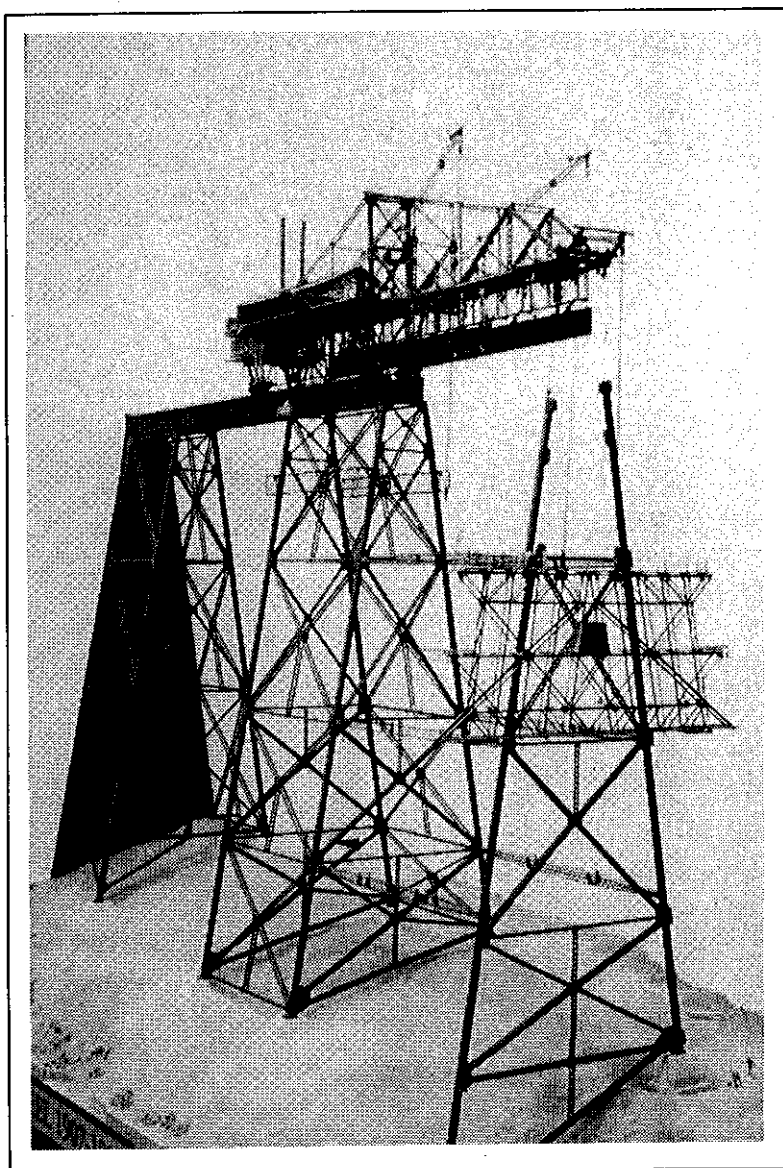




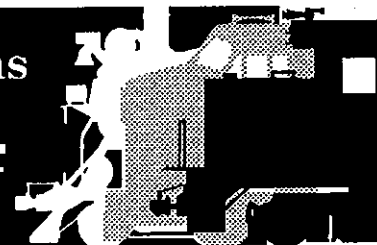
Seventh Division Bulletin Board

Seventh Division Sweeps Portland !



See Winning Models at

Trains
94



High Steel 1907-1909 is MMR Bob Gardner's display model for which he won four awards at the recent NMRA convention in Portland. The prototype is the mile long high steel trestle in Lethbridge Alberta. The HO scale model shows the bridge under construction in 1907-1909. The 'traveller' is the moving crane section on the bridge deck. It is fully detailed including two boilers, six hoisting engines, workbenches, tool racks and a nut and bolt bin. The scratchbuilt model has over 5000 pieces, mostly styrene shapes and sheets, with some wood and photo etched brass parts. It took Bob over 2000 hours spanning a three year period to complete the model. See how many of the twenty figures you can spot in the photograph.

Seventh Division Bulletin Board

Volume 8, Number 3

The *Bulletin Board* is published six times a year during February, April, June, August, October, and December by the Seventh Division, Pacific Northwest Region, National Model Railroad Association Inc. The issue will be mailed on the 15th of the publication month and the cutoff date for submitting material is the 15th of the month preceding publication. The Bulletin Board is distributed to all Seventh Division Members in good standing. 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 Bulletin Board editors:

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Classifieds: (business card size, per line)50¢

Artwork should be supplied in the appropriate size. There may be an extra charge to do artwork that is not camera ready. Please mail in your artwork and remittance payable to the Seventh Division Bulletin Board to J. Zuk's address listed above.

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The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association Inc. headquartered in Chattanooga, TN. NMRA (Canada) is presently a non-profit organization dedicated to preserving our railroad heritage through the promotion of model railroading, and by promoting and recognizing craftsmanship and service to others within the hobby.

President, NMRA Canada: Steve Stark (Vancouver, B.C.)

