

AUGUST 1985



7th Division



BULLETIN BOARD

Published by the Seventh Division, Pacific Northwest Region, National Model Railroad Association.



Join the **CORNFIELD MEET**

LABOUR DAY WEEKEND
(DETAILS INSIDE)

I ENCLOSE _____ [] CHEQUE [] MONEY ORDER [] CASH

[] AFFILIATE 'NO-FRILLS' ONE YEAR \$US 10.00 (NO BULLETIN)
[] REGULAR, ONE YEAR \$US 20.00
[] REGULAR, TWO YEARS \$US 40.00
[] REGULAR, FIVE YEARS \$US 80.00
[] SUSTAINING, ONE YEAR \$US 40.00
[] SUSTAINING, FIVE YEARS \$US 160.00
[] LIFE MEMBERSHIP \$US 400.00
(ALSO AVAILABLE ON INSTALLMENT PLAN DETAILS UPON REQUEST)
[] RETIRED LIFE MEMBERSHIP \$US 200.00
[] FAMILY MEMBERSHIP 1 YR. \$US 4.00 PER NAME,
5 YRS. \$US 16.00 PER NAME AVAILABLE
TO SPOUSE OR MINOR CHILDREN OF REGULAR MEMBER.

PLEASE PRINT PLAINLY

N.M.R.A. NUMBER (IF RENEWING) _____

NAME _____ DATE _____

STREET AND NO. _____

CITY _____ PROVINCE OR STATE _____ POSTAL CODE _____

SCALE (GAUGE) _____ [] NEW [] RENEW

RECOMMENDED BY _____ N.M.R.A. No. _____



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

PLEASE PRINT PLAINLY

NAME _____ DATE _____

STREET AND NO. _____

CITY _____ PROVINCE OR STATE _____ POSTAL CODE (ZIP) _____

PHONE NUMBER (OPTIONAL) (_____) _____

N.M.R.A. MEMBERSHIP CARD NO. _____ EXPIRES _____

PNR MEMBERSHIP NO. _____ (IF AVAILABLE)

[] RENEWAL [] NEW

I ENCLOSE _____ [] CHEQUE [] MONEY ORDER [] CASH

[] REGULAR \$US 6.00 \$CAN. 7.75 [] FAMILY \$US 1.00 \$CAN. 1.50 [] LIFE \$US 120.00 \$CAN. 155.00

[] PNR ASSOCIATE \$US 6.00 \$CAN. 7.75 PLEASE REMIT APPROPRIATE FUNDS!
(EITHER CURRENCY IS ACCEPTABLE)

MAIL RENEWALS/APPLICATIONS TO: PNR OFFICE MANAGER, SHIRLEY HEAP
10612 SANTA MONICA DR. NORTH DELTA, B.C.
V4C 1P7

STANDING COMMITTEE MEMBERS

Superintendent:

Hank Menkveld
Chilliwack 792-4926

Steve Stark
Vancouver 263-6323

Brian Freemantle
Nelson 352-2447

Ken Vere
Kamloops 372-2885

John Green
Vancouver 325-6204

Greg Madsen
Vancouver 321-9209

Phil Magnall
Richmond 277-2421

Treasurer:

Marion Madsen
275 West 49th Ave.
Vancouver, B.C.
V5Y 2Z8
Phone: 321-9209

Fraser Wilson
Burnaby 434-6828

Greg Kennelly
Burnaby 437-3499

Brian Pate
N. Vancouver 987-5903

Gary Oliver
Vancouver 874-5716

Tom Beaton
Surrey 596-6572

Clinic Chairman:

Carl Sparks
3956 Hertford St.
Burnaby, B.C.
V5G 2R5.
Phone: 433-5583

Doug Kelleway
Burnaby - 291-2666

Shirley Heap
Delta - 594-2135

Brian Clogg
Surrey - 588-2194

Pat Quain
Vernon 545-4772

Brian Rudko
Vancouver 251-3451

Achievement Program:

Gordon Varney
2961 Willoughby Ave
Burnaby, V3J 1K7
Phone: 421-5085

Cyril Meadows
Surrey 591-9592

Dick Sutcliffe
Maple Ridge 467-4301

Ken Haun
Kitimat 632-6334

David Walker
Prince Rupert 624-6350

Ken Rutherford
Port Alberni 724-4698

The Seventh Division Bulletin Board is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association, and is published six times a year. It is distributed to all members in good standing.

