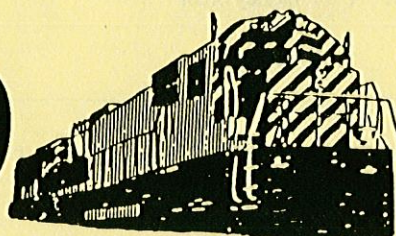
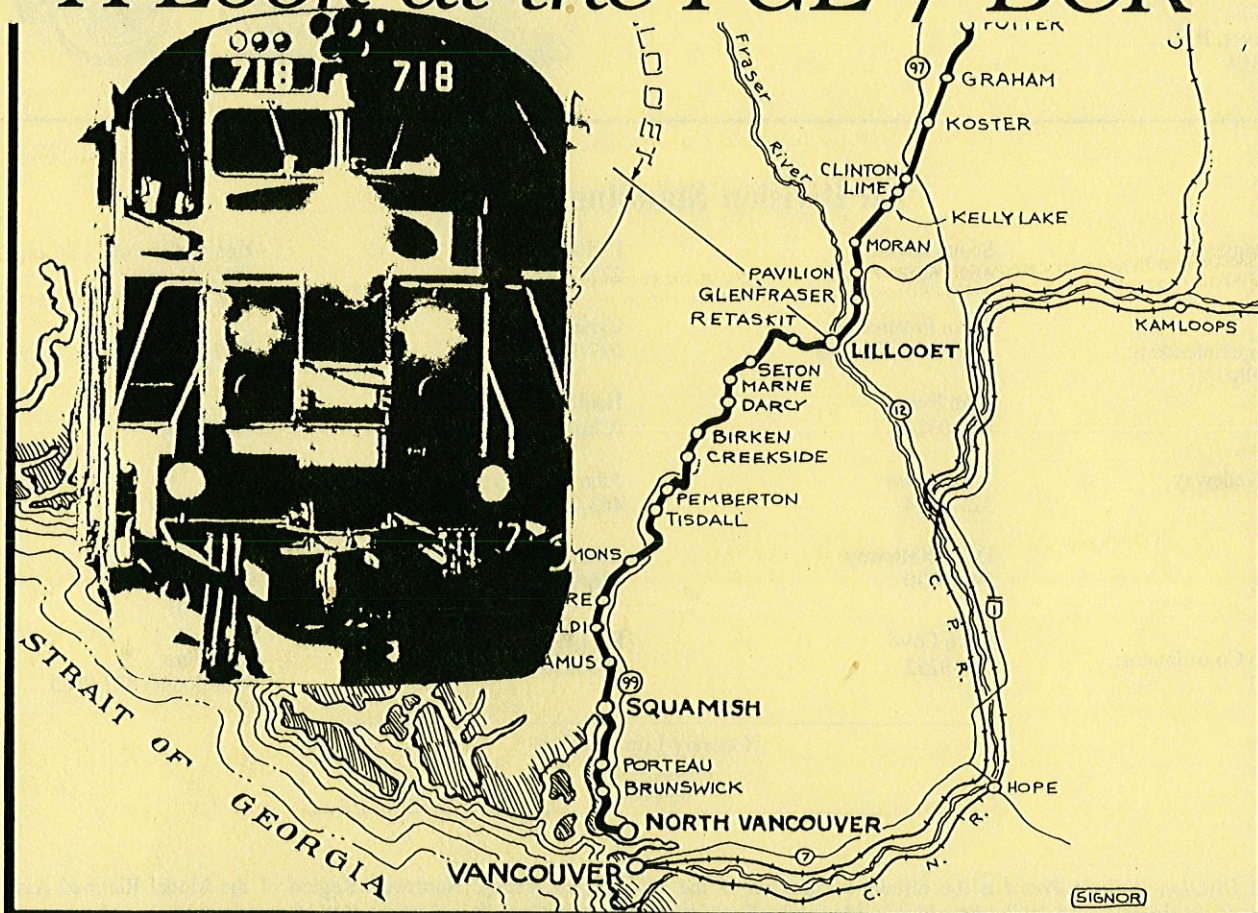


