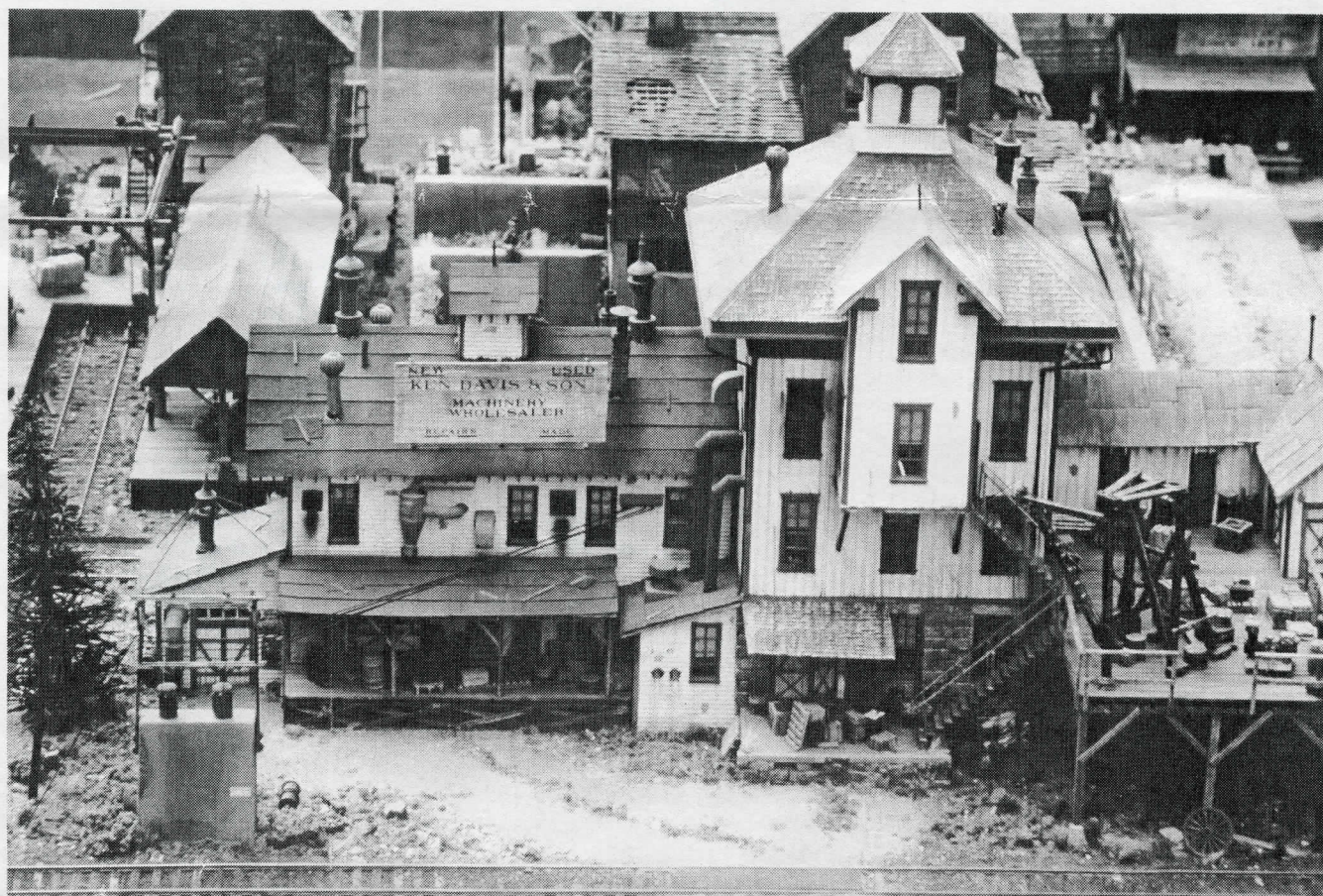


Seventh Division Bulletin Board



Upcoming in April . . . Kamloops and Nanaimo Meets

Inside

Superintendent's Report	3
Model Railroading in Prince George.....	3
Mid-Island Spring Meet in Nanaimo	4
DCC Part 2.....	4
Kamloops Interior Spring Meet.....	insert
Timetable.....	back page

