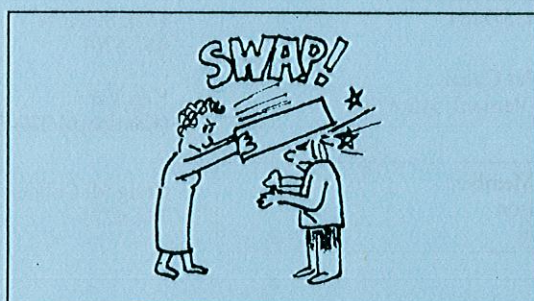
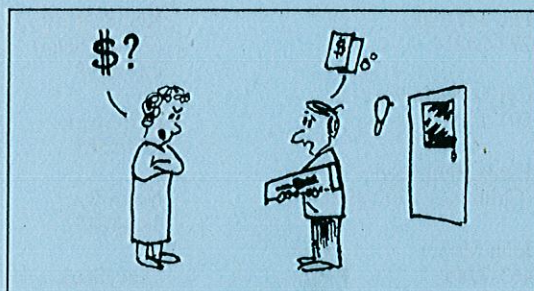
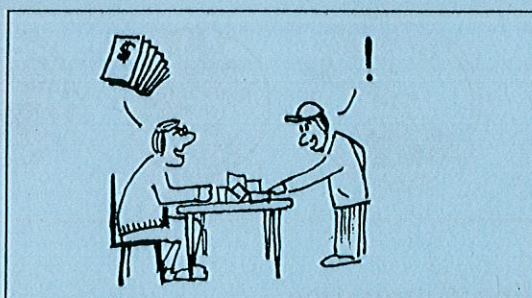
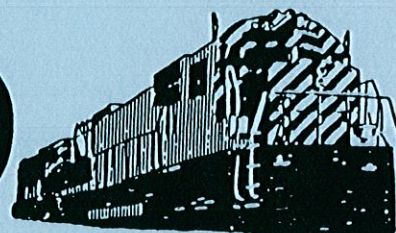


BULLETIN BOARD



Yes!
*It's Swap Meet
time again!*

February 12 at Oakridge

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

The above cartoon is presented with apologies to the wives of model railroaders, who are always getting the sharp end of the stereotype!

National Model Railroad Association

[] Affiliate (No NMRA Bulletin) \$12 (US)
 [] Regular, one year \$22
 [] Sustaining, one year \$44
 [] Family, one year, *per name*: \$4.50
 [] Youth (under 20) \$15.50

Total US funds enclosed: _____
 () cheque () money order

Name: _____

Family Names: _____

Address: _____

City: _____ Prov.: _____

PC: _____ Phone: _____

Mail to: Carol O'Dell
 220 Cambie Street
 Suite 102
 Vancouver, B.C.
 V6B 2M9

Pacific Northwest Region

NMRA membership card no. _____
 (if not applying for same now): _____

Expiry Date: _____

PNR membership no. if renewing: _____

() Regular \$8 (CDN)
 () Family \$1.50 per name

() Associate (non-NMRA member) \$8

Total Canadian funds enclosed: _____
 () cheque () money order

7th Division Associate:

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.) ☐ \$8.00/year

If under 21, give date of 21st birthday ____/____/____



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 724-4698

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 (Kamloops) 327-2885

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 596-6572

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 298-4166

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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: Resolutions

I, _____, do hereby solemnly commit myself to those of the following 1989 New Year's resolutions whose numbers I have circled:

1. To stop procrastinating and finally finish my model railroad.
2. To stop procrastinating and finally start my model railroad.
3. To finish at least two old model building projects for every new one taken on.
4. To finish at least ten old model building projects for every new one taken on.
5. To box up all those old model building projects and sell them at the swap meet, and then take on a new one.
6. To upgrade the layout to the point where I can run a train over its length without stalling.
7. To upgrade the layout to the point where I can run a train over its length with only a couple of pushes.
8. To upgrade the layout to the point where I can push a boxcar around the layout and not have it fall off.
9. Not to become upset when an ill-behaved kid accidentally derails my prize locomotive at a public show.
10. Not to become disgustingly obsequious and understanding when an attractive young woman intentionally flicks my prize locomotive off the rails at a public show.
11. To scratchbuild a first-class model.
12. To kitbash a fine model.
13. To assemble a pretty good model kit.
14. To model a better argument as to why I buy only ready-to-run.