BULLETIN BOARD



A Look at the PGE / BCR



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

National Model Railroad Association

() Affiliate (No NMRA Bulletin)	\$10 (US)
() Regular, one year	\$20
() Regular, five years	\$80
() Sustaining, one year	\$40
() Sustaining, five years	\$160
() Life membership	\$400
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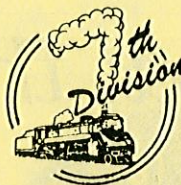
PNR membership no. if renewing: _____

() Regular	\$8 (CDN)
() Family	\$1.50 per name
() Life	\$160
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(Not a membership; provides Bulletin Board subscription and members' admission rates at Division functions only)

If under 21, give date of 21st birthday: _____



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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 One: Changes Afoot

The Seventh Division Interior Spring Meet, held this past April in Kamloops, had a little more than just good times going on. This year, some serious—if relatively brief—discussion was held about what was going on with the Division membership in the interior. The problem is simply this: we don't *have* any interior membership! Well, hardly any. Yet, each year, in either Kelowna, Vernon, or Kamloops, what is called a "7th Division" meet and public show is held, courtesy of various local clubs and individuals who go to the same amount of trouble as your official Standing Committee does when a genuine Division function is held. Only in Vernon is there a small, but enthusiastic, core of members handling the chores.

So how did we end up in this rather strange situation of non-members putting on Division meets to which all and sundry are welcome for the same fee? That was the question discussed just before the banquet at Kamloops. Present were four Committee members and four of the meet's hosts. Without recalling the animated conversation in detail, it became apparent that there were three main reasons why we have had to rely on "outside help" to show our flag each spring: friction, either real or imaginary, between coast and interior members many years ago; a lack of perceived benefits for signing up; and the cost of joining the NMRA in order to be eligible to join the Division.

The first problem, where it exists, cannot be helped. Clearly, there are a few people (unfortunately, some of them well-known in the area) who prefer harbouring grudges to healing rifts. That is their decision.

Lack of benefits is a more reasonable argument. With the great majority of our members and events in the Lower Mainland, about all our steadfast interior folks get is this newsletter. The Spring Meet, as mentioned, is hardly a benefit when anyone can pay their money and walk in.

The cost of NMRA membership is also a good point, especially as fewer interior folks are likely to make it to regional or national events than "big city" dwellers.

Following a report on the discussion to the Standing Committee, and a long discussion on its part, the following recommendations were accepted over the two meetings following the Kamloops show:

1. Initiation of a sign-up campaign using posters in every hobby shop, community centre, library, club, etc., emphasizing the benefits of the new, better, and friendly, 7th Division.

2. Improvement and definition of membership benefits, including a *mandatory lower admission cost to all nominal Division events* for paid-up members. In other words, if it's going to be the 7th's Spring Meet, it will cost you more to get in if you're not a member. Also, efforts will be made to sponsor interior workshops, using Vancouver-area talent when needed. This sort of thing was very popular in the past, but has not happened in years.

3. Establishment of a *Vancouver Fall Meet* in conjunction with the annual November *Trainshow*. This would be a very real benefit to all members, including those in Vancouver who currently have no real local meets. Starting next year we hope to host a two-day event, with Saturday contests, layout tours, excursions, or whatever else is practical, followed by the regular Sunday public show.

4. The establishment of a 7th Division "associate" status for new or lapsed (by five years or more) members. Due to the fact that we have established a B.C.-registered "7th Division Society", legally separate from the NMRA, to pursue our charitable status, we need not flout NMRA regulations by offering an \$8 per annum *Society* association that *does not require NMRA membership*, the benefits of which will include all those afforded to regular members at the *divisional level only*. Note that as this move is aimed solely at drawing eventual members into the fold, there are restrictions:

a.) Associate status is available one time only to new members or 5-year lapsed members.

b.) Duration is a maximum of two years or until the applicant's 21st birthday, whichever is longer.

These changes are significant ones for our relatively small organization, and have come about only after considerable debate and careful consideration. It is our conviction, however, that we must rebuild our membership all across B.C., and once again see a 7th Division identity on the Spring Meet. If the latter is not possible, then we must be prepared to drop our sanction and concentrate on southwestern B.C. members, or perhaps hold our own program of interior meets. That is a last resort, and is not a threat, but

rather our only practical route if the organization is to maintain its identity and credibility.

As a member, we hope you will do your part to promote the Division's fun and benefits, as well as the new associate status. The next couple of years should be interesting.

