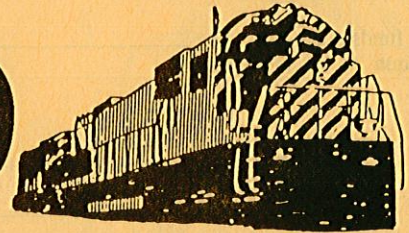


BULLETIN BOARD



Win a trip for two on VIA or BC Rail!

Dear Santa, I want...

SALE!

page 2

Buyers' tips: Train sets for under the tree this Christmas

DECEMBER 11 WORKSHOP

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 |
| () Retired life membership | \$200 |
| () Family, one year | \$4 |
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PNR membership no. if renewing: _____

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|---------------------------------|-----------------|
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(Not a membership; provides Bulletin Board subscription and members' admission rates at Division functions only)



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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
Production Assistant: Edina Irwin

Page One: Pot pourri

We're often faced with the accusation that model railroading "is an expensive hobby, isn't it?" Our favourite response, after all these years, is two-fold:

First, it is as expensive as stamp collecting. Now, of course, you can collect stamps by soaking the *Magyar Postas* off Uncle Victor's letters from Hungary, but there is an excellent chance that you will some day settle on collecting every stamp ever issued by the Republic of Guatemala, and *then* watch the price go up! Similarly, one can buy a Bachmann switcher and ten cheap cars to run on top of an old ping pong table, but how long does that usually last? The same principal applies to virtually every hobby and sport, so don't make out like model trains are different, okay?

Second, do you own a boat (plane, RV, sports car, off-road vehicle, ultralight, etc.)?

You do? How often do you get to use it? And it cost how much? Plus moorage, storage, maintenance, fuel, and accessories? Gee, my hobby doesn't cost anywhere near that much, and I can enjoy it any day of the year, any weather... See the point? What people are really asking is how much you spend on what they see as a questionable pastime, compared to the really big socially acceptable money suckers.

Division member and Pacific N Scale operator George Carroll forwarded the following as a possible guest editorial on behalf of Mr. Robertson Davies and his literary creation, Samuel Marchbanks. It is taken virtually verbatim from Mr. Marchbanks' papers, although George will admit to having altered a mere seven words to increase its relevancy to this publication.

Editorial courtesy of S. Marchbanks

If the purchase of costly, foolish little gadgets will do it, I should have a magnificent (layout) this year. Today I bought an (engine), a charming toy with a lot of green paint on it, for rolling up my (cars) and trundling them around the (layout). The fact of the matter is that since the purchase

of my (turntable) I have lost all sense of values, and am ready to buy anything which looks like a (model). Although the wowsers pretend that men come to ruin through drink and women, the real truth of the matter is that more men are ruined by the purchase of expensive domestic junk than in any other way. Drink imposes its own limit, and women soon become a weariness of the flesh, but the passion for saucy little (train) gadgets, bedizened with green paint and ball bearings, is never stilled. It gnaweth like a serpent and wasteth like a fever.

Our thanks to Messrs. Carroll, Davies, and Marchbanks.

How's your 6x6 scene coming?

Even if nothing else in your collection seems worth bringing along (modesty is rampant among model railroaders), surely you can throw together a quick original scene, or spend a little longer on a super-detailed one, and bring your six-inch-square diorama along to the Fall Meet. For the winners, we'll have plaques and certificates and some useful prizes as well. Your name won't be displayed unless you want it to be, so even if you're unsure about your efforts, you have nothing to lose, and you will *gain*, let us remind everyone, a five dollar rebate at the show for bringing a display.

Your editor has lots of ideas and he can't enter, so for inspiration, how about these:

- O: scale track section and middle (only) of a box car
- HO: world's tallest, gangliest mine tippie with ore car
- N: tall trestle with creative wreck scene

We were thinking of compiling a list of Seventh Division members who have had something published in the model railway press within the last five years, just to prove what a disproportionately talented group we have in this corner of the world. (There have been several, should you be raising a dubious eyebrow.) If you recall any, how about leaving a message at (604) 277-2421 or dropping a note to the BB.?