The Bulletin Board is solely the responsibility of the editors, and does not necessarily reflect the opinions of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: The Editors, 7th Div. Bulletin Board, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. All other correspondence relating to the 7th Division should be forwarded to the Division Superintendent.

EDITORS: PHIL MAGNALL & BRIAN RUDKO

It's Time to Head For The Cornfield Meet

Hank Menkveld's popular Cornfield Meet, which has become a 7th Division institution, is once again on for August 31st and September 1st. See Hank's comments and map on page 3.

EDITORIAL

MIXED NOTES



The Richmond Regional Convention was the first of its kind this writer had ever attended, and the verdict, overall, is favourable. Having nothing to compare it to, I'll leave raves and pans to others who are more familiar with regionals, but it does bear repeating that the work involved in co-ordinating such event is enormous, and depends entirely upon volunteers to get completed. The only reward the convention committee members receive is the obligatory round of applause at the banquet, which, while nice, is guaranteed to occur whether the operation was a smash hit or a fiasco. So, from this corner, at least, let us give our sincere thanks to the committee which worked with such dedication to see that a big gang of model train nuts could have a good time. An organization such as ours almost always depends on those people within its ranks who will give a little extra of themselves for the rest of us, and I think we've got a really good group here.

One disappointment at the Regional, which in no way reflects on the organizers, was the lack of competition in the model contests. Achieving first place is a hollow victory when, as in most cases, there were only one or two (or even no) other entries. The traction contest was won by what amounted to a joke entry: a Hawk 1/48 scale plastic cable car kit, box-stock and brush-painted, simply because nothing else was entered! So how about it? When are you newcomers going to take a crack at a contest? When are you veterans going to get out of your rocking chairs and give them a run for their money? There are winners' laurels out there for the taking, if you'll only take the time to enter.

If one day, out in the "real world", you were to start telling acquaintances that the model railroaders of the region had voted you Man of the Year, I suspect you'd get as many snickers and "are-you-kidding-me?" looks as you would honest congratulations. I'll confess to having viewed the award with some amusement myself in the past, but its presentation at the July 13 banquet put it in proper perspective.

When 7th Division Superintendant Hank Menkveld was announced as winner, an entire hall full of people rose to their feet in a spontaneous and heartfelt ovation that seemed to last a full minute. That was what told the truth of the matter: Hank was not being honoured because he is an excellent model maker, nor because he is serving his stint as super; it was not because he had racked up hundreds of hours of volunteer time for the PNR, nor because he hosts a corn feed at his home every fall. No, Hank is Man of the Year because he is someone who has won the respect, admiration, and friendship of hundreds of people who know that, above all, he is kind, generous, and a true gentleman. And any man who can achieve that status has a right to be proud of it, whether his recognition comes from model railroaders or the Chilliwack Ladies' Sewing Circle! It's a statement by one heck of a lot of good people who want to say they're mighty glad to know him. Congratulations, Hank.



WESTWOOD HOBBIES & CRAFTS

#15 WESTWOOD MALL
3000 LOUGHEED HIGHWAY
COQUITLAM, B.C. V3B 1C4

JERRY LEWIS

464-8633

Hobby Shop 3-Floors

H.O. & "N" GAUGE MODEL TRAINS. All Makes of Track, Switches, Cars, Accessories. REPAIR SERVICE.
RADIO CONTROL MODELS. Cars, Boats, Airplanes.
KRAFT AUTHORIZED DEALER & SERVICE CENTRE.
PLASTIC MODELS. All Makes of Cars, Boats, Airplanes, Trucks.
CRAFT SUPPLIES. Artist Materials, Cake Decorating, Candy Making, Candle Craft, Clock Works, Wood Carving, Craft Books, Doll Parts, Macrame, Tole Supplies, Lamp Frames, Wedding Supplies, Classes.

CREATIVE HOBBYCRAFT STORES LTD.

