

# Seventh Division Bulletin Board

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Some different r

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Workshop Layout

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FILE NOTE MAY '90

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BB must go out  
by 1st wk May  
2nd  
3rd  
4th  
SOON

- \* Contests @ Trains '90
- \* Video list update
- \* Gold Spike ballot

## Pacific Northwest Region

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Available to non-NMRA members 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/year

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## Interior Report

## Vancouver Island Subdivision

|                     |                    |                         |                         |
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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, renewal, and address changes must be sent to the membership coordinator.

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V7A 2H2

## Page One: LCL (less than column length)

We were delighted to get some response from our call for modellers' tips for the new *Bright ideas* column. A letter poured in the other day...

Come on, gang, let's get with it! We haven't spent time on a contributions harangue in ages. Are you going to make us do it again? Do you want the *BB* to start sounding like Channel 9 on pledge night? Well? Okay, then. We'll look for your contribution in time for the July issue. The more people contribute, the better the prize package we can justify.

We were brought up short by someone who shall remain nameless for neglecting to mention two participants and their displays in the review of N-Con 90 last issue. Here's a *BB* tip o' the hat to **Gene Daly** and his eye-catching high-speed trains/four seasons exhibit, and to **Bob Millar** with his two modules of NCat overhead catenary NTrak in British 'outline', as they say over there.

We would like to express our regrets at this point for the erratic arrival dates - all late - of recent *BBs*, including this one. Unfortunately, this newsletter is basically a one-man show, and our partnership in a new business enterprise has tended to pre-empt more than the occasional night of editing (not to mention sleep). If you have only a couple of evenings clear in as many weeks, and one gets "bumped" or they don't prove to be enough time, you're suddenly a fortnight behind. At any rate, our load will have been lightened somewhat by the time you read this, and future *BBs* should again be arriving near the beginning of the cover month.

The *Bulletin Board* is promised the usual comprehensive report on the Island Spring Meet in time for the next issue, but we wanted to note for now that the annual event was again a success, with over 300 people in attendance. Quite a good show *and* track record for a three-man organizing committee!

A while ago we ran a cartoon in which a speeder operator discussed the merits of clearing the track by tooting one's horn to the tune of "shave and a haircut, two bits." Aside from dating ourself, our only mild concern was that *real* railroaders would scoff at the idea of such an unorthodox signal (though we note the Switch-list thought it worth picking up - without credit to the *BB*). Not long afterward, we were driving south across the BC Rail yards west of the passenger station when the Royal Hudson, finished with some minor servicing at the shed there, began to roll slowly forward. Just to be sure we were watching, the engineer blew a short sequence on the whistle:

*Toot, toot-toot, toot, toot. Toot, toot.*

Those new diesels we mentioned in January - the General Electric Dash 8 40Cs - have officially arrived at BC Rail. At a Squamish ceremony attended by company brass and government officials, the sort-of traditional bottle of champagne was broken on the coupler of the first engine in the series, ushering #4601 into service. Bye-bye, big Alcos...

Phil

## From the Superintendent's desk

Gordon Varney, MMR

When you read the current Timetable, you will notice a new series of events taking place at some of our monthly Second Sunday Workshops. It was felt that an introduction of the hobby to newcomers in the Division was needed, and what better way to do this than actually showing a layout being built?

Your Standing Committee has decided to construct, over the next year and a half, a small, semi-portable, four-by-eight-foot N scale model railroad. The first Workshop consisted of planning the layout and constructing its benchwork. It will be followed by sessions on trackwork, wiring, scenery, backdrops, locomotives and rolling stock, and structures. Please note the schedule of Workshops in the Timetable so you won't miss one.

Also, any modeller who would like to assist us may contact Vies Szalanski at 581-8937.

When finally finished, the model railroad, complete with buildings and rolling stock, will be auctioned off at Trains '91.

