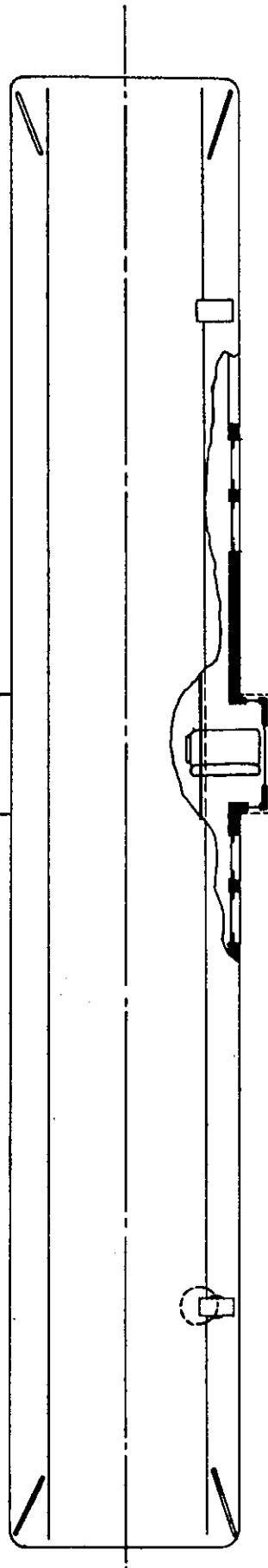
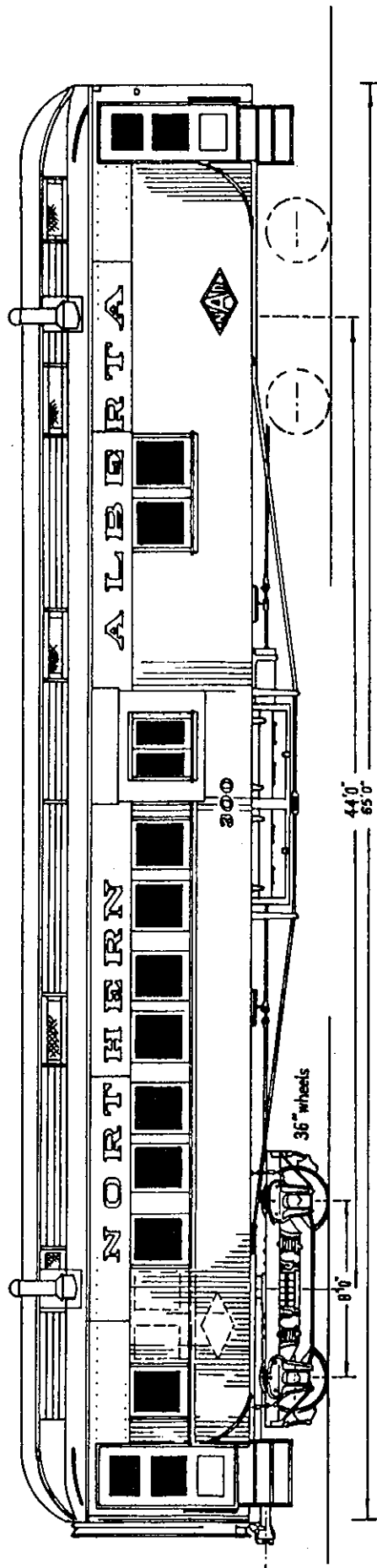


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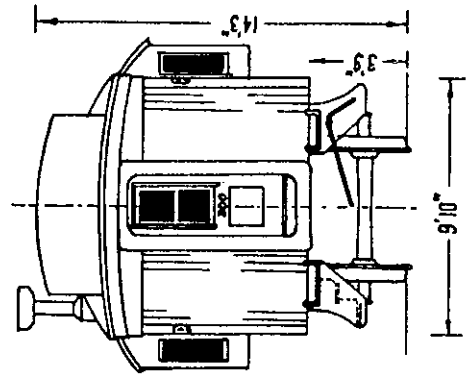
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COLOUR SCHEME : Roof : Flat Black; Body : Royal Blue; Underbody : Black
 LETTERING : Letterboard : Gold; Diamond : Cream.