Seventh Division Bulletin Board

Volume 9, Number 2

The *Bulletin Board* is published six times a year as follows:

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Mar. 15	April 15	May
May 15	June 15	July
July 15	Aug. 15	September
Sept. 15	Oct. 15	November

The *Bulletin Board* is distributed to all Seventh Division Members in good standing. Editorial and article 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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Membership renewals, and address changes must be sent to the P.N.R office manager:

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All other membership inquiries including new memberships should be forwarded to the Membership Coordinator:

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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 7th Division *Bulletin Board* to J. Zuk's address listed above.

Seventh Division Standing Committee

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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.)

The Editor Comments

It is the New Year and I am writing this one month after Christmas, and boy how time flies. On Tuesday, January 24th we held a lower mainland standing committee meeting at Scott Calvert's house. One item that we addressed was the problem of communications between NMRA groups, NMRA members and NMRA railroad modellers. As we emphasized, the *Bulletin Board* would like to make contact (on a regular basis) with the 'other' groups in the Seventh Division. In this way we can publicize each others events and meetings. The *BB* will run announcements from any model railroad group (NMRA member or not) free of charge. In this way a complete timetable will show any possible (shows, meets etc.) conflicts and give better exposure to each event. It is now up to you, the member out there to contact any groups, clubs, etc. as to the availability of the *BB* to publicize *all* events and meets. In this way every model railroader will pull towards a common communications goal. One last note—your editor has moved as of February 3rd to a new basement, I mean townhouse, in Port Moody. Please note my new address and telephone number to the left.

Richard

On The Cover and Inside

by John Zuk

Bill Vessio of North Vancouver's *Nor-Wes Club*, scrathbuilt this superb HO scale structure based on a *Fine Scale Miniatures* kit. He named it in memory of the late Ken Davis, who was a member of the same club.

By the time you read this, the Western Rails Show in Burnaby will have occurred. Both the Mt. Pleasant Lion's Train Show in Vancouver, and N-CON 95 in Burnaby happened last month. This spring is off to a busy start, and upcoming events include the Kamloops Interior Spring Meet on the Easter weekend; the Mid-Vancouver Island Spring Meet in Nanaimo on Sunday, April 30th; and the Canada Ports Day display in North Vancouver on Saturday, May 6. Included in this issue is information about both the Nanaimo and Kamloops meets. Please check the calendar on the back page for other upcoming model and railfan events.

We now request that you renew your membership application if possible, using the various credit cards that are listed in the enclosed renewal form. Apparently it is easier for Canadian funds to be changed to American funds in the U.S. if credit cards are used instead of cheques, although cheques are still acceptable.

The video list on the renewal form has been updated with the latest additions to the Video Library. Thanks for the information, Tony.

Brian Freemantle, who moved from Nelson to Prince George last year, has included a report on activities in Prince George. Thanks Brian, it's great to hear that you fellows are active up there.

Superintendent's Report

by Dick Sutcliffe

Your executive has now held three meetings by telephone. We have been able to keep meetings to an hour and a half, with cost under \$20. With a hour's travel time for Brian and myself and fifteen minutes for Tony, this seems quite an effective system. The minutes of these meetings are circulated to all members of the Standing Committee. Contact your nearest representative for information. I encourage Standing Committee members to forward reports of the activities in your area to Mike Stokes or myself for circulation to other subdivisions. Written reports are preferred, but a phone call is better than nothing—lets hear what you are doing!

At the last meeting, we approved the spending of \$280 for a *Brio* and *Thomas* set of wooden trains for use of the psychiatric ward of the Children's Hospital in Vancouver. The toys have been ordered and should be available for presentation at the end of February. This is a pilot project that could lead the way for the subdivisions to pick up on in their own areas. (The Vancouver facility treat patients from all areas of the province). More on the reception next time, but they are sure enthusiastic about receiving this gift.

