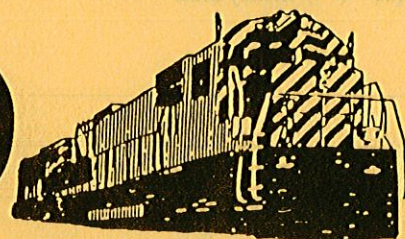


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☀ NOVEMBER 8 ☀

Official publication of the Seventh Division, Pacific Northwest Region,
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 One: Where do we go from here?

New ideas, new technology, new scales, new standards; model railroading has been constantly evolving in 50 years or so of its existence. There is really no reason to think it should be any different in the years to come, either, and it makes interesting conversation to speculate on the hobby's future trends and directions. Remember that as well as those who scoffed at the idea of commercial air travel, there were those who figured there would be a flying machine in every garage, so it isn't necessarily going to be nothing but 'onward and upward'!

Taking our prerogative as editor to make bold predictions, we offer the following thoughts about developments likely or unlikely to materialize in the next decade or two:

1. SCALES: Z scalers will not become a significant faction. The scale is great for rich scenery buffs, but not for operators on a tight budget. Expect few new products, especially North American prototype ones. The problem is simply that 1:220 is too small for most modelers to *enjoy*, let alone build in.

N will see growth with the continuing trend toward small homes and apartment living, especially now that Kato is raising the performance standards by quantum leaps. Super operation and scale fidelity will win new converts.

HO has the inertia to remain the most popular scale, but by a smaller majority. There is something undeniably 'right' about the size and heft of HO equipment, and it is easily handled by virtually anyone. Kato and others are setting the pace here as well, so look for brass-quality performance becoming the expected standard in RTR plastic.

S standard is unlikely to rise above obscurity, despite new products of late. Sn3, however, with rolling stock the same magical size as HO standard cars, will become the scale of choice for narrow gauge fans.

O and larger scales will continue their current resurgence, but with their large space requirements, the market for G, #1, and such will become saturated, and many products disappear before long. On3 will stick around, but lose ground to Sn3.

2. LAYOUTS: Fewer and fewer families are going to be able to grant Dad and/or Junior the necessary trackage rights for a traditional home layout. A resurgence in the popularity of clubs, spurred by the success of those like the Rensselaer Polytechnic and Columbia Gorge, will be one solution. So will the modular approach, led by NTRAK, but in larger scales as well. For those who have some space, the tabletop approach will slowly fall out of favour as efficient round-the-wall designs become the standard way to put up a railroad.

3. CARRIER CONTROL: Predictions to the contrary notwithstanding, factors like expense, minimum bulk, durability in the general marketplace, and complexity will prevent carrier from becoming an off-the-shelf feature of your new locomotive. Most hobby products have to sell well in the toy market as well, and it just isn't worth the trouble there. In HO and larger scales, it will grow modestly in popularity and availability. N carrier will remain the ground of an intrepid few who don't mind permanently coupled B units on their diesels and road tenders on their 0-4-0s.

4. SCRATCHBUILDING: The art of making things yourself will, we fear, continue to fade away. Once a cornerstone of model railroading, it now seems feared by most hobbyists, who pale at the thought of decalling an unmarked boxcar. With more and more fine products available RTR or in kits, they can afford to play timid. The craftsmen who provide the NMRA National contest winners will still be around, but we'll start seeing more and more mediocre seconds and thirds before long.

5. BRASS: Sometimes the market for brass seems insatiable, even at today's staggering prices. We've already seen our main source of Canadian prototypes cease to exist, and we suspect the American market will feel the pinch sooner or later. Better mass-produced locos will add to the pressure. Watch for attempts to avoid Japan's and Korea's soaring costs by producing models in Taiwan, Hong Kong, and perhaps even mainland China.

Do you have reactions, or thoughts of your own on these and other areas of the hobby? We'd sure like to share them with the readership; just drop us a line.

Sometimes a great notion...