On The Cover and Inside

by John Zuk

November is Model Railroading Month and what an successful effort from our modellers who returned from Portland. They have done well for themselves, and have enhanced the model railroading spirit in our division. We are very pleased to have some of them bring their work to the upcoming Trains 94 show, and they must be commended for the extra effort involved—especially to the out of town members.

Enclosed as an insert, is the Trains 94 update, which includes the registration form on the back. Please send it in as soon as possible. Also included is the green poster, which we ask you to place in a conspicuous place.

We wish to express our concern for Hank Menkveld, who was recently involved in a pedestrian car accident. He is now at home recovering with a large cast on his leg, and we wish him a speedy recovery.

I would like to thank Don Wiexl of Vernon for taking the photographs of the modellers and models from Salmon Arm, and Graham Redman for converting them to PMTs. The other photos in this issue are the work of Scott Calvert, René Gourley and Brian Pate.

Hope to see you all at Trains 94.

Next Issue is on the 15th of December, so please submit your articles and photographs for publication by November 15th.

Superintendent's Report

by Dick Sutcliffe

Well here we are, back from a solid week of rail-roading in Portland. As far as I am concerned an excellent effort by all who attended. The Seventh Division was well represented at the convention with clinicians Brian Pate and Mike Barone as well as many members entered in model contests. The success of our members are listed in the table on the back page, and there are many, including top awards to Brian Pate, Bob Gardner and René Gourley. The Campbell River, and TrainGang modular layouts as well as the Salmon Arm portable layout drew much favourable attention and awards. I also saw many of you attending the many events.

I found so much to do that I managed to forget to attend the PNR Board meeting. Fortunately other Seventh Division members did attend and fill in for me. Of immediate concern was the need for chairmen for the model and photography contests and Achievement Program committees. Jim Whaley and Greg Madsen have now been appointed chairmen of these respective committees. The proposed members services directory that has been lost in the electronic never-never land for a year or so is truly lost and abandoned, but on a positive note, the data base for events in the PNR has forty listings. When you are planning an event, contact Roger Ferris for dates of possible conflicting events and to list your event.

The increase in NMRA dues was approved by the NMRA meeting and so our combined PNR-NMRA dues have increased as well. They are listed in the revised application and renewal form included in this issue. This is still a reasonable amount when you consider the publications and services that are available to you.

In July I sent letters to over thirty members whose names appeared on a 'dues in arrears' list that I received from our office manager. Several have contacted me with copies of membership cards and mailing labels that showed a different date to my list. Anyone I spoke to did not seem to be offended by my letter, and understood that our records are kept by volunteers. If you received one of my letters and have your 'pops' simmering, please be patient, I am trying to find out what happened. According to one list, even I was not a PNR member when you elected me.

A reminder of Trains 94. By the time you read this issue of the BB, time will be short. If you plan to attend the banquet or take part in the guided layout tours on Friday evening, I suggest you pre-register using the enclosed form. Please make an effort to post the green Trains 94 poster where it will be seen such as on a notice board at work or in a public place.

Next year, the Interior Spring Meet will be in Kamloops on April 14, 15 and 16. Contact Phil Strange at 579-9834 for details.

Well that's it for now. Happy modelling!



Once again, Trains 94 will be an interesting meet with some new layouts to tour and see on display.

Here, the North Island Model Railroaders from Campbell River are displaying their layout (which they took to Portland) at a previous Trains show.

We are looking forward to seeing them again this year.

1994 NMRA National Convention Report

by Scott Calvert

As many of you know, this years' National convention was held in Portland Oregon in August. The Seventh Division was well represented by members from throughout its' area with attendees from Greater Vancouver, Vancouver Island, the Okanagan, Shuswap and the Kootenays.

It was a great convention and the organizers are to be commended for an excellent job. What few problems there appeared to be were of little consequence to the delegates who seemed to all have an enjoyable time. In addition to the NMRA convention, the N Scale group also held their annual convention in the adjoining hotel. There were several fellow N Trakers from the local TraiNgang group in attendance and they reported an equally good time was had at their meet.

Just to give you a flavour of what was offered to the delegates, there was about 120 different clinics on virtually every topic, a 140,000 square foot display hall (that's five times as large as Cameron Recreation Centre), thirteen different layout tours from Portland and surrounding area, about fourteen interesting prototype tours, seven railroad excursions, as well as the other traditional items such as the banquet, auctions, etc. There was also representation from several NMRA Special Interest Groups. It was certainly well worth the fees to attend this convention.

Members of the Seventh Division did extremely well in the model contests and it would not be exaggerating to say that almost all the major awards went to Canadians. A complete listing of awards won by all members of the division is on the back page.

The following summarizes the accomplishments of the Lower Mainland members; Brian Pate won the Best of the Show GOLD AWARD and first place in the Off Line Display category for his outstanding model of a Yukon Gold Dredge. René Gourley won the Brotherhood of Locomotive Engineers Brass Bell award and honourable mention in the locomotive category for a superbly scratch-built styrene model of a CN Diesel. He also won second place in the Freight Car category with a model of a Grand Trunk boxcar.

Dick Sutcliffe received 1st Place in the Popular Vote in the Diesel category for a CP C-Liner ABBA lashup.

