

# BULLETIN BOARD

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*The Official Publication of the 7th Division, Pacific Northwest Region  
National Model Railroad Association (Canada)*

## **Athearn's HO Scale WCX Bombardier Cars Review & Tune-Up by Dick Sutcliffe**



After much too long a wait, (they were announced with the F59PHI in 2001), the West Coast Express commuter cars have arrived.

Athearn has done an excellent job reproducing the bodies, and the artwork is superb, including picking up on the 300 series cars. The cappachino cars (201-205 I think) do not seem to be in the numbers released, so their logo is missing.

The diecast full-length frame gives the cars a low center of gravity, but I found the coupler and truck mounting screws easily cross threaded. The interiors are a plus. The running gear is another matter. The inside bearing trucks have nice brake detail, including a simulated, highly polished disc rotor. However the operating characteristics are much less than expected from such a well established manufacturer.

After multiple derailments on the DARS layout, and my home layout, in the out of the box state, it was time to get out the NMRA gauge and the test track.

1 - The wheel treads are code 88 wide (measure 0.089"!), so there is not a lot of leeway on track gauge.

2 - Next was the wheel gauge which was narrow on 3 of 4 axles on each car, enough that the flanges would not enter the gauge!!!

3 - There is very little longitudinal equalisation for changes in grade.

4 - Neither truck would rock from side to side very much either. The fifth, sixth & seventh defects were found on the test track.

5 - The cars did not roll freely.

6 - Both couplers were high by a quarter of a knuckle.

7 - The cab car plow hit the uncoupler.

8 - The diaphragm faces have ribs! On further inspection there is a rib on the left side of the car body door frame, both of which defeat smooth operation of the diaphragms in the push mode, as the diaphragms come into contact.

The hoses, cables and connector sockets details are beautiful though.

The following is what I have done to tune up a four-car train to what I hope will be a reliable runner, if the track work is within NMRA Standards and RPs.

I removed the trucks, and the wheelsets from the trucks. The wheelsets consist of stub axle wheels, with a plastic tube as an axle. I adjusted the gauge, of one wheelset, so

**Athearn has done an excellent job reproducing the bodies, and the artwork is superb, including picking up on the 300 series cars.**

the flanges centered in the NMRA gauge, then measured the back to back, with a vernier caliper. After removing the wheels I

measured the plastic axle length, and a calculation revealed half the difference between the back to back and the axle length was 0.075". I took a length of 0.080" x 0.187" styrene and reduced a length, equal to the wheel diameter, to the 0.075". Then a slot was formed, in from the end of the styrene, equal to axle diameter, about half the length 0.075" portion. The wheelsets are reassembled with this "spacer gauge" between one wheel back and the axle sleeve, then with the spacer gauge still in place the second wheelset is pressed into the axle, until the flanges were centered in the NMRA gauge.

With each truck, start with the disc rotor wheel for the first axle, and the plain wheel for the second axle; this eliminates any tendency for the trucks to dog track.

Remove any flash from the frames before replacing the wheelsets. I also hand rotated the flutes of a #52 drill in the axle slots to remove any flash and polish the bearings.

When replacing the trucks on the body, leave out the washer under the screw head as it restricts the equaling.

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## QUESTIONS?????

Please feel free to contact any of the above members if you have questions, comments, suggestions or concerns. The strength of any organization is with it's members! DIRECT YOUR MODELLING QUESTIONS to our 7th Division Member Aid Chairman, Bob Gardner, MMR, Voice: (250) 832 9883, Fax: (250) 832-0681, Email: rvongard@jetstream.net

The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association Inc. headquarters 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.

## NMRA/PNR RENEWAL

To renew your NMRA and PNR/7th Division membership, send \$83 Cdn to Steve Pevette PNR Office Manager, 4214 Hilltop Dr., Pasco WA 99301 USA, Email: <prevette@owt.com> MasterCard, VISA, American Express, Diner's Club and Discover charge cards accepted. Make your cheque payable to PNR/NMRA

## 7th DIVISION VIDEO LIBRARY

Please phone, write or Email to request the tapes you would like to borrow and they will be mailed to you prepaid. After use, you are required to mail them back 'Proof of Delivery with \$100 insurance'. **Please keep your return postage receipt for tracing purposes in case the tapes are lost in the mail.** Check your membership expiry date on your *Bulletin Board* mailing label. If it has expired, please renew it now using the form included with the *Bulletin Board* (or above) before requesting to borrow tapes. The library address is:

