



7TH DIVISION

PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION, INC.

“BULLETIN BOARD”

ISSUE 5/70 MAY - JUNE - JULY

COMING!

A STAR STUDDED ATTRACTION

3 DAYS OF

“MODEL

RAILROADING

UNLIMITED”

FOR P.N.R. 'RAILS' & 'RAILETES'

AT THE

COACH HOUSE INN - N. VANCOUVER.

PLAN NOW TO ATTEND!

BE IN ON ALL THE FUN!

ISSUE 5/70

MAY * JUNE * JULY 1970

THE "BULLETIN BOARD" IS THE OFFICIAL PUBLICATION OF THE 7TH DIVISION OF THE PACIFIC NORTHWEST REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION AND IS PUBLISHED BY THE STANDING COMMITTEE OF THE DIVISION FOR THE BENEFIT OF THE MEMBERS OF THE 7TH DIVISION. P.N.R. MEMBERS RESIDING WITHIN THE CONFINES OF THE 7TH DIVISION RECEIVE THIS PUBLICATION FREE OF CHARGE. ALL OTHERS MAY SUSCRIBE AT THE RATE OF \$1.00 PER MEMBERSHIP YEAR.

ALL CORRESPONDENCE PERTAINING TO THE "BULLETIN BOARD" SHOULD BE SENT TO:

NORMAN R. SZUN - EDITOR,
3149 WEST 29th AVE.,
VANCOUVER 8, B.C.

ALL OTHER CORRESPONDENCE PERTAINING TO MEMBERSHIP IN P.N.R. AND N.M.R.A., 7TH DIVISION BUSINESS, OR OTHER P.N.R. AND/OR N.M.R.A. BUSINESS, SHOULD BE SENT TO:

AL ADAMS - 7TH DIV. VICE-PRESIDENT,
SUITE #201,
806 RYAN RD.,
RICHMOND, B.C.

* * * * *

CHANGE OF ADDRESS NOTICES

A LARGE PERCENTAGE OF "BULLETIN BOARDS" ARE BEING RETURNED DUE TO LACK OF NOTIFICATION TO THE "BULLETIN BOARD" OF ADDRESS CHANGES. THIS OVERSIGHT ON THE PART OF OUR MEMBERS NOT ONLY MAKES THEM MISS AN ISSUE OR TWO TILL WE GET A CHANGE OF AN ADDRESS IN A ROUNDABOUT WAY BUT ALSO CAUSES AN ADDED DRAIN ON THE TREASURY. P-L-E-A-S-E BE SURE AND FORWARD A CHANGE OF ADDRESS CARD OBTAINABLE AT ANY POST OFFICE FREE OF CHARGE (FREE POSTAGE TOO) TO THE BULLETIN BOARD NEXT TIME YOU UNDERGO A CHANGE OF ADDRESS...

* * * * *

NOTE: NEW ADDRESS AND TELEPHONE NUMBER FOR OUR 7TH DIVISION VICE-PRES.

AL ADAMS - 7TH DIV. VICE-PRESIDENT,
SUITE #201,
806 RYAN ROAD,
RICHMOND, B.C.

Phone: 277.9823

I have been reading over some magazines that I used to purchase before the War and in one of them, MODEL BUILDER, there were some modelling suggestions that leave me gasping. No even Phil Crawley was as abrupt in his tree building orders as this:

"Here is how to make a tree for your layout".

1. Materials - some sticks, green ink, glue and two sponges.
2. Take a stick and glue it where you want the tree.
3. Dip a piece of sponge in the green ink and wring it out.
4. Glue this sponge to the stick and you have a nice tree.

And all you fellow trolley modellers, how does this grab you?

"How about printing more trolley plans?" You can get balsa wood for the car, backed up with cardboard and thin aluminum panels on the outside. The body can be mounted on the motor any way the builder sees fit.