The PNR did very well in general in the contests, and a total of thirty-one NMRA Merit Awards were given out to members of the region. Brian

Pate's Dredge received 124 out of a possible 125 points; the highest number of points for any model at the meet. For those who could not attend the convention, you will have an opportunity to view most of these exquisite models and modules at this years' local Trains 94 meet in November.

Members of the Seventh Division also presented clinics at the convention including Mike Barone talking on the importance of safety in model railroading; and Brian Pate with an interesting video presentation entitled *Twilight of the Rhodesian Steam Articulateds*. Brian Morgan gave a clinic at the N Scale convention on his very successful operating system.

The North Island Model Railroaders and the Salmon Arm Model Railroad Association both transported their HO layouts and operated them in the display hall for the public show. Doug Hole also had his three outstanding waterfront modules on display. Burc Cander who currently is the coordinator of the local TraiNgang group participated in the large N Trak layout with several N scale modules constructed by the late Bob Millar.

If you have never attended a national NMRA convention, you should seriously consider doing so. They are a tremendous opportunity to immerse yourself in the hobby and meet lots of wonderful people who share the hobby with you. If you are thinking about it, the next relatively close National will be in Long Beach, California in 1996. If a national convention is too intimidating or costly, consider attending a regional convention instead. Next years' is in Saskatoon, Saskatchewan and the 1996 one is in Seattle.

Interior Report: Portland Convention Highlights

by Gary Hazell

As the season fades to fall and indoor model railroading takes over, a little reflection on the summer for us in Salmon Arm. We didn't get any summer! For us it was panic preparation for the show in Portland. A couple of weeks before departure, we were asked to display our layout at it's resident location in the Piccadilly Place Mall. The public came out in droves and gave us an overwhelming send off. Yes we even received a few cheques and cash.

August 12th arrived and we were off, eight of us from Salmon Arm and three from Vernon. On our way we did some railfanning of the U.P. in the Blue Mountains near Pendleton Oregon. We also stopped at P.F. & S. Railway Supply in Pasco. For those of you that haven't been there it is a real

treat. Part of the shop (which is stocked to the ceiling), is located in two ex Alaska Railroad 67' reefers. On August 14th we arrived in Portland and immediately started participating in the National Convention.

From all reports the convention was an overwhelming success. For most of us it was a real eye-opener. There were clinics running simultaneously from 9 am until 10:30 pm. Most clinics were given two or three times. One of the highlights of the convention was a tour of a private layout in 1/8 scale (1½" to the foot). It has a 7000 ft. mainline, with total trackage exceeding 11,000 feet. There is a 28 ft. high, 410 ft. double tracked wooden trestle and a 325 ft. tunnel, just to mention a couple of the highlights.

The public show opened Friday afternoon and I was impressed with a ten minute countdown that was started by people waiting to enter the show. Apparently the line up was equivalent to ten blocks and when the eight double doors opened, there was a wave of people entering the display hall. Over 15,000 people came through in the three days and you really had to be there to see the 140,000 square feet of everything imaginable in model railroading.

It was interesting to run into some fellow model railroaders wearing S.A.M.R.A. vests, but with the colours reversed. They are members of the San Antonio Model Railroad Association. We also

met Stu Wilcock from Lethbridge with his S.A.M.R. - Southern Alberta Model Railway logo.

On the way home we had the privilege of visiting Dr. Nicholas Muff's train room in Sedro Wooley. He has a life size cab of an F7 and a beautifully reconstructed Pullman car both named for the Kansas City Southern railroad. The HO scale model railroad is starting to be a real showcase, as Nick is building the Kansas City station to scale with every detail.

After arriving home, with the success we had in Portland, the phone has not stopped ringing with requests to run features and articles on our winning entries. We have had tremendous help from fellow modeller and professional photographer, Don Wiexl of Vernon. Don has spent hours getting pictures of the displays and modules prepared for publication. This is another new aspect of model railroading - model photography, and I hope some one will do a clinic on this subject at a future meet.

See you at Trains 94!

(An article on Nicholas Muff's train room appears in the July 1992 issue of Mainline Modeler. This issue also has an article on backdrop painting by Mike Barone, from which he presented a clinic on the subject at the Salmon Arm spring meet in 1991. Brian Rudko gave a clinic on pinhole photography at Trains 93. JZ)

Three of the awards in Portland were won by members of S.A.M.R.A. for their portable HO layout.

(l. to r. standing): Jim Goldthorpe, Bob Gardner, Jim Wayslow, Graham Redman, Mike Beltz. (kneeling): Gary Hazell, Jackie and Doug Hole.

They worked extremely hard upgrading their layout before taking it to Portland, and we are also looking forward to seeing it again this year at Trains 94.