43 Sixth Street, New Westminster, B.C. 525-6644
3038 West Broadway, Vancouver, B.C. 733-7114

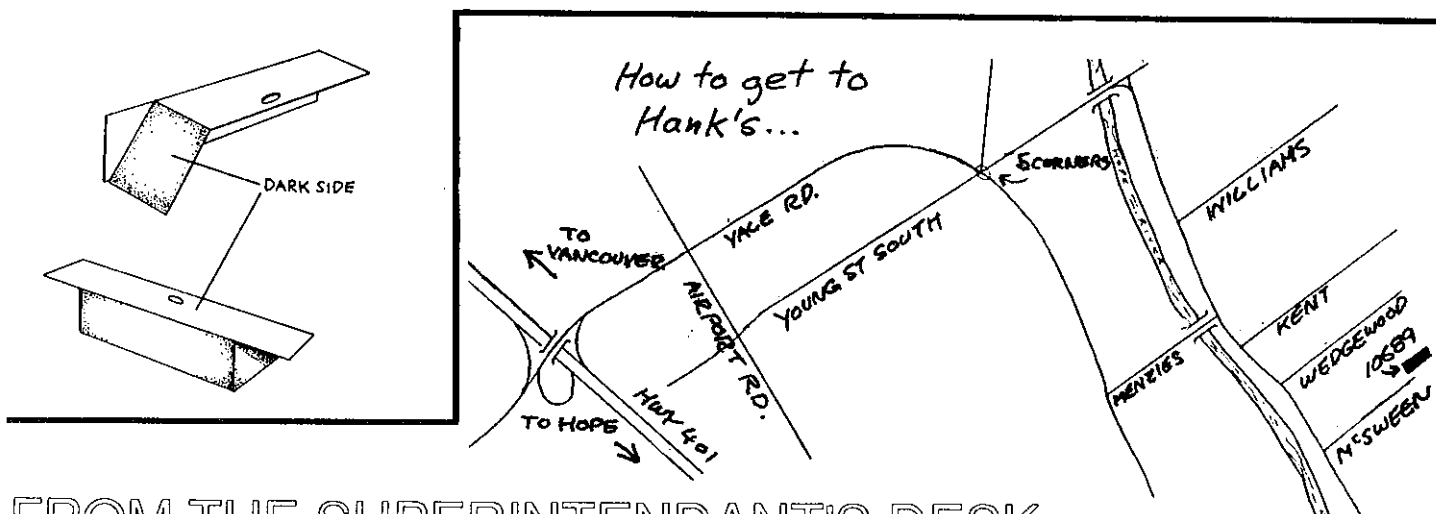
Budget Lighting With Incandescents

Phil Magnall

One of the few benefits of procrastination in this hobby is that one has plenty of time to observe the mistakes and shortcomings in others' layouts before starting on one's own pike. Thus, I have become acutely aware, over the years, of the poor quality of lighting which plagues most model railways; the subject usually seems to be an afterthought if indeed it is thought of at all. Some time ago, I determined that I would stay away from the diffuse, soft-shadow lighting of fluorescents and stick with more natural looking incandescent bulbs, putting them behind a deep valance so as not to be seen. To avoid cross shadows, a directional flood type of lamp, or at least the use of some sort of reflector seemed also to be in order.

When the time finally came, and all ten fixtures had been installed, my budget had already been strained enough without going to floods, and, I discovered, no matter what type I used, visitors would find themselves looking up into the glare of a bare bulb when facing the centre leg of the layout. Clearly, a flexible system of directing the light was essential. After a bit of shopping around, I came up with a cheap and effective two-part device which can be adapted to just about any need.

From a lighting store I purchased several bulb "adaptors" designed for clipping shades directly to bulbs. A building supply provided a ten foot length of aluminum flashing, enamelled brown on the outside and white inside, which I cut, using tinsnips, into various lengths and configurations as shown. I found I could even use an ordinary paper punch to pop neat little holes in the soft metal for mounting these "shades" to the adaptors. It took only a matter of minutes to custom design and fit each assembly, at an overall cost of about \$2 per bulb. Done neatly, they are presentable enough even if you aren't using a valance, and actually offer more control of light than expensive conventional spotlighting fixtures.



