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Scott Calvert
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V3J 7T2

November, 1989

BULLETIN BOARD



Wintertime is Railroad time!



BCER Interurban by Phil Magnall

Official publication of the Seventh Division, Pacific Northwest Region,
National Model Railroad Association (Canada)

Trains '89 Schedule, page 4

National Model Railroad Association

- () Regular, One Year \$22 (US funds)
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The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association headquartered in Chattanooga, TN. It is a charitable organization dedicated to preserving our railroad heritage through promotion of model railroading, and by promoting and recognizing craftsmanship and service to others within the hobby.

President, NMRA Canada: Steven Stark (Vancouver)

7th Division Bulletin Board

The 7th Division Bulletin Board is published by the Seventh Division Society of British Columbia, a registered B.C. non-profit society, and is the official publication of the Seventh Division, Pacific Northwest Region, of the National Model Railroad Association (Canada). It is distributed to all Seventh Division members and associates in good standing, and is published six times a year, in January, March, May, July, September, and November.

Editorial opinions expressed herein do not necessarily reflect those of the Seventh Division Standing Committee.

Contributions of letters, articles, event news, plans, photographs, and art are welcome, and may be sent to the address below. Cutoff date for upcoming issues is the 12th of the month preceding publication. All communications directed to the Division should be forwarded to the Superintendent. Memberships, renewals, and address changes must be sent to the membership coordinator.

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277-2421

Page One

In a hobby newsletter such as this, it may well be a bit presumptuous to comment on a national issue such as the recent drastic cutbacks to VIA Rail, but there are some aspects involved which need no great expertise to fathom. The government would have us think that in Canada today passenger rail service is simply untenable. VIA requires greater subsidy all the time, despite high ridership levels on many routes. "Cut back service and increase use" seems to be the theory.

On the surface, they might seem to have a point. Passenger trains were running at a loss long before VIA took over from CN and CP, and faced with competition from the buses, cars, and airplanes that weren't around when they started, their future looked dim. Trains don't go to very many places, and get to those they do at a rather leisurely pace. Faced with complaints, abandonment applications, and increased demands for handouts, the federal government did the railroads a big favour and formed VIA Rail in 1977. Passenger service was proclaimed a sacred part of the Canadian fabric, and VIA would see to its preservation.

What wasn't clear at the time was that "preservation" would be applied in the same sense that museums use the term, with obsolete steam-heated cars and old breakdown-prone FP-type locomotives repainted and pressed into service up to the present day. The railroads' contribution would be to sell now-surplus equipment, enjoy profitable maintenance contracts for it, and collect fees for the use of their lines! By contrast, the American experiment with unified passenger service, Amtrak, was offered to US carriers as what it was: a chance to get out of unwanted passenger service clauses in their charters. Most jumped at the opportunity, even though they would not be getting the fees their Canadian cousins got. Amtrak bought their own switchers, took over and put up stations, and built maintenance facilities. They ordered Amfleet and Superliner cars and a new generation of fast passenger locomotives to pull them.

The jokes about prepacked Amtrak food versus VIA's cooked-onboard menu and white linen were scant comfort when American trains started gaining passengers and a pretty good reputation for reliability. Better food meant little if you were stuck on a siding for 45 minutes waiting for a freight to pass or stuck at a station for half an hour because the bacon fryer was broken (both personal experiences, should you wonder). Today, despite the inherent limitations of trains, Amtrak is a going concern and a practical method of getting from a lot of points A to points B, which is what it's really all about. History, tradition, and the romance of the rails don't stack up against debt load, inefficiency, and worn-out equipment.

VIA's latest move into the future, a 51% cutback in service, will do nothing more than drive a few more nails into the coffin of Canadian passenger rail, and the government has to know it. The real answer would be to give it a fair chance. They made VIA in its present form, and they could unmake it and do it right - if they wanted to.

The *Bulletin Board* at last has its own computer!

No longer must we rely on other people's machines being available! Never more will we have to rent one when they aren't! Gone are the all-night rushes to get the *BB* into print! No more excuses for late publication... oh well, there's always a down side to everything.