Video Information

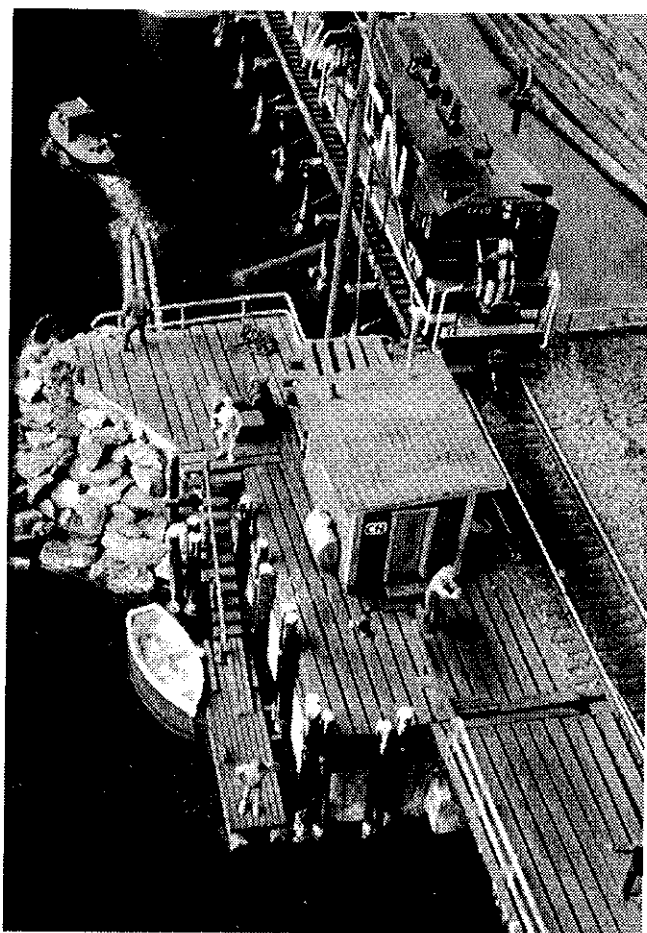
by Tony Van Bergen

The Video Library is not being used as much as it could be. Many out you out there have not asked to see any of the excellent tapes in the library's collection. This collection of tapes belongs to all members and is not hard to use this service. Please call or write me quick a note with your requests.

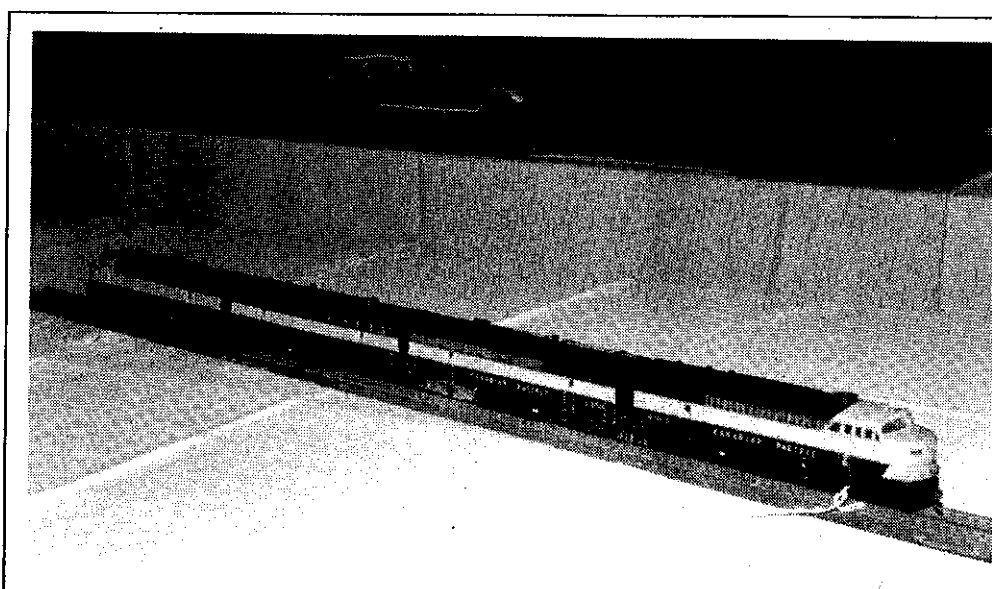
Due to trouble with returning of tapes in the mail, I request that all tapes be mailed back by Canada Post's 'Xpresspost' service. It costs \$5 but the parcel is tracked closely. There have been some tapes lost and one package has been missing close to one year.

I just have to say congratulations to all of the Seventh Division members who received awards at the National Convention in Portland. One group who really stood out is the Salmon Arm Model Railroad Association. Their display was head and shoulders above the rest. They have spent months putting lots of extra details on their layout and they were rewarded with three awards in the modules categories. Doug Hole was always talking to a crowd around his excellent dioramas which took their share of prizes. Bob Gardner brought a model of the construction of the Lethbridge trestle. I lost count of the awards that he won. Brian Pate of North Vancouver won an award for his dredge which had to be seen to be believed. There is so may details on this model you cannot see them all.