Phil

From the Superintendent's Desk

Gordon Varney, MMR

Your Standing Committee has been very busy these last few months putting the finishing touches on the revival of an old Seventh Division event, the annual meet. It is being held in conjunction with our annual Trains show, expanding it into a three-day event.

Registration will take place Friday afternoon, November 11, with self-guided layout tours in the evening. Saturday will be devoted to PNR and Division members and will consist of workshops, model and commercial displays, and contests, finishing up with a happy hour and banquet. We hope to have Bob Swanson as our guest speaker. Please reserve your banquet tickets early as there is very limited seating capacity.

Sunday will be open to the public as in previous years.

Please give your SC a well deserved "thank you" by participating in this event.

Gordie

Workshop Words

December's Second Sunday Workshop will cover the basics of selecting off-the-shelf model trains with an eye towards Christmas gift shopping. Are 'train sets' worth buying, and if so, whose? Should you put together your own starter set? Come on along and find out! All major scales will be covered.

January will compliment this presentation with the annual Beginners' Workshop, which is aimed at people who received those trains picked out in December! The multiple-tabletop type presentation will cover all the basic aspects of model railroading from benchwork to scenery detailing.

Get your registration in!

New prizes add to Trains excitement

Two first class rail trip prizes, one from VIA and one from BC Rail, are the latest additions to Trains '88's attractions. VIA will send two persons to Jasper and return with bedroom accommodation on board, and the BC Rail trip will take two people on one of the upgraded Cariboo Class RDCs for a trip through some of the most impressive trackside scenery the country has to offer.

If you haven't yet sent in your registration for Trains '88, you'd better put this newsletter down and fill out a form *now!* If you've misplaced your September *BB*, or you need an extra form for a friend, you'll find one on page seven. You *can* wait in line and register at the meet, but that will be too late for the banquet.

Don't forget the contests - both public vote and Achievement Program - at Trains '88. The latter is actually more of a formal judging opportunity, so if you are shy or unsure about how your handiwork would measure up, this is an excellent opportunity to find out without being labelled 1st, 2nd, and so on. We *will* be awarding a Best in Show for the model scoring the most points, so if you've got something you think might be competitive there is all the more reason to take it along.

And then there are those 'Most Popular' awards for display, model, train, and photograph. The last two, in particular, are easy to enter. Your photo can be of any rail subject, model or prototype, as long as it is a large (8x10) print. Take an active part - it adds to everyone's enjoyment!

Trains '88 Accommodations

For your information, there are three good motels and one very pleasant RV park within a half-mile radius of Cameron Recreation Centre. They each have restaurants and easy access to the Fall Meet via the major routes.

The nightly rates, based on one bed and two

persons are as follows:

Coquitlam Motor Inn (604) 931-9011.....	\$78
Squire Motor Inn (604) 931-4433.....	\$62
with kitchen (limited number available).....	\$68
Travelodge (604) 525-7777.....	\$60
Burnaby Cariboo RV Park (604) 420-1722.....	
.....	\$15 (full hookup)

❄ ❄ ❄ ❄ ❄ ❄ ❄ ❄
 ❄ Although most of us would like to ❄
 ❄ think that Christmas is still along way ❄
 ❄ off, this issue of the Bulletin Board will ❄
 ❄ be the last of the year. The 7th Division ❄
 ❄ Standing Committee would therefore ❄
 ❄ like to take this somewhat early ❄
 ❄ opportunity to sincerely wish you and ❄
 ❄ yours a happy Christmas. ❄
 ❄ ❄ ❄ ❄ ❄ ❄ ❄ ❄

Burt Battey: Late starter is a Vernon club pioneer

Phil Magnall

From information supplied by Hugh Clarke

Not too many model railroaders get started on the hobby in their 60s, much less then have the opportunity to continue working on a layout for 20 years, but Burt Battey is one. The son of a CPR engineer, Burt often rode with his father as a youngster, but turned to welding as a trade when he was 21. Although model railroading didn't capture his interest until four decades later, he says he took to it easily, being from a railroad family.

His talents as a machinist served him in good stead, for Burt is an operations buff more than a finescale modeller. Fellow Vernon hobbyist Hugh Clarke calls his scratchbuilt turntable "the slickest operating (one) I've ever seen," and adds that the wiring underneath is "massive, to say the least."