Phil

From the Superintendent's Desk

Gordon Varney, MMR

I would like to congratulate Standing Committee legal counsel and Director at large Steve Stark on the successful completion of the Canadian incorporation of the NMRA. He is now the president of NMRA (Canada), and as such is automatically a vice-president of the NMRA. Steve has contributed a great deal of personal time and legal expertise toward incorporation over the past few years, and deserves our thanks.

I was truly saddened to learn of Jim Ferrier's death last month. I had known Jim for about 20 years, and could count on meeting him at our various shows and meets. He would always say hello, shoot the breeze for a few minutes, and then pull out the list of information or photographs he was currently looking for. Just a great guy.

I hope you are firming up your plans for the Fall Meet and have those exhibits and contest entries almost finished. It's going to be a dandy!

See you there...

Gordie

Workshop Words

Following the Trains '89 show in November, the Second Sunday Workshops get right back on track - on the *third* Sunday of December! Such are life's uncertainties that we are occasionally pre-empted by other events. On the 17th, we will offer a respite from your Christmas shopping in the form of a session on the basics of building your layout once you've taken the lessons of the September and October workshops to heart and have your ultimate trackplan in hand. Various approaches to constructing benchwork, scenery, and wiring will be covered in some depth.

January 14 is our now-traditional comprehensive Beginner's Workshop where assorted members share the benefits of their experience over a dozen or so tabletops. Everything from layout design to Kadee couplers is explained and demonstrated in this popular show. If you are following the current series of presentations, it's a great opportunity to go into greater depth on any aspects of the hobby with which you want more help.

And, let us not forget, February 11 is the biggest of them all, the Annual Seventh Division Swap Meet. It's a great opportunity to clean up the hobby room and maybe pick up a deal or two at the same time! **BB**

The *Bulletin Board* regrets to announce the sudden passing at age 46 of Victoria resident **Stephen Reynolds** on August 21. Stephen had been a member of the Division for a relatively short time, but his friendly disposition and interest in others' opinions had made him a number of friends. He was an enthusiastic N scaler and active member of the Train Gang Ntrak group. Stephen is survived by his wife and four children, to whom we offer our deepest condolences.

Several of our regular contributors have written commentaries or passed on recollections on the occasion of the sudden passing of one of the Division's most respected and well-liked members. We have compiled some of their thoughts into the single piece which follows.

Long time Division member and CPR historian **Jim Ferrier** of Kamloops died tragically in September following an automobile accident. Apparently Jim was returning from the Portland PNR model railroad meet when he decided to detour via the railway station. On the way his car was broadsided when a vehicle being pursued by police ran an intersection. Jim was widely regarded as an expert on Canadian Pacific steam, and had amassed both a huge archive of historical photographs and a comprehensive collection of beautifully-finished HO models, the latter of which was often on display at modellers' shows.

Jim was a consistent participant at modellers' events, for providing others with the results of his research was one of his great satisfactions. It is recounted that when a modeller was referred to him with some questions about a class of CPR steam locomotives, Jim immediately invited him over and had not only a thick stack of photographs and specifications but three models of different subclasses ready to be studied when he arrived. Despite such resources and expert knowledge, Jim remained quiet spoken and gentlemanly, preferring to share what he had instead of using it to attain status.

He will truly be missed by his many friends throughout the Region.

Gary Hazell
Gordon Varney
Phil Magnall
and others

It's NMRA (*Canada*) now!

If you are a resident of Canada and have an NMRA card, you are now a member of the National Model Railroad Association (Canada). Thanks in large measure to Seventh Division Standing Committee director and legal counsel Steve Stark, Canadian incorporation of the NMRA has been approved! We now have our own voice in the affairs and operation of the Association. The NMRA(C) will also be responsible for handling public shows and other events in Canada.

It should be understood that no changes whatsoever will take place in regard to members' status, membership costs, or Division boundaries. What we do get is charitable status for the organization and a permanent voice on the NMRA executive, since the Canadian president will automatically become an NMRA vice-president. Appropriately, our first president is the man who worked so hard to make Canadian incorporation a reality - Steve Stark. **BB**



Interior Report

Gary Hazell

Interior membership update: Aug., 38; Sept., 39.