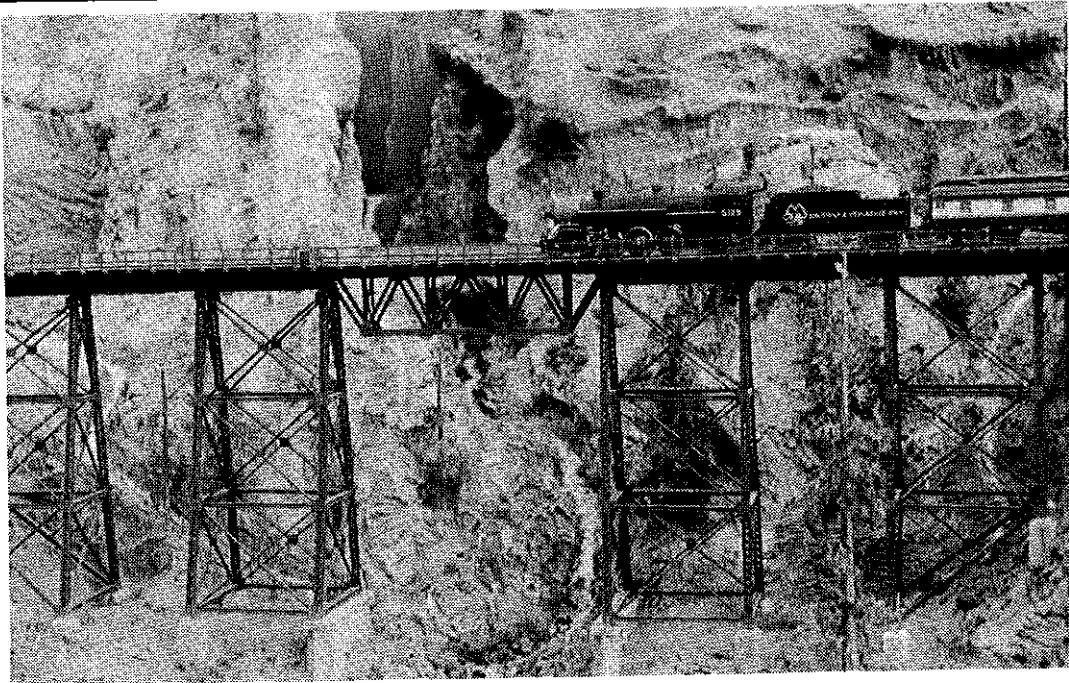
The Seventh Division has been put on the map and opened up the eyes of the judges, NMRA and model railroad magazines.



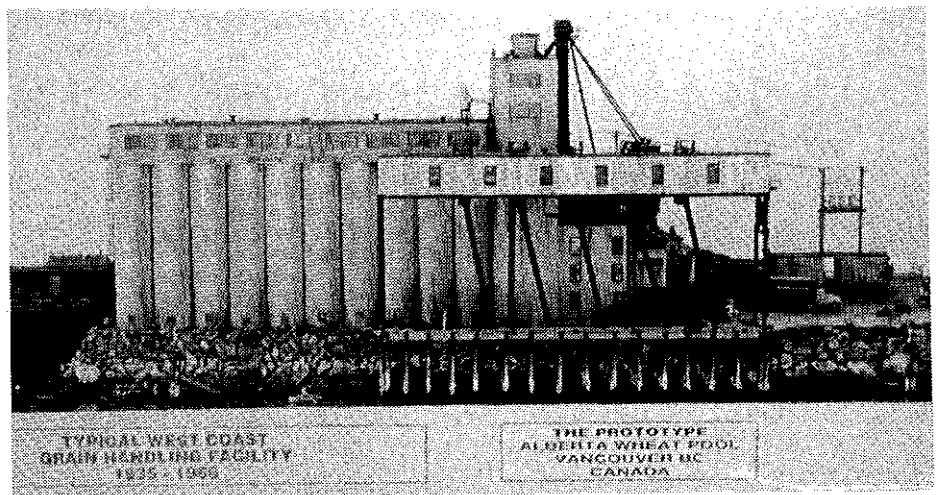
Doug Hole's Railway Barge took third prize in the individual modules category. Note the detail in this small section of the display.



Dick Sutcliffe's C-Liners 4052, 4451, 4453 and 4064 won the most popular vote in the diesel category at Portland. The HO models use AHM shells which were reworked using scratchbuilt and commercially available detail parts. Painting, decalling and weathering finished them off.



