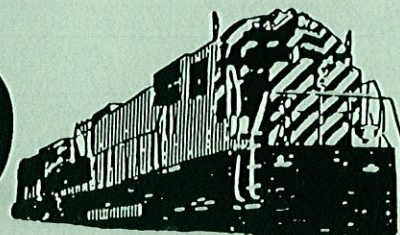
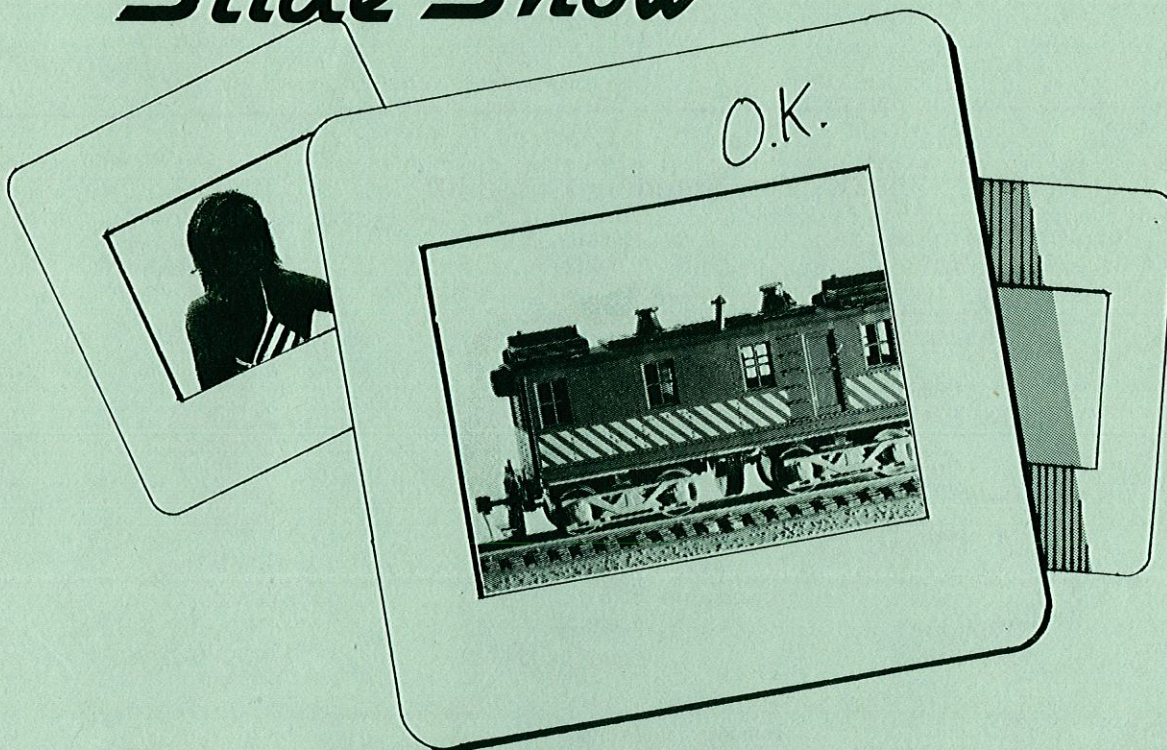


BULLETIN BOARD



Slide Show



& AGM May 3

Official publication of the Seventh Division, Pacific Northwest Region,
National Model Railroad Association.

National Model Railroad Association

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The *Seventh Division Bulletin Board* is the official publication of the 7th division, Pacific Northwest Region of the Model Railroad Association, and is published six times a year, in January, March, May, July, September, and November. It is distributed to all members in good standing.

The *Bulletin Board* is solely the responsibility of the editor, and editorial opinions expressed do not necessarily reflect those of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: Editor, *7th Division Bulletin Board*, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. Closing date for each issue is the 12th of each month preceding publication. All other correspondence relating to the 7th Division should be forwarded to the Superintendent.

Editor:
Phil Magnall

Page 1: PNR Piticipation

"You know, there are two kinds of people in the world: those who..." How many times have we all heard someone wind up for a burst of homespun philosophy with those words? Fear not; no summaries of the human condition will be submitted here. We'll leave that to Andy Rooney.

Model railroaders, however, are another case. Oh, most appear to be human, or a closely related species, but they are easy to split into two distinct behavioural groups. Crossover between them always seems to be a protracted and difficult process, although it is almost universally in one direction. Now: how many of you out there would like to know what they are, and to which classification you belong? Uh-huh... Okay, then, this is for both of you: the two groups are *active* and *passive* model railroaders. We're speaking in socially-oriented terms, here. What separates them is that one actually *takes part* in hobby shows and workshops and conventions, and the other is content to merely *attend* them.