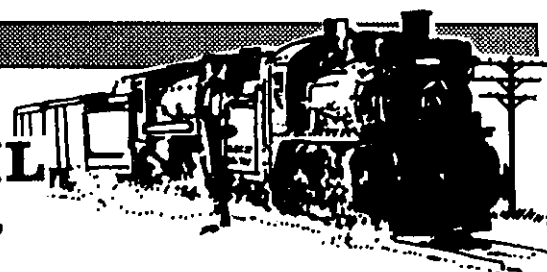
Gordie

## Gold Spike arrival rescheduled

The winner of the Ross Heriot Memorial Gold Spike, commonly known as the Seventh Division's "Man of the Year Award", is normally determined from mail-in ballots or letters before the Interior Spring Meet each year, at which function it has traditionally been presented. In recent years, when he/she has not been at the meet, it has been awarded at the next Division function in the recipient's home area. This time, the Spike will *have* to wait for the Fall Meet for one rather embarrassing reason: no nominations have been forwarded to the award coordinator!

The lack of response to the annual appeal for nominees may be in part the result of the mysterious non-receipt of Hank Menkveld's article for the March/April *BB*, apparently delivered by hand to the newsletter's "offices". If we somehow overlooked it, we extend our apologies to Hank and the membership. We would also ask you to **turn to page 7** and the nomination form thereon; please take a moment to see that one of the Division's many hard workers is recognized.☐☐

## MAIL CAR



A first time letter to the *Bulletin Board*.

I would like to commend Carl Sparks for the fine work he does looking after the Video Library. Although (I'm) in the boondocks, Carl has always been very prompt in sending and reserving videos. Members who haven't asked for them are certainly missing good railroad productions. I've seen them all! There's a very good selection of titles.

Maybe I'm getting old but I can't recall ever seeing the recipients of the the NMRA Golden Spike Award Certificate mentioned in the *BB*. Where could one get a list of people holding this certificate? It would be nice to know where they are located so that railroaders, if in the area, could write or phone for an appointment to view these layouts (if permitted by owners). I'm curious because I have the Golden Spike Award and would like to know who else in my area has one.

I enjoy the *BB* very much; it's easy reading, informative, and very rarely gets technical. Keep up the good work, Phil.

Lorne Sashaw  
Kelowna

Re: the recent very successful gathering of model railroaders in Kamloops.

It was great seeing modellers from Calgary to Vancouver Island, renewing old friendships meeting new modellers. On behalf of the committee, I would like to thank the Seventh Division for its support. In particular, I thank Dick Sutcliffe for bringing the signs, and Gary Hazell for all his work advertising the meet and promoting Seventh Division/PNR/NMRA activities at the meet.

I think the best part of the show was the individuals' models on display. Of the 100 or so registrants, 76 brought models for display. Only a fellow modeller can appreciate the time and effort which go into these displays. They are a great teaching tool as well. I saw a great many registrants return to a model for a second and third look. I was very pleased to see the variety of interests on display. We had many completely finished models, but also had several partly finished models which generated lots of interest, perhaps because many secrets get hidden in the finishing.

We had four portable layouts on display. The originals (Vernon and Kamloops) still generate lots of interest from the public, but the modellers were attracted to the new railroads.

Kamloops has a new portable that is the result of a night school class taught by David Adkins. The class was for kids, but *Dad* had to attend classes as well. They had such a good time together that when classes ended, they decided to build a portable railway together. The son/father theme was explained by signs on their layout.

Salmon Arm's new layout is *the* way to go. It is built on a steel tubing frame and has an indexing and leg system which allows extremely quick erection and dismantling. The roadbed is about 5 cm above the plywood, so should provide great scenery opportunities. Perhaps the *Bulletin Board* should do a feature article on it!

I hope all the registrants enjoyed their stay in Kamloops, and look forward to seeing them all soon.