From the Superintendent's Desk

This issue is the last of the 7th Division's 1986-87 year, and my first year as super. I wish to thank all of you who have helped make this year a success and look forward to helping arrange and stage next year's events. You 7th Division members have a fine Standing Committee working for you!

I would also, at this time, like to commend and thank our editor, Phil Magnall, for the terrific job he has done on our house organ. I know you will all agree with me on this.

Have a good summer, and happy railroading. Hope to see many of you in Eugene.

Gordy

Mother Canada Wants You! (at the PNE)

The 7th Division has been invited by no less than the federal government's State Department to partake in *Bravo, Canada!*, a wide-ranging tribute to Canadian innovation to be held at the Pacific National Exhibition from August 22 to September 7. Our primary contribution will come in the form of the ever-popular Train Gang NTRAK layout, which will be equipped only with Canadian prototype engines and rolling stock, including a number of distinctly Canadian developments, such as comfort-cabs and CN's articulated grain car and trailer flat.

Also present will be larger-scale static displays of Canadian railroad progress.

The one difficulty apparent is that of manning the layout for more than a few hours a day over such a lengthy period. If you can help out for anything from a few hours to two weeks, please contact Hank Menkveld 420-3313, during business hours, or relay a message through your favourite Standing Committee member.

Workshop Words

No workshops or alternative events will take place during July or August, but will resume with a Diesel Day at Oakridge in September, in counterpoint to our well-received Steam Spectacular of last year. October will again see our mall show, followed by Trains 87 in November and the giant hobby show at BC Place Stadium in December.

More Notes for Contributors

It has been gratifying to receive a slightly-greater-than-usual trickle of contributions to the *BB* of late. When we are dealing with a two-month period between issues, plus the occasional "theme", burst of important news, or current event reports, it is quite possible, however, that your piece may sit in our files for a number of months. If that is the case, it signifies neither that we have plenty of stock material nor that we don't care for yours! Have patience; in upcoming months we hope to begin acknowledging each contribution as it arrives, along with any relevant comments and our thanks. Remember, we haven't rejected anything yet! (Edited, rewrote; yes—but not rejected.)

Videos, Anyone?

The less-than-enthusiastic response to our call for video titles for the proposed library looks like the death knell for the idea. If *you* like the idea of being able to borrow, free of charge, instructional and prototype subject video tapes, get your nominations in *now* to Carl Sparks or any SC member, and you may just save the project from doom!

Cornfield Meet

Hank Menkveld

The eighth Cornfield Meet is going to be a bit different from the previous seven as it is *not* being held at our place, as mentioned in a previous B.B.

The location we have come up with, after long searching with lots of help from Ron MacIntosh, is Harrison Hot Springs. To be exact, the *Sasquatch Springs R.V. Resort* at 400 Hot Springs Road.

Those who wish to stay and have fun for more than just one day will have to reserve a spot for themselves, by phoning 796-9228. Tell them you are with the railroad group.

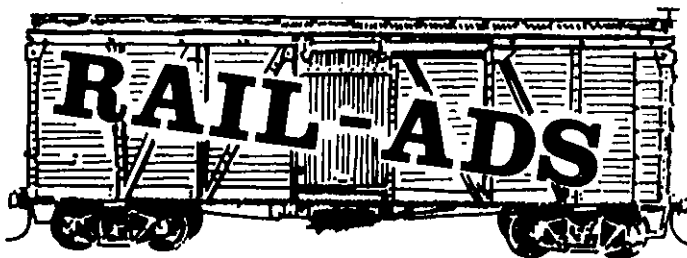
Fee for trailers, motorhomes etc. is \$14.00 per night with full hook up. Tents are \$10.00 a night.

For Saturday night we are thinking of a potluck dinner instead of the "no-host". The Sunday feed goes on rain or shine as there is a large barn available for us.

The meet takes place September 5th and 6th. Henny and I will have our trailer set up Friday the 4th to welcome the early birds.

This could be a good meet, as there is lots to see and do for the whole family.

See you all in Harrison Hot Springs!



Rates for Rail-Ads are \$1.00 per 20 words or portion thereof. Commercial rates on request. Send to: Rail-Ads, 9300 Ryan Crescent, Richmond, B.C., V7A 2H2. Make cheques payable to 7th Div. Bulletin Board.