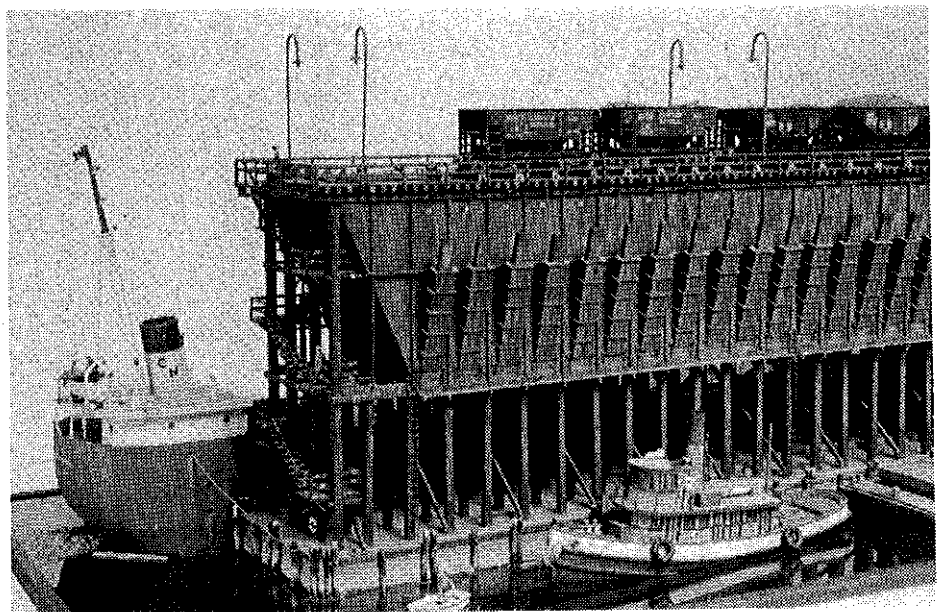
*S.A.M.R.A.'s
Monashee Canyon
was awarded first
prize in the group
modules category.*



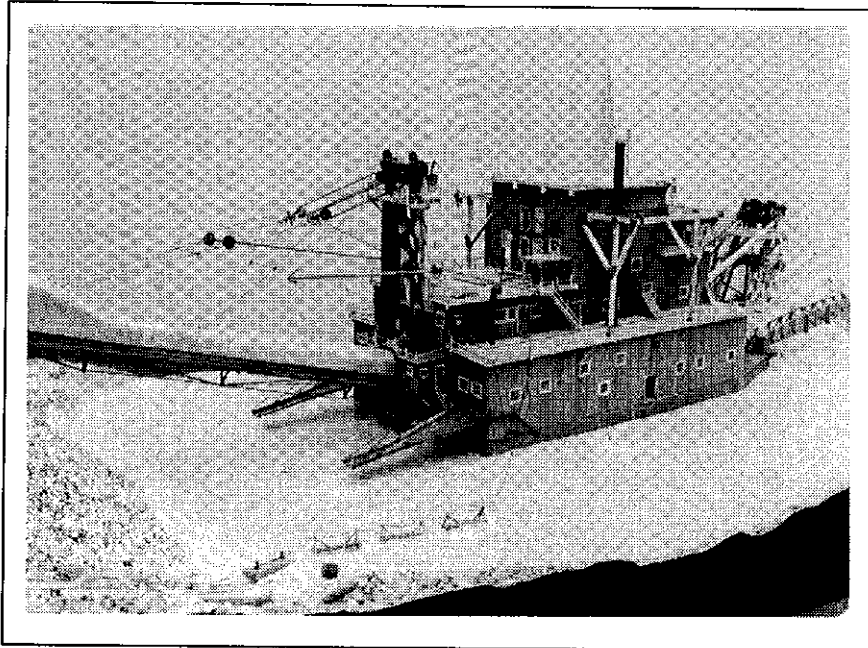
TYPICAL WEST COAST
GRAIN HANDLING FACILITY
1935 - 1960

THE PROTOTYPE
ALBERTA WHEAT POOL
VANCOUVER BC
CANADA

*Doug Hole's Grain Elevator
and Ore Dock Waterfront
Scenes took first and second
prizes in the individual
modules category.*



Brian Pate's Yukon Gold Dredge



It is no exaggeration to say that Brian's model is an effort of immense proportions. Some 3000 hours over a seven year period went into the research and building of the HO scale dredge. He had access to 400 original engineering drawings, and in some cases where there were none, he measured various parts of the barge and drew his own. Over

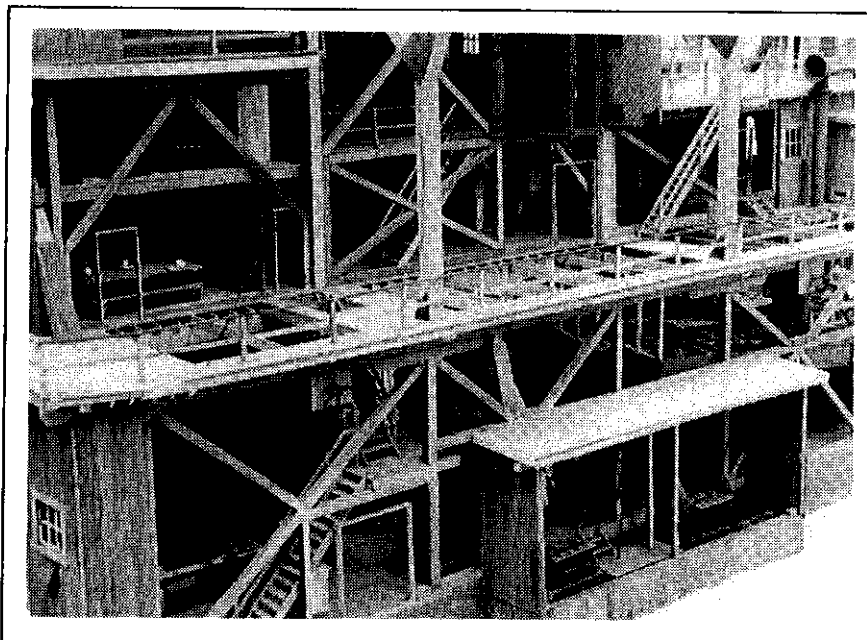
1000 photographs were taken to ensure detail accuracy. Brian has written a very comprehensive article on the history and construction of the model, and the *Scratchbuilding* section of that article is presented here to describe how the model was built. This is a 'must-see' at Trains 94, for it will eventually be on permanent display at the

Tourist Information Centre in Dawson City, Yukon. We thank Brian for bringing it to Trains 94 and sharing his scratchbuilding techniques with us.

