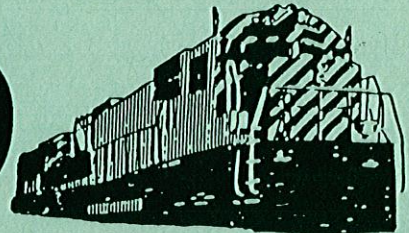
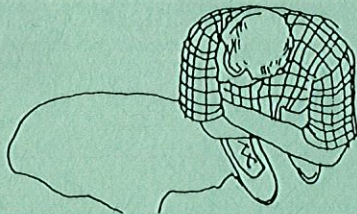


BULLETIN BOARD



AGM and Slide Show in May.



MODULAR

RAILROADING

JUNE 12



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 |
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Total Canadian funds enclosed: _____

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7th Division Associate only: available for two years or until 21st birthday, whichever is longer.
(Not a membership; provides Bulletin Board subscription and members' admission rates at Division functions only)



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298-4166

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: Progress Report

You may recall that last year, following the Spring Meet in Kamloops, we discussed some of the problems apparent with a lack of Interior membership and meets hosted by clubs and individuals with no Seventh Division association whatever. We spoke of a poster campaign and a few other moves which have not come to pass (we are, alas, dependent on volunteers, and your editor is among the guilty when it comes to inaction on some issues), although, as it turns out, that may have been just as well.

This year, at the Vernon Spring Meet, a much larger and more broadly based meeting was held with a great deal of steam blowing, throttling down, and, eventually, fire-dropping taking place. With members of both the Standing Committee and representatives of virtually all the Thompson-Okanagan model railroad clubs in attendance, there was at last a chance to both listen and explain at length, and that is what happened. A particular urgency was imparted, however, by the news that the scheduled Kelowna Spring Meet in '89 was not going to be a 7th Division function! This news inspired some lively discussion, with **Cyril Meadows** putting an historical perspective on the subject that bears recounting here.

About ten years ago, Cyril and other Division members made several trips into the interior, presenting clinics and meeting Interior modellers with the intent of getting them together under the banner of the good ol' Seventh. At that time, Spring Meets were being held in Vancouver, but when enthusiasm finally took hold, the offer was made for the first Interior meet and it was eagerly accepted. Since then, the Easter weekend function has been considered the property of the Kamloops/Vernon/Kelowna triangle, and indeed, some terrific meets have been staged. Since the secondary function of such events is fund raising for the year's other activities, newsletter costs, etc., the Seventh has always benefitted from the surplus (or would underwrite the loss, if any)

generated. In recognition of the fact that one club usually does the lion's share of the hosting work, however, our bylaws allow for one-half of the proceeds to go to the organizers to use for their own local needs or shows.

When a host group with no Division members now decides to hold a non-sanctioned meet, it is hard to avoid the conclusion that its members are relying upon the momentum built up by years of official meets in order to retain all the proceeds for themselves. Their view, on the other hand, is that they are putting on a show for the benefit of a group to which they don't belong and get no benefits from, and paying out half the profits in the bargain. Somehow, a sense of perspective has been lost. How can one expect benefits if one is not a member, we ask? Are you unaware that *all* funds gained from Lower Mainland events go directly to the Division, no matter who does the work?

With but one exception, cool heads prevailed in Vernon, and some resolutions made in order to help heal the rift, most notably:

- An Interior "Subdivision", will be formed from NMRA/PNR-member representatives of the various Interior clubs, holding its own meetings and liaising directly with the Standing Committee in Vancouver.

- The SC has undertaken to inform as many people as possible of the benefits available to Interior members, including organization, seeding, and possible subsidy of workshops, tours, or other events. To this end, a clear policy statement will shortly be drafted, and will apply to all members wishing assistance with and sanction of a member function.

- Renewed efforts will be made to increase exchange of skills and ideas through SC-organised workshops or mini-meets in the Thompson-Okanagan and other areas of the province.

In the end, really, it all comes down to what Cyril observed at the meeting: "It's a matter of whether you want to be a member or not." Those of us who believe that exchange and friendship

between hobbyists all over the Division adds another dimension to the enjoyment of model railroading want to be. Let's hope that includes the majority.