You have to wonder, on occasion, if some things are simply destined not to be. Like the September *Bulletin Board*. Looking at a stack of articles, some of which had been waiting for months, we decided to go with a ten page issue! You've probably noticed one glitch that showed up, perhaps as a result of the excitement this generated: Scott Calvert's Trains 87 piece was printed 1 1/2 times. How, we've yet to figure out. The other great joy was delivering the makings of 250 BBs to the handicapped people's workshop where they were to be assembled, with the promise that they would be done that day (late in August) and mailed off, making sure that locals got theirs before the September Workshop. We phoned up the following week to ask about money owed and picking up the extra copies and heard "The newsletter? We haven't quite gotten around to that yet..."

Result: new one-evening October Workshop cover, mad dash to printer, rush assembly, late anyway. We'll stick with eight pages for now.

Phil

From the Superintendent's Desk

In a past issue, I gave you a quick rundown on the purpose and role of your Standing Committee. In this and the next few issues, I would like to introduce you to the various members of the committee.

First, I am the chairman responsible for overseeing the operation of the Division. I chair the monthly meetings, attend Board of Directors meetings twice a year, and pitch in anywhere I can help. **Greg Kennelly** is vice-Superintendent, filling in for me when necessary. Our treasurer is **Brian Clogg**, who looks after the division's finances, and our able Workshop chairman is **Carl Sparks**. Carl does an excellent job and is always on the lookout for new ideas. When any of you members can contribute something of interest, be it just an idea or an actual presentation, he always appreciates hearing from you. It's an excellent opportunity to share with your fellow modelers.

I hope you will all be attending Trains 87 November 8th. This is our main fund raising event of the year, but as a member benefit, NMRA members and 7th Division associates are admitted free. Please come, and spread the word to your friends.

Gordie

Workshop Words

There will be no Second Sunday Workshop in November as Trains 87 will take its place, but on December 13 a slide show of assorted railway subjects will be presented, as usual, at the Oakridge Auditorium. The expected repeat of the Mall Show at Oakridge will not take place this year.

January will see the annual Beginners' Workshop, full of tabletop demonstrations and help for those who got train sets for Christmas. If you know of anyone who is so blessed on the 25th, let him or her know about this one! Oh, yes, you can come along too, even if you've been at it for donkey's years.

Maybe you can finally learn how to wire live-frog switches...

DARS Open House

John Moore

The Dewdney-Alouette Railway Society is holding open house on November 21st and 22nd at the Maple Ridge Museum, 22535 River Road in Maple Ridge.

The club will be open at 10:00 AM on Saturday, at noon on Sunday, and closes at 5:00 PM both days. The museum itself will also be open at these times.

N-CON in the air

The return of N-CON, the North Vancouver N scalers' convention, will depend this year upon the efforts of several hobbyists, as co-ordinator (and orig-

inator) George Carroll is unable to handle the duties this time around. Last year, with the date moved from October to February, attendance was down considerably, but Puget Sound N scale promoter Kirk Reddie has already been advertising the 1988 version, so it is hoped that the event can take place again. February is still the month of choice, as the fall season is just too busy for yet another train show. One possibility is a focus on the ever-growing NTrak following, with some modules arriving from across the border as well as other B.C. centres.

If you can offer any assistance, have suggestions, or even just have questions, contact Phil Magnall, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. Phone: 277-2421.

TRAINS Better Than Ever!

Scott Calvert

This year's 'Trains' promises to be one of the best. Confirmed operating groups so far include the Train Gang, with a 20' x 26' N scale modular layout; The Tie and Timber Short Lines with the first showing of their new modular On3 layout; the Top Link Society with a 20' x 25' layout; the Dewdney Alouette Club with both their N scale portable layout and the annual Christmas raffle layout; and, for the first time at our show, a group of Vancouver Island modelers will be displaying their large modular HO pike.

Other participants include the Toy Train Operators Society, the Nor-West Club, B.C. Rail Historical Society, and many of the local hobby shops.

We will also be holding door prize draws for the general public, with some of the hobby retailers giving away prizes worth over \$50! There will be railroad videos and films, plus a photograph gallery in which to display your favourite photo. Popular vote contests will include Photo, Model, Display, and Train categories.