15. To write a piece for the *Bulletin Board*.
16. To write a letter to the *Bulletin Board*.
17. To read the *Bulletin Board*.

Please Note Department:

Due to dissatisfaction expressed with the way some articles have been written by the *Bulletin Board* from supplied notes, letters, and/or clippings, we regret we can no longer put into story form any "raw materials" submitted for publication. Please take the time to write a proper story and thus ensure that your news goes out in the form you had in mind.

Remember when the wrong date was put into the *Timetable* for a Second Sunday a while back? We commented, following several phone calls to SC members, that if the date printed was ever *not* the second Sunday of the month, and there was no mention of moving the workshop date in the *BB*, that you could be assured it was an error.

Well, we are pleased to report that at printing time, there have been no calls to the editor about the January 15 date in the November issue. You have all passed the test. Congratulations. It *was* a test, you realize. After all, it's kind of obvious that a second Sunday can't fall on any date past the 14th, right? We wouldn't make a mistake like that. So everybody must know it was a test. Really, it was.

While computer typesetting with a Macintosh SE has been a boon to production of the *Bulletin Board*, it does not solve the problem of filling a page which has been dedicated to one purpose, such as editorials, when there is not quite enough material to do so. While computers have enabled newspapers to dispense with fillers by simply altering type and spacing or beginning a new story when this occurs, we prefer to maintain one type size and density and to start the regular page 2 columns in their normal location.

Phil

From the Superintendent's Desk

Gordon Varney, MMR

Those of you who could have gone to the Fall Meet, but didn't, sure missed a great show! The Saturday portion was attended by 132 full-registrants plus many with one-day passes. Particularly noteworthy was the large number of out-of-town members present. A full day's activities were well-attended and enjoyed. The meet was rounded out with a happy hour and buffet banquet, followed by a very enjoyable non-rail slide presentation by Carl Sparks.

Sunday's public show was an equally outstanding success, with just over 5000 people showing up, as compared to 1900 last year. It was a good thing we had arranged to have the entire Rec' Centre gym this time, giving us lots of room for the bigger crowd.

I want to thank all who participated, and especially the Trains '88 organizing committee for a job well done.

Look for it again next year!

Gordie

Workshop Words

By the time you read this issue, the January Beginners Workshop will have taken place, and February's ever-popular Annual Swap Meet will be high on the agendas of many Seventh Division members and non-members alike. As usual, a ten per cent commission will be paid to the Division by all sellers, while buyer admission remains free. Please remember, however, that **sellers and organizers are the only people allowed in before 1:00 PM.** In the interest of fairness, please co-operate with those involved in setting up the event.

March will see a special program of presentations and displays of British model railroading (railwaying?) hosted by the Top Link club, and

April a participation workshop on the many ways of building trees for your layout. Further details next issue.

Achievement program report

Gordon Varney, MMR
AP Chairman

I am pleased to report that Greg Kennelly was presented with his Master Award as a Dispatcher at the Trains '88 banquet.

As well, seven models were submitted for AP judging at the meet, with Cyril Meadows' scratchbuilt On3 ore car taking a Merit Award and Best in Show honours with 108 points. An N scale CPR section house by Hank Menkveld also qualified for a Merit Award.

Congratulations to the winners and thanks to those who entered models. Please try again!