A case in point was the April Second Sunday Workshop. The Standing Committee had debated how many kits to prepare for this special participation event, upping the number to 40 at the last practical moment in case we were swamped by those droves of people who had been showing up regularly. Fortunately for us, we had not considered how many people would want to buy extra kits to build at home, or we would have been stuck with most of them, so few modellers came out.

To those of us who do join the Standing Committee, publish the newsletter, organize shows, write articles, present workshops, and put together displays, it's a constant puzzlement that so many people seem to want so little to do other than stand or sit around. Often, it seems as if there is some psychological barrier between the "actives" and "passives" as much as anything tangible. Sort of like the religiously converted who try so desperately to help others find the light, whether or not they care to.

Obviously, we can't *force* anyone to enjoy the par-

ticipation aspect of model railroading, and we certainly hope it doesn't seem like we're trying to do that. No one's coming after you with a stick, but we do want you to know that you're missing out on one of the best aspects of the hobby. Why do we say that? Let us offer four good reasons:

Friendships: Take a look around at any hobby event and see how many good friendships are in evidence. There are people at every level of skill and of just about every special interest. Unless you're on a very different wavelength, there are bound to be several who are tuned right in to your interests. It's no exaggeration to say that many life-long best-friendships have started up through the common interest of model trains.

Learning: No, not technical stuff in order to be part of the gang, but the tricks, techniques, and information that make modelling more fun and satisfying. Not everything is in *Model Railroader*, y'know!

Resources: Your fellow PNR members are the best source of information and help you could ask for. Mutual assistance agreements abound amongst the activities! "You could paint my backdrop, I'll do Bill's wiring, and Bill will paint your engines in your own roadname, okay?" — that sort of thing. Building good models or a layout is a challenge, and the assistance available is amazing, once you make a few contacts.

Satisfaction: There's no denying that it really does feel good to have show visitors appreciate your display or get a round of compliments for an article or presentation. And it goes beyond that, to the satisfaction of knowing you have given a little of yourself and helped others. Sure, it's only a hobby, but most of us get precious little opportunity to make even a little dent with our passing, so who's to scoff at it?

There it is, folks. Not a warning, not a threat, not even a plea. Just letting you know what you're missing.

Our planned PGE issue has been postponed due to delays with an in-house article. That means that all you procrastinators have until June 12 to send along your reminiscences, photos, histories, modelling tips or anything else relating to the railway. Whatever we get goes in the July issue.

Notes For BB Contributors

We are grateful for the number of articles and letters submitted by Division members in recent months. It is hoped that this is the start of a trend.

Almost reluctantly, however, we must ask that contributors make their pieces as legible as possible in order to minimize the amount of retyping that must go on before the copy goes to the typesetter. We will still happily accept handwritten articles, but please, if your handwriting is not good enough that a person unfamiliar with railroad jargon can easily comprehend it, try to get it typed. Ideally, submissions should be double-spaced, whether hand- or typewritten, so that the editor has room to make necessary corrections or changes.

Note that we do not mind in the least if your writing or spelling is less than terrific, just as long as there is room to touch it up and make you sound great.

Kids at Eugene

A member's inquiry about childcare availability at the Eugene National Convention brought the following reply, which we felt would be of interest to those contemplating making a family vacation of the event:

"We will offer care for infants (up to) 5-year-olds, for a fee, in the same building where Railette/non-rail clinics will be held. Please indicate on your registration form if you will be using this service, and the age(s) of the child or children. — Genevieve Holland, Co-ordinator of Non-Rail Activities"

Workshop Words

Carl Sparks

There have been several requests for slide shows at our monthly Second Sunday Workshops. On Sunday, May 3, Tom Beaton will give his excellent presentation on the Canadian Pacific and Canadian National through the Thompson and Fraser Canyons, using two projectors and screens. Carl Sparks will show slides on the National Rail Museum in York, England, and the Science Museum in London.

These presentations will be followed by the 7th Division's Annual General Meeting.

Our June 4 Workshop will take the form of an open house and display in the *BC Rail Building, 221 West Esplanade, North Vancouver*. There will be many displays and several operating layouts. It is also hoped that we will have at least one 12-inch-to-the-foot scale model to show.

Bring your friends and enjoy!