Items of interest:

Jim Ferrier's tragic death last month has touched many people; he was a faithful supporter of NMRA meets at all levels, a member of the Kamloops Model Railroaders, and involved with the museum. The model railroaders of Kamloops are setting up a memorial fund to possibly sponsor a trophy award for merit or participation in the hobby. Anyone wishing to contribute to this fund can send their contribution to:

The Jim Ferrier Memorial Fund
c/o Phil Strange
2462 Parkview Drive
Kamloops, B.C.
V2B 7J1

The last two months have also seen both **John Wise** and **Ralph Cooper** of Vernon critically ill, but I'm pleased to report they're now doing well.

Boise, Idaho, has scooped Vernon on the name "Centennial" for their '92 PNR Convention. How about "Okanagan Rails"? The NOMRA will be at the Village Green Mall during the last week of October.

The Salmon Arm group had a very successful camp-out and corn roast September 8 through 10. Eighty-six people attended and **Bob Kellar** of Onboard was able to show his new bi-polar pulse control system. The system will allow for 128 different addresses, or codes, for locomotive control, be compatible with the tone system, and have full sound.

The model railroad groups in Kamloops are considering the possibility of combining into one umbrella group, forming a society, and looking for a permanent home. They are also building a diorama of Monte Creek for the Kamloops Museum.

Ken Vere, formerly of Kamloops, is now living in Grand Forks, and yes, you guessed it, has already organized a Thursday night group!

Rumour has it that the Kelowna club will be starting a new modular layout as well as their Laurel Packing House display.

The Roundhouse Gang, with members in Trail, Rossland, and Fruitvale, meets every second and fourth Monday on a round robin basis. Contact Jack Sigsworth at 368-3270 for information and next location.

The Penticton Club is progressing well on their SS Sicomous layout. Sub-roadbed has been completed and track is now being laid. The mainline will be some 500 feet long! They are also discussing the modular concept for a portable display. The club meets every Tuesday. **BB**

Modeller's Tip: HO Grain Hoppers

Cliff Basler

If you're looking to upgrade your Model Power and Bachmann grain hoppers with new trucks, you will find that the Bachmann wheelsets, with axles removed, make an excellent adaptor for the Model Power bolster holes - they're a perfect fit.

Glue the wheel into the hole, then saw off and file flush. Tap the axle hole 2/56 for your truck screw, and you'll have a perfectly centred hole ready for a pair of good trucks. **BB**

Moving? Send your change of address to:
7th Division membership co-ordinator,
102 - 220 Cambie Street,
Vancouver, B.C.
V6B 2M9

Video Views

Just a quick update from the Division's Video Librarian Carl Sparks:

Since the first tape was purchased in November of 1988, there have been over 285 loans made to members and associates.

Total number of tapes available as of early September: 34.

The 35th addition to the list is "How to Operate a Steam Locomotive."

If you have a VCR and haven't taken advantage of some of the fine tapes available for the cost of return postage or delivery to Carl, you're missing out on one good deal! **BB**

Spring Meet returning to Interior

Seventh Division members will be pleased to learn that the annual Interior Spring Meet will once again take place next year. The venue for the sanctioned, full-feature meet will be Kamloops, which last played host (to an excellent event) three years ago. The **BB** will have full details and registration forms in plenty of time for registration.

Also of interest is news that another centre has entered rotation of host towns and cities: Salmon Arm will host a Spring Meet in 1991. **BB**

British railway group honoured at Linden show

The Vancouver area's Top Link Society was obviously a hit at the annual International Model Train Show in Linden, Washington. During the show, which ran September 30th and October 1st, judges were afoot rating the quality and popularity of the many displays and layouts. The Top Link's approach of hands-on public operation of their portable layout went over so well that not only did it garner Best Operating Layout honours, it was judged Best in Show overall!