WANTED

White Pass and Yukon models and memorabilia, esp. steam-era pix. K. Cringan 69-650 S. Terminal, Nanaimo V9R 5E2.

7th DIVISION PNR ANNUAL GENERAL MEETING

MAY 3, 1987

Meeting was called to order at 2:10.

Steve Stark—Chair.

Quorum present.

Minutes of the last general meeting—May 4, 1986—were read. Hank Menkveld moved and Ian Sloan seconded that they be accepted. Passed.

Treasurer's Report: Brian Clogg reported a balance as of December 31, 1986.

Revenue	\$5976.53
Expenses	3545.10
Income	2431.43
Equity	6127.08

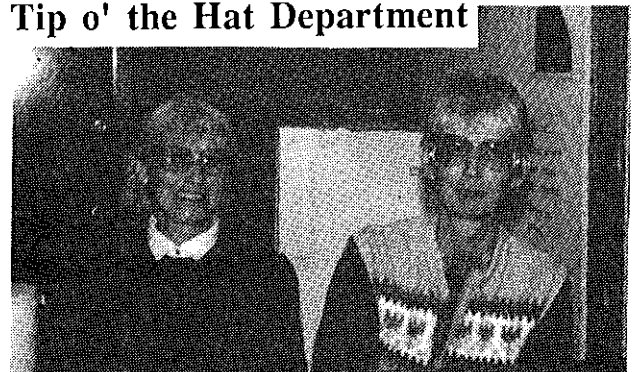
Acceptance moved by John Moore and seconded by Doug Kelleway. Passed.

Correspondence—None.

New Business—None.

Mary Ann Kelleway moved for adjournment at 2:15. Seconded by Doug Kelleway. Passed.

Tip o' the Hat Department



Our thanks to Henny and Bente, long-time coffee counter ladies at Division events!

Special Feature: The Pacific Great Eastern/

The *Bulletin Board* has managed to obtain a few items for this promised special feature. Our thanks to those who contributed, and we'd like to point out that as we will have to cover the material over two issues, there is still time to send something in by next issue's deadline (August 12).

Changing Images of the PGE: Part 1

Greg Kennelly

Greg Kennelly, who is well-known for his encyclopedic knowledge of the Pacific Great Eastern / British Columbia Railway, authored an article on the evolution of that company's logotypes which appeared in BCR's *The Coupler*. Greg has kindly permitted it to be reprinted here. The second half of the piece will appear next issue. It has been edited in places for space considerations.

This is the earliest PGE logo known to me. Its first documented use is a September 1929 photo of the steam tug *Point Ellice* taken by Norm Gidney.

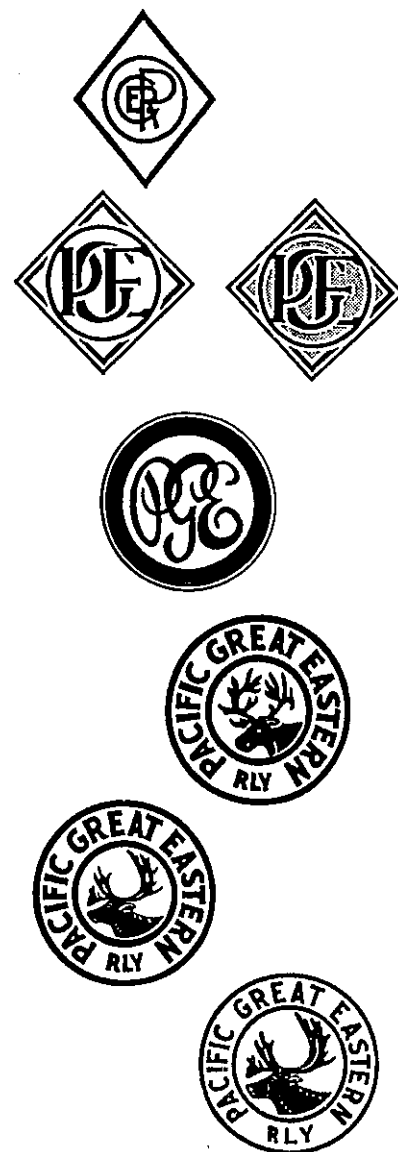
This logo, introduced around 1933 or 1934, was used on rolling stock in at least two versions. The unshaded one appears on an undated photograph of steam crane number 6071, taken at Squamish by rail historian Ernie Plant. The shaded version was used in two colours (black and something unknown) on refrigerator cars 801-806 during the 1935-46 period. It also appeared in all white on combination coach No. 16, used by the engineering department.