Attention All Members

Did you know that you can renew your membership for both the NMRA/PNR at any of the Sunday Workshops? We now have a 7th Division membership Co-ordinator (see address below) who will take your renewals. Please complete your renewal form and give it to Carol O'Dell, along with your money. (Cheques payable to PNR.) Don't know when your renewal date is? Carol has that info as well and will be glad to help you with your renewal. If you wish to mail your renewal, send it to:

Carol O'Dell
#102-220 Cambie Street
Vancouver, B.C.
V6B 2M9

From the Superintendent's Desk

Gordon Varney

Standing Committee? What's that? For you newer members, I thought I would give you an idea of how the 7th Division operates. Things don't just happen. A lot of thought and planning go into the various activities that are put on for the members. Most of the organizing is done by the Standing Committee, which is a group of dedicated volunteers who donate their time and talents to arrange these events.

The members of the Standing Committee are listed on the inside of the first page of the *Bulletin Board*. The positions of Superintendent, Vice Superintendent, Secretary and Treasurer are decided by a 7th Division membership vote and are for a period of two years. The balance of the Committee is by appointment.

The Committee meets the second Monday of every month, where reports are made by sub-committees, correspondence is read, old and new business is discussed, the financial status of the Division is reviewed, and plans for further events are formulated.

The members of your Standing Committee give up a great deal of their spare time, which they would probably rather spend on their own railroading. However, this is just another example of model railroaders wishing to help and share their talents with others.

All they ask in return is your participation. Please support them.

Gordie

Layout Tours Slated For Fall

The program of layout tours mentioned in the March

BB has been moved back to early fall due to an inordinant number of vacations and other commitments of layout owners in May. The plan remains alive, but now you'll just have something else to look forward to in September.

NTRAK Corner

Hank Menkveld

N CON '87 is behind us, and the Train Gang showed up in force to help make it a success. This time we were surprised with a couple of very well done 4-foot modules from Ted Alexis, who had come over from Victoria for the occasion.

The Spring Meet in Nanaimo saw three members of the Train Gang introducing the group to the Islanders with two 4-foot corner modules and two 6 foot straight modules. The idea was to show NTRAK for what it is and can do. We were not counting on a complete loop, as not enough members were present with their modules. However, Ted Alexis came to the rescue with his two 4-foot modules as well as two 3-foot corners. That, together with a hastily constructed two-foot bridge, gave us a complete 8 x 17 foot operating layout, on which we ran three trains all day long without a hitch!

Two more 3-foot corners on the island and they can start a new chapter in the continuous success story of NTRAK.

All in all, it was yet another good day for the Train Gang, and model railroading in general.

Video Library Update

Carl Sparks

We have requested a list of five favourite videotape titles from each Division member to see if there is a consistent demand for any particular titles. If you have not sent in your list, please do so as soon as possible.

Lists may be given to any Committee member or mailed to:

Carl Sparks
3956 Hertford Street
Burnaby, B.C.
V5G 2R4

The following titles have been received:

- 3 BC Railway — Pentrex
- 3 STEAMEXPO — Sunday River
- 2 CN 6060 Freight to Vancouver — Scholl
- 1 STEAMEXPO — Penetrex
- 1 First Generation Diesels — Kalmbach
- 1 Miniature Parade of Steam
- 1 Royal Hudson
- 1 7th Division Layout Tours
- 1 Royalty in the Mountains
- 1 Diesels on the Union Pacific I — WB
- 1 DoUP II — WB
- 1 The Rio Grande Today — WB
- 1 SD40-2s in the Canadian Rockies — Wild Rose
- 1 Warehouse on Wheels — Wild Rose
- 1 Cass
- 1 Steam over Sherman Hill

Island Spring Meet #3 Another Success

Rick Lord

On Sunday, March 29th, our 3rd annual Vancouver Island Spring Meet was held at Beban Park recreation Centre in Nanaimo.

One hundred and forty model railroaders came from all parts of Vancouver Island and the lower mainland to display, demonstrate, operate, watch, make new friends, and renew old acquaintances. Displays ranged from well-detailed locomotives and cars (nice work, Phil) to a highly detailed On3 scale Porter. Thanks to all who brought something to show.

Demonstrations (clinics) were:

- Joe Thwaites - Tree Building
- Roger Hesketh - Structures and Trees (different than first trees)

- Hugh Anderson - Scenery Construction and Rock Castings
- Cyril Meadows - R.T.V. Castings

Our thanks to the instructors.

The Most Popular Model contest had a number of entries (12 each in Train, Structure and Module, five each in Locomotive, Revenue and Non-Revenue).