As you can see, we have a very exciting show lined up for you this year, so we hope you can attend, and that you'll bring along family and friends, too.

If you would like to take part in the new Photo Gallery display, please:

- Mount each photo on heavy card
- Put your name and address on each photo

There is limit of 5 photos per person, B/W or colour prints.

Promises Dept.

From time to time, we promise things that take a little while to come to life. Like what, you ask? Well, for instance, there are the **layout tours** you were expecting to read about. Oh, they are on track, all right, but it's just that the fall is such a busy season, the Standing Committee thought it a bit much to ask our hosts to open their homes so near to Trains 87, the BC Place show, Christmas, etc. We'll be seeing them in the new year some time, and we'll let you know when in good time. Honest.

Another example: Brian Rudko's adventures in Asia. We'll find them - or that is we'll get them into print as promised, but not this time around.

*** Early Greetings ***

As this is the last issue of the year, it is the only opportunity for your editor and the entire Standing Committee to wish all our friends in the Seventh Division the very best for the Christmas season and for 1988.

We look forward to a year of exciting new activities, and hope you will be able to enjoy them with us.

AccuPaint Warning

James C. Sheffield

Canadian Pacific modelers who use AccuPaint's AP-38 Maroon may have found themselves getting a too-light, almost violet shade of late. The problem is apparently a lack of retardant in the mix; it can be cured by using no thinner and AP-102 Semi-gloss, which will give you the right shade. I used this method followed by a spray of Testors Dullcoat to get a perfect match with older paint jobs.

I recently had a long talk with George Bishop of AccuPaint about the change in colour, and he confirmed that they had made a change and that some paint shipped last spring did not have retardant in it.

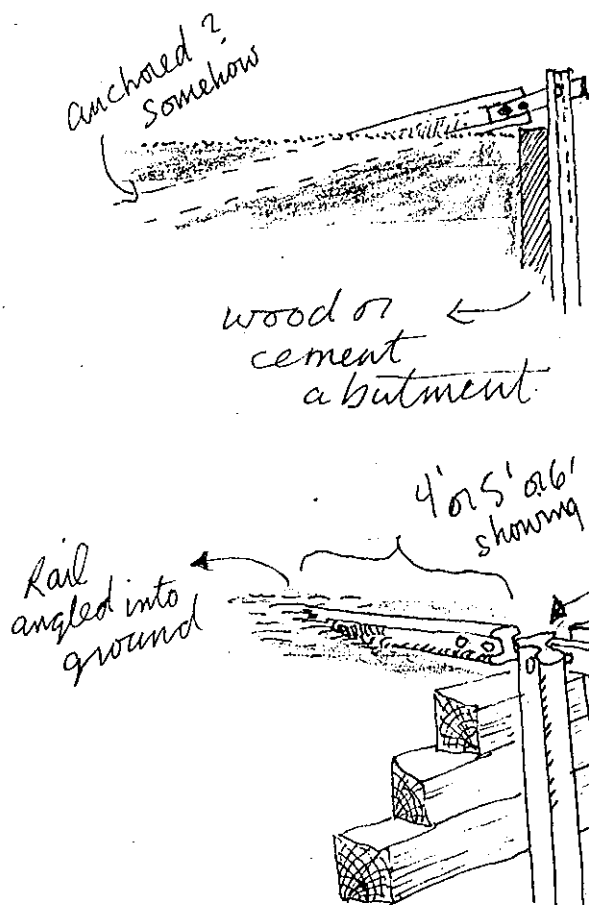
He said he would send two boxes of it to CMR Industries (a Vancouver distributor/retailer) the next day. About 1.5 cc to a 1 oz. bottle is needed.