Brief History: Between 1906 and 1966, twelve gold dredges were built and operated at various times on the Klondike and Yukon rivers. *Yukon Consolidated Gold Corporation* dredge #4, one of the two largest was first built in 1912. It was rebuilt in 1941, and this model is of how it existed in about 1949. It operated until 1959. The dredge had a crew of five and was powered by electricity on a 2300 volt line that came aboard on a wrist sized cable. The dredge ran 24 hours a day and moved about one half-mile a year. This barge is now owned and being restored by the Canadian Government.

Scratchbuilding: This entire model was scratchbuilt, with the exception of detail items listed below, starting with a block of pine, from which stripwood was cut with a table saw, with 4'x8' sheets of styrene in a series of thicknesses, with trip, rod and tube styrene from Evergreen and Grandt, with ABS water pipe in a variety of sizes, and with Detail Associates brass wire and brass flat stock. Evergreen structural shapes in styrene were used when they became available toward the end of the project.

All of the exterior sheathing, and the floor planking on the dredge was scribed by hand, with nail holes impressed with a straight pin where they showed on the prototype. Windows were made from transparent styrene, with muntins and frames from 1/64" and 1/32" drafting tape. The security screen around the sluice tables is from dress-



making gauze. Some parts, such as the cross-hoops of the stacker superstructure, were formed with a hot-air gun around a male former. The stacker cover is from kitchen foil. Turnbuckles on the longitudinal and cross trusses of the dredge superstructure were simulated with wire insulation. Later, turnbuckles from Grandt Line in several sizes were used, eg. on the tail sluices.

All of the metal parts of the dredge, ie. gusset plates on the trusses and gantries, machinery components and the like, received rivet or bolt head detail, impressed with a NWSL riveter. The spuds were fabricated from styrene sheet, with the cone-shaped tip on the port spud turned on a lathe. Stair assemblies were all scratchbuilt from strip styrene. The first ladders installed, eg. on the bow gantry, were commercial freight car ladders. Later ladders, eg. on the stern gantry, were scratchbuilt from styrene strip and rod.

The rotating screen was scratchbuilt from fine metal screening ("Electromesh") and styrene strip and sheet. So were the screens around the water intakes on the port side of the dredge. The handles on the screen panels are fragments cut from Evergreen styrene channel. So are those on the removable wall panels around the screen casing at the screen-deck level.

The motor-reduction gearing assemblies which drive winches or the bucket line, revolving screen or stacker belt are also scratch built from nesting styrene or ABS tube, disks punched from sheet styrene, styrene strip

for spokes, brass wire and rod for some shafts, with gear teeth filed in or added individually from styrene strip. Exceptions are the largest gears in the main drive. Here the rims and teeth were salvaged from a child's graphic toy ("Spirograph") and fitted to scratchbuilt spokes and hubs.

The four motor-water pump assemblies were similarly scratchbuilt from styrene sheet, tubing, rod and structural shapes. Gate valves were scratchbuilt similarly, with control wheels which are commercial freight car brakewheels in HO and N scale. The piping for the water systems was built from styrene tubing, bent when necessary with a hot-airgun. Flanges were punched from sheet styrene, with boltheads impressed where called for.

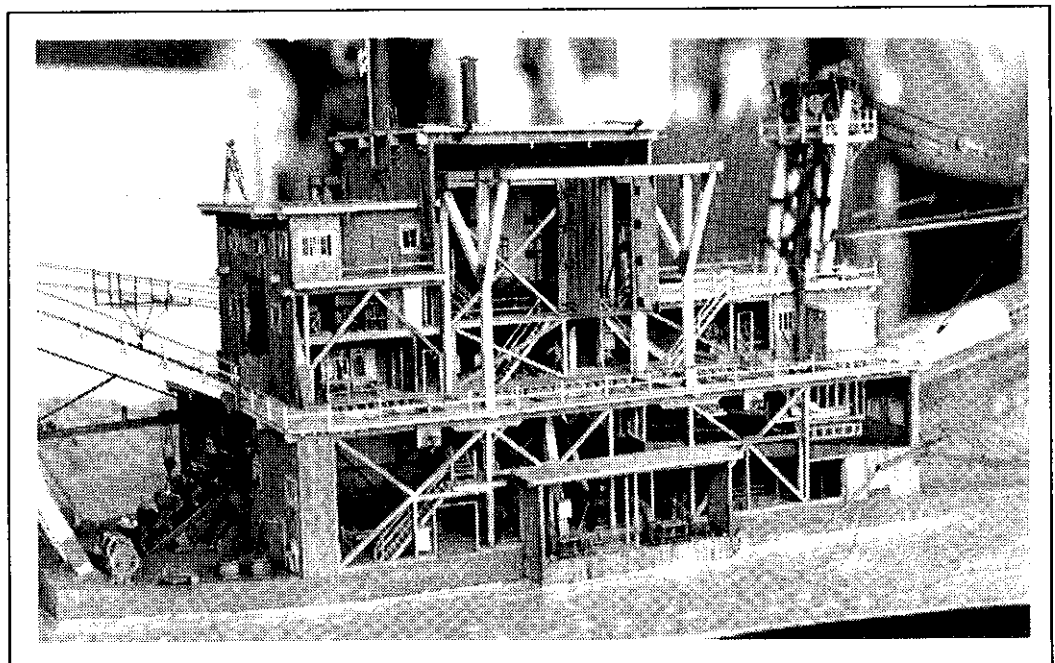
The dredge buckets were from heated styrene sheet, formed over a male mould. Workbenches within the dredge were fabricated from styrene, complete with vises, drawers and racks for piping supplies. Tools were fabricated from styrene, or in some cases winebottle lead. The