7th Division Video Library, c/o Don Forsyth, 2022 Cedar Crescent, Courtenay, BC V9N 3B6, phone (250) 338 4497 Email: D.Forsyth@telus.net

A full list of tapes is published in the March and September issues of the *Bulletin Board*

The *BULLETIN BOARD* is published six times per year as follows:

<u>Submission</u>	<u>Mailing</u>	
<u>Deadline</u>	<u>Date</u>	<u>Month</u>
November 15th	December 15th	Jan/Feb
January 15th	February 15th	Mar/Apr
March 15th	April 15th	May/Jun
May 15th	June 15th	Jul/Aug
July 15th	August 15th	Sep/Oct
September 15th	October 15th	Nov/Dec

The *BULLETIN BOARD* is distributed to all Seventh Division members in good standing. Editorial opinions and those stated in articles do not necessarily reflect those of the Seventh Division Standing Committee.

*CONTRIBUTIONS* of Letters, Articles, Event News, Plans, Photographs and Art are encouraged and welcomed and may be sent to the *BULLETIN BOARD* Editor:

Russ Watson #801-450 Simcoe St Victoria BC V8V 1L4 (250) 384 3495 (Home)

Email: russwatson@telus.net

Please use Email whenever possible. The Editor uses a Macintosh computer which is capable of translating a wide variety of file types including most PC files.

All *COMMUNICATIONS* directed to the Division should be forwarded to the Superintendent: Scott Calvert 1869 Walnut Crescent Coquitlam BC V3J 7T2

Email: scottcalvert@shaw.ca

*MEMBERSHIP RENEWALS* and *ADDRESS CHANGES* must be sent to the PNR Office Manager: Steve Pevette, PNR Office Manager, 4214 Hilltop Dr., Pasco WA 99301 USA,

Email: <prevette@owt.com>

All other *MEMBERSHIP INQUIRIES* including *NEW MEMBERSHIPS* must be forwarded to the Membership Coordinator: Gary Hazell RR #1 S-4 C-6 Tappen, BC V0E 2X0 (250) 835 8628, FAX (250) 835-8521, Email: comhaven@shuswap.net

*ADVERTISING* in the *BULLETIN BOARD* is accepted at the following per issue rates: Full Page = \$48.00, Half Page = \$24.00, Quarter Page = \$12.00, Business Card = \$6.00, Pique Ads = \$1.50

*Artwork* should be supplied in the appropriate size. There may be an additional charge to complete artwork that is not camera ready. Please mail your artwork and remittance, payable to the "7th Division PNR/NMRA," to the Editor's address listed above.

## NMRA WEB SITES

7th Divison

<http://www3.telus.net/7division>

PNR

<http://www.infoharvest.ca/NMRA/PNR/>

NMRA

<http://www.nmra.org>

# SUPERINTENDENT'S REPORT

by Scott Calvert

This issue contains a call for nominations for the positions of Superintendent and Assistant Superintendent, and I would encourage you to nominate any members you believe would be capable of assuming these positions. As you recall, we elect these exec members every two years, and in the alternate year, we elect the other exec positions. Both Gary Hazell and I have offered to let our names stand for election for another term in our respective positions, however, this does not eliminate others from throwing their hat in the ring.

I want to extend a big thanks to Trains 2002 for providing a share of the profits from last fall's very successful show to the 7<sup>th</sup> Div. The share of the profits from the 7<sup>th</sup> Div meets and activities is the primary income for the Div and allows us to provide the numerous member benefits that we all enjoy.

I hope to see many of you at the Kamloops spring meet over the Easter weekend. They have some very interesting activities, and the meet is very affordable. There will be a 7<sup>th</sup> Div business meeting at the convention - check at the registration desk for the time and location.

Don't forget the annual Nanaimo train show on April 27<sup>th</sup> too. See the timetable for the details. This is always an enjoyable one-day public show, so try to attend if you can. I have the good fortune to be invited to attend the annual Prorail operating weekend in the San Francisco bay area that same weekend so will miss the Nanaimo show this year.

Well, I hope you are all getting all those hobby projects done, since soon it will be time to get out into the yard! Personally, I try to remain active in the hobby all year round, even during the summer. It's a great time to do some railfanning, cycle an abandoned RR grade, and try your hand at model photography using outdoor natural lighting. Well, that's all for now.