Of course, besides these Spartan suggestions, there were well detailed articles printed and excellent models produced. The problem was mainly in the interchange between manufacturers products. This is where the NMRA has made a great contribution of course by providing mutually acceptable and practical standards. Another of the problems of the past was in meeting fellow model railroaders to exchange ideas and see how in blazes that particular builder saw fit to mount the motor in the body. The biggest contribution made in this area is the Convention. The "National Convention" is the greatest of course but our "Regional Convention" being held in the Coach House Inn, North Vancouver, Sept. 18, 19 & 20, will be a smorgasbord of model railroad delights.

We are fortunate in having such a large number of skilfull modelers who are at the same time generous with their knowledge and abilities. Make your plans to attend now so that your trees will stand tall and green and realistic, and your trolley cars will rumble around with body and motor happily joined, and visitors will respond with that awestruck admiration that declares that you are a MODEL RAILROADER FOR SURE!!!

Editorial prerogative provides me with great latitude in whatever aspect of model railroading I feel requires comment. Therefore, with the 7th Division hosting this years PNR Convention and all concerned (I hope) pulling to make it a resounding success, it provides me with an opportunity to expound on one aspect that perhaps many modelers in this area take fairly lightly, that is of course, contests!

There are many in the hobby who are contest builders, that is, they build models primarily as contest entries. These models may eventually find their way to a layout and maybe not. There are others who build models primarily for inclusion on their layouts but will enter them in contests only as a secondary interest. The majority fall into a class that builds models to suit themselves and strictly for their layouts. It is surprising how well many in this latter class of model railroaders build their models, the great amount of detail that is utilized, the craftsmanship and ingenuity involved, and certainly should not take a back seat to either of the other two aforementioned types of builders. However reluctance takes its toll and consequently contest entries are few and the overall intent and interest suffers to the point where it is lopsided, or as has happened in innumerable cases, good models could not be judged in a particular category due to insufficient entries in that category. In many cases the contest models on display are the major static attractions at a convention and therefore every effort should be made to fully support this aspect of our hobby. This is where the POM* can, in addition to attending the convention, participate and do his part to ensure the success of the convention.

Fear (and pride) of competition is of course a major factor in our decision not to participate in contests. I would like to emphasize at this point that there should be no fear involved because you are not competing as a novice against a master (one who has previously won an award in that category). Another aspect we tend to forget relative to contests is that our master builders/craftsman had their start initially as novices. They must have obtained something more than awards out of their initial entries as most have progressed to greater

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* POM - plain ordinary member!

Editorial - cont.

heights in their ability as craftsman. Competition, creativity, interest and desire (the list could be endless) all contribute to an individuals greater appreciation of his chosen hobby. We hear almost monthly of someone who has been in the hobby for 10, 15, even 20 years and all of a sudden is packing it up because he has lost interest. Why has he lost interest? One of the major reasons is that perhaps he was a "loner" - one who didn't participate, didn't extend himself to create a continuing interest in the hobby. I was told once that a lot of real great contest craftsman in our hobby are "loners" but they didn't lose interest because they have a personal cause, a so called goal, to achieve the creation of better and better contest entries. So even a "loner" can contribute, participate and maintain interest. It boils down to the fact that if we all wanted to contribute something to the hobby, the organization, ourselves, and yes our convention, there is something we can do and somewhere we can go even as a "loner" and all gain something by it.

* * * * *

WANTED! MODELS AND DIORAMAS FOR DISPLAY

AT THE 1970 PNR CONVENTION IN NORTH

VANCOUVER, SEPT. 13, 19 & 20 AT THE

COACH HOUSE INN.

If you cannot make the Convention yourself we would still like to use your models for display purposes. Contact: DOUG HARMON at 299.3565 or PHIL CRAWLEY at 327.3210 well in advance please.

ALSO WANTED: MODELS AS CONTEST ENTRIES AT

THE 1970 PNR CONVENTION.

Judging will be in both novice and master categories to ensure fairness in abilities. All gauges and scales (we'll even take them in 1' = 1' providing it's a model). Contact FRANK MCKINNEY at 968.3252 for further information and details...

1970-71 PNR DUES ARE DUE AFTER THE CONVENTION IN SEPT. RENEW NOW!!!