FROM THE SUPERINTENDANT'S DESK

After 45 days of solid summer weather it is not easy to start thinking about fall activities again. However, we have to get ready and start giving some thought to our layouts, clinics, models for the next convention and more of those pleasant items that are associated with the hobby of model railroading.

To get things rolling, Henny and I are hereby inviting all of you to the 7th annual Cornfield Meet, to be held at the regular spot, 10689 McSween Road, Chilliwack, B. C. (see map). It is a good chance to meet old and new friends, and in general have a good and relaxing weekend.

There are lots of activities planned for the coming season in the 7th Div. Sunday clinics will once more be held in the Oakridge auditorium, with the added attraction of the mall being open for shopping, so the ladies may want to come along this year as well. In addition we are planning to hold a movie, slide or video clinic once a month. Tentatively this will be on the 3rd Wednesday of each month. We are hoping that this will give more people an opportunity to participate in the 7th Div., so we can keep it alive and growing. And let us not forget that the 7th Div. is for all of us. If you have any suggestions on how to make things better or if you have any questions, let me know. From 8-3 weekdays my phone # is 420-3313, and at home it is 792-4926.

See you all at the Cornfield Meet. Bring a friend to introduce him or her to our group and show them that Model Railroading is fun.

Hank

Hobbytown Drives For CN-CP Diesels

Part 2

Dave Simpson

A continuation of a January 1985 article

8. #37612F: Alco RSD-5 Power Conversion Kit (trucks & flywheel only) for above body kit. Trucks are Alco tri-mount type with odd-spaced centre axle. This kit may be combined with a #77408F chassis kit to power an Athearn H-24-66 Trainmaster body. The sideframes from the Athearn Dummy trucks epoxied in their place. The wheel spacing is almost the same.
9. #27608F-1: Alco PA Power Conversion Kit. By combining this kit with one of the #97408F-1 Universal (4 wheel trucks) chassis plus an extra #1950 frame casting and 2 #1850-5 splice plates to lengthen the frame to fit the AHM F.M. C-liner body castings, the result, for the ambitious modeller, will be an accurate CNR CPA-16-5 road passenger diesel. The "B" unit is powered from the "AA" by a multi-drive hook-up.
10. #57408-1: Alco FA or FB Power Conversion Kit with flywheel and 4 wheel AAR type "B" Alco sideframes. This one can be used to power the old Kemtron-Lindsay metal body kits (uses #50408 multi-drive to power the "B" unit). Use a 30x35 mm can motor to power all wheels. Both units hook together with a plastic draw-bar supplied.
11. #97408F-1: & (Multi-drive Kit)
#90408-1: This one can be used to repower any FT, F3, F7 and FP-7 by lengthening the frame with a pair of 1850-5 splice plates. Also can be adapted to the AHM F.M. C-liner bodies to make either CN or CPR models (Use 30x35 mm can motors for power).
12. #A7608F: EMD E-7 Power Conversion Kit. This one may be combined with a model power E-8 body to make a very good CPR #1800-1802 E8. The rear truck will have to be moved back slightly, because of the longer wheelbase.

NOTE:

ALL OF THE ABOVE CONVERSIONS HAVE BEEN BUILT AND TESTED BY DAVE SIMPSON.

PRODUCT REVIEW: TAMIYA PAINTS

Phil Magnall

Like many people, I become a little apprehensive when it comes time to paint a newly completed model, this despite the fact that I've been doing it for more years than I care to remember. I airbrush my models just as the best builders do, but there are always a few questions that come up: Is the paint thinned just right? Has the jar been sitting too long and gone grainy, or lost vital solvents? Will it dry flat or semi-gloss?

A relative newcomer on the model scene is a line of water-soluble paints from Tamiya which eliminates much of the guess work involved. I have been using them for several months now, and am completely sold on their advantages over



lacquers for most applications. To begin with, they dry dead flat (except, of course, for the few gloss colours available) no matter how they are thinned or sprayed. Even if I *want* a gloss surface, I prefer to start with a dependable, uniform flat finish and add an overspray. For most model railway purposes, though, such as freight cars, most engines, buildings, and weathering, this feature is ideal.