In January, members of the Lower Mainland Subdivision had a meeting to discuss activities in their area. I took the opportunity to publicize the events sponsored by the Seventh Division. We have agreed to mount displays at N-Con 95, Western Rails on March 12, and Canada Ports Day on May 6. We are also hoping to sponsor an event on May 28 at the Cameron Recreation Centre. We are looking for a group of modellers in the Lower Mainland to volunteer to organize this.

I have attended the midyear PNR BOT meeting in Seattle. The main concern I raised at this meeting

was the organization and administration of the unified dues program. I am sure a number of you are sharing the confusion of multiple or no renewal notices. I have fielded a few calls concerned with receiving publications and membership cards. If you know of anyone in this situation, please let me know so I can follow up. I am also going to ask that the sidebars in all NMRA and regional publications be revised to reflect out combined dues. Did you notice the January *NMRA Bulletin* did not contain a membership application, and the 1995 NMRA Calendar did not have a January 15? More questions!

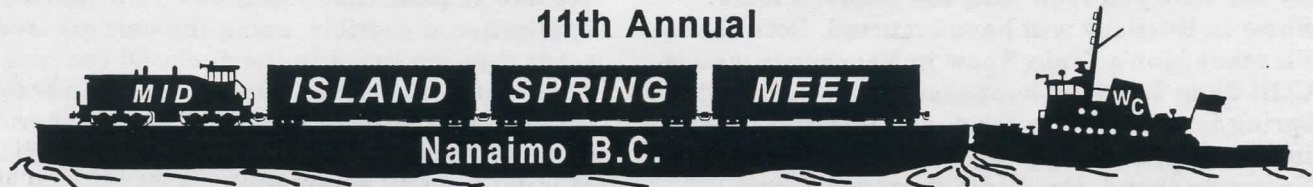
Hope I don't sound to picky, but I'm trying to smooth things out so you can enjoy your memberships.

Model Railroading in Prince George

by Brian Freemantle

Model railroaders in Prince George are finally getting together after many years of working separately. Dave Luehn and Kevin Peltz started building modules based on the NMRA standards last February, not long after Dave was transferred from Smithers by CN. Austin Howard-Gibbon joined them last May, and by fall four corner modules and four 4' straight modules had been framed, track laid and bus wiring installed. I found the group through a notice posted in Prince George Hobby Supply and since October have taken on doing the scenery on one of the corner modules built by Kevin Peltz. Through notices published in the 'Coming Events' section of the Prince George Citizen, a few more modellers have come out and one is building a module. There are also four or five other modellers, some of them CN employees, who have come out to see what we're

11th Annual



Sunday April 30, 1995 - 10am to 4pm in Nanaimo, B.C.

Admission: \$2 NMRA/PNR members, \$3 non-members, \$6 family

Activities and Attractions will include:

- ***Popular vote contest in train, locomotive, revenue and non revenue cars, building and modular categories***
- ***Operating modular layouts***
- ***Displays and table top clinics***
- ***Swap and shop area***
- ***Door prizes and raffles***

As in past events we would like to have a number of table top demonstrations and displays to interest newcomers and seasoned modellers. If any Seventh Division members would like to help, we would appreciate your assistance. Those willing to demonstrate and explain will be meeting new friends and helping people to learn about our hobby, and may even get a project of their own completed.

Location: In Nanaimo at the Beban Park Recreation Centre, 2300 Bowen Road. Turn off the Island Highway. At the lights by Tom Harris Chevrolet, turn onto Bowen Road. (drive beside Tom Harris Chevrolet, Recreation Centre is just up to the right).

For more information, please contact Ken Rutherford at 724-4698 or Rick Lord at 724-4205

doing, but have not expressed interest in building a module.

The driving force behind all this is Dave Luehn, who was part of the Smithers group which have built a number of modules. The slight changes to the NMRA standards that are used here, come from the Smithers group and consist of the length of the piece of joining track and the type of plug and socket set used to connect the track power bus wire. It was also Dave, a CN signals technician, who obtained temporary work and storage space for us in a CN building when we had to move from the B.C. Tel warehouse in January. Now we can leave the modules up between work sessions. Use of this space is tentatively scheduled to end in March and we may be on the move again.