There will be an excellent chance to meet members of the Society and see their work in the March 11 Second Sunday Workshop next year. **BB**

Don't forget the *Bulletin Board's* spectacular (?) **6x6 Contest at Trains '89!** It's the only one that gives out hobby store money to the top three entries. How crass! Remember: all you have to do is build anything to do with railroading in any scale in six by six inches (that's 15.2 cm x 15.2 cm. for metrified folks). Your base can be no thicker than an inch (2.54 cm.), and nothing can extend beyond the 6x6 limits at any level, although there are no restrictions on scenery or structure height, the design, materials, taste, you name it! Just :

(a) be an NMRA member or Division Associate and
(b) bring it (them) to Trains '89

All entries will be judged by no particular standard other than the hastily-chosen judges' own prejudices, but you can kinda guess that humour will count.

Trains '89 event schedule

As accurately as we can make it, here's how it unfolds:

Friday, November 10

1700h-1900h: Early registration at Cameron

Rec' Centre; sign-up for layout and prototype tours.

1900h-2200h: Layout tours.

Saturday, November 11

0700h: Hall doors open for display setup.

0830h: Registration opens.

0900h: General Meet Admission; contest entries open.

1000h: Workshops and videos begin.

1500h: Deadline for AP judging entries; popular vote ballots counted.

1600h: 6x6 judging takes place.

1700h: Hall closes; no admittance except through meet administration and security.

1800h: Banquet room bar opens.

1900h: Banquet begins. After dinner speaker: author and historian Robert Turner.

Sunday, November 12

0700h: Doors open for display setup.

1000h: Public show opens.

1530h: Ticket sales cease.

1600h: Public show closes.

1615h: Takedown begins.

1830h: Hall closes.

Monday, November 13

1000h: Planned VIA shop tour (register with John Green when you arrive Friday or Saturday, as spaces are limited). Note: tour cannot be confirmed at this time.

1000-1200h: VHOMR Club open to visitors in the VIA (CN) station at Main and Terminal. **BB**

Solid-core structures II: Building a warehouse in N or HO

Phil Magnall

Last issue, we looked at some of the advantages of using solid, or at least very rigid, core construction when building model structures. This month, we'll tackle a relatively simple corrugated warehouse using this method. The plans provided can easily be modified to enlarge the building, or to make it fit an existing space. First, we'll need the following:

Tools:

A table saw with a good acrylic cutting blade, such as one with carbide teeth

A tri-square or machinist's square

The usual tools - knife, sanding block, scribe, etc.

Materials:

1/8" to 1/4" Plexiglas or other acrylic sheet stock, preferably dark-tinted

Corrugated metal siding such as Campbell's

Acrylic solvent cement and contact cement

Strip wood or styrene, about .020" square for N and .040" square for HO

Plastic sheet, thin acrylic, or card for the roof

Siding and trim paint (the latter preferably not lacquer)

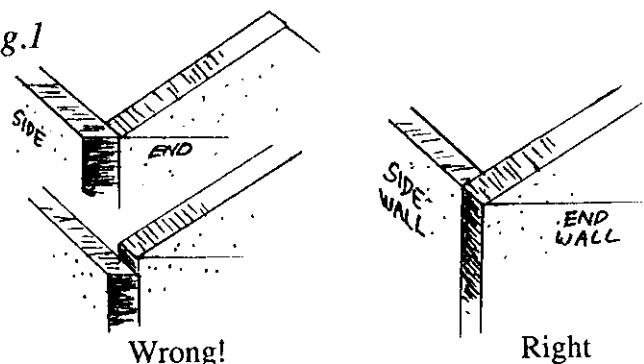
Note that all the acrylic can be cut at once and the rest of the assembly done without further use of a table saw, making it possible to have your pieces pre-cut by a plastics fabricator or a friend if you don't own a saw yourself.

Begin by laying out the walls, either with pencil on the unprinted protective paper or a scribe directly onto the acrylic. Use the square against the best edge of your material to ensure accuracy, and make sure that all walls with sloped or peaked tops are treated as *ends*, with adjoining walls fitting *between* them (fig 1). Cut them out, and use a jointer, disc sander, or simple sanding block to finish sizing the walls if they are not completely accurate.