Ratio 1:87

Northern Alberta Railway 'Comboose'

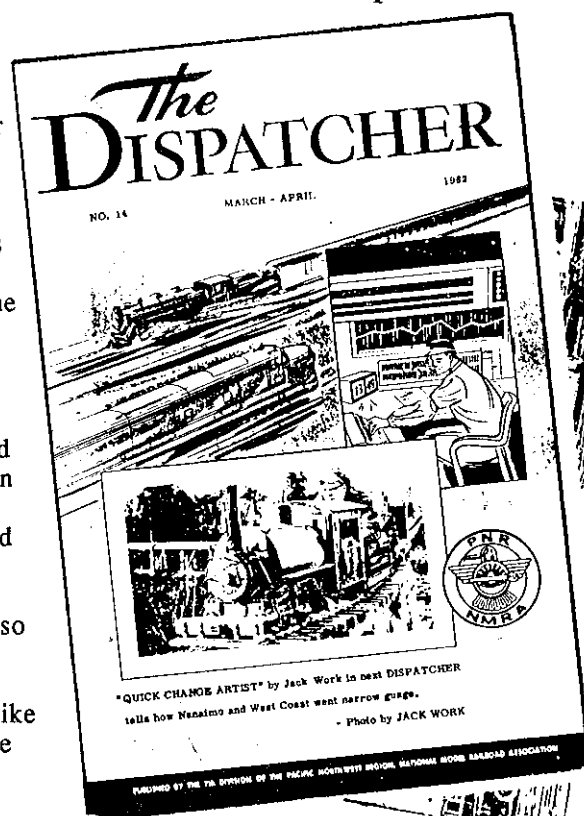


The Bulletin Board has a reciprocal agreement with other divisional publications which allows us to borrow from each other when something of interest appears which we would like to run. This plan of the NAR "Comboose" is from the 6th Division's Highball!

A look back at Spike Brown's *Dispatcher*

It was called *The Dispatcher*, and a year's subscription back in the early 60s cost you all of \$2.00, or \$1.00 if you were a "7th Divisioner". For that sum, you would receive, every two months, over 40 six by nine-inch pages of all the local railway modelling and prototype scene you could absorb, plus a wide assortment of advertisements and scads of home layout listings in the back. It was, believe it or not, the official publication of the 7th Division, and almost solely the work of one man: P.H. "Spike" Brown.

Today's *Bulletin Board* is almost embarrassingly modest in comparison, although it should be noted that Spike did have a slight advantage. He was, on a professional basis, the editor of the internal newsletter for Canadian Forest Products, and could thus use many of the company's resources in his spare time, and the two-colour covers and many photographs in each issue reflected that. What also showed, however, was Spike's considerable talent as a writer and graphic artist, of which he gave generously to his pet publication. A look at the pike listings is a comprehensive lesson in the multitude of lettering styles a skilled penman could create freehand. What did not show was the number of times he proposed a feature or addition to the upcoming issue and said simply "I'll take care of that" to the question of the expense involved.



Such was the quality that resulted from Spike's effort and generosity that he could sell full-page advertisements to firms like Pacific Fast Mail and Frew and Gordon for \$50 an insertion!

Yet, with all the professionalism evident, the contents were a homey mixture of club news, the local rail scene, letters, amateur columnists, PNR news, and just plain gossip. If Fraser Wilson was planning to switch to O scale traction, or the Vancouver HO Model Railway Club had found an expert tracklayer in Norm Wilimousky, well, chances are you'd read about it in the *Dispatcher*. If it happened in the Division, Spike would know about it.