The winners were:

- Train: H0 scale C.P.R. Freight Train, Maynard Atkinson
- Locomotive: On3 Porter Locomotive, Maynard Atkinson
- Revenue Car: H0 scale C.P.R. Gas Electric, Jack Knowland
- Non-Revenue Car: S scale Steam Donkey, Guy Brooke
- Structure: H0 scale Logging Camp, Jack Knowland
- Module: N scale Mine, Hank Menkveld

Door prizes were donated by:

- Leisure Time Hobbies of Nanaimo
- Royal Oak Hobbies of Victoria
- B.C Shaver Shop Ltd. of Victoria
- Brass Hat Model R.R. Supplies of Campbell River
- D & H Hobbies of Port McNeil
- Victoria Limited Editions of Victoria

The raffle prize—a custom-painted Athearn GP-9 by Paul Mayner was won by R. Muir from Nanaimo, B.C.

New this year were operating modules. Attendees enjoyed watching operating trains in N scale (8' x 12' layout), H0 scale (12' x 18') and Sn3 scale (12' x 8'). Transportation of modules can be a challenge. The Campbell River Group had an 18-wheel solution. A member used his freight truck to transport the sections making up a 12' x 18' display.

Special thanks to those who transported, set-up, operated, and stayed to the end and dismantled and cleaned up. The operating modules added an important dimension to our Island Meet.

Next year is already in the planning stages. From the interest in modules next year will have more operating area in N, H0, and On3. See you next year!

This fall the 7th Division will be holding self-guided layout tours around the Lower Mainland. But this brings up the questions: where are the layouts that might be available for future layout tours? And what's the state of layout construction in the 7th Division? If you have a layout or are nearing the start of construction of one, why not fill out the following form (even if you do not wish to be on a layout tour)? If there is a good response, the results could be published in a future Bulletin Board, giving a breakdown of prototypes, scales, eras, etc.

Your Name: _____

Address: _____

Layout Name: _____

Prototype: _____ Era: _____

Locale: _____

Scale: _____ Layout Size: _____

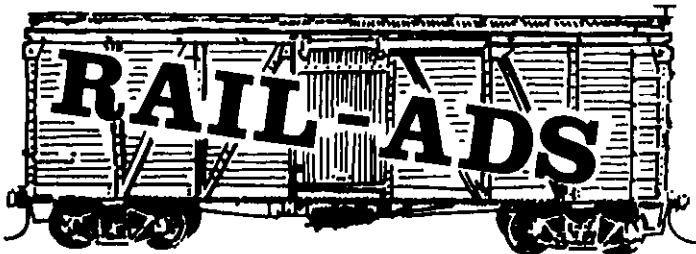
Superintendent: _____

Available for Layout Tours (Y/N): _____ If Yes , Phone #: _____

Code (1-5; see below): _____

Code for completeness of layout:

1. Layout in planning stage, hope to start construction within one year's time.
2. Benchwork started, no trains running.
3. Benchwork completed, planned trackwork 75% completed, with at least 1 train running.
4. Trackwork more or less completed, with train(s) able to operate on all track. Scenery well under way.
5. At least 75% of scenery completed, multi train operation possible (if planned for).



Rates for Rail-Ads are \$1.00 per 20 words or portion thereof. Commercial rates on request. Send to: Rail-Ads, 100 Ryan Crescent, Richmond, B.C., V7A 2H2. Make cheques payable to 7th Div. Bulletin Board.

TOOLBOX returns in two months.

WANTED

CBC videotape "Lady From The Past" or any other CBC tapes on the 6060. If you are willing to trade copies I have a good selection of railway tapes. Please phone Carl Sparks at 433-5583.

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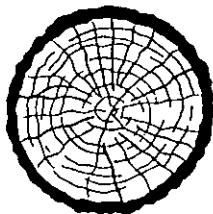
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GORDON VARNEY — (604) 421-5085**

What's Wrong with the NMRA?

Hugh Clarke Responds

I have read with interest your thought-provoking editorial in two issues of the *Bulletin Board*. My first thought was "not again!" Sitting here in the boondocks of the North Okanagan, one wonders what all the fuss is about.

What are people saying is wrong with the NMRA?

1. NMRA is failing because membership is decreasing.
2. NMRA does not pay enough attention to the grass roots.
3. NMRA (National) executive is top-heavy and wasteful.
4. NMRA should not attempt to compete with commercial magazines. The *Bulletin* is too expensive.