Before beginning assembly, remove the paper from one side of each wall, if you haven't already, and use the scribe and square to engrave the window mullions

directly onto their surfaces. Tape the walls firmly to your work table, and use the same pressure, and/or number of strokes to get an even depth of line. Horizontal lines in identical windows can be carved across the entire sheet, and lines in both directions will come out cleaner if started and finished beyond the window's edges. You want to carve a noticeable groove into the surface.

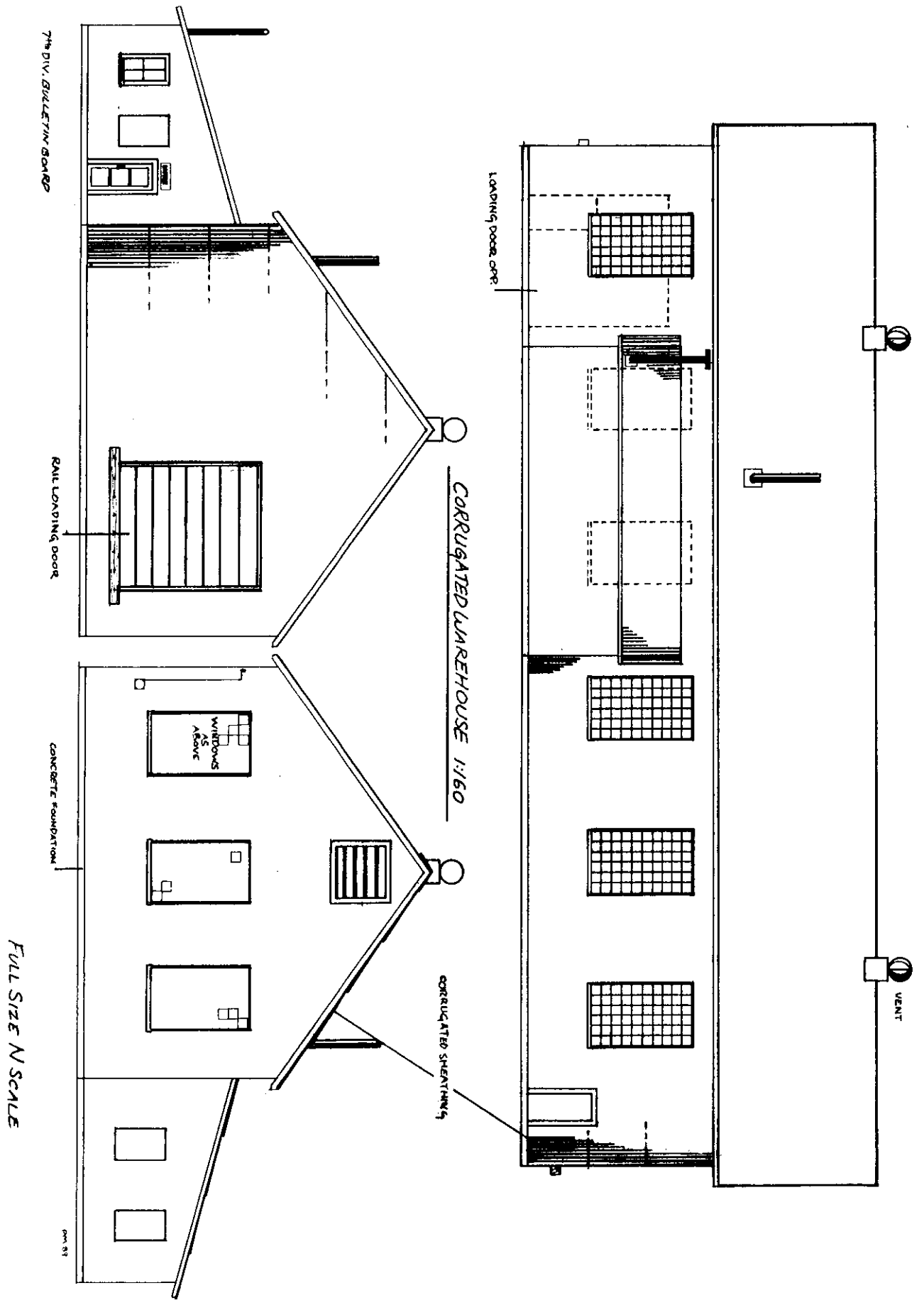
Fig.1



Take your trim paint and wipe a small puddle of it across the scribed sheet with a cloth so that it remains only in the mullions. The many combinations of different paints, cloths, and groove depths possible may mean a little experimentation is needed to determine how long the paint should sit before wiping, but it shouldn't be too hard to figure out. Prepaint the trim strip, and then frame your windows and door locations with it.