## WELCOME!

A very warm welcome to the following new Seventh Division member(s):

**Gary Buller**  
**Bill Miles**  
**Robert Milliken**

Williams Lake  
Vernon  
Surrey

Please feel free to direct any questions, comments or concerns to any of the members, especially Bob Gardner, the 7<sup>th</sup> Division Member Aid Chairman, and those listed on Page 2. We look forward to meeting you at any of the 7<sup>th</sup> Division events.

# EDITOR'S DESK

by Russ Watson

Last time I mentioned that last year's NMRA National in Ft. Lauderdale was poorly attended and that I had heard that the NMRA brass were looking at a change in the fee structure for non-NMRA members attending NMRA National conventions. I received the following response from NMRA/PNR Trustee, Roger Ferris:

"Appreciate your efforts on the Bulletin Board. Noted your Editor's Desk comments. I will share a bit of information you may want to pass on.

Yes, Ft Lauderdale had a lower than usual attendance but was still in the 1100-1200 registration range. Several factors were at play: Summer heat and humidity, higher airfare to Ft. L or even higher to Miami than even Orlando kept long-haulers away, the lack of much prototype activity in the area, the high cost of tours based on the great distances to be traveled to find rail interest points and some publicity stumbles. The redeeming factor was a National Train Show attendance placing it among the top four time records!

The non-member issue has long ago been resolved. All the recent conventions add a surcharge equal to either an Associate membership or a full membership. This is an Association event, not a "public" event except for the National Train Show that is open to the general public. Many other hobby groups follow this practise. Most conventions are patronized about 30-40% by "regulars" who attend wherever the convention is held. The rest come heavily from the area of the convention - say up to 1000 miles. This is why the Convention is rotated about the country.

You are correct, I want ideas and input from members as we continue to refine policy and build NMRA into the organization it can become! See you in Seattle next year -- that is within the 1000 mile circle, isn't it? Roger"

It appears that the information I had heard was not correct and that changes are not planned for the non-member policy. I'm planning to attend the Seattle convention and expect that many of you are as well. If you haven't attended a National, Seattle provides a great opportunity to do so. Everyone should attend at least one National.

7<sup>th</sup> Division member Ted Alexis is once again using the Internet and has an email account. I have included Ted's email address in the masthead on page 2 and also added your PNR President, Wil Seaver's contact info at the bottom of the masthead.

I was very short of material for this issue, which allowed me to use a couple of articles from other PNR Division newsletters that I have been saving for such an occasion. This issue pretty much focuses on modelling, hope you enjoy it.

# MEMBER AID

by Bob Gardner, MMR, Coordinator

Keep those inquiries coming. If you have any subjects that you would like to see covered in this column, please contact me. In the meantime, here are some thoughts of my own:

## OPERATION

"Operation" of a model railroad can mean various things to different people. Some modelers are turned off by the word and would like to just forget operation and keep on modeling. More and more people, however, are getting caught up in the operation of their railroads to a large or even small extent. Remember that, unlike mantelpiece ship and aircraft models and military scenes, ours are "working scale models" and can be made to perform the same actions as a real railroad. Having gone to all the effort of building a railroad with working model cars and engines, we can get an extra kick by making it "work".

Every car moved by a railroad is important. It generates revenue for the line and delivers important goods to the customer. This may be perishable fruit and produce, lumber, coal, oil and chemicals, or spine cars of containers full of TV sets. I remember many years ago when a foundry I worked for almost ran out of their main staple - pig iron. A hundred jobs were at stake. A rush call was made to the railway's merchandise manager and the situation explained to him. The gondola of pig iron traveled from Eastern Quebec to Southern Alberta, not in the usual 8 - 10 days, but in just three days. In thanking the railway representative for this fast service I asked him if they had coupled the car to the rear end of the Canadian! This was an example of how a lowly car of pig iron was vitally important to a customer.. So think of each one of your freight or passenger cars as an important and valuable item to be delivered to a waiting customer down the line.

Operation on your pike can be as simple as having your road switcher pick up a carload of imaginary merchandise at one spur and drop it at a customer's spur a short distance away. It can grow to include several trains of different types of merchandise sharing the same track. More elaborate operations can be enjoyed by a crew of operators, possibly using car orders to keep deliveries organized and a timetable to use the tracks efficiently.

The hobby is to be enjoyed any way you want to approach it, but maybe there could be some extra fun in putting a little more "railroading" in your model railroading.