In 1976, Burt became one of the founding members of the Vernon club, along with Pat Quain, Jack Smith, and Dick Vangelder. From the beginning, he was an advocate of the NMRA, promoting its usefulness in communication and meet organization. His 1988 Gold Spike Award was the result of a virtual campaign by his many friends to see his contributions recognized.

Trains '88 layout tours

Two sets of layout tours have been arranged for Friday, November 11 in conjunction with Trains '88. Instructions, maps, and a suggested route can be picked up with your registration at the Cameron Recreation Centre. The tours will be open only to people who have registered for the meet.

Participants in the afternoon tour (2 PM to 5 PM) will visit layouts in south Burnaby and south Vancouver. Railroads included in this tour are:

1. Burlington Northern - Selkirk Division

This large N scale pike represents a fictitious division of the Burlington Northern Railway set in British Columbia. The nicely scenicked layout overflows a 13- by 33-foot room and features multi-train operation with CTC and radio dispatching. The CTC board used to keep track of running trains was recently featured in *Model Railroader*.

2. Canadian Pacific Railway - Princeton and Coquihalla Subdivisions

This HO scale railway completely fills a 12- by 20-foot room, and is based on the fabled Kettle Valley Railway as it existed in the 1940s. It includes an accurate, though longitudinally compressed, model of the yard at Brookmere. Several other stations are modelled, including Brodie, Hope, Jessica, and Coquihalla. Many of the buildings on the railway are built from CPR plans or field measurements of structures that appeared at these locations.

3. Coquihalla Valley Railway

Another HO pike based on the CPR Coquihalla Subdivision, the CVR occupies a 13- by 27-foot space. Several of the 'Shakespearian' stations

are included, and wherever possible, correct track layouts are used. Several of the larger engineering structures are planned for this layout. Although it has no scenery at present, a series of prototype photographs, at the locations in which their subjects will be modelled, help to share the dream with visitors.

4. Seymour Valley Logging and Railway Co.

Don't be deceived by the size of this HO layout, carefully fitted into an 11- by 13-foot space; it contains a wealth of detail. The freelance railway is set in Southern B.C., circa 1930. It includes many structures and innovative ideas, including a fully detailed logging show and a working railway incline.

The evening tour (7 PM to 9 PM) will visit layouts in Burnaby, Coquitlam, and the VIA Rail station in Vancouver. Included are:

1. Canadian Pacific Railway and Monashee Mining and Lumber Co.

This HO line, occupying a 15- by 16-foot room, represents a fictitious CPR branch operating in the Monashee Mountains of B.C. A narrow gauge subsidiary provides less expensive access to some of the minerals and timber that can be found at higher elevations.

2. Cedar Ridge Mine and Timber Company

The CRM&T Co. railway is a freelance On3 operation set in the Pacific Northwest in the 40s or 50s. This pike measures 13 by 15 feet and includes the whole range of logging facilities from the high lead to the sawmill.

3. Capilano Western Railway and Snowcap Mining and Timber Company

Note: opens at 8:00 PM

The Vancouver HO Model Railway Club has been located in its clubroom at the top of the Canadian National/VIA station for almost 40 years. The present layout, which was started in 1963, has recently undergone some major changes, and those who have not seen it in the last couple of years will notice quite a difference. The CWR occupies a 40-foot square room and contains both standard and narrow gauge operation.

(Additional layouts may be confirmed by Trains '88)