A Design for Small Bridge Abutments

Brian Rudko

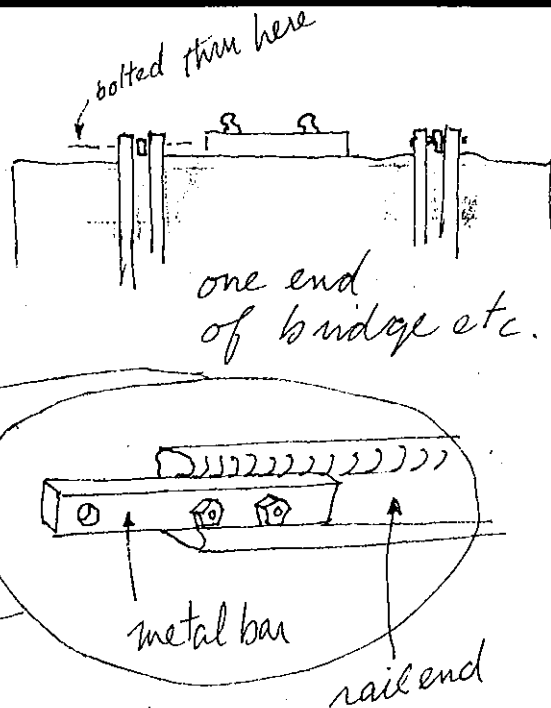
"Here is a nice little detail I saw in use in Queensland, Australia. They use old rails to help stabilise abutments on small trestles and bridges. I hope you can work it out from the sketches. It should be usable even in N scale for a bit of extra detail."

-from a letter received during BR's round-the-world trip



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Announcing the Golden Spike Award

The National Model Railroad Association has created a new award attainable by almost any model railroader who has spent a little time on his or her hobby. This looks like a great idea in that it offers some recognition of the average competent modeller who has not had the time or inclination to tackle the contest scene. We've reprinted the rules for you below; let's see a lot of Golden Spikes awarded in the 7th!

The Golden Spike Award will be awarded to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional Achievement Program Chairmen under the direction of the National Achievement Program Chairman. AP regulations and definitions apply for scratchbuilt and super detailed. To qualify for the award the member must complete the following check list, obtain the signature of the Divisional AP Chairman or another NMRA member designated by the Divisional AP Chairman. The Divisional AP Chairman will submit the signed form to the Regional AP Chairman who will issue the Golden Spike Award Certificate.

Qualifications for the Golden Spike Award

Rolling Stock (Motive power and Cars)

_____ Display six (6) units of rolling stock (Scratchbuilt, craftsman or detailed commercial kits).

2. Model Railroad Setting (Structures and Scenery)

_____ Construct a minimum eight (8) square feet of layout.

_____ Construct five (5) structures (Scratchbuilt, craftsman or detailed commercial kits) if a module has less than five structures, additional ones separate from scene may be presented.

3. Engineering (Civil and Electrical)

_____ Three types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper road bed. Commercial trackage may be used.

_____ All installed trackage must be properly wired so that two trains can be operated simultaneously. (Double-track main, single-track main with sidings, and block or command control).

_____ Provide one additional electrical feature such as powered turnouts, signaling, turnout indication, lighted buildings, etc.

Regional and Divisional Chairmen have forms.

The Changing Look of B.C.'s Own Railway

With this article, Greg Kennelly's look at PGE/BCR logotypes concludes. We trust that his efforts have provided a valuable guide to the many who model the railway in one or more of its eras.

PGE

Beginning with the June 7, 1964 public timetable, the railway's initials moved the caribou logo off the cover and onto the back page.

The initials replaced the caribou on new locomotives in March 1965. When applied to freight cars, the initials were used both with and without periods. By 1968, the initials had given way completely to the B.C. map logo on timetables.



Introduced in early 1966, the B.C. map logo was the last PGE logo. Although the artwork was basically the same, there were many variations depending on the application. The Jan. 19, 1966 public timetable was the first use I am aware of.



A single stencil version of the logo was applied in orange to dark green locomotives and cabooses, and in white on black tank cars.



An orange map on a green background, and green letters against orange were used on the Budd (passenger) cars. The same colors were reversed for use on piggy-back trailers.



Most types of freight cars received this version, which provided a map the same color as the car body against a white background with white lettering on a black field.



With the introduction of the two-tone green paint scheme for locomotives and cabooses in 1969, the logo became a black map and letters against a white arrowhead.



In 1970, the final version of the PGE logo appeared.

It had a white map on a grey panel, white letters on a black panel and a white border surrounding the logo to set it off from the basic color or the background.