No matter where you live, your *March Bulletin Board* arrived late; too late, in fact, for some of the news it contained to be of use. The problem does not originate here, but with the PNR office in Washington state, from where our labels come - most of the time. On this occasion, the impression had somehow been gained that our publication schedule had changed, and none had been printed up by the time they usually arrive on our doorstep in Richmond. To complicate matters, a set fired off by UPS after we telephoned was promptly delivered to a neighbour three doors away while we were out, and no note left on our door as one should be. The neighbour was apparently unimpressed by the prominent URGENT labels on the package, and did not happen by our door until a week later, after much telephone time and frantic scrambling to send off another set of labels. UPS, by the by, had no idea at all when called about what had happened - no record of delivery, importation, anything! We vowed never to send anything via that firm again.

The result of this latest round of communication breakdown with the regional office is that membership co-ordinator **Carol O'Dell** has generously agreed to transfer the complete *BB* mailing list to a computer here in Vancouver. Aside from getting up-to-date mailing lists when we want them, having control of our own membership roster means we can also promptly mail membership and associate cards, correct misspellings quickly (for people who live in "Coquilan" and such), and generally answer questions and solve problems much more efficiently. The latter will come as welcome news to several of the people who recently signed up in our fledgling membership drive!

Add to your list of anachronisms and gaffes by TV people who don't know trains:

-The recent production of *Nitti*, a biography of the Chicago gangster, where we saw, at first to our

delight, a classic Pennsylvania keystone on a tank car in a railroad yard scene... only to spot an SPMW (Southern Pacific Maintenance of Way) reporting mark underneath. Nice try, guys.

-The 50s and 60s era Crime Story, with frequent shots of modern rib side steel 50-foot boxcars. *You mean all boxcars aren't alike?*

Phil

From the Superintendent's Desk

Gordon Varney, MMR

In the past there has been some "behind the scenes" grumbling from some of the outlying areas. Some of the people seem to be unaware of the advantages to belonging to our organization and how or why it operates.

During the recent meet in Vernon, an informal meeting was held with member and non-member model railroaders from the Okanagan and throughout the 7th Division in attendance. A very lively, and, I think, fruitful discussion took place. Many beefs and much information was exchanged. I pointed out that, in my opinion, our biggest problem is the vast size of the Division as most divisions can be travelled from end to end in three or four hours. Also, about 80% of the population, and thus most of the Standing Committee members, live in the Lower Mainland.

With this in mind, I proposed that we set up "sub-divisions" in some of the outlying areas such as Prince Rupert (Skeena), Prince George (Cariboo), and Trail (East Kootenays), with a committee of local people looking after their individual interests. The leaders of these groups would automatically become SC members, reporting to, and passing on information from, the Lower Mainland committee.

The Okanagan people seemed to think this was a good idea and I asked them to choose their own members and get this proposal in gear. I think

the 7th Division, and more important, the Okanagan area in this case, will benefit. If anyone else is interested in participating in this scheme, please contact me.

Incidentally, I take my hat off to the Vernon boys. Their meet was just excellent!

'Nuff said for now.

Gordie

New Members

...from the Spring Meet in Vernon

"Welcome aboard" to-

New NMRA & PNR member Ray Nunn of New Denver, B.C.

New PNR members Al Lill, North Vancouver; Rick Marsh, Vernon; and Jack Rutledge, Vernon.

New 7th Division Associates Bruno Faccini, Kenmore, Washington; Bud Forbes, Kamloops; Gerry O'Brien, Kamloops; and Norval Wright, New Westminster.

Note: "New PNR Members" are people who are already NMRA members; no PNR-only membership is available.

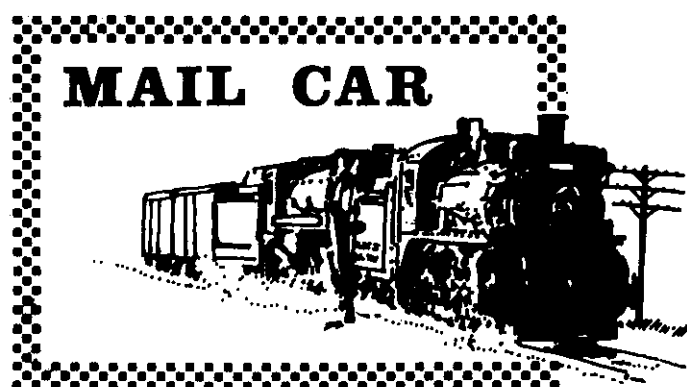
Workshop Words

DATE CHANGE NOTICE: The May Workshop will be a *Third*, not Second, Sunday, or May 15.

May's events are the Annual General Meeting of the 7th Division, which will take place either before or after a one o'clock slide presentation. Slide shows can be a good deal of fun, so if you have a few new ones or some old favourites, feel free to bring them along.