Gold Spike reminder

Hank Menkveld

With the holiday season behind us, it is time to look forward to a whole new year of model railroading and all the fun associated with our great hobby. There is, however, something else I would like to remind you to do, and that is to nominate someone you feel would be a deserving recipient of the Ross Heriot Memorial Gold Spike Award for 1989.

For our newer members, who may not be familiar with the award, let me explain: The Seventh Division has an annual award in the form of a gold spike mounted on an engraved plaque. Nominations are accepted at any time of the year and will be kept in the active file for three years. The certificate that goes with the award reads as follows:

In appreciation of his/her unselfish devotion of time and effort to further the aims of the NMRA and the PNR, as well as the hobby of model railroading through assistance and services for the benefit of all model railroaders within the Divisional area

The Gold Spike was established in 1968; following is a list of previous recipients to date.

1968 Frank McKinney	1979 no record
1969 Norm Szun	1980 Art Jones
1970 Phil Crawley	1981 Hank Menkveld
1971 Doug Harmon	1982 Tom Beaton
1972 Cyril Meadows	1983 George Beil
1973 Doug Stevenson	1984 Brian Pate
1974 no record	1985 Shirley &
1975 Fraser Wilson	Rob Heap
1976 no record	1986 Phil Magnall
1977 Ken Vere	1987 Carl Sparks
1978 Ken Griffiths	1988 Bert Battey

The deadline for nominations this year is February 28, and they may be mailed to:

Hank Menkveld
10689 McSween Road
Chilliwack, B.C.
V2P 6H5

Presentation of the award will take place at the first Seventh Division sanctioned meet near the recipient's place of residence. I hope this reminder will help to bring in a large number of nominations, so that we may be able to keep the tradition alive.

Trains '88: Doing it right!

There was more than a little anxiety among the members of the Division's Standing Committee when the final plans for Trains '88 were approved last fall. The subcommittee organizing the event had upped the ante considerably over the previous year: hundreds of posters had been printed, an unprecedented media blitz was snowing publicity on every visible target, the exhibition hall size had been doubled, and a full-blown divisional meet had been added to the agenda. Billed as "western Canada's largest model railroad show", it had grown to a two-and-one-half day event, and preparations had consumed an amount of funds perilously close to the entire revenue generated by 1987's record-setting attendance.

Almost 2000 visitors had gone through the doors of Trains '87, and nothing less than a substantial increase in that number would be needed for the 1988 version to be a success. The modellers' meet was also a big question mark: would the trickle of registrations increase in time? Would there be the same enthusiasm for a Fall Meet in the Lower Mainland as for a Spring Meet in the Interior?

The mood was optimistic, but there was a definite element of suspense in the air.

By late Sunday morning, it was apparent no one need have worried. The Fall Meet had come off flawlessly the day before, with 132 full registrations, plus day passes and enough extra dinner tickets to sell out the banquet. Response from both Interior and local modellers had been outstanding, the half of the hall available that day filled to capacity with displays, and workshop rooms crowded with eager listeners.

One hour into Sunday's public show, the previous year's attendance figure had been surpassed. Even with the second half of the hall opened up for more displays, the crush of humanity was almost phenomenal. To work one's way across the hall to the entrance was to know what a salmon feels like in a fall spawning run. When the doors closed on Trains '88 five hours later, over 5,000 people had taken in the show.

The few glitches that cropped up were more humorous than serious, such as the crowd's inability to distinguish ballot boxes from those intended for door prizes and grand prizes - or between the latter, for that matter. Anything resembling a paper slot was vigorously stuffed with all manner of tickets, as those who had to sort the thousands of pieces will attest! Some new ballot boxes are probably in order for Trains '89. (Any written suggestions regarding refinements in the show format are welcome, and should be forwarded to a Standing Committee member before the end of January.)

At the bottom line, the Division netted sufficient funds to not only cover the show outlay and the usual revenue upon which our operation depends, but to look at expanding activities and services.

This, too, is an area in which member input is invited.

With the positive feedback and glowing reviews Trains '88 has been getting, it looks like we're on the right track. In this case, bigger is indeed better!