It was used on cabooses, dark and light green boxcars and remote control cars.



On April 1, 1972, the Pacific Great Eastern Railway Company was renamed the British Columbia Railway Company, and the familiar 'BCR dogwood' was introduced.



On June 19, 1984, the railway underwent a structural reorganization. British Columbia Railway Company became parent to two new subsidiaries — BC Rail Properties Ltd., and BC Rail Ltd.



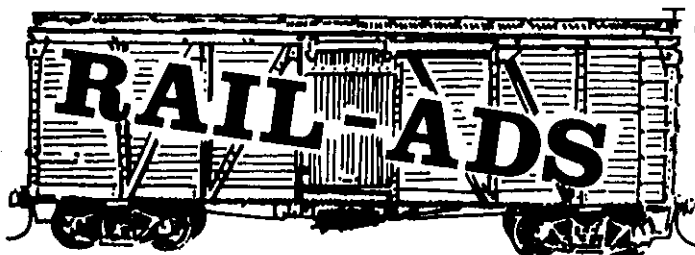
The British Columbia Railway Company logo lost its dogwood and gained two lines. This logo is rarely seen, since it's a holding company and has no employees or operating assets.



BC Rail Ltd. is the railway operating subsidiary. This logo, with the dogwood, was an interim and transitional logo, and appeared on rolling stock, motive power and cabooses in white, without the dogwood. It first appeared on the electric locomotives at Tumbler Ridge.



The final BC Rail logo, created in 1986, incorporates unique styling along with the new red, white and blue railway colors. It is now being applied throughout the railway as follows: Red, white and blue on newly painted motive power and cabooses; white on rolling stock and passenger cars.



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.

HO brass: CPR T1b \$525, T4a \$395, F2a \$395, D4g \$275, unpainted TRO. Sunset UP 4-6-0 w/ shorty vanderbilt tender C/P TRO \$295. United Southern PS4 4-6-2 unpainted TRO \$295. Assorted Kalmbach "How to" books, Marklin, Roco. Fleischmann catalogues - offers 922-8171.

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Those were the days dept.

Wm. K. Walthers Ltd. reprinted a Great Northern *Empire Builder* timetable as part of an advertising scheme, and the menu from the dining car included makes for fascinating (and mouth-watering) reading, especially in light of the prices charged. One has to appreciate, though, that this is a 1932 train, and that \$1.50 for dinner, never mind train fare, was an unaffordable luxury for a great many.

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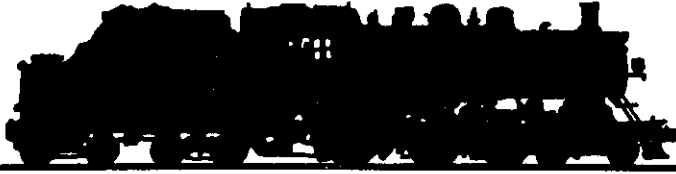


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7TH DIVISION TIMETABLE



November 8, 1987

Trains 87: 7th Division public model train show. Layouts, displays, sales, door prizes. Cameron Recreation Centre, 9523 Cameron, Burnaby (directly north of Lougheed Mall). 10:00 AM to 5:00 PM. Admission: Adults \$2, Children/seniors \$1.50, Family (2 adults + 3 children) \$5, NMRA/7th Div. Assoc. Free. Information: 467-4301 after 5:00 PM. Display space: 464-7585 after 6:00 PM.

December 4, 5, & 6, 1987

Vancouver Hobby Show: 7th Division displays and layout taking part. B.C. Place Stadium, Vancouver. Watch media for details.

December 8, 1987

7th Division Workshop: Slide presentations. Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie Street, Vancouver. Start: 1:00 PM.

January 10, 1988

7th Division Workshop: Annual Beginners Workshop. Multi-tabletop demonstrations, troubleshooting, advice, particularly for novices. Time and place as above.

February 14, 1988

7th Division Workshop: Annual Swap Meet. Time and place as above.

February ?, 1988

N-CON N scalers convention. Assistance and support appreciated. Information/offers: Phil Magnall at 277-2421.

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