Dave is working on a module he brought from Smithers which depicts a junction. Kevin is putting the finishing touches on the scenery of a straight module and I've started colouring the base scenery and adding rock castings. Basic scenery forms are constructed of stacked layers of sheet styrofoam, carved to shape. Once a month we suspend work on the modules, pull out the rolling stock and run trains for a while. Right now most of it belongs to Dave, who has, among other engines, a nicely detailed old Atlas CP Rail GP-38. With the group getting larger, we are now thinking about borrowing some of the videos from the Seventh Division library and having a video night.

Digital Command Control Part 2

by Russ Watson

Last time I explained the basic characteristics of Digital Command Control (DCC). This time I will talk about the differences between the Digitrax and Lenz systems and their basic costs.

Both Digitrax and Lenz advertise that they are compatible with the NMRA standards. In other words their receivers are interchangeable and will respond to basic signals from either control. The capacity of the systems currently is 16 locos (receivers) for the Digitrax Challenger system, 127 locos for the Digitrax BigBoy system and 99 locos for Lenz Digital Plus. These numbers sound impressive, however depending on the size of your layout and the type of operation you want (number of trains in operation simultaneously for instance) the Challenger system may not be adequate. This system divides the 16 locos into four groups. Each cab controls one group. In one operating session you could run four trains with four cabs. Each cab could be assigned with four locos, however if you wanted to change a loco or group of locos to a different cab you would have to shut down operation and reprogram the locos to different groups to continue your operating session. For example, I'm thinking of operation like Brian Morgan is capable of on his N scale BN Selkirk Division that was featured in N Scale and Model

Railroader magazines. A rather large layout with several cabs in use at the same time. The Challenger system is best suited for small home layouts with a couple of cabs. The BigBoy and the Lenz system are capable of assigning any loco or loco lashup to any cab at any time. Up to 20 or 30 cabs can be in operation simultaneously with 127 or 99 receivers on the layout at one time depending on the system. This would be better suited to the Selkirk Division's level of operation where engineers are given several assignments with different motive power throughout the session.

All systems use a programming cab that contains all of the standard controls: speed, direction, etc., plus programming functions. Lenz calls their cab a "Hostler Cab" and Digitrax refers to theirs as a "CT4 Throttle" for Challenger and a "DT200" for the BigBoy. Only one of these cabs is required per layout. The other cabs on a multi-cab layout - Lenz "Engineer's Cabs", Digitrax Challenger "CTX Throttles" and BigBoy "BT-2 Buddy Throttles" do not have the programming function. They are intended to be used by the road engineers to run their trains through the layout. The Lenz Engineers' Cabs have a digital switch that is capable of selecting motive power for use by that cab. The BT-2 and the DT200 have two throttles on each handheld unit and are capable of controlling two trains simultaneously very easily. Multiple Hostler cabs or DT200s can be used on the layout as road throttles along with Engineers' cabs and BT-2s with their respective systems, they give the operators more functions but they are also more expensive than the other throttles. The Hostler and the DT200 have a liquid crystal display that indicates a two digit address and the current relative speed.

All of the cabs have memory, can be unplugged, moved to a different location on the layout and plugged back in without interfering with any of the trains running on the layout. The BigBoy system must have one DT200 set up as the master controller, and be plugged in for the duration of the operating session. It is equipped with a seven foot cord which should provide coverage for most yards. The programming cab can be used by a dispatcher or yardmaster to assign the motive power before and during a session. For instance, if you wanted a multi unit lashup that was not permanently wired together with one receiver, all of the locos would be placed on the programming track and programmed to a single address (think of this as a loco number). When the yardmaster is ready for the road engineer to take control of this motive power lashup, he would have the appropriate engineer select in this address on his cab and take control of the lashup. An MU function is available

on the Lenz and the BigBoy systems for adding or removing helpers. The Lenz system enables you to add one address to a train, that is one or more locomotives that are programmed to one address. The BigBoy system allows you to add up to 19 addresses to an existing train one at a time. For trains powered by single units, it would be a simple matter of the road engineer selecting that loco's address when he is cleared to do so. These functions vary between systems and hand held controllers. I could write pages more on the intricacies of these systems, but have chosen not to now.