Switching on an island

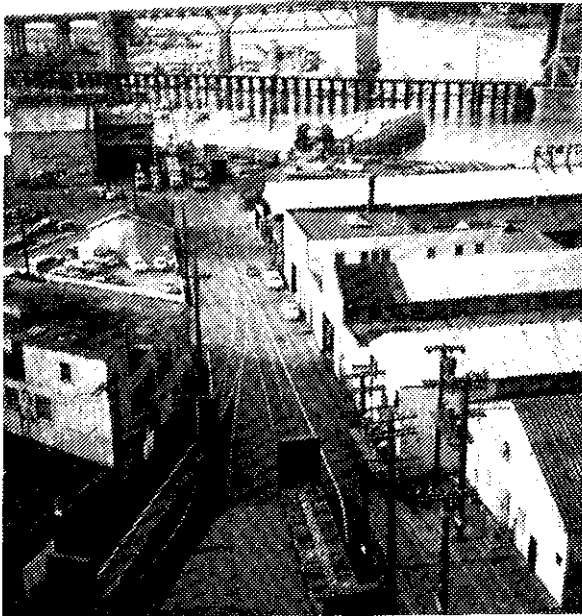
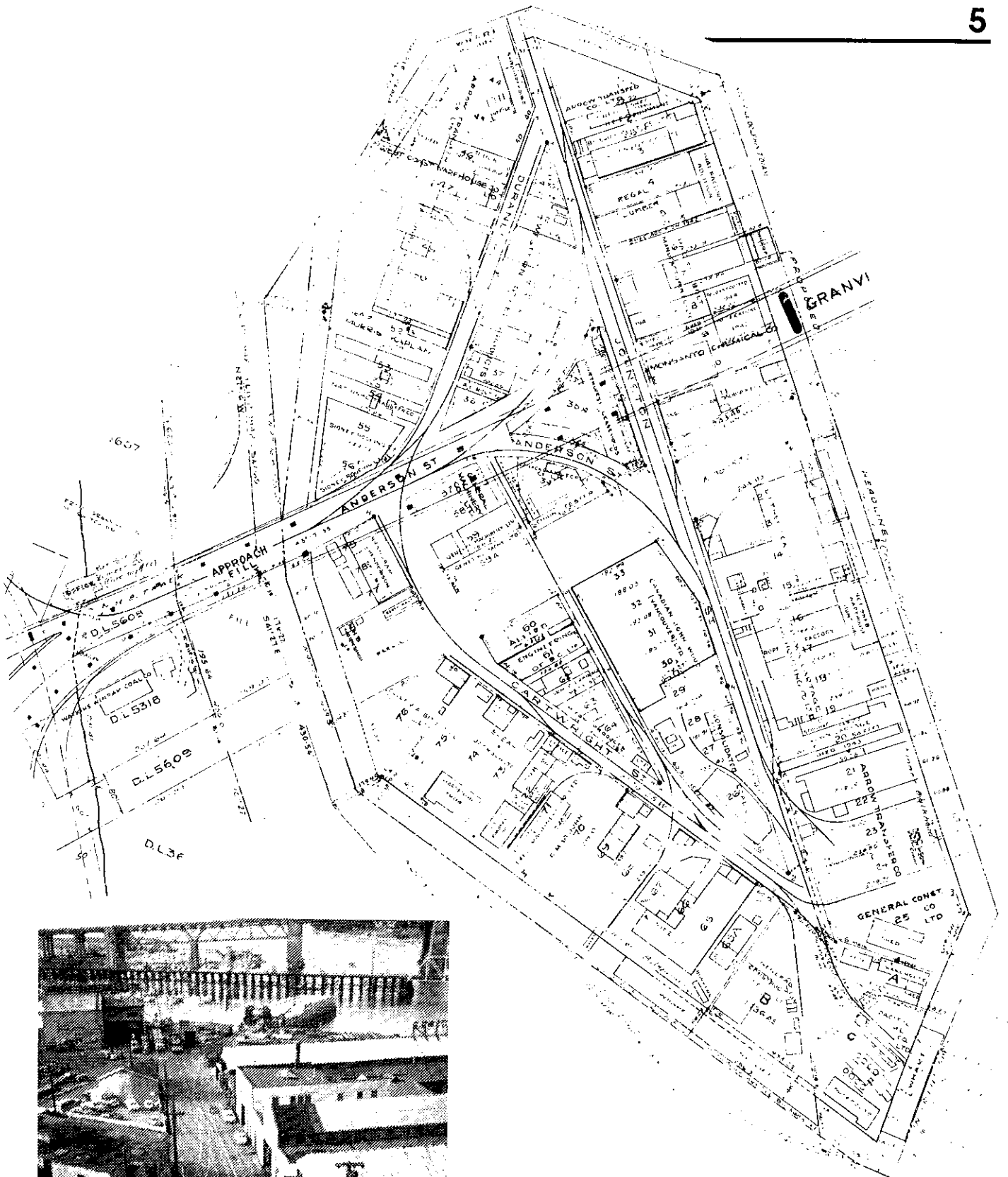
Phil Magnall

Creating an industrial area with a complex tangle of switches and sidings has long been a source of fun and enjoyment for model railroaders. Just as we 'selectively compress' prototype buildings, we tend to shorten the track between switches and cram a couple of miles worth of switching into a few feet. But have you ever wondered if there was a place in real life that approached the density of such trackage in real life?