If you're interested in learning more about running your railroad like the real one, check out Operations SIG, Box 872, Arlington Heights, IL USA 60006 or Email: <BillJewett@aol.com> or the home page <http://www.opsig.com> or our op SIG representative Scott Calvert  
Happy railroading.

## WCX Tune-Up continued from Page 1

Hold the inboard wheelset flanges against the floor and stop tightening the screw when the wheelset starts to lift.

Sand the ribs off the diaphragm faces. Remove the rib on the left side of the door frame with a #17 chise blade, being careful to retain the hand grab. The bottom of the cabcar plow was sanded so it would clear the uncoupler. The coupler retainer plates seem to be assembled upside down, the rough part is against the coupler, so I reinstalled the covers with the smooth side against the coupler. I did not adjust the coupler height, since the cars will run as a set, but did fit a highset knuckle, long shank coupler to the F59PHI. The long shank keeps the diaphragm off the engine handrails in the push mode, and the engine's coupler was low anyways.

The train has been tested on my layout, where I found two places of wide gauge. When these were fixed, the train worked well, at speed, in both pull and push modes through curves, turnouts, and up and down grades. Now to get some lighting in the cab car.

cc Athearn Inc.

### Is your membership expiring?

Please check the expiry date on the mailing label on the envelope that this *Bulletin Board* arrived in and follow the instructions on Page 2 to renew now.

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# Working With Polyurethane

Courtesy of the 6<sup>th</sup> Division "Highball"

Foothill Model Works manufactures its rolling stock and structure kits using a substance known as polyurethane. (commonly called Resin Kits. Ed.) Since this type of material is relatively new to most model railroaders, we have provided the following tips as an aid to working with polyurethane.

## **Straightening Parts:**

Should any of your parts arrive warped, it's easy to straighten them. Gently warm the part in hot (about dishwashing temperature) water. After a few minutes, the parts will get slightly soft and will conform to any flat surface on which it is placed. At Foothill Model Works, we take extra care in packaging our kits to keep them from warping during shipping; however, the kits are occasionally subjected to extreme heat during shipping, which causes the parts to warp. In the unlikely event that any of the parts from our kits cannot be straightened out by this method, we will replace them free of charge.

## **Washing Parts** (Extremely Important)

Thoroughly wash all of the parts in warm soapy water with a cleanser (like Comet or Ajax). The mould release used in production will keep the Cyanoacrylate Adhesive (CA) and/or paint from adhering to the part and must be removed prior to assembly. Cleaning the parts first will prevent you from spreading the mould release to other parts and to your work area. After you have finished preparing the parts for assembly or painting, it's a good idea to wash the parts again. CA and paint also won't stick to the oil found on fingerprints.

## **Filling Holes**

We try not to send out any parts with air bubbles on the front of any part; however, air bubbles are an inevitable part of the casting process and from time to time, a bubble or two will get past us. The bubble holes are easy to fix using a filler material made from baking soda. Fill the hole with a drop of CA using a toothpick or a scrap piece of wire. Then sprinkle common household baking soda into the hole. The adhesive will quickly soak up into the baking soda and will harden almost immediately. File, sand or scrape the resulting fill flush with the surface of the model. If the entire hole is not filled with the first application, repeat the process. Larger holes should be filled with several layers of fill to assure that the adhesive is distributed evenly.

## **Sand The Backs Of The Parts**

During the manufacturing process we press a piece of waxed plate glass on the mould to maintain a uniform thickness and to give the castings a flat back. The wax leaves an impression in the back side of the wall castings. A small amount of sanding with fine sand paper on a sanding block or taped to a piece of glass will remove these impressions. This will improve the appearance of the castings when putting adding interior details to the kits and helps produce a stronger glue joint in all types of polyurethane kits.