THE HIGH COST OF MODEL RAILROADING

Wages are rising ! Cost of living is rising! Manufacturing costs are rising! Not to be outdone by all this rising so is the cost of model railroading going up. Oh yes, we say, but everything is cheap in Japan where most of our locies and other sundry accessories are made. Oh, most honorable sir, Japan has grown up! She is surpassing even some of the long standing high standard of living nations and rapidly catching up to that of our own so-called affluence. We tend to overlook this aspect which contributes greatly to higher costs of manufacturing in Japan. It is then compounded by our higher costs and duties over on this side of the water; costs such as waterfront handling which have risen tremendously over the past few years, deliveries by drivers who are not so poorly paid as they used to be, etc.

It boils down to the fact that the Japanese manufacturer must charge accordingly for his goods or go into some other more profitable line of business. From there it leads to just straight heads up economics and the end result is that if you want something bad enough you'll buy it even with a little "bitching" because you've probably just had a raise anyway as has been heard time and time again.

Basically it boils down to the fact that you can't keep prices from rising by asking for raises. This not only applies here but all over the world. As far as the hobby dealer is concerned, he is in the business to make a certain percentage of profit just as others work for a certain wage. If he can't then it's not worth his while and he might just as well let his money sit in the bank or invest it some other way to accumulate this profit/wage without the worries of business management. He is no different than the average guy who looks for ways to make a buck and if he can't make his due reward one way he'll move on to something else. Put yourself in his shoes and make an honest appraisal of the situation. You would do exactly the same as he is doing - in some cases you'd even want more for your efforts, time, and worries. So think twice before you knock your friend - your local hobby dealer !

1970 PNR CONVENTION PREPARATIONS

The time is getting nearer and the plans for the Convention are steadily firming up. This year's PNR Convention promises to be a real good one and one you won't want to miss even though you think you've seen it all before - you haven't! You may feel that because it is held locally you can get to see the same thing again at some of the other functions - but we don't think you will!! Why? Because the C'ttee and volunteers have gone all out to make this a truly model railroaders' Convention and when we say "Model Railroading Unlimited" we mean it. As a matter of fact it is doubtful whether one could take in all the visits, clinics, and other activities. Yes, there is more than you can bite off in one chunk and we planned it that way. We have grave doubts that anyone will go away complaining there was nothing to do at this Convention.

We are offering high value in return for the nominal cost. Nominal cost, you laugh! Yes, that is right. Nominal cost. In comparing today's costs - and wages - to that of a few years ago you are getting a terrific return for your money, believe it or not! Locally at least we have purposely kept chargeable functions down to a bare minimum this year so that we could have a better local representation at the Convention without straining your budgets too much. We want you to attend too.

How about your friends? Would they like to attend the Convention too? Well, they can't get a better bargain than what is being presented to them this year. Get them to join now, before, or even at the Convention. All registrants must be PNR members in good standing so this is important if you or they want to attend. You can also renew your PNR membership at the Convention if you so desire. In order to be a PNR member one must be a member in good standing of the NMRA at the time of the application for PNR membership. An interested person can join both organizations at the same time and still get in on this year's PNR Convention. Your 7th Div. V.P. will only be too glad to receive applications for membership. Just drop him a line and he'll take things from there. You might even consider a family membership for the wife or kids so that they can also share your year-round fellowship in these organizations.

RAILETTE ACTIVITIES - REGIONAL CONVENTION

Advice from the RAILETES has been received regarding their planned activities for the Regional Convention in September, and are quoted hereunder for the information of all RAILETES, prospective RAILETES, and those women who are attending the Convention with their husbands, boyfriends, or -:

"Friday Night - Sept. 18.

Burlap flower making demonstrations at 8 PM in the Hospitality Room with refreshments afterwards.

Saturday Morning - Sept. 19.

Bus tour, leaving the Coach House at 10:30 AM, includes visit to the Bloedel Conservatory on Little Mountain, lunch, and free time for shopping before the Banquet.

Sunday Morning - Sept. 20.