This stylized PGE logo was also introduced around the early 1930s. It was used as a corporate identity on such items as company passes and dining car menus. To my knowledge, it was never used on rolling stock.

The first of the famous "PGE Caribou" logotypes was introduced in early 1945. As always, there were exceptions to the rule that the caribou faced forward on single-ended equipment such as locomotives, snowplows, flangers, and named passenger cars. This version applied for only a short time before replacement by the next.

In late 1945 or early 1946, the drawing of the caribou in the logo was altered to show a full profile of the head. This logo continued to be applied to equipment well into the 1950s. As with the earlier version, the inside diameter of the circle is one half the outside diameter.

Introduced around the same time, this version used a three-to-five ratio of diameters and was used primarily on passenger cars, gondolas, diesel locomotives, and other equipment requiring a smaller logo.



British Columbia Railway

This 1947 revision was used on passenger cars. It retained the three-to-five ratio but used a Roman style lettering in place of the previous Gothic.

It is believed to have been introduced at the time the sleeping cars *Anderson Lake*, *Seton Lake*, and *Williams Lake* were acquired.

In 1956, a new image was desired for Canada's "most modern railway". The corporate logo was redigned at this time to help project this image. The caribou profile was retained, but the border was changed to an ellipse. I am unaware of any application of this logo to rolling stock.



The PGE: Happy Times Recalled

Tom Vardy

My association with the P.G.E. started in 1950, and from then on I travelled once or twice yearly along its length to Quesnel, and later to Prince George, after the opening of the extension sometime late in 1952. Prior to this date the Prince George portion had to be completed by a bumpy, dusty bus trip. Travelling this route from Vancouver was not the quickest of journeys but a more enjoyable fun trip would be hard to find. It started at the Union Steamship pier from where one of their vessels left around 9 a.m. via Howe Sound en route to Squamish, the trip taking about three hours amidst majestic scenery. A relaxing and satisfying way to start any expedition. The leisurely sail finished on arrival at the Squamish dock; here, on the pier, the P.G.E. train was waiting, having backed down from Squamish proper. What a wonderful collection of coaches it contained, many of them conversions from unique sources, such as a St. Louis street car. The consist usually included a baggage car, coaches, sleepers, and a dining car. Passengers were hurried along to board the train for its short trip to the Squamish station in readiness for, if memory serves correctly, a 13.30 departure. On most days there was time to wander the main street for a quick snack, a drink, or a perusal of the shops.

With a whistle the train was off. I can remember an occasional steam engine at the head, but diesels seemed to have preference after 1952. Tea kettles were still to be seen, occasionally on freights and more often standing idle at the sheds. Lillooet seemed to have a number of them. My main recollection of the

passenger cars was the pot-bellied iron stoves at the ends, the stoking of which demanded frequent attention by the train's crew. Probably the most engaging feature was the dining car. To sit there amidst snow white linen, first class china, and silverware was the height of luxury. Moreover, there was invariably a wonderful assortment of dining clientele. There was a camaraderie to be found on trains, and as often as not, table companions would be crew members and maybe the chief himself. One such gentleman, normally a chicken farmer, was an entertaining story teller who explained his presence during the summer holiday season as an excuse for escaping from his wife for a period.

Mention of camaraderie brings to mind the free and easy attitude of most of the train crews. They had pride in the railway; it may run late and have untold operating problems, but their concern for the passenger was uppermost, coupled with good humour throughout. The P.G.E., especially in its early years, was a benefactor to many of the isolated outposts along the line. One could see newspapers and even boxes thrown from the train, presumably containing groceries and, possibly, securely packed liquor. I recall stopping in the middle of nowhere to pick up a hunter with a large deer across his shoulder, and passengers were often let off and on at places where there was no visible station. At a place called Chasm, the train stopped on a bridge to allow passengers to view the gorge's natural wonders. Cheakamus bridge, I believe, was given similar treatment on occasion.