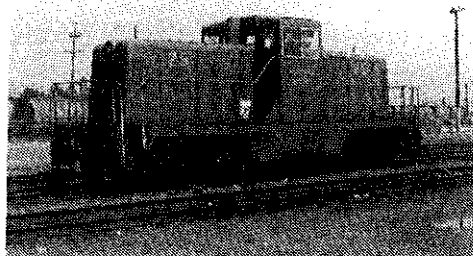
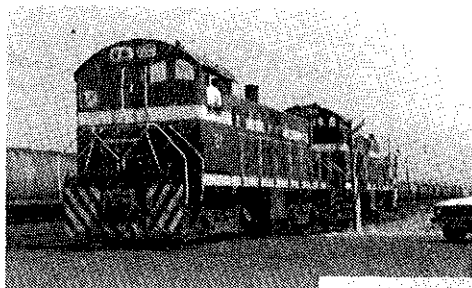
Perhaps what comes through most of all, and at the same time often seems lacking today, is the enthusiasm, not only of Spike, but the membership as a whole. It's hard to imagine 82 people paying \$2 and up nowadays to register their model railroad, yet that's how many did for the March-April 1962 issue shown here. Maybe the style of *The Dispatcher* itself would seem outdated today, but it's interesting to speculate upon what it might have become had not business pressures and ill health forced Spike to drop his "second job" after a half-dozen years of publication.

When Spike Brown passed away in 1983, he left behind a record of service and widespread reputation of which any organization would have proud, and a little magazine that holds a lot of fond memories for many long-time "7th Divisioners".

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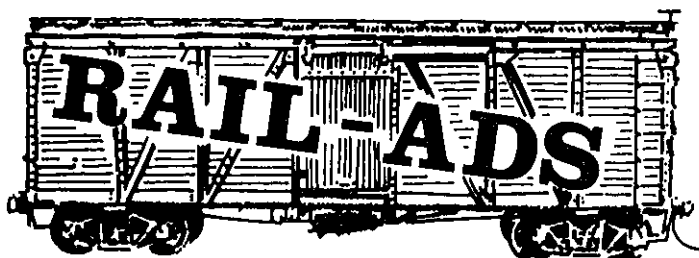
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Como Lake United Church
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Time: 10 a.m. to 4 p.m.
Admission: \$4
Optional dinner: \$8 (please pre-register)
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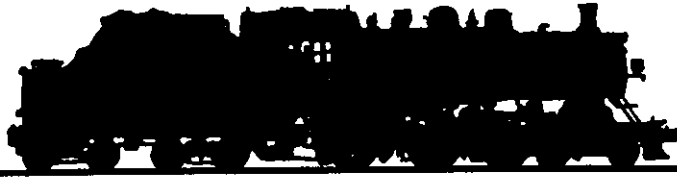


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7TH DIVISION TIMETABLE



September 14, 1986

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

September 21, 1986

Swamp Creek and Western Model RR Club SOOPER SWAP MEET & CLINIC. Francis Anderson Recreation Center, 700 Main Street, Edmonds, Washington. 12 - 5 PM. Adults - \$1.50; children 12 and under, \$.75. Info: Roger Ferris, 19929 Second Ave. Seattle, Wa. 98177.

October 4 & 5, 1986

Second Annual International Model Railroad Show, Lynden, WA.

October 17 - 19, 1986

Oakridge Centre Mall Show: Layouts and static displays. West Mall, Oakridge, 41st Avenue and Cambie, Vancouver. Details: Cyril Meadows, at 579-1592.

October 18, 1986

Pacific Northwest Narrow Gaugers Annual Meet: see advertisement, page 7.

November 9, 1986

Trains '86. Cameron Rec Centre, Burnaby.

WCRA Excursions

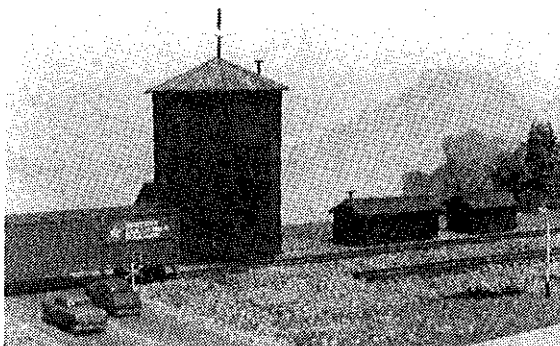
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December, 1986: Seattle bus tour of Christmas trains (tentative)

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