What is the purpose of the NMRA national executive and committee structure anyway? In any massive organization administrative structure at the top is necessary to provide *cohesiveness* and *unity*. This is achieved by using tools for good *communication* among the membership and by continuously *redefining aims and goals* to prevent fragmentation of purpose and activities among the regions. The national level is a natural forum for *coordination* of meets and conventions and the *re-examination of policy* regarding technical standards.

In the past 15 years, model railroading in general and the NMRA in particular has seen marked changes in the hobby scene. Some of these are the emergence of sophisticated electronic gadgetry, the far-reaching changes in organization and practices of railways themselves, the natural disappearance of a whole cadre of membership who really lived steam, and the constant creeping inflation of costs of all goods and services which has put many items out of the reach of the average modeller.

How is the NMRA responding to changes which are occurring naturally in the hobby? Is the NMRA executive and committee structure working effectively to promote cohesiveness and fun among the various regions. Let's look at the changes:

1. Decreasing membership in NMRA is *not* a symptom of failure of the NMRA to fulfil its responsibilities, but rather simply a result of changes in demographics as I will indicate in the fee structure below. NMRA should stop agonizing over membership figures and concentrate on its other functions.
2. It is *not* the function of the NMRA (National) to pay more "attention" to grass roots. NMRA national representation is composed of grass roots representation. If our representation is soft, replace it with more aggressive representation. (You, Mr. Editor, are articulate, innovative, and hardworking. Get up there with the Aubergs. You've got my support.)
3. Top-heavy administration is a common problem in established large organizations. Their upper hierarchy tends to become entrenched and hard to change. Changes in representation from the grass roots level will make the changes.
4. Communication is the major tool for the national executive to achieve its goals. The *Bulletin* has undergone change and shown marked improvement. The commercial press cannot be the spokesman for the NMRA. The pressures of manufacturers must be kept at arm's length. That is not to say that advertising in the *Bulletin* is not an important function of communication. But for the NMRA to editorialize by passing judgement upon products, such as your "seal of approval" is inappropriate. After all, we get what we pay for in a competitive society, don't we? The *Bulletin* is really a separate item in the offerings of the NMRA. I think it fulfils its role well. However, it is a major expense. If members don't want it, they needn't purchase it.

7TH DIVISION TIMETABLE



May 3, 1987

7th Division Workshop and Annual General Meeting: Slide presentations for public, followed by AGM. Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie Street, Vancouver. Start: 1:00 PM.

June 14, 1987

2nd Annual BC Railway Building Show (No Oakridge Workshop): 221 W. Esplanade, North Vancouver. Start: 10:00 AM. Free admission.

Fee Structure:

It seems to me that a major problem in the NMRA is the collection of dues. National and regional dues should be collected together as one fee. At the moment we pay \$6.00 (US) for regional and \$10.00 (US) for national (no *Bulletin*). By paying separate dues we set up competition for our dollars, one level against the other. Silly! many people when faced with this choice join neither—too much filling in the blanks with collection of stamps, money orders, etc. A block fee would end this needless competition for funds.

Secondly, life memberships locally (PNR) should not be tied to NMRA life memberships. A PNR life member would still be obliged to belong to the NMRA. Should this member allow his NMRA dues to fall in arrears, all PNR functions (*Switchlist*, *Bulletin Board*, for example) would cease, to be reinstated should the member pay up the NMRA. On the other hand, those that want NMRA life memberships only—so be it.

There should be one membership number, that of NMRA. Contest and achievement endeavours would be dependent on NMRA membership. The present system fostering competition for dues must be addressed.

Who would collect the dues? The region.

In summary, let's amalgamate fees and loosen up the life membership issue, elect strong spokesmen to the national level and enjoy ourselves at Eugene.

STOP THE PRESSES!

Gold Spike Goes to Carl Sparks

Long-time 7th Division member and Clinic/Workshop Chairman *Carl Sparks* was awarded the Ross Heriot Memorial Gold Spike at the Spring Meet Banquet, April 18, in Kamloops. Commonly referred to as the "Man of the Year" award, the Gold Spike often acknowledges the steady and largely unrecognized labours of members who toil behind the scenes for many years. Carl is certainly one who fits that description. He has recently become more prominent as the Division's own answer to Cecil B. DeMille, video recording events at shows and workshops, as well as establishing a collection of tapes of railroad and modelling subjects for use at Division functions.

Our congratulations to Carl on a well-deserved award. More details of the Gold Spike and the Spring Meet will appear next issue.