Phil Strange  
Secretary, Spring Meet '90  
Kamloops



## Interior Report

Gary Hazell  
*April Membership: 45*

Kamloops held a very successful Spring Meet over the Easter weekend. Unfortunately, the number of registrants is somewhat nebulous as the computer plug got kicked out midway through registrations. Nice going, Gerry. Anyway, there were approximately 120 registrants, over 400 of the public, and 75 at the banquet. Among the highlights of the meet, there were six layout tours, seven clinics, and two new modular layouts, one by a father-and-son group led by **Dave Atkins** of Kamloops, and the other a "high-tech" layout from Salmon Arm. Kamloops and Vernon also presented their modules along with the many modellers' and commercial displays. The locomotive pulling contest was won by **Alvin Adams** of Gabriola, and car rolling was won hands down by **Al Wilson** of Salmon Arm with a new two-axle container car entry. **Bob Webster** of Surrey (soon to become Kamloops) presented a very interesting collage of slides and 8mm af-

ter the banquet, taking us back in time to traction of the '30s, plus bygones of BC Hydro, CPR, CNR, VIA, and BCR (PGE), as well as some "soon-to-be-bygones." A no-host breakfast meeting was held on Saturday and set a record for the Seventh Division Standing Committee as *eleven* members attended (more than at some of the regular meetings): one from Vancouver Island, three from Vancouver, two from the Kootenays, and five from the Okanagan. There was also representation from various clubs rounding out the group. A number of very positive items were discussed and will be presented later to the rest of the Standing Committee. The final recommendation made was to have a breakfast meeting at all future Spring meets, and make it open to all registrants to further the communication among modellers.

Thanks to all for a great meet!

**Pat and Gisele Quain** announced the sale of Quain's Trains to fellow Vernon model railroader, **Rick Marsh**. The new name is Trackside Trains (same address and phone), and hours will be noon to 5 pm Monday to Friday, and 9:30 am to 5 pm Saturday. All the best, Rick. Pat and Gisele have been very busy with their regular work and will now have more time for themselves. Pat now says he'll have his layout ready for the '92 Regional Convention in Vernon. A vote of thanks is due the Quains for their dedication to the hobby and for helping to bring model railroading a lot closer to the North Okanagan.

Kelowna Railroaders' Laurel Packing House layout is now open to the public Tuesday through Saturday, from 10 am to 5 pm, and will also be open Mondays starting in July. Be sure to drop by this summer!

Salmon Arm's idea of a bus to Boise failed to get enough support and has had to be scrapped. However, if any of you are interested in travelling in a caravan, railfanning hobby shopping on the way, please contact me at 832-2161 days, or 835-8628 evenings. ☐☐

## Video Views

Carl Sparks

It's time once again to bring you an updated listing of the Division's lending library of model and prototype videotapes. There are seven new additions, including two more in the popular *Great Model Railroads* series and, through the generous donation of Joseph Lavoie

of Kamloops, three volumes of *Trains Remembered*.

1. Warehouse on Wheels
2. SD40-2s in the Canadian Rockies
3. Continental Divide
4. Travel the BC Railway + Rails to Romance
5. Mile 63.5 + Seton Recovery + 995 Days + Road to the Cariboo
6. Parade of Steam + Steamexpo site + 6060 in the Canyon + Miniature Parade of Steam
7. Steam in Britain
8. Seventh Division Layouts
9. CN 6060 Freight to Vancouver
10. Snowplow with CN F7s
11. VIA F's in the Rockies
12. BCR Steam with 2860 and 3716
13. F-units in winter in Canada
14. Cutting Scale Lumber
15. Diesels on the Union Pacific
16. Steam over Sherman
17. BC Rail
18. Great Model Railroads Vol I
19. Great Model Railroads Vol II
20. San Juan Freight Special
21. Garden Railways
22. Preview Vols. I & II
23. Southern Pacific Steam
24. Southern Pacific Diesel
25. The Super Chief
26. Doubleheader 6060 & 2860
27. Colorado's Narrow Gauge
28. Glacier Express
29. From Stump to Ship
30. Gold Rush Line
31. The Other Poland
32. Slow Train to Olympia
33. Land Beyond the Mountains
34. Model Magic
35. Great Model Railroads Vol III
36. Running a Steam Locomotive
37. Challenge (CPR Mount McDonald Tunnel project)
38. Trains Remembered Vol I
39. Trains Remembered Vol II
40. Trains Remembered Vol III
41. Great Model Railroads Vol IV