Next, assemble the walls using the acrylic solvent by holding them together and using a small paint brush to apply it to the joint. Again, use the square to ensure everything is vertical *and* at 90 degrees. Use the contact cement to apply the corrugated siding to all the walls (or you might use stripwood on the office for variety). If you do not prepaint the siding, mask the windows before applying it - unless, of course, you want to leave it natural metal colour - and spray paint it afterward. The roof panels can be covered with metal or, if you wish, simulate roofing paper with strips of masking tape painted an appropriate colour once applied. On large models, make sure they are braced inside to prevent sagging before glueing them to the building. Doors should be painted and installed, along with any other details such as vents, electrical boxes, and signs.

Weathering a metal building can be fun, and can range from dusting with rust-coloured chalk pastels to pre-etching individual panels with circuit-board etchant (the latter has been covered in the commercial press, and requires caution). If the windows look too clean, air-brush a light dusting of tan over the whole building. Breakage can be effectively represented afterward by painting the odd pane with flat black. **BB**



NScale Mini-Convention slated

Tim Horton

Plans are now well in hand for the first annual Pacific Northwest N Scale Mini-Convention, to be jointly sponsored by the Train Gang NTrak group of Vancouver and the Seventh Division. The date and location have been finalized and are listed in the Timetable on page 8.

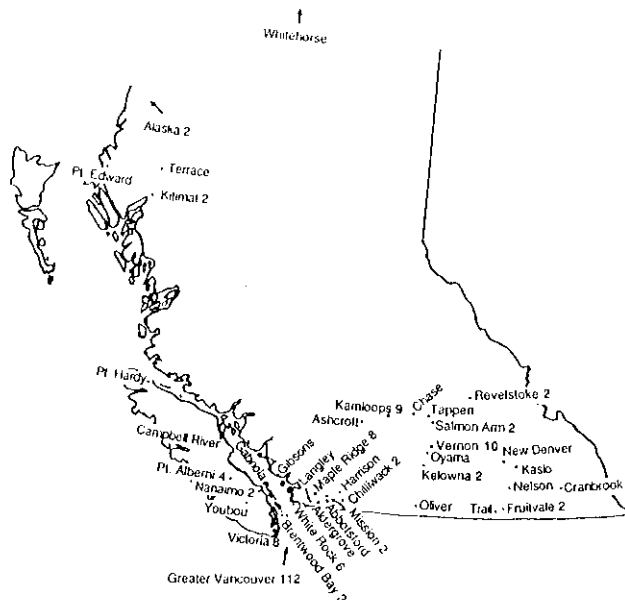
The mini-convention will feature a large operating NTrak layout, display tables for dioramas and models, videos, clinics and workshops, contests for favourite models and modules, and door prizes and awards. It is also planned to have Achievement Program judging for those modellers interested in taking part in the AP.

Further details will be announced in the January Bulletin Board. For more information, call Tim Horton at 922-1856 or Greg Kennelly at 437-3499.

Don't forget to mark this event on your calendar! **BB**

Where we are across the 7th Division

Have you ever wondered how many Division members live in various places? This map will give you some idea. Locations with no number have only one member. **BB**