The journey had much to offer from a scenic point of view. Just out of Squamish, the tunnels, sheer rock faces, bridges, and canyons, together with the curvature of the track, created constant interest. The ride along the rims of Anderson and Seaton lakes was always a pleasure, though remembering with homage

the tragedies of engines and crews swept down into the depths because of the precipitous mountains and lack of lakeshore. Before Lillooet was Shalalth, notable for the penstocks descending from the hydro lake above, a sight worth seeing. Another interesting feature were the automobile transfer cars bringing motor vehicles between Shalalth and Lillooet, as no convenient road passage existed at that time. From Lillooet onwards, after crossing the Fraser river on a remarkable bridge, the steep climb up to terraces and plateaus to Pavilion never failed to excite the window watcher.

To be continued next issue.

The Great Ladner Creek Trestle Expedition

John Fysh

All along the right of way, trestles and bridges on the Kettle Valley Railroad are legendary. Now that trains have not run the line in 25 years, a number of them have been removed for scrap or been destroyed to reduce the risk of adventurers venturing out on them and injuring themselves.

It was on the return from Kamloops and the Spring Meet held there, that Phil Magnall and I decided to try to get a photograph of one of the few remaining trestles on the railroad line, that at Ladner Creek.

The very top of the trestle is visible through the trees from the Coquihalla Highway at Ladner Creek. Just before the bridge over Ladner Creek, as you travel west, is a small dirt road once used by construction crews. We turned off the highway at this spot, and drove 200-300 yards down a broad dirt road.

Access to the old Kettle Valley right-of-way can be made by returning to the highway and walking up the slope on the left. There is no need to enter the bush. A fire road appears to have been bulldozed up to the right-of-way. Turn to the left when you cross this plowed section. That will lead you to the railroad. Once again turn to your left. As you continue towards the trestle, you will notice survey markers are present and there are telegraph poles lying on the ground. If you keep a careful lookout, you will see concrete and wood abutments where the roadbed was leveled by fill. Walking about 15 minutes will bring you to a tunnel portal. The tunnel has been dynamited to prevent accidental cave-ins. On the left is a steep trail up to the top of a ridge, and from there it is possible to see the

trestle stretching across the canyon.

Extreme caution is mandatory. A fall would seriously injure you. There appears to be two ways for the more intrepid (read foolhardy) adventurer to get that one photograph that no one else has.

Phil and I fit the intrepid category, but there did not appear to be access down from the top of the ridge. The cave-in of the tunnel had left a drop of twenty feet to broken rock below. Since we had not planned for a climbing expedition, we did not bring a rope to allow us to climb down. We reasoned that there must be a way around the point of land overlooking the creek, and climbed back down the slope to the tunnel portal. There was a foot path through the trees (on the left as you face the tunnel); Phil led the way.

The footpath very quickly became a series of foot steps on a 70 degree slope. It was apparent that this "trail" was not for the weak of heart, or for those with a fear of heights (such as I). There were spots, on that slope, that my knees shook and my heart pounded. The foot imprints on the slope were well spaced, but a constant hold was required, because there was nothing on the left except the creek bed 200 or so feet below. There was one spot where one foot and one hand was all that separated me from eternity. Phil, during all this, had ventured on ahead, oblivious to the height. Once by the overhang (with the one foot and one hand hold) the rest of the journey was easy and over in five minutes. I had been pondering the return trip to civilization, as I didn't want to re-experience this "path" again. There would just have to be another way back.

It was a simple matter to climb down to the trestle deck from where we stood on the fall of rock created by the tunnel being dynamited.

It stood there incredibly majestic, the steel deck spanning the creek, only partially visible below. Here was some opportunity for excellent pictures. Phil suggested that I walk out on the trestle so he could take a picture for scale. The trestle is, I am sure, very sturdy—it holds itself up—and another 180 pounds wouldn't cause it to collapse. All this rationale went through my mind, and Phil did not get his picture. Seeing a structure like that in the middle of wilderness really made me think about the people who built the Kettle Valley Railway and how much hardship they must have endured to build this magnificent structure.