## **Adding Board Scribing And Wood Grain**

Polyurethane can be worked just like styrene.

continued on Page 7

# NEW CLUB FORMING

A group of modellers have joined forces to create the Chilliwack Model Railway Club to share model railroading in general, and N scale modelling in particular. We are building a modular layout to NTrak standards, depicting railways operating in the Fraser Valley during current times. We welcome any and all like-minded modellers to assist in developing the project. For further information, please contact Larry Sebelley at 1-604-858-5717 or by email at [sebelley@shaw.ca](mailto:sebelley@shaw.ca)

## CALL FOR NOMINATIONS

For the 7th Division positions of:

President ( Superintendent)

Vice President ( Assistant Superintendent)

Should you wish to run for, or nominate a person for either of these positions, kindly submit the name with current NMRA & PNR membership numbers to Don Forsyth by **May 16, 2003**. Submissions may be made by letter or email: 7th Div Nominations, c/o Don Forsyth, 2022 Cedar Crescent, Courtenay, BC V9N 3B6, phone (250) 338 4497 or email: [D.Forsyth@telus.net](mailto:D.Forsyth@telus.net) The positions are for a two-year term starting September 1, 2003. An election ballot will be in the next issue of the Bulletin Board.

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# TIMETABLE

Visit [www.infoharvest.ca/NMRA/PNR](http://www.infoharvest.ca/NMRA/PNR) for information on additional events.

**April 18 & 19 - KAMLOOPS BC** - High Country Rails 2003, Best Western Hotel, 1250 Rogers Way, Public Show Friday 6:30 to 9 pm, Saturday 10 to 4 pm, \$6, family \$6, under 6 free.

**April 19 - KENT WA** - Boeing Employees' Model Railroad Club Open House and Train Show, Boeing's Kent Recreation Center, 22649 83rd Ave S, 10-4, Info: Byron Osborn, 2227 S 292nd Street, federal Way WA 98003 206 655-0822, Email: president@bemrrc.com [www.bemrrc.com](http://www.bemrrc.com)

**April 26 & 27 - MONROE WA** - 12th Annual United Northwest Model Railroad Club's Show and Swap Meet to benefit EquiFriends, Evergreen State Fairgrounds, Monroe, Info: peter@cascadenscale.org

**April 27 - NANAIMO BC** - Vancouver Island Spring Model Railroad Show, Beban Park Rec Center (2300 Bowen Rd), 10 - 4, Adults \$4, Family \$8, NMRA \$3, Layouts, Swap-n-shop, Model contests, Sales tables \$20.00. Info: Ken Rutherford (250) 724-4698 Email: kj.rutherford@shaw.ca or Rick Lord (250) 724-4205

**May 16-18 - WAINWRIGHT/LLOYDMINSTER AB/SK** - "Border Rail" 6th Division 38th Annual Convention, Lakeland College, Lloydminster Campus. Info: Jim McArdle, 5408 48th Street, Loydminister, AB T9V 0J7 Email: registrar@borderrail.ca [www.borderrail.ca](http://www.borderrail.ca)

**May 16 & 17 - BELLEVUE WA** - Cascade Crossing, 4th Division Spring Meet, Bellevue Hilton, 100 112th Ave NE, Info: Russ Segner, Email: rsegner@qwest.net

**June 21-22, BOISE ID** - Great American Train Show, Western Idaho Fair Expo, 5610 Glenwood Rd., 11 - 5, Adults \$7, kids 12 and under free. [www.gats.com](http://www.gats.com)

**June 26-29, SPOKANE WA - CASCADE LOCKS OR** - SP & S Convention, Best Western Columbia River Inn, Info: (503) 257-8855, Email: bcbarney@msn.com [www.trainweb.org/railsnw/spshs/](http://www.trainweb.org/railsnw/spshs/)

**June 28-29, SPOKANE WA** - Great American Train Show, Spokane fair & Expo Center, 404 N. Havana. Expo. 11am-5pm. Info: [www.gats.com](http://www.gats.com)

**July 13-19 - TORONTO, ON - MAPLE LEAF 2003, NMRA National Convention**, International Plaza Hotel & Convention Centre, 655 Dixon Rd, Toronto, ON. Info: Email: info@ml2003.com Registrar Email: registrar@ml2003.com [www.nmra.org](http://www.nmra.org)

**August 6-10 - Eugene, OR** - (see below)

**September 3-6 - FIELD, BC** - Spiral Conference IV

**September 7 - VICTORIA, BC** - Victoria Model Railway Show, Victoria Curling Club 1952 Quadra St, 10-4, hourly door prizes, pop vote contest, operating model railroads, sales & displays, Info: Ted Alexis (250) 595-4070, David Tomljenovich (250) 652-1894