There was at least one, and right on the doorstep of most Seventh Division members: Granville Island. Many of us never really took a good look at what is now an upscale marketplace before it was redeveloped over ten years ago, and the few remaining rails that show through the paving barely hint at the wonderful maze of railway that once reached into virtually every nook and cranny on the island. Originally, overhead wire supplied the power to BC Electric Co. steeplecab electric locomotives - there's a modelling challenge - which were later supplanted by diesels.

And then there is the over all size of Granville Island: only 2200 feet in length and 1600 wide, including the 'mainline' tracks on the south shore of False Creek. In N scale, that's only 14 by 10 feet. If you wanted to, you could actually model it full scale! The big challenge would be the modelling of the scores of industrial buildings on the site, but with a little compression and some wood 'massing' models to fill in while the building program was underway, it wouldn't be out of reach. The Vancouver Public Library and Vancouver Public Archives could help out with photographs of how they used to look before they were torn down or turned into stores and restaurants.

Opposite is a plan drawn up by the national Harbours Board in 1961, and it's hard to imagine what more could be added in the way of track; there are two wyes and plenty of passing sidings, crossings, stub sidings, and interesting industries. And there is all the room you could want for boats and barges, a favourite model railroad subject. What more could a switching enthusiast ask for?



Granville Island in 1961
Photo: Trackage at north end of island

Kettle Valley Railway history is back in print

"Let's see," says Barry Sanford, checking his watch, "if it's 1:30, you must be Phil..." The comment is only partly in jest; it seems that authors' publicity tours take their toll, even on railway book writers from Quesnel. We're sitting in an East Hastings pizza joint with a publisher's agent, working through another of what must seem like an eternal string of interviews marking the reissue of Sanford's Kettle Valley Railway history, *McCulloch's Wonder*. And yes, the *Bulletin Board* is on their list (despite a frank description of its modest size and readership), apparently on the merits of its solid block of railway buff subscribers. Who's to argue with success? The book has obviously been getting into the right hands. This is its fourth printing - the first time in paperback - with some 15,000 hard cover copies sold since it was first issued in 1977, making it a Canadian non-fiction bestseller three times over.

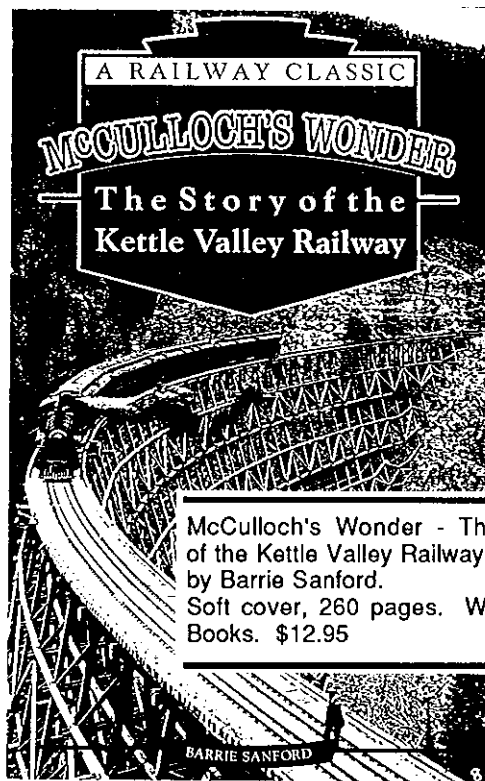
Sanford makes it sound easy: "I only had to make sure that my telling matched the excitement of the real story," he says. His ability to do just that has to account in large measure for *McCulloch's* popularity, and one must admit that a more colourful cast of characters or spectacular setting would be hard to come across in any field. Take James Jerome Hill, for example. At one time a director of the Canadian Pacific, Hill quit in disgust to build the United States' most northern transcontinental, the Great Northern, often in direct competition with the Canadian route. His dislike for the CPR was legendary, and drove him to extreme lengths: when the GN at last acquired from the CPR the remaining five miles of track it needed to enter Nelson, B.C., Hill stopped his inspection train at the point where the ex-CP rails began and insisted upon walking the remaining distance into town.