Editorial note:

Credit is definitely due to a number of individuals who planned and organized the show, but there are three to whom we feel special thanks are due:

Without the tireless efforts (and probably the amiable personality) of John Fysh, the stunning and completely unprecedented array of door prizes would not have materialized.

Working hard behind the scenes at any meet or convention is the registrar, and the 7th was fortunate to have Carol O'Dell, who not only spend untold hours on the duties of that position, but generously lent the resources of her accounting firm to the cause as well.

Longtime Division publicity director Dick Sutcliffe is one of the few faces still with us from show committees of four or five years ago, and his thorough blitz of information played a very large part in bringing out the huge crowd.

Finally, if anyone left his mark on Trains '88, it would have to be committee chief Scott Calvert, whose professional approach and organization were evident in the smoothness with which the show came off.

A Bulletin Board hats off to them and the rest of the organizing committee!

Dome show a disappointment

The Seventh Division participated, for what will probably be the last time, in the annual Vancouver Toy and Hobby Show at BC Place Stadium last December.

Rather than growing from its encouraging start, the show has become smaller and less interesting, according to many who attended the pre-Christmas event. High booth prices coupled with heavy competition, shoplifting, and a lack of actual buyers apparently eliminated most local hobby stores - and all model train retailers - from the show this year. Manufacturers, eastern distribu-

tors, some craft sellers, and hobby organizations were all that remained. Public attendance was down, as was the festive mood that pervaded previous shows. In response to the generally negative reviews, the Seventh Division Standing Committee voted to decline participation in future versions of the show.

Product Review

Bachmann's Big Hauler worth a look

Phil Magnall

Shortly after the *BB* editorial request for commentary on garden railways, what should show up at a local hobby store but the latest new product from the surprising and unpredictable Bachmann Industries! By now you will no doubt have seen or read about the firm's plunge into the suddenly burgeoning world of G scale, and a brief summary of the pros and cons of their efforts, as seen by a hobby modeller, might be in order:

Pro:

Value - at under \$200 for an American ten-wheeler and three cars, it can't be beaten.

Radio control - ideal for use on long (including outdoor) pikes.

Sound - basic steam chuff with on/off switch

Quality - very nicely finished, perhaps due to unspoiled Chinese(!) craftsmanship.

Self-contained battery power - eliminates electrical worries on outdoor layouts.

Con:

Control (a) - controller has very small range of movement, making slow speeds a challenge.

Control(b) - transmitter must be aimed at train, and signal is easily blocked by vegetation, furniture, people, etc., although range is good.

Sound - chuffing is at half speed (2 per revolution), and continues to hiss if train is stopped when sound cam is making contact.

Reverse - the gears aren't made for this!

Noise is considerable when backing up.

Verdict: a good value for the money. We also anticipate seeing many magazine articles on upgrading this and future Bachmann G products.

Presenting a recently rediscovered article from the days of the typewritten Bulletin Board which your editor is not prepared to reset just to fit the decor!

"Speckle-painting" for greater realism

Phil Magnall

Quick: what colour is an asphalt road?

If you answered "black", go to the back of the class. But if you answered grey, you only get half-marks. While grey may be the overall effect, asphalt paving is, like so many other surfaces around us, a mixture of a great number of colours. The average road contains everything from quartzite white to tar black, as well as a fair spectrum of browns and tans. Similarly, the sidewalk is not "beige", nor is brick simply "brown" or "red". Yet these facts are commonly overlooked in scenery and structure modelling, as we blithely spray our can of Brick Red on the side of a warehouse or airbrush a bridge pier with Floquil Concrete, only to wonder later why it doesn't look quite as good as we had hoped.