**October 4 - CALGARY AB** - Calgary Rail Prototype Modelers Meet, Abbeydale Christian Fellowship Church, 1352 Abbeydale Drive, S.E., 9 - 5 p.m., CN SIG, CP SIG Sanctioned, Excellent series of

clinics, RPM-style non-judged model displays, Manufacturer Sales of Prototype Kits, Photos and Supplies. Info: Russ Pinchbeck (403) 272-0637, Email: rpinchbeck@novatelwireless.com  
**October 4 - CALGARY AB** - Calgary Model Railway Society Fall Mini Meet, Hospitality Inn Best Western, 135 Southland Drive, S.E. (corner of Southland Drive & MacLeod Trail), Doors open 8:30 a.m. Clinics start 9:00 a.m. Clinics, Displays, Retail sales, Annual General Meeting at noon, Info: Barry Conn, (403) 251-9334, Email: barry.conn@shaw.ca

## PNR CONVENTION DATES

**August 6-10 - EUGENE, OR** - 2003 PNR 'Tunnel Country' Convention, Eugene Hilton Hotel & Convention Center, Convention registration is \$75.00 (\$115.00 CDN) before May 1, 2003 (\$95.00 US after 5-1-03). Additional information can be obtained from the convention registrar Dave Kleger, Registrar, 2154 Golden Garden St., Eugene, OR 97402-6107, telephone: 541-689-2536. [www.tunnelcountry2003.com](http://www.tunnelcountry2003.com)

*Why not take a friend or neighbour to the next model railroad event that you attend?*

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**"Polyurethane" continued from Page 5**

To add scribing lines to simulate the gap between boards simply line up a straight edge or square on the part and scribe with the back edge of a #16 Xacto blade. Wood grain can be added by scribing lines freehand in the manner described above for the coarse parts of the wood grain. Use a fiberglass scratch brush in the same manner for the fine parts of the wood grain. Use 0000 or 000 steel wool to clean up.

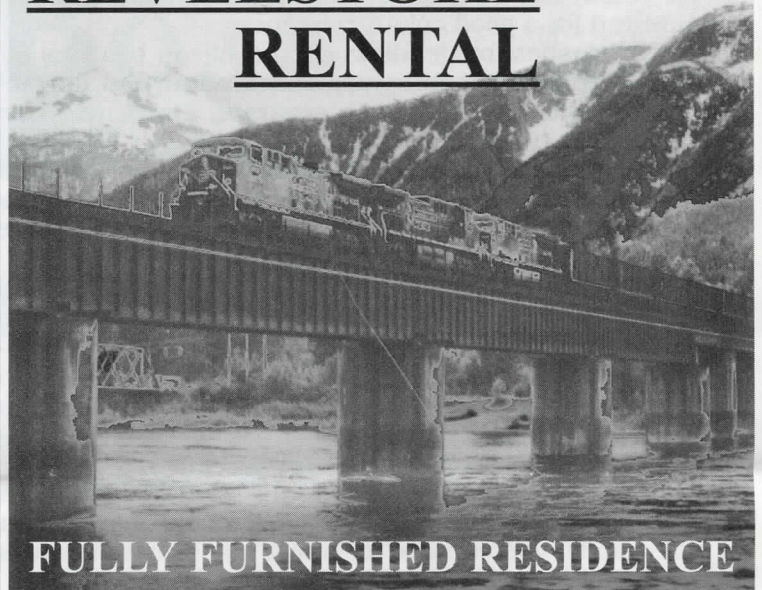
**Making And Reinforcing Glue Joints**

Gluing polyurethane parts together is easier than you think, even with CA. To glue two large, flat pieces together, apply a few drops of slow-acting CA or 5-minute epoxy and line up the parts. To glue smaller parts together, clamp the two parts together (with your hands, rubber bands, etc.) and put a few drops of thin CA along the joint. The adhesive will wick up into the joint and glue the parts together. (The wicking action combined with the heat and moisture of your fingers will very quickly and effectively glue your model to your fingers - use very fine-tip applicators to limit the quantity of CA you apply and avoid getting your fingers too close to the joint. Ed.). If you make a mistake, soften the glued joint with M.E.K. (this is toxic stuff, use caution. Ed.), separate the parts and try again. When an extra strong glue joint is required (like the corners of a building without an interior) spread a fillet of glue along the joint with a toothpick and sprinkle baking soda along the joint.