No-host breakfast at Coach House."

The gals are putting a lot of effort in to the above project and will certainly make it a memorable event for your wife or girlfriend so don't overlook bringing her along.

The RAILETES are constantly looking forward to welcoming new members into their group so if your wife or girlfriend is looking for some friendship with common interests (and complaints about model railroading husbands) and some interesting get-togethers please have her contact any of the following and they'll be only too glad to assist them in breaking the ice:

- Jean ELGOOD.....922-6293
- Dorothy DAVIS.....987-6503
- Marg STEVENSON.....299-4276

THIS SPACE COULD HAVE
 CONTAINED NEWS OF YOUR
 CLUB OR GROUP IF ONLY
 YOU HAD SENT IT TO THE
 EDITOR INSTEAD OF THIS
 UPSIDE DOWN NONSENSE.

- by NORM SZUN -

Prospective in our language is the creation of an illusion of distance within a given area on model railroad layouts. How do we achieve or create this desirable effect? Well, our painted backdrops are one way. Our trees and other allied scenery is another. Very well indeed, but what about or structures! Never thought of that did you? This we generally overlook and if we are in HO we place our HO structures right up close as well as in the background which is supposed to represent a scene many miles away. This is absolutely wrong isn't it? How do we solve this problem and retain the prospective in proportion to the area we are working in and also trying to create? A few helpful pointers follow which, hopefully, will assist you.

First of all, did we plan our layout wisely? Did we bite off more than we could chew? Wise planning does pay off dividends in the end as you have no doubt read many times before. Let's see if we can help solve some of the dilemma already created.

Since the majority are in HO we'll stick to examples in this scale. The areas adjacent to your viewing area is naturally nearest to you and therefore should retain the true HO scale effect. As you progress away into your so-called distance the size of structures should naturally diminish in size to retain the illusion of distance. This is easily accomplished by the use of smaller scale structures such as N. Very effective - just try it! One of our long standing members in O Scale, Stan STYLES, has used this idea very effectively in some areas of his fairly large layout. So don't be afraid to try it no matter what scale in which you enjoy the hobby. (Haven't heard of any scale smaller than N that these fellows could use to create their illusion so resourcefulness will have to prevail here, fellows.)

An additional point which comes to mind is the prospective of bridges in distant landscapes. Obviously we can't run an HO train over an N bridge! BUT what we can do is utilize less complicated low silhouette bridges such as deck types in these areas and utilize huge trestles and long complicated truss types in the foreground. It may sound funny to you as you read this but have you ever given the thought of

utilizing a bridge in that out-of-the-way corner, supposedly many miles distant, constructed of an ordinary HO top running deck and camouflaged by utilizing N Scale side construction? Real funny, eh? Oh, I can just see you all laughing yourselves silly! But wait a minute, logic prevails in the end! It only takes a few seconds for your train to run over this type of bridge and the rest of the time it is sitting there helping to create your objective. Now tell me what is better? Would you still want an out-of-proportion bridge still sitting there for all time just so that for the few seconds it takes your train to run over it the train and bridge will be in proportion BUT now both out-of-proportion with the rest of the scenery? Still laughing?

One thing we cannot change however, and that is we can diminish the size of our trains as they roll into the distance and therefore some deviation from this illusionary effect has to be made in some circumstances. A little juggling here and there will still produce the desired effect and the mechanics left entirely to your own discretion and imagination.

One way of achieving some prospective even though HO structures are utilized throughout and also keeping the above paragraph in mind is that we rearrange our structures in such a way that all the larger structures are nearer to the viewing area and the smaller ones are in the distant areas. In particular this refers to stations, freight sheds, coaling towers, water towers, and others of like nature.

Track profile, clearances, drainage ditches, - now prospective! What next? Well, let's get this one under our belts before I throw another one at you. Please remember though, these are meant to help you in some way and are not to be taken as criticisms of your layouts. Model railroading is supposed to be a pleasurable hobby so let's keep it that way.

Happy (Scale) Model Railroading to all.