June 12 is Modular Railroading day at Oakridge Auditorium, with demonstrations and displays of modules in three scales. Modular railroading is a great way for apartment dwellers and others with

limited space and/or budget to become active in the hobby, or for anyone to get a taste of another scale that interests them without expending a lot of effort and money. New module-ers are always welcome!



Sir:

I'm now a member of the Thousand Lakes Region, but I'm still enjoying the *Bulletin Board*. In the January 88 issue, you put out a call for advice on how to get the spouse involved with, or at least reasonably tolerant of, our expenditures in the hobby.

I must admit my wife has always shown some interest in the hobby, and in fact, has built some of the models on the layout. She's a crafts-oriented person, and Woodland Scenics kits really appeal to her. Of course, I knew that before I married her.

But she really got enthused at the 50th Anniversary NMRA Convention in Milwaukee. Instead of staying back with the non-rails, she was out on the layout tours with me. When she saw layouts that were nearly 100% finished, she realized what my work was going to lead to. She became really enthusiastic at that point.

I think many of us spend years puttering around without ever approaching a 100% scenicked layout - which is okay, I suppose. However, as we know from shows, it's the moving models and dioramas that really attract the attention of the non-modellers. If she can't connect all that the money to the intricate beauty of a *model* world, but to a mess of plywood and rail instead, she's

naturally going to be suspicious. If she sees what can be done, at least she'll understand what you're shooting for.

I think that's one of the best ways to smooth out the roadbed. That, and don't let the railroad be her rival - why would any wife want to support the mistress?

Hugh G. Anderson
Fort Frances, Ontario

Sir:

I'm not yet married, but when my career-oriented girlfriend and I discussed the possibility, we thought it wise to come to an understanding of how all the future family finances would be managed, including personal "pocket money".

Happily, we both found the simple percentage approach agreeable and fair sounding. Basically, one contributes to all the household expenses - mortgage, utilities, food, savings, RSP, property tax, etc. according to the proportion of the total family take-home income one provides. For example, if I take home \$1600 a month and she \$2000, that is a total of 3600 dollars, and we are contributing about 44% and 56% of that amount respectively.

If we budgeted for, say, a total of \$2600 outlay/savings each month, that would leave \$1000, 440 of which would be mine to do with what I please (including car expenses), as would 560 for my wife.

It is a somewhat rigid, calculated system, but it sees each contributing according to ability, and allows one the benefits of getting the occasional raise without just seeing it vanish into the joint account.

A. Nonny Muss,
Division member

NTRAK Corner

John Fysh, Train Gang co-ordinator

This is the first news in a while from the NTRAK module group. Since our last report, a great deal has occurred. Most recently we took part in the Toy and Hobby show at B.C. Place in December and the Nanaimo Spring Meet on the weekend of April 17. Our next outing will be Ports Canada Day at the end of May (see *Timetable*).

Many of you have expressed interest in building a module in N or other scales and then being able to participate in some of our meets and shows. Well, on June 12, you have an opportunity to learn how to build an NTRAK module and meet some of the people involved in modular railroading in On3, HO, and N scales. There will be other demonstrations as well. So come to the Oakridge Second Sunday Workshop and become involved, because you will not have a better opportunity.

If you would like more information, please call me at 420-0924.

'88 Spike goes to Bert Battey

As per 7th Division tradition, the annual presentation of the Gold Spike "Man of the Year" award was made at the Interior Spring Meet. This year, as sometimes happens, the recipient is being recognized not for a particularly active or momentous single year, but for a long history of support and promotion of our hobby: Bert Battey.

The announcement was met with a standing ovation led by Bert's fellow Okanaganers, who clearly think very highly of him. Award co-ordinator Hank Menkveld noted that unlike other years, there was this time a good number of ballots sent in for the winner who was long due recognition, and presenting the Gold Spike was thus all the more enjoyable.

(We regret that as we do not know Mr. Battey personally, we do not know enough about this long-time member's work to do him justice. If someone would care to send us some biographical information, we would be pleased to rectify that situation in the next issue. - Ed.)

Two more good Spring Meets (aren't they all?)

This year, the honour/duty/thrill/burden of hosting the Interior Spring Meet fell to the city of Vernon, and the crew from our one Okanagan bastion of NMRA members did a fine job. The main hall was jammed with working layouts, something so often missing at shows. Layout tours Friday evening ran smoothly, and demonstrated that there is a lot of skill and mutual assistance in the Vernon area. The clinics were well-received on Saturday, with several Lower Mainland presenters taking part, and the public crowd later in the day was almost overwhelming, thanks in large part to excellent promotion on Kelowna television (CHBC) and local radio.