If you are a Division member or Associate and haven't yet borrowed from the Video Library, it's simple to do. Just contact me, Carl Sparks, at (604) 433-5583, or send requested titles and numbers to:

7th Division Video Library, 3954 Hertford Street,  
Burnaby, B.C. V5G 2R4

Your selections will be mailed to you as available, postpaid. Your only obligations are to return them on time and in good condition, and with adequate postage and insurance. ☺☺

## I was a teenage pantryman

Phil Magnall

My one experience in actually working on a real railroad was back in 1972. Fresh out of high school for the last time, some meaningful employment was the first order of business, and jobs weren't exactly lying around that summer. "Why not be a dining car waiter on CN? That's what I'm doing," said friend Mike. This was back in the 'good old days' before VIA. Why not indeed? See the country, breaks between meal services, free food...

His name (I kid you not) was Mr. Treasure, and he looked and sounded like he had had just about enough students walk through the employment office door to suit him for one season. "You can't be a waiter," he flatly informed me, "you're not 19 and can't serve liquor." Oh. I presumed Mike was and could. "The only job I can give you is pantryman," he continued, in a tone of voice that suggested no sane person would want such a job. I should have paid attention.

"I'll take it," I said.

We practiced serving meals in a retired diner behind the Canadian National station on Main Street. The cook, two waiters, and the steward had done it before; for the rest of us, this was all the training we'd get before rumbling off to Winnipeg a couple of days hence. A pantryman, it turned out, was a somewhat-less-than-glorified dishwasher. His duties consisted primarily of washing dishes the CN way: fill a deep steel sink with 130°F water by the CN thermometer and add a generous scoop of CN detergent, creating a caustic solution a sensible person wouldn't risk on his driveway, much less his hands. Plunge in up to the elbows and start scrubbing away at a steady onslaught of sturdy CN dinnerware that won't end until well after the meal has been served. If temporarily caught up on dishes, help the waiters make up salads. When the day's servings are over, and the waiters are playing cards and sipping Cokes at the tables, take up the wood duckboards covering the floor, clean them off, hose down the metal floor, relay the boards, and generally clean up. For these chores, one earned \$2.70 per hour, compared to the waiters' rate of over three.

It was hard work, but there was a novelty to the idea of working on the rails, with what should, over the miles, become a close-knit and efficient crew. There was also a certain sense of desperation for employment that couldn't be discounted. Even as it pulled out of Vancouver two afternoons later, and the evening meal service be-

gan, the *Transcontinental's* sole pantryman remained innocently confident. But instead of a half-car of minor CN brass, this time there were three full sittings of hungry travellers. In no time, the flow of plates, glasses, and cutlery became a torrent that did not let up for hours; the thought of making salads was a joke as the frantic attempt to keep up grew more and more hopeless. Grab, dunk, scrub, rinse, dry, rack, in and endlessly repeated cycle. What were they holding, an Elks convention? Surely one 48-seat diner couldn't generate all this! And then, somehow, it was finally over, and I sat down to a first rate dining car meal that did not make it all worthwhile in the slightest. Reality would wait until five o'clock the next morning.

*No, it can't be five already*, brain and body screamed as some needlessly cheery bastard ripped back the curtain, shook them awake, and vanished down the corridor. A fearful look at the old Timex proved the impossible, and so up went the folding bed and down came the folding sink. Blearily staggering into the diner and the recommended hearty breakfast, little did I know it would be the bright spot of the day, or I might have relished it more. Only sixteen frenetic hours later, with perhaps a half-hour's total break time, would I emerge from the kitchen for the day, absorb another dinner and hit the sack. And Winnipeg was still two and one-half days away.