Now the scary part—the cost. The cost for the receivers is about \$70 for both brands. The Lenz receivers for N scale (LE 75C) are built in two parts measuring 0.440" by 0.635" by 0.145" and 0.415" by 0.325" by 0.110". These are factory installed by Arnold in the cabs of their Alco S-2s. The Digitrax DN 83, DN83/F and DN93 receivers measure 0.36" by 1.0" by 0.18". Aztec Mfg. is currently modifying N scale Atlas/Kato GP-30 and GP-35 frames to accept these receivers. I have heard rumors that some manufacturers such as Kato are considering installing plugs in all of the locos to facilitate easy installation of receivers by the modeller. I think that when DCC takes off, manufacturers will start installing receivers in their locos. Of course the brand of receiver they select won't matter as long as it meets the NMRA standards.

The price of a basic package including the control boxes, the programming cab and one receiver is approximately \$385 for Challenger, \$518 for BigBoy and \$675 for Lenz. These are Canadian prices received from suppliers in the Lower Mainland. *Please note that these costs were quoted in the summer of 1994 and may not necessarily be the same today.*

You must add a transformer to these packages with sufficient power to run the maximum number of locos that you plan to have in operation simultaneously. Some people think that now the NMRA standard has been approved by the membership, more companies will get involved in manufacture raising the competition and consequently lowering the prices. We have already seen receiver cost come down and perhaps it will decline even more - time will tell.

A bit of late news. I purchased a BigBoy system in September of 1994, and have successfully installed a receiver in an N scale Lifelike FA2 and an Atlas RS3. The initial results are very pleasing, I will try to pass on more information in future issues. Happy railwaying for now.

7th Division Timetable

March 1995

Friday, April 14 and Saturday, April 15	Seventh Division Interior Spring Meet in Kamloops. Sa-Hali Jr. Secondary School, 225 Arrowstone Drive. Layout and prototype tours, clinics, product and layout show, display hall, wine & cheese and banquet. For information: Registrar, Gerry O'Brien, 2623 Argyle Ave, Kamloops, B.C. V2B 4T6. Tel: (604) 554-3523, Fax: (604) 554-2561. See insert for more details.
Sunday, April 29 until Tuesday, October 10 Open 10 am to 4 pm daily	WCRA's West Coast Railway Heritage Park in Squamish. The 12 acre site displays Western Canada's largest collection of heritage railway locomotives and rolling stock. Most pieces are open for interior inspection; Park includes museum exhibits, vintage cars, visitor centre, gift shop, nature trail and picnic facilities. Great family fun. Turn west 2km north of McDonald's on highway 99. Watch for sign. Park is located near north end of B.C. Rail yard on Government Road. Call 898-3992 in Squamish or 522-1293 in the Vancouver area for more information.
Sunday, April 30 10 am to 4 pm	11th Annual Mid-Island Spring Meet in Nanaimo. Beban Park Recreation Centre, 2300 Bowen Road. Activities include popular vote contest, operating modular layouts, displays, table top clinics, swap & shop area, door prizes and raffle. For information contact Ken Rutherford at 724-4698 or Rick Lord at 724-4205. See page 4 for details.
Saturday, May 7 10 am to 4 pm	The Annual Canada Ports Day model & prototype railway display in the B.C. Rail Building at 221 W. Esplanade in N. Vancouver. If you would like to exhibit, or need more information, give Chuck Laws a call at 984-7507.
Friday to Monday June 30 to July 3	Prairie Express '95 - PNR Regional Convention at the Sands Hotel, Saskatoon, Sask. Clinics, tours, contests, awards and banquet. For information, contact Ron Adams, Registrar, Prairie Express '95, 438 Manning Lane, Saskatoon, Sask. S7L 6J8. Tel: (306) 683-0795.
Saturday, August 19 and Sunday, August 20 9 am to 4 pm both days	First Annual WCRA 'Rail Show in the Park'. At the West Coast Railway Heritage Park in Squamish. Models, collectibles, railroadiana, and much more. Sellers tables available. For information, call Glen in Squamish at (604) 898-8221 or Paul in Burnaby at (604) 420-1292. Regular Heritage Park admission of \$3.50 includes the show.
Sunday, November 12 9 am to 4 pm	Trains 95. Western Canada's Largest Model Railway Show at the Cameron Recreation Centre in Burnaby. For information contact Dick Sutcliffe at 467-4301 after 5 pm. More information will be in future issues.