Attendance figures are as follows:

Total registrants (day pass & full Fare)	151
Total sitting for banquet	125
Paid public admission	840
Approximate no. of kids (under 9)	<u>200</u>
Total public attendance	1000+

Of the registrants, 42 qualified for the \$5.00 fee reduction available to 7th Division members and associates.

(information and figures courtesy of Hugh Clarke)

The Island Spring Meet, held once again in Nanaimo, took place more recently, and a full report has not yet been received. To judge from the reactions of several people who made the trip from Vancouver, however, it came off very well. The Island members who arrange this show are well on their way to establishing a real tradition

with their show, and are owed thanks for a consistently well-done job, especially in light of the scattered communities in which they live.

We hope to report in more detail on the meet next issue.

Fall Meet scheduled

The long contemplated 7th Division Fall Meet has been given the green signal for this coming Remembrance day weekend, November 12 & 13. Under the banner of *Trains 88*, it will include full divisional convention features such as clinics, layout tours, banquet, and merit award judging, plus the usual Sunday public show.

Some planning delays had been encountered due to a surprising lack of facilities large enough to accommodate an event of the size planned. With Cameron Recreation Centre already bursting at the seams with the regular *Trains* show, more room was obviously needed. It now appears that the entire CRC gym can be had for at least the Sunday show, in addition to activity rooms suitable for clinics and videos, so this is the route the SC has chosen to go. The banquet is planned for a nearby hotel, where a block of rooms will be reserved.

At present, little else can be said, although we will publish more detailed information in the August *BB*. So for now, mark your calendar for what should be one terrific show!

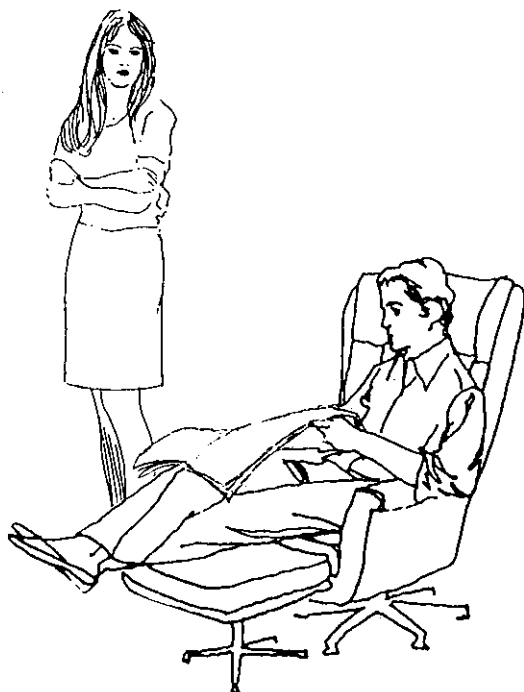
New Power for CN & CP

Those of us who watch the prototype rails can look forward to seeing 30 new locomotives in CN colours. Ordered are GE C39-8s, the first GEs the road has ever bought. Don't rush for the tracks, yet though; delivery is set for 1990.

CP Rail's new SD40Fs are due sooner: this fall. These are *cowl-type* carbody engines, and should be hard to miss in CP action red! They will be numbered 9000 to 9024 and are scheduled for western Canada duty.

WCRA News

A Fable for Model Railroaders



"I'm sorry, dear," she said darkly, "but this hobby of yours has gone a bit too far." He looked up at his wife's stern countenance and carefully put aside the newspaper.

He knew it had been coming, and silently braced himself for the coming indictment. There was no denying he *had* become addicted to his pastime over the last several years, and he realized that warm and vague references to the benefits of having a hobby - so often voiced by his fellow enthusiasts - would be poor ammunition against a frontal assault of statistics.

"I thought " she continued, "that once the initial expenses were out of the way, we could buy you all the little extras you needed for your birthday or Christmas. Instead, you have your own Christmas every month! Replacements and accessories, all the latest equipment, upgrading and

improving - honey, it's becoming more like a business than recreation, only there's no profit!" Rats. She must have been keeping track all this time. Was it really all that much?

"And we thought that it would be, well, seasonal, and that we could at least know by the weather predictions if we'd see you on the weekend. But now you're down there rain or shine, or out with your pals at shows when you're not. And vacations! All you want to do is take off for these meets and competitions..."