It didn't seem possible that it could get worse, but fatigue made it so. Eating dinner became too much effort, and too much time out of bed to bother with. This at least concerned the steward enough that I was granted another hour in bed on day four. When finally, incredibly, we pulled into Winnipeg and a day-long layover, the promised bed on the employee floor of the Fort Garry Hotel beckoned. Somewhat less appealing was the discovery that although two crew members shared each room, there was only a single double bed between them. I was paired with a neophyte waiter, an immigrant whose expression said everything about his continuing amazement at Western customs. Eventually, awkwardly, we retired for the the night, somehow managing to leave the middle three-fifths of the bed unslept upon.

Morning brought the glorious news that a derailment had blocked the line west and we would be staying put for a day or two. All right, I'll admit to not being a company man, but hey, no one was was hurt and the wreck crews need a job, right? But as two days stretched to three and into a fourth, the long, hot prairie days became too much of what had been a good thing. Without a map, bus schedule, camera, or local contacts, doing any railfanning or visiting hobby shops in

the sprawling city seemed pretty hopeless; besides, I was there to save money, not spend it. Although the room had a television, Winnipeg channels were jammed with the drudgery of the Watergate hearings at all hours, and we did *not* have air conditioning. I have to admit it was a relief to finally get the all aboard and head home.

The return trip is literally a blank. I believe one's memory does that with extremely unpleasant things. All I can recall is that the day after I arrived, I went back to Mr. Treasure's office and, with apologies, told him that manning the pantry just wasn't for me.

"That's okay," he said cheerily, "we'll find you a job somewhere!" I was stunned, to put it mildly. It was as if I had been through some sort of initiation, and my survival had earned me a place in the Canadian National tribe. "How do you feel about working out of town?" As it happened, home life at the time was not too great, and I jumped at the chance to get away for a couple of months. I must have been a slow learner back then.

*To be continued.*

*Next issue: Assignment in Blue River* ☐☐

## Get ready for Trains '90 contests

You don't have to rush out and mail your fees quite yet, but it's a fine time to start thinking about what you are going to have entered in the contests. Remember, of the latter, there is not only the NMRA Achievement Program judging (which no one need fear - it's easy to enter and actually kinda *fun!*), but also the usual popular ballot contests in all those categories, and our favourite, The Great Seventh Division *Bulletin Board* 6x6 Contest. The rules, if you've forgotten or you're a newcomer, are simple:

1. Size of model must be six by six inches square, but there is no restriction on height. Nothing may protrude beyond the six inches at any height.
2. Anything goes as far as scale and subject matter, but some recognizable railroad element must be included.
3. All judging is purely subjective and carried out by a hastily chosen panel of no particular qualification, who may judge on whatever criteria they choose (humour is always a safe bet, but so is good workmanship).
4. Prizes are awarded at the *Trains* banquet, and consist of: first place, plaque and \$20 hobby store gift certificate; second, a \$10 certificate; and third, a \$5 certificate. ☐☐

## Bright ideas

Railway modelling tips from our readers

Send your favourite techniques or discoveries to the *Bulletin Board* and you could win in our annual prize

### Underlay under scenery

Try half-inch carpet underlay for walls and/or embankments in hard-to-reach spots. Moisten the spongy side and apply plaster of Paris (or equivalent); good rock faces can be made this way. Conversely, the backing side is very adaptable to either plaster or paint. Carpet underlay is flexible, can be cut easily, and is readily available. I've used underlay for the walls of curving tunnels with good results. Ask at a carpet store for underlay scraps; the price (usually nothing) is right!

Lorne Sashaw

### Silicone as glue

Often overlooked as an adhesive, clear silicone sealer has a number of applications in model railroading. It's excellent for attaching figures, poles, towers, and even whole buildings to layouts in areas where they are vulnerable to elbows, since it absorbs shock and even allows some items to bend right over and spring back! Its relatively stiff consistency will hold small and light objects such as people and lichen - which always have their own ideas about how they want to stand - in place while it dries, which is particularly useful on slopes. It also tends to bond dissimilar materials, like acrylic "water" and plaster "land," where other glues prove poor or even useless. A large caulking gun cylinder of the stuff is usually costs little more than the "toothpaste tube" with a fraction of the volume, and is well worth it. Besides, you can also seal the drafts around the train room windows while you're at it. ☺☺