In fact, to realistically reproduce these materials, it is necessary to duplicate, even at an overscale size if necessary, the actual variegated colours of the real thing. This is easily accomplished by what has been referred to as "speckle-painting"; simply spraying several extremely light coats of appropriate colours onto a surface, but allowing the paint to form tiny droplets in the air rather than the usual practice of making sure a smooth, even coat is put down. The latter is fine for painting a locomotive, but as seen all too often, when applied to the most carefully laid styrene street, the effect is far from realistic. How effective is speckle-painting? When I worked as a professional model builder, we were often called upon to indicate a brick finish of a very specific shade on a portion of a building. At a typical scale of 1:200, however, working the complex shapes out of embossed brick material would have been prohibitively costly, and we had to rely on paint alone to give the desired impression. Working from a sample of the actual brick to be used, the painter would lay down a base coat close to the overall colour, and then proceed to airbrush perhaps a half dozen colours over top, ensuring that each arrived at the wall as a coarse mist, all the while keeping an eye the eventual colour effect to be achieved. Sometimes this involved the use of such un-bricklike colours as pink or green, but the results were so convincing that I never heard one question asked about the type of material we were trying to model, even though there was no brick texture whatever present.

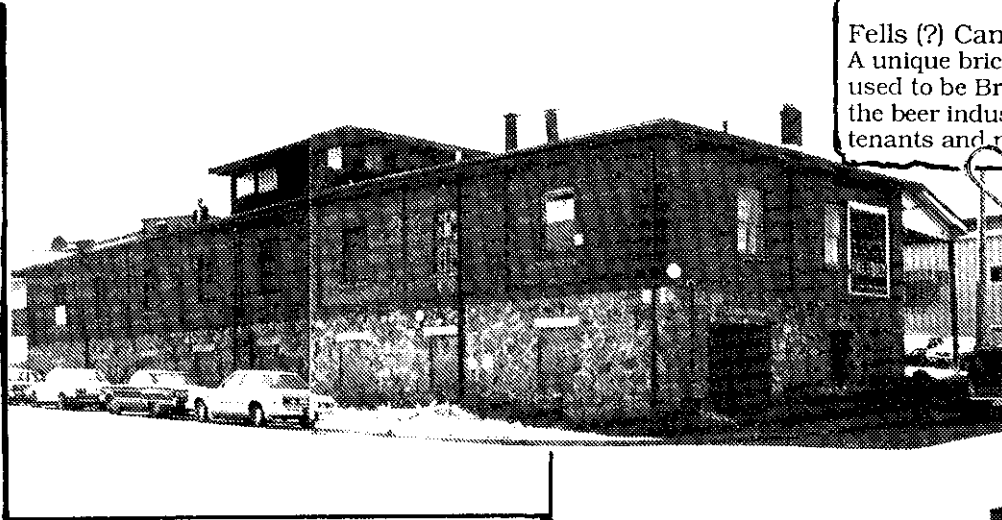
Happily, similar effects can be achieved at home with no more than an assortment of spray cans, although an airbrush is a definite asset. Sprays are much coarser than an airbrush, but this is, to a degree, desirable when speckle-painting. If you're using your Paasche or Badger, you must keep the air pressure lower and/or the paint thicker than usual in order to get the same coarseness. The advantage is that you can more easily control the colours you use, something of a necessity if modelling a particular prototype.

Next issue: Painting a road, plus spray can "palettes" for speckle painting.

Vancouver buildings worth modelling

text and photos by Phil Magnall

Trains and railway structures aren't the only things that tend to disappear just before we were about to get round to photographing them for future modelling projects. Off-rail structures with charm, classic lines, or just plain funkyness have a dismaying habit of burning down or falling overnight to the bulldozer as new housing and office space slowly pushes industry out of the inner city. Recently, the Bulletin Board went out to take some overdue reference shots of a few of the buildings we've had in mind for some time. All would make great features on a model railroad.



Fells (?) Candy Factory, 280 E. 6th Ave.
A unique brick and stone structure situated on what used to be Brewery Creek, and which probably served the beer industry in the 1880s. Has had a number of tenants and now looks to be used for storage.