"But darling," he ventured, "you and the kids can go along to any of those events, or come down and help me when I'm puttering about with things."

"If any one of us was interested in it, we could, but you know by now that we just don't share your enthusiasm. It's no holiday for us to be cooped up following your instructions. Dear, I know this is hard for you, and I'm not trying to be mean, but it's taking so much of your time and income away from the family. Maybe you could save some money and maintenance time if you cut back in size a bit but still kept going." *Cut back in size!* In all these years, he had never met anyone who wasn't determined to do exactly the opposite. His friends probably wouldn't even talk to him if he went smaller! No, there was no compromise way out. It would have to be a clean break or none at all. He sat for long seconds in silent contemplation.

"You're right," he conceded at last, "I guess I have been rather self-centred about all of this, and you have a perfectly valid complaint. Tell you what: I'll sell it off as soon as possible, and we'll find something else a little more economical and enjoyable for all of us, okay?"

She took his hand and smiled with relief and gratitude, her anger having evaporated with those few wonderful words she had hardly hoped to hear.

And so he sold the sailboat the very next week, and took up model railroading. They've lived happily ever since.

Lionel system brings old dream to life

If there is one common fantasy among model railroaders, surely it is that of being able to miniaturize oneself and take a ride on your own or someone else's layout. Failing that, as some more pragmatic folks have suggested, a micro video camera mounted inside a dummy locomotive and transmitting a signal through the rails to a monitor could produce a similar effect; in fact, a Model Railroader article a few years ago hypothesized about the possibility of just such a system "some time in the future".

It looks like somebody was paying attention.

If you haven't looked at the May *MR*, do so and you will find a two-page ad for Lionel's new on-board camera system for O and HO scales! It uses a tiny lens disguised as a headlight and gives (so they say) a clear black and white 'engineer's view' on any monitor or TV. You can also plug in the VCR and record your trip to take to meets and out visiting friends. And when doing the latter, it looks as though you could bring along your system and have an HO view of anyone's empire to take home as a souvenir.

The possibilities here are truly exciting. Can you imagine running a train remotely, relying only on the monitor, waiting for signals and switches to be thrown?

Who's going to be the first one on the block, guys?

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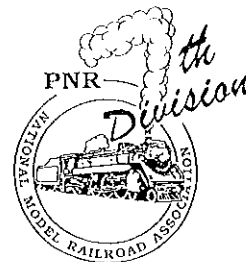
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7TH DIVISION TIMETABLE



May 15, 1988

7th Division Workshop: AGM and Slide Shows. See *Workshop Words* for details. Oakridge Auditorium, Oakridge Centre, 41st & Cambie, Vancouver. 1:00 PM to 4:00 PM

May 20-22, 1988

Golden Rails '88: 6th Division Spring Meet in Calgary, Alberta. Full convention fare. Information: Bob Hadlow, 11 Edgeridge Way NW, Calgary, AB T3A 4G8.

May 29, 1988

Ports Canada Day Train Show. Displays and operating trains by 7th Division members. BC Rail Building, 221 West Esplanade, North Vancouver. 10:00 AM to 5:00 PM. Free admission.

June 12, 1988

7th Division Workshop: Modular Railroading. Demonstrations and modular system in operation. Time and location as May 15 above.

July 18-24, 1988

Magic City Express NMRA National Convention, Birmingham, Alabama. Information: Jim Ketchersid, P.O. Box 55335, Birmingham, AL 35205-5335.

August 10-14

Pacific Northwest Region 40th Convention, Seattle, WA. Regional convention based at the Marriott Sea-Tac Hotel. Information: Dwayne Damgaard, 32636 7th Avenue SW, Federal Way, WA 98023

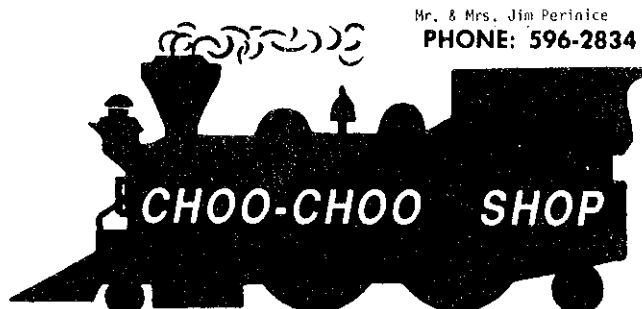
November 12-13

Trains 88: Inaugural 7th Division Fall Meet. Details to follow as available.

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