Well, time to return. I looked up the slope to the top of the ridge, and thought I saw a path that we had not seen from the ridge. I really was prepared to face

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anything rather than the path we had used to get there! It was decided we would try the new route back. We climbed up a very unstable slope, with the rock and soil slipping under foot, starting minor slides. We scurried on all fours at times up towards the crest of the slope, until we reached a rather level area about 10 feet below the spot we had first stood. Phil noticed IT first. "IT" is a piece of nylon rope attached to the base of a tree on the crest of the ridge. There is a loop in the rope, and one can gain access to the top of the ridge by putting your foot in the loop, stepping up, grabbing a root of the tree, placing your right foot on a rock outcropping, stepping up further, shaking your foot free of the rope, and then by the use of branches, roots, fingernails, etc., clawing your way to the top of

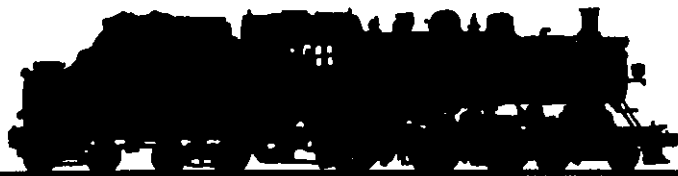
the ridge.

I was shaking, the adrenalin was pouring through me, but we had made it!

The return to the car was uneventful. We took some further pictures, but the climb into and out of Ladner Creek was the highlight of the day. The entire time was two hours.

I would like to stress that there is a very real danger in climbing into any wilderness area. The walk into Ladner Creek Trestle should not be attempted alone, nor if you are not in better than average physical condition. *(Like us athletic types, eh, John?—Ed.)*

7TH DIVISION TIMETABLE



July 28—August 2, 1987

Full Steam to Eugene: NMRA National Convention, Eugene, Oregon. Info: Dave Kleger, Registrar, 2154 Golden Garden Street, Eugene, OR 97402. Phone (503) 689-2536.

August 22—September 7, 1987

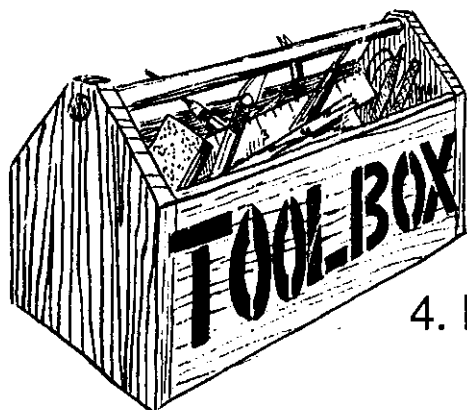
"Bravo Canada!" show at the Pacific National Exhibition: Division participation to include NTRAK layout and displays.

September 13, 1987

7th Division Workshop: Diesel Day. How diesels work; identifying them and modelling them. Models on display. Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie Street, Vancouver. Start: 1:00 pm.

September 20, 1987

Swamp Creek and Western RR Club 8th Annual Sooper Swap & Clinic Meet, Frances Anderson Recreation Centre, 700 Main Street, Edmonds, WA. Info: Roger Ferris, (206) 283-0637.



4. Measurers

Before one can do any sort of the drilling, cutting, or smoothing we've covered to date, one must be able to measure accurately the materials one will be using. Yet, it is surprising how many people will jump into an expensive project with nothing more than their eyes and instincts as a guide.

The first requirement is a good *metal ruler* that can be used as a cutting guide as well as a measuring device. Although any good rule will suffice in conjunction with a pocket calculator for determining scale dimensions, you're best off simply buying an appropriate *scale rule*. It makes for a lot fewer mistakes.

For finer measurements, and such chores as determining the thickness of sheet materials or wire diameter, a *vernier caliper* is virtually essential. They are worth a fair chunk of change these days, but in a pinch, there are cheaper plastic ones which can suffice if treated well. The "vernier", if you don't know, is the little scale on the sliding jaw of the caliper which allows you to read measurements to .01 millimeters and such. If you don't know how to read one, whoever sells you your caliper should be able to help. Try hobby stores and industrial tool suppliers. If you are in HO and can afford the luxury, there are occasionally available scale rule calipers with one side marked off in HO feet.

Many people are familiar with micrometers, and would expect them to be included here. If you already have one, fine, but for model work there is rarely anything they can do that your more versatile caliper can't.

Finally, as a hint, try working in metric dimensions when you're checking actual (i.e., not to scale) dimensions with your calipers or regular ruler, even if you aren't too hot in that department. The complications involved in accurately calculating and reading decimal inch figures can easily cause a great deal of errors and headaches.