Paperboard Industries, 85 W. 1st Ave.
Formerly a salt company, and painted an industrial green, this clerestory-roofed beauty handled boxcars on the street trackage in front of the loading dock. The two ducts beneath the roof peak once continued as swivelling loading chutes.



Opsal Steel, 97 E. 2nd Ave.
Probably the last wooden structure of its kind in the city, complete with a wonderfully incongruous art deco office addition. Note roof vents, shaded lettering.

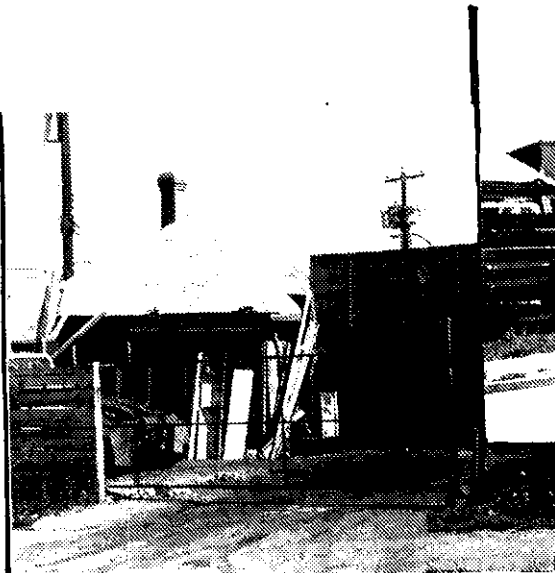
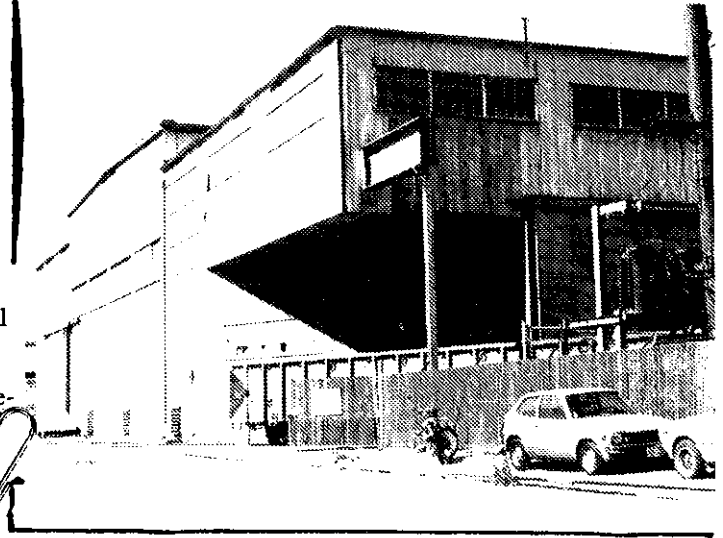




Western Front Lodge, 303 E. 8th Ave.
A classic western wood structure that appears to have been some sort of industry, to judge from the roof vents. Water wheel and anemometer are recent decorative additions.