West Coast Railway Association Excursions - 1995 Tour Program

For more information and prices of these trips, call the W.C.R.A. reservation booking line at 524-1011 or fax 522-1293. Your may write the W.C.R.A. at Box 2790, Vancouver, B.C. V6B 3X2.

Sundays: June 25, August 13 and September 24	Circle Island Tours. Daytrips on the E. & N. Leave Pacific Central Station at 7:40 a.m. by bus to Victoria. Take the VIA E&N Dayliner to Courtenay, and return to Nanaimo. Return by bus via Horseshoe Bay to Vancouver. Includes a meal at Courtenay.
Saturdays: April 8, July 15, October 28, and December 2	Spirit of Washington Lunch Train and Winery Tour. This most popular trip departs Pacific Central Station for bus ride to Seattle, then board the return trip 1950's era steamline train at Renton and enjoy a gourmet meal along the shores of Lake Washington. Tour the Ste. Michelle Winery at Woodinville, then spent a couple of hours shopping at the Seattle waterfront before returning to Vancouver.
Saturday, May 20 to Sunday, May 28 and Saturday, Sept 9 to Sunday, Sept 17	Early summer and Fall 9 day BC Rail System Tours. This is a trip of a lifetime as the chartered BCR dayliner travels the entire BC Rail system during the daylight hours, and hotel accomodation is provided each night. All transfers, meals and special entertainment is provided. Options of one way by train and one way by bus are offered where the bus trips travel a route that offer more places to visit. Call for a separate brochure.
Friday and Saturday, May 26 and 27	Spring Rail and Sail. Departs 8:00 am from Pacific Central Station where you travel by bus to Tsawwassen to board the Queen of the North for a one way cruise to Port Hardy on the northern tip of Vancouver Island. Stay overnight there, then return by bus through the Nimkish Valley and Campbell River to Courtenay, where you board the VIA E&N Dayliner and ride to Victoria. Depart Swartz Bay at 7:00 pm for return by ferry and bus to Vancouver.
Friday, May 26	AMTRAK to Seattle. Travel the inaugural trip to Seattle. Tetative date.
Saturday, June 10	Only in Lillooet Days. Depart at 7:00 a.m. from the BC Rail station in N. Vancouver and enjoy the spectacular sceney on the BCR dayliners to Lilloet and return. Enjoy the fun in the town's annual celebrations. Overnight options include dance, barbuque, casinos, and more. Period costumees are optional. Includes hot lunches and snacks aboard.
Tuesday to Thursday, September 26 to 28	Fall Rail and Sail. Depart early afternoon from Pacific Central Station where you travel by bus to Victoria and stay overnight. Next day travel on the E&N dayliner to Courtenay and then by bus to Port Hardy where you stay a second night. Depart on third day at 7:30 am for Tsawwassen on the Queen of Prince Rupert, and arrive back in Vancouver in the evening.
Friday, October 13 to Saturday, October 14	Cariboo Overnighter to Williams Lake. Travel return by private car as part of the BCR Cariboo Dayliner to Williams Lake and return the next day. Includes choices of overnight accomodation as well as most meals.

FOR SALE: Onboard Command Control System. New, never used. 10 amp mixer board with manual.

List \$210 (US), \$265 (Cdn). Asking \$200 (Cdn) or best offer. Also have 18 volt transformer: list \$75, asking \$50; and cooling fan for mixer: list \$20, asking \$15. Phone Gary Jenkins at 942-2370.