SEND 1970 PNR CONVENTION REGISTRATIONS TO:

D.Y. "DOUG" STEVENSON
7036 HILLVIEW ST.,
BURNABY 2, B.C.

URGENTLY REQUIRED!!!

INTERNATIONAL (CANADIAN) DIRECTOR - NMRA

NOMINATIONS FOR 7TH DIVISION "GOLD SPIKE" AWARD

From the typewriter of Ed. VAN LEER, IOLE Chairman, we quote at his request from the NMRA Staff Newsletter:

The 7th Div. urgently requires nominations of PNR members within the Div. who you think are deserving of the 7th Div's. Annual "Gold Spike" Award for 1969-70 season! The response to the request for nominations appearing in our last issue (Apr-May) has been disappointing to say the least, in fact downright disgusting!!! Not a single nomination submitted by the membership, and believe me, there are many deserving members in the 7th! All it takes is someone to sit down and write a short letter regarding the merits of a member and send it in.

A number of misunderstandings have developed in connection with Para. A-2-b in the outline of a proposed executive reorganization as published in the April NMRA BULLETIN, Page 6. This paragraph turns out to be quite ambiguous. It calls for an International Director who must be Canadian. The intent here was to establish representation for all members residing outside the North American Continent (US & CANADA). This International Director would represent all "foreign" members throughout the world. He WOULD NOT, I repeat, WOULD NOT represent Canadians most of whom are already attached to or associated with existing regions (PNR TLR, NFR, etc, etc.) We suggest the International Director be a Canadian to preserve the international flavour of his responsibilities, to make sure that he was not from the US and to avoid disproportionate travel costs associated with possible travel from abroad.

In view of this inexplicable lack of spirit regarding the significant award the deadline for nominations has been extended to August 25. Hopefully this will stir someone into a little action since the initial response was such a FLOP!!!

THE INTERNATIONAL DIRECTOR WILL NOT REPRESENT CANADIANS AND WILL NOT DISENFRANCHISE CANADIANS.

Nominations are simple. Just write a letter outlining why the person (who must be a PNR member in good standing and residing within the confines of the 7th) you nominate deserves the award and include such things as his assistance and service to other members within the Div., service to model railroaders and model railroading in general, personal efforts regarding new members for PNR and NMRA, etc. The letter of nomination doesn't have to be flowery or long and involved. Short, sweet and to the point is as good as any. The meat of the matter is the only thing of interest to the selection committee.

Again, please remember that the April NMRA BULLETIN presentation was only an outline of the proposed executive reorganization. Many details are yet to be worked out. We are asking only for agreement in principle at this time...

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Mail your nominations by Aug. 25 to either of the Co-chairman of the 7th Div. (PNR) Annual "Gold Spike" Award Selection Committee members as follows:

WESTERN CANADA POWER CO. - taken from the October 1910 issue of "The Railway and Marine World".

Frank McKinney,
422 West 23rd,
NORTH VANCOUVER, BC

or

Norman Szun,
3149 West 29th Ave.,
VANCOUVER 8, BC

The line from Ruskin, BC, on the CPR to the company's power plant in course of erection at Stave Falls was expected to be completed by Sept. 30. The line skirts the wagon road almost the entire distance. Construction has generally been easy, there being only a few rather large cuts, and two places where any amount of trestle work was required. Grant, Smith and Company, of Spokane, Was. were the contractors...

The "Gold Spike" award will be presented to the most deserving member based on your nominations only will be made at the 1970 PNR CONVENTION Banquet in Sept.

HISTORICAL NOTES

KETTLE VALLEY LINES (CPR) - taken from the October 1910 issue of "The Railway and Marine World".