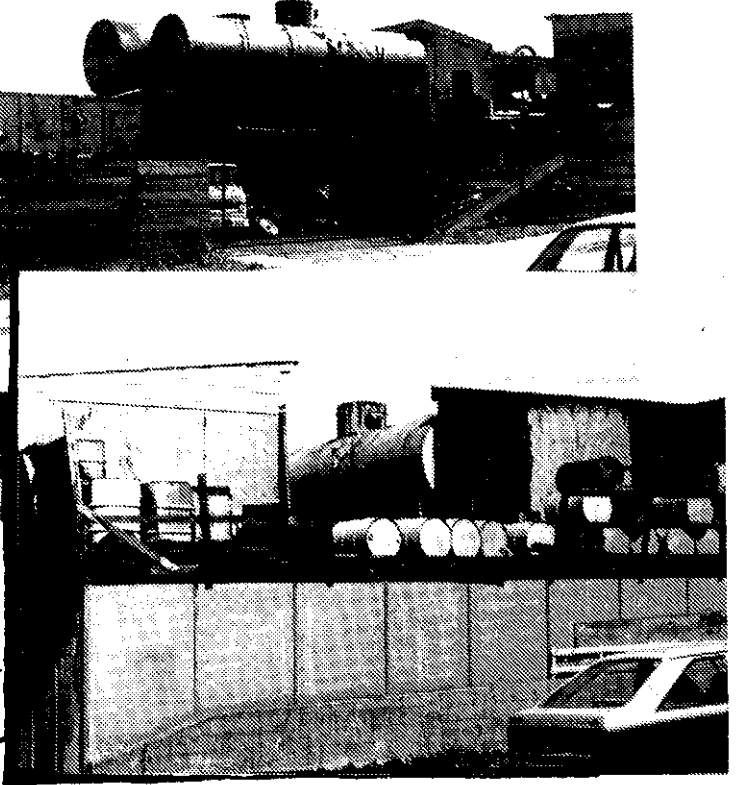
Canron, 100 block W. 1st Ave.

A study in how to weather and detail a corrugated metal building! Note how corner is cut back to allow rail access to the yard. The post does not look substantial enough to hold up the overhang, which is probably safely cantilevered with the help of that stiff-looking I-beam.



Insul Plastic Building Products,
586 W. 6th Ave.

Formerly the distributor of a roof sealant, this rapidly decaying structure is a natural for model railroads, where it could be used as a small oil or motor fuel firm. Note the ex-railcar tanks, and the marvelous jumble of shacks, platforms, and barrels.



7th Division Timetable



February 12, 1989

7th Division Workshop: Annual Swap Meet. Oakridge Auditorium in Oakridge Centre, 41st and Cambie, Vancouver. 1:00 PM to 4:00 PM.

March 12, 1989

7th Division Workshop: Modelling British Railways. Hosted by the Top Link Society. Time and place as February 12.

April 9, 1989

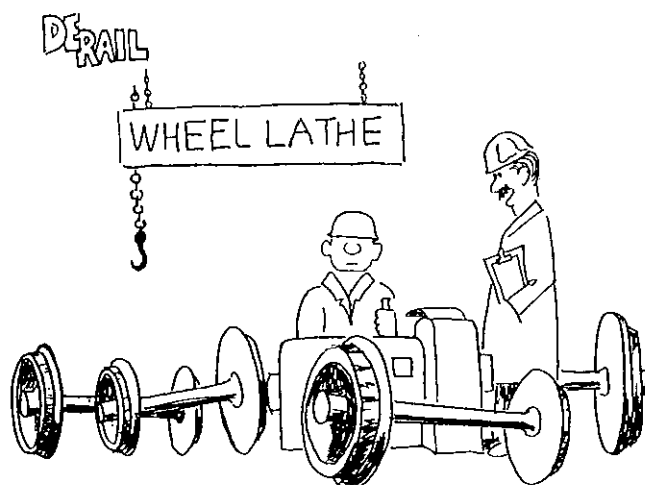
7th Division Workshop: Tree Making. Favourite methods as presented by various local modellers. Time and place as February 12.

Notice to Advertisers

The *Bulletin Board* is discontinuing its directory of model railroad retailers due to a lack of interest, as indicated by a number of delinquent accounts. We will still gladly accept advertising, but will now leave the matter entirely up to the advertiser; if you wish to advertise your business, please contact the *BB* for rates.

The Seventh Division is pleased to have
Gary Hazell

on board as an Interior representative of the Standing Committee. Gary has volunteered to act as a travelling liaison officer from his home base in the Salmon Arm area, passing on information, questions, and suggestions between the Division and Interior groups.



"YEAH, WELL, IT TAKES A WHILE TO GET THE FEEL OF THE MACHINE."