drillpress was scratchbuilt from styrene, as was the grinder, anvil, forge, and oil drum rack. The oil drums themselves are from Grandt Line.

The bridge crane over the main drive was fabricated from Evergreen structural shapes, while the beams for the bow-gantry jib-crane (which was built earlier) were pieced together from styrene strip. The gears, motors, controllers, and sheaves were all scratchbuilt for these cranes as described earlier.

Of the numerous sheaves on the dredge, which carry the cables for the various systems, about half matched in style and size the sheaves available from Grandt Line. For the remainder of the sheaves, which came in an almost bewildering variety of shapes and sizes, scratchbuilding was employed using styrene or lathe-turned ABS tubing, styrene strip for spokes, and styrene tubing for hubs. The complex steel plate straps that supported the sheaves at the top of the bow and stern gantries were cut from styrene sheet.

The cables on the dredge and running to shore are from nylon



sewing thread of the correct size. Cable clamps are short fragments of the insulation from telephone wire. Cable splices were formed with carpenter's glue.

The boom for the crane that supports the power cable, and the other booms mounted on the stern gantry were sanded to shape in a lathe, starting with pine stripwood, and then given styrene fittings. The floats that support the power cable above the dredge pond surface are from scratch-built from styrene, as is the skiff and its paddle. The power poles are from bamboo skewers, with cross-arms from styrene rod, and ceramic insulators from styrene tubing. The powerline is from invisible thread. The trees are from wild spirea blooms. The rest of the vegetation is from Woodland Scenics. The ground ahead of the dredge is modelled with sand and fine aquarium gravel; the tailings piles are from coarse aquarium gravel.

The crew members on the dredge and the bull-gang on shore are kitbashed from Merten and

Preiser figures, with limbs repositioned, clothing and hats changed, and given scratchbuilt tools. The numerous lights on the dredge are Cir-Kits microbulbs, with their thick leads replaced with magnet wire. The lampshades are from winebottle lead.

The flag and the high voltage notices on the power-cable termination cabinets are reduced-size colour xerox copies of magazine illustrations.

The commercial detail parts used on the dredge are as follows:

- Grandt Line sheaves
- Grandt Line nut-bolt-washer castings
- Grandt Line turnbuckles
- Cir-Kits microbulbs
- Grandt Line barrels
- Merten and Preiser figures (kit-bashed.)
- Builders in Scale chain
- Kadee N-scale brakewheels
- Tichy HO scale freight car ladders
- Grandt Line HO brakewheels

Convention Awards for Seventh Division Members

Bob Gardner, Vernon	High Steel Bridge	• Display on Line
		• Model Craftsman Award
		• Hundman Publishing Award of Excellence
		• Most Popular Vote for displays on line
Brian Pate, N. Vancouver	Yukon Gold Dredge	• Best of Show Gold Award
		• 1st in Off Line Display
Doug Hole, Sorrento.	Grain Elevator	1st in modules - individual
	Ore Dock	2nd in modules - individual
	Railway Barge	3rd in modules - individual
Salmon Arm Club	Monashee Canyon.....	1st in modules - group
	Monashee Harbour scene..	2nd in modules - group
	Maraby Mines	3rd in modules - group
René Gourley, Burnaby.....	CN M420 diesel.....	Brotherhood of Locomotive Engineers Brass Bell Award
	Grand Trunk Boxcar	2nd in Freight Car category
Dick Sutcliffe, Maple Ridge	CPR C-Liner Lashup	1st in Popular vote - diesel category

The following modellers received NMRA achievement awards:

Brian Pate	Yukon Gold Dredge
René Gourley	CN M420 Diesel
Doug Hole	Grain Elevator, Ore Dock and Railway Barge
Salmon Arm Club	Monashee Canyon, Monashee Bat Harbour, Engine Maintenance, Maraby Mines, Shuswap Forest Products and Town of Monashee Modules (six modules)