"We are advised that the section of the line under construction at present is the first 30 miles out from Merritt, B.C., close to the present terminus of the C.P.R. Nicola Valley Branch, to a point known as Railway Pass. The line will eventually be extended to Midway, where it will again connect with the C.P.R., and thus afford a southerly route between the Boundary country and the Pacific Coast. There will be six crossings of the Coldwater River on the present section, the bridges being Howe Truss spans on concrete abutments. The maximum curvature of the line is 12 degrees, and a 1% gradient has been secured up to Railway Pass. The first 12 miles is comparatively flat and the work is mainly earth work; the other 18 miles is heavy sidhill work with considerable rock. The contractors are Macdonnell, Czowski and Co. Vancouver, and sub-contracts have been let as follows: MacMillan and Murcheson, Vancouver, 17 miles; Holby and Owens, Vancouver, four miles; J.B. Bright and Co., Vancouver, four miles; Macdonald and Lunge, Seattle, Wash., five miles.

Penticton ratepayers have ratified the agreement with the company for its location in the town. Surveys have been started and it is expected that construction will be begun at an early date.

The valuations appointed to fix a value for the old Midway and Vernon Ry. grade and right of way and for the adjustment of accounts outstanding by that company met in Victoria recently to complete their report. The amount fixed by the valuations will be paid by the K.V. Ry., in which company the property acquired will be vested. The M. and V. right of way ends at Rock Creek, about 10 miles out from Midway, and a contract is reported to have been let to L. M. Rice & Co., Seattle, Wash., to grade from Rock Creek to Bull Creek, 35 miles, the work to be started at once.

Referring to the building of the line to Railway Pass, a press report says the line will continue along the Coldwater to July Creek, along July Creek to Boston Bar Creek, along Boston Bar Creek to the Coquihalla, reaching the latter in the vicinity of St. Elmo where the Fraser will be bridged so as to bring the line across

to Ruby Creek to connect with the C.P.R. This will give the Kettle Valley three junction points with the C.P.R., the other two being at Midway and Merritt.

MODELLING HINTS & KINKS -

With holidays already underway or just around the corner for many of our fraternity and many trips in the planning stages, etc., don't overlook the fact that this could turn into some wonderful field trips with regards to the hobby as well. With an open mind and a camera loaded with film you'll come across many things that will aid you in your modelling. This need not be in railroading country either. There are numerous structures of all types scattered everywhere that we all use on our layouts, yes, even some old dilapidated out-house does have modelling possibilities. What better way to capture a certain building that strikes our fancy than on film for later reference as a construction aid.

If, however, you are fortunate to be travelling in railroading country, do check the scenery from time to time. You might even select a few scenes that you'd like to recapture on your layout. Travelling along the Thompson River in B.C., for example, is a real gold mine for this sort of thing. Check the various types of bridges, trestles, tunnels, snowsheds, as well as the roadbed. Note the rock cuts and surrounding strata as this provides an untold wealth of reference in shaping your rock-work on layouts. In particular, pay attention to the size and shape of trees, particularly the branch composition. Nature has taken a lot of leeway in making its trees and so can you. Most important of all note nature's colors in the different areas - from lush greens through all the lighter colors to dark greys and even jet black! Vary the colors on your scenery as nature does on hers. She has a lot of room to work with - you don't! So choose wisely, proportionately, record what pleases you on film, and turn your holiday trip into a model railroading field trip and gain twice as much by it.

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DON'T FORGET

"Model Railroading Unlimited"

AT THE

1970 PNR CONVENTION

SEPT 18 - 19 - 20 - COACH HOUSE INN

NORTH VANCOUVER, BC.

FOR INFORMATION: WRITE - PHONE

D.Y. "DOUG" STEVENSON,
7036 HILLVIEW ST.,
BURNABY 2, BC.

PHONE 299 4276

1970-71 PNR MEMBERSHIPS ARE DUE IN SEPTEMBER
RENEW NOW!

-----TEAR OFF HERE AND MAIL TO-----

ED ALBRECHT, SECY. 3119 S.E. 57TH, PORTLAND OR 97206 USA

HI ED. - HERE'S MY 1970-71 P.N.R. DUES. ENCLOSED IS MY \$2.00.

NAME

ADDRESS

CITY PROV.

NMRA NUMBER

PLEASE MAKE CHEQUES OR MONEY ORDERS PAYABLE TO:
SECRETARY, PACIFIC NORTHWEST REGION, NMRA.