Locations with no number have a single member

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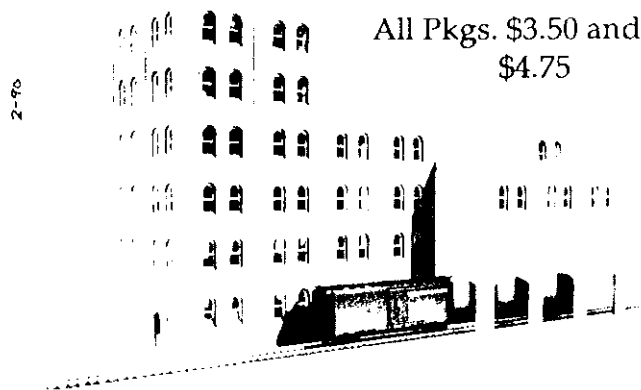
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7th Division Timetable



November 11 & 12, 1989

Trains '89: 2nd 7th Division Fall Meet. Cameron Recreation Centre, 9523 Cameron, Burnaby. Workshops, AP judging, layout tours, banquet, special events. Public show Sunday the 13th. See form below and page 7 for details.

December 17, 1989 (*note: third Sunday*)

7th Division Workshop: Putting a layout together; applying what was learned in September and October! Oakridge Auditorium in Oakridge Centre, 41st & Cambie, Vancouver. 1:00 PM to 4:00 PM.

January 14, 1990

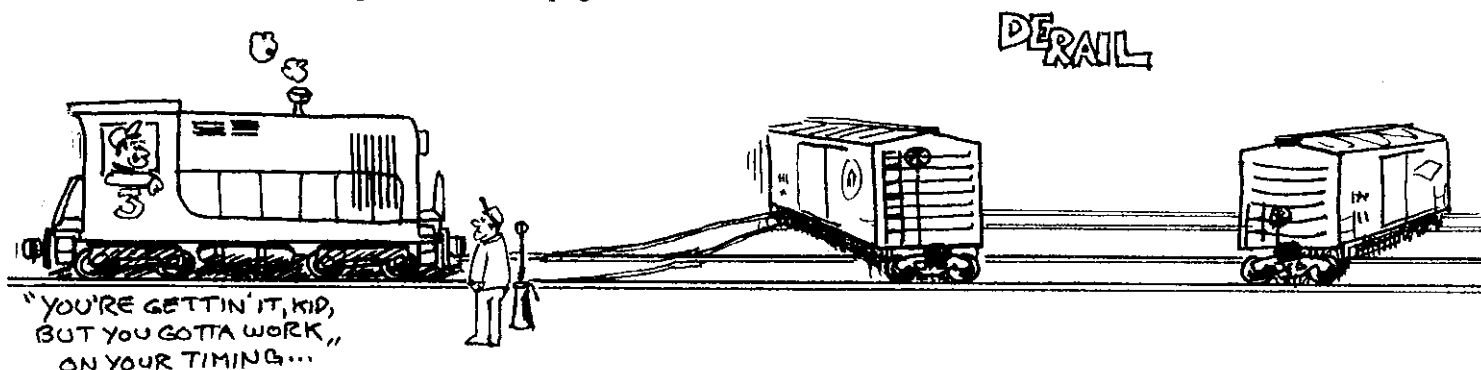
7th Division Workshop: Annual Beginners' Workshop. Multiple tabletop clinics and advice for novice or old hand. Location and time as above.

February 11, 1990

7th Division Workshop: Annual Swap Meet. Sellers admitted from noon, but **absolutely** no buyers before 1:00 PM! Location and time as above.

February 25, 1990 (Sunday)

Pacific Northwest N Scale Mini-Convention, Marlborough Elementary School, 6060 Marlborough Avenue Burnaby, B.C. 10am to 4pm. Details on page 7.



Trains '89 Registration Form

Name(s) _____

Address _____
PC: _____

Please check one of the following: (*non-commercial only*)

- ☐ I will require less than one table of display space.
☐ I will require more than one table and have indicated my needs on the reverse side.
☐ I do not plan to bring any display items.

Rebates at show: \$5 for NMRA members

\$5 for those with displays or presenting workshops.

Cheques payable to: Trains '89, 7th Division PNR

Full fare with banquet

_____ @ \$28.....

Without banquet

_____ @ \$15.....

Banquet only

_____ @ \$18.....

TOTAL ENCLOSED.....

Mail to:

Registrar, Trains '89
102- 220 Cambie Street
Vancouver B.C.
V6B 2M9