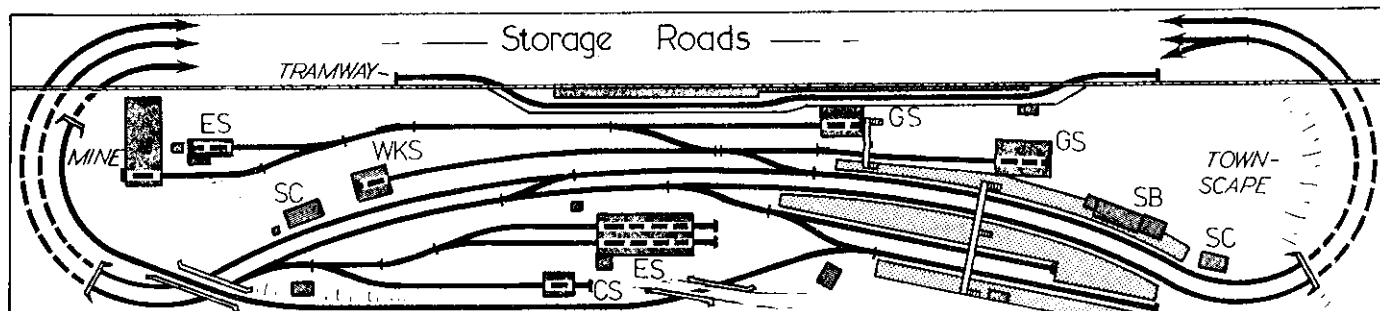
## Model Railroading abroad: Some different perspectives

Phil Magnall

It might well be said that there as many different ways to build a model railway as there are modellers to build them. We all have our individual tastes, enthusiasms, and idiosyncrasies, and they ultimately determine the setting, prototype (if any), equipment, and style of operation. Yet with all the variety that spans the gulf between G scale outdoor narrow gauge and a basement full of Penn Central in N, there are certain precepts to which we - in North America, at least - all seem to subscribe.

For example, whether using an elaborate car-card system or switching rolling stock at random, we are very big on moving imaginary freight from one location to another. The system may be comprised of no more than a mine or logging camp and, down the track, a mill to process its production, or at the other end of the scale, it may be several towns or cities on a stretch of class 1 road, plus staging yards for the great world beyond. We like to emphasize their nature by giving them names like "Eastport & Willowdale" or "Burrard, Fraser, & Eastern", and delight in running wayfreights that switch industries all along their routes. Whatever the venue, the all-seeing model railroader gets to follow the progress of his train from point A to point B - or C, D, E, F, etc., depending on his space and resources.

Thus, the first time a Canadian or American sees a trackplan such that reproduced below, he might be excused for wondering what happened the rest of it. It's from a British magazine, and quite typical of most found in such publications. The immediate and most obvious difference is that here the point on the line, be it A, B, M, or whatever, is the focus of attention, rather than the space between it and other stations.



Railway Modeller

There is often a noticeable lack of industries to switch, for most of that work has gone on almost exclusively in major yards for many years, using lorries - er, trucks, to serve individual customers. (North America is rapidly heading in the same direction.) Instead of displaying the railway's name, they are typically dubbed "Belford Halt" or "Tottering-on-the-Brink" after the station. The typical first reaction of a modeller on this side of "the Pond" is that it looks, well, rather *boring*. Actually, it's just a different philosophy, and in a way, it's more prototypical, for the operator who handles the various trains as they are dispatched from the staging yard acts very much as a yardmaster in the switching tower does. He watches over his little piece of real estate and relies on dispatches from off-site stations to anticipate arrivals and departures.

Certainly not all layouts are of this type, but they are very popular. That fact is often attributed to the lack of space in most British households, and no doubt that is a factor. In a way, the boom in NTrak modules here is a parallel response to shrinking houses and apartments. Participation in public shows is also much more popular - and serious - in Britain, and transportable layouts are a must for many. For those of us who must contend with space restrictions, there are lessons in their approach. Why not model a single locality and follow the British lead in having a staging yard looped around behind the backdrop? You could then have enough room to really do some switching, plus continuous running, in very little room. Mine trains terminating at your smelter, freights serving several industries, and through passenger trains, all arriving to a schedule, could easily keep two or three operators entertained for an evening.