Opposite Hill was William Cornelius Van Horne of the CPR, locked with him in a desperate competition for strategic control of southern British Columbia. While Hill, through a series of seemingly unrelated companies, was attempting to piece together the first southern trans-provincial railway, the CPR held the key to completion of such a route with rights to the Coquihalla. CP engineer Andrew McCulloch was frankly unenthusiastic about building a railway through this rugged and treacherous country, and, after discussing the prospects with some of his fellow engineers who happened to work for the GN, quite practically proposed a joint CP/GN venture with an eight mile tunnel at the summit.

With the level of animosity present in the higher echelons, such a proposal had about as much chance as an avalanche-free winter in the Coquihalla. Hill's hopes of establishing even a jointly operated route never had a chance. It was in this political and strategic climate that McCulloch set out to engineer the loops, twists, and diversions that would eventually take the Kettle Valley Railway from Hope to Midway.

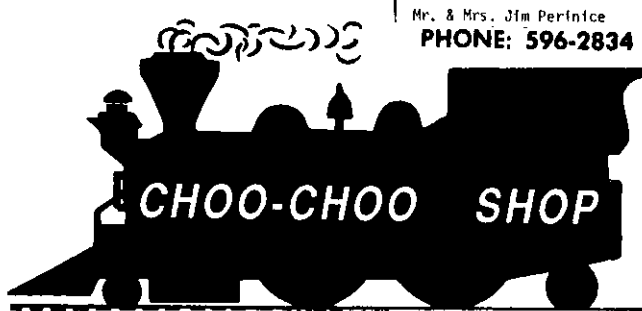
McCulloch's Wonder is neither a dry corporate history nor a railfan's photo-essay; instead, Barrie Sanford puts the KVR into the context of its people, place, and time, creating far more than just a chronology of a railway. "I think it's essential to convey some sense of the destiny and history created," he says, adding that that "is why a lot of railway books are not good *writing*." There is no shortage of technical minutia in *McCulloch's* for those who revel in that sort of thing, but this is, after all, a comprehensive, definitive history of the KVR. There is still more than enough drama, intrigue, and adventure to satisfy almost any fan of railways or B.C. history. Now that it is out in softcover, it should find its way onto many more bookshelves.

And by the way, one train from James Hill's Vancouver, Victoria, and Eastern finally did make it over the Coquihalla. Unfortunately, Hill had died shortly prior to the agreement with the CPR, and his son rode from Hope to Princeton in his place. It was the first and last GN train ever to make the trip.



McCulloch's Wonder - The story of the Kettle Valley Railway by Barrie Sanford. Soft cover, 260 pages. Whitecap Books. \$12.95

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TRAINS '88 Registration Form

Mail to:
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Cheques payable to: 7th Division TRAINS '88

Name(s): _____

Address: _____

Telephone: _____

**Note: Display and Member rebates
(\$5 each) will take place at the show**

FARES:

Full Fare with banquet: _____ @ \$25.00 = _____

Full Fare w/o banquet: _____ @ \$15.00 = _____

Banquet only: _____ @ \$15.00 = _____

TOTAL Enclosed: _____

7TH DIVISION TIMETABLE



November 11 - 13, 1988

Trains '88: Inaugural 7th Division Fall Meet. Cameron Recreation Centre, 9523 Cameron Street, Burnaby. Workshops, AP judging, banquet, layouts, special events, plus public show November 13. See page 7.

December 2- 4, 1988

Vancouver Hobby Show: Display by 7th Division members. BC Place Stadium.

December 11, 1988

7th Division Workshop: "Trains under the tree" Buying a train set this Christmas. Oakridge Auditorium in Oakridge Centre, 41st and Cambie, Vancouver. 1:00 PM to 4:00 PM.

January 15, 1989

7th Division Workshop: Annual Beginners' Workshop. Time and place as December 11.

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Sunday 12:00 to 4:00



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