**Painting Tips**

Don't be afraid to try. Test out your skills on plain sheets of styrene to see what you will get and if your  
**continued on Page 8**

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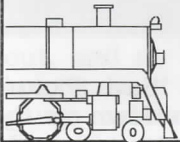
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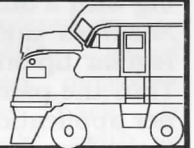
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## "Polyurethane" continued from Page 7

paint is too thick or thin. Test out new paints this way too for colour matches to your old paint schemes. Keep a chip around for a good colour reference.

Use good brushes for detail work and cheap brushes for washes. Keep brushes for water-based paint and for lacquer or thinner based paints separate. Don't use one brush for both types of paint.

Look at military colours for use as weathered or aged paint and for painting figures. Magazines, books and the Web sites devoted to other types of modelling often have great tips for colour use and detailing.

Multiple thin coats of paint are better than one thick one. Let the model dry thoroughly before applying the next coat. You can speed up the drying time of water-based paints with a hair dryer set on low heat, but it also blows on the surroundings, so put your model in a clean area first to keep dust and workbench debris off. An alternative is to bake the paint in an oven at low heat for 20 minutes (for ModelFlex) to 2 hours (Floquil on a brass model). Better to undercook than overcook! Try this on an older model you can use for a test just in case it starts to melt, before going into full serious production.

For two-colour paint schemes, paint the first colour over the entire model and let dry. Mask the second colour using thin flexible tape for curves and wider pieces for straight lines. The wider pieces can be attached to a piece of paper for rigidity, with only 1/8" to attach to the model. Spray a little of the first colour over the tape to seal the edges and prevent 'run unders.' Let this dry and then spray on the second colour.

When spraying on a clear gloss coating for decal preparation, spray the entire area. If you just spray the areas where the decals will be placed, those areas will look different than the non-sprayed areas, even after over coating with a dull coating.

AccuFlex and ModelFlex paints can be sprayed with a regular tip on an airbrush with 15 to 25 PSI of pressure. Thin the paint with a little bit of distilled water for thinner applications.

If you are getting 'grainy' results from airbrushing, thin down the paint and use more air (in the mix of paint/air) as you paint.

## Searching For Signs

Courtesy of the 6<sup>th</sup> Division "Highball"

One of the best resources for signage available to a modeller is the Internet and its ability to search for obscure information and images. While an exhaustive search requires some planning, a large measure of success can be achieved by simply considering the search process as an open-ended adventure.

Either way, the most important part of searching for signs on the Internet is using appropriate key search



terms. Regardless of what search engine you use, your chances of success will be greatly improved if you remember these basic tips.

1. The narrower your search begins, the more likely your search will produce the results you want. Remember the term "and" between search words produces a broader result than the term "or." Obviously the term "not" is most restrictive.
2. Make a list of the kinds of signs you are looking for and use that list to generate the words you will use to search with.
3. Don't be afraid to take divergent paths from your initial search, but have a note pad handy so you can jot down the web addresses (URL) of sites that look interesting. Many times the divergent path produces unexpectedly rewarding results.
4. Use the "Bookmark" or "Favourite" feature of your browser to save the sites you find, but take the extra step after a search to go back to the "Bookmarks" or "Favourites" and edit or gather the results into a common folder. This will make future searches much quicker and recovery of those important finds much easier.
5. Using a variety of search engines will often reward you with better results. My favourites are: Altavista.com, Google.com, Dogpile.com and Northernlight.com

Listed below are some of the sites with many examples of signs suitable for saving and printing for use on a

model layout.

To save an image to your PC you

simply right-click on the image and choose "Save Picture As." On a Mac, hold the mouse button down on the image until the dialog box with "Save this image as" appears.

Remember the resolution of images saved this way will only be 72 pixels per inch, but when reduced to model size and printed, this quality will be adequate for most modelling situations. You must also remember you may only copy images this way for personal use that does not include any form of resale. Copyright law does apply to images found on the Web.

Sites found using the search terms "Advertising Signs":

[www.pastimes.org/](http://www.pastimes.org/)

<http://signofthetimesonline.com/>

[www.carterstore.com/signshop.htm](http://www.carterstore.com/signshop.htm)

Mike Tylick, a contributor to Model Railroader magazine has quite a collection of signs at his web site: [www.trainweb.org/tylick/index.html](http://www.trainweb.org/tylick/index.html)

Perhaps the most surprising location for signs is ebay.com. This auction site is full of listings for antique signs for sale. Because most of those listings include detailed pictures of the item for sale, it is tremendous resource for images of all kinds.