Even less appealing at first glance to North American tastes is the "typical" European layout. More and more serious modellers seem to be following the British pattern these days, but what we often call "spaghettibowls" are still quite popular in western Europe. There is tremendous interest in automatic control, sometimes to the point of achieving hands-off control through detectors, solenoids, and even computers. Freights whizz back and forth and passenger trains pause only briefly at stations before disappearing into tunnels. It all seems quite unrealistic until you realize that, basically, this is what rail activity *looks* like in Europe! High speed expresses and thousands of daily passenger trains on a myriad of rail routes are what one sees in many areas. Even the exaggerated neatness of many layouts has its roots in intensively developed and "civilized" countries where groomed rights-of-way at times pass between white picket fences and flower gardens.

If there is anything to borrow from the European approach, it might be the techniques of automation used for staging yards and hidden track. A portable layout requiring no operator to repeatedly send a half-dozen trains over its tracks in sequence would be a definite eye catcher at a public show.

At the bottom line, we might have to admit that there are other valid and entertaining ways to run a railroad than just those we see in the model press and in our friends' homes. Sometimes all it takes is a different perspective to solve a problem or breath new life into an old idea.☺☺

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## Ross Heriot Memorial Gold Spike Award Ballot

The Gold Spike is awarded annually in recognition of service to the hobby and fellow modellers at the divisional level and/or beyond. Outline below the reason(s) you feel a certain individual should win this award, or, if you prefer, write a letter to the award coordinator. Mail either to:

**Gold Spike Award, H. Menkveld, 10689 McSween Rd., Chilliwack, B.C. V2P 6H5.**

I would like to nominate Division member \_\_\_\_\_ In recognition of

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(signed) \_\_\_\_\_

# 7th Division Timetable

June 10, 1990

7th Division Workshop: Building the Second Sunday Project layout, part III. Oakridge Auditorium in Oakridge Centre, 41st and Cambie, Vancouver. 1:00 pm to 4:00 pm.

July 3-7, 1990

PNR Regional Convention, Boise, Idaho. Information: Steve Loop, 9637 Kampton Dr., Boise, Idaho 83704.

July 8, 1990

7th Division Workshop: Building the Second Sunday Project layout, part IV. Oakridge Auditorium in Oakridge Centre, 41st and Cambie, Vancouver. 1:00 pm to 4:00 pm.

July 30-August 5, 1990

Pittsburgh Limited: 1990 NMRA Convention, Pittsburgh, PA. Information: C.J. Riley, 350 Maple Avenue, Pittsburgh, PA 15218.

November 9-11, 1990

7th Division Annual Fall Meet, Burnaby, B.C.: Full function meet with displays, layouts, contests, tours, banquet, etc. Registration form and schedule will appear in upcoming *Bulletin Boards*.

November 11, 1990

Trains '90: Western Canada's Largest Annual Model Railway Show. Public show at Cameron Recreation Centre, Burnaby, B.C. Details in upcoming *Bulletin Boards*.

June 30-July 6, 1991

NMRA National Convention, Denver, Colorado.

## *Central Hobbies*

**365 East Broadway, Vancouver  
874-5716**

Latest arrivals:

**C+BT Car Shops 1944 AAR 40' box; new  
ends and 6-, 7-, 8-, & 14-foot doors.  
Undec, some SP&S or WP  
H+D Athearn kits: CP newsprint box and  
CN/Gov't Churchill line grain box**

Here any minute now:

**N scale Kato TGV sets**

...And don't forget to check our stock of fine brass  
models! Canadian prototypes a specialty.

## ***This month's reminders:***

***-Send all address  
changes, membership  
questions, corrections,  
etc. to the Membership  
Coordinator, not theBB.***

***-Send the BB your  
news, articles, tips,  
letters, philosophy, and  
photographs!***