Secondly, they thin easily and inexpensively with alcohol (methyl hydrate); I get mine at a paint store by the litre. This makes the paint much less offensive to the lungs than lacquer, and creates less misting as well.

Thirdly, Tamiya colours seem largely immune to drying out in the jar, probably due to their less volatile solvents. While the price of \$2 or more for a 23 cc jar may seem steep, I have yet to

throw out a hardened one, unlike umpteen jars of Scalecoat and Floquil which have met that fate, so I feel they are actually rather economical in the long run.

The one drawback is that the colours are aimed at the military modeller's needs, and one must usually rely on mixing if a precise colour match is required. Still, there is a wide range of greens, browns, and other natural colours, as well as several primary and secondary colours, plus the universally-useful black, white, silver, and assorted greys. For many railroad paint schemes, the range is capable of providing an excellent match right off the rack, and there are more than enough choices for structures and weathering.

In my opinion, they're an excellent product, and well worth looking into.

PRODUCT REVIEW: HEKI EVERGREEN TREES

We tend to call them all "pine trees" in model railroading; the more discerning will label them "conifers", be they pine, hemlock, cedar, fir, larch, spruce, or anything else with needles. Whatever you call them, there have probably been as many articles written on their manufacture in miniature as on any other subject in the hobby magazines. The best ones, destined for the "front edge", are handbuilt from kits or materials like asparagus fern, but for those vast western forests one needs a more efficient and less costly approach, for which reason both manufacturers and modellers often end up producing something based on the old "bottle brush" technique. While making your own wire-and-bristle trees is definitely cheaper and usually gives better results, it's a messy and time consuming job.

This is where the German firm of Heki (Heh-kee) has now provided some relief. I sampled their assortment #2260, which contains 50 (actually 51 in my bag) dark green bottle brush-type trees ranging in height from three to six inches. Unlike most trees of this type, the Heki products are realistically uneven and ragged, although they are not covered in foam or any other texturing material as some are. The price is a reasonable \$19.50 suggested list, which works out to about \$0.40 apiece. Some of the bristles, or branches, if you will, were crushed into odd positions near the tree bases, but most were easily bent into place or trimmed off to provide a little more trunk.

I laid mine out on a newspaper, put a plastic glove on my left hand, and sprayed the trees, one at a time, with a can of cheap hair spray (give them a good soaking!) in my right. I then covered the wet tree with Woodland Scenic ground foam by just dropping it from my fingers; I tried the old sprinkle-from-a sieve method but couldn't get a dense enough coverage. A few textures and colours were tried, but the best looking results came using #T 46 "weeds". The coarser grind didn't want to stick too well, although I got some good dense trees by respraying and coating those I tried the coarse stuff on with the fine material. Experimentation, plus careful observation of real tree colour is the key here.

The final touch is to highlight the tree with an airbrush; better you don't highlight than use a gloss or camouflage flat spray if you don't own one. The most realistic greens are mixed by taking a flat, primary yellow and adding amounts of black until the desired shade is reached. By dusting a lighter colour onto the dark tree, you give it a realism and dimensionality it didn't have before. You can also correct an unlikely looking green at this point if the foam doesn't quite make it, but don't try to darken a too-light tree; the paint won't go all the way in to the trunk and the results will look quite unrealistic.

I foresee buying several bags of these trees as construction of the Columbia Western proceeds and the budget permits. They are available at hobby stores from local wholesalers, and in smaller sizes and quantities as well.

A Computer Program for the Uninitiated: Milscale's "Switch"

Phil Magnall

As a functional illiterate when it comes to computer languages, I determined some time ago that I really should buy a small machine and learn to communicate with it. That was about where the idea stayed until late last year, when the compact Timex/Sinclair 1000 was discontinued, and stores all over town started clearing them out at bargain basement prices. My knowledge of computer-related terminology went no further than "off", "on", and "plug", but at \$30 I figured one of these little marvels was a pretty safe investment. I did know that a 2K memory was the computer equivalent of a moron, so I also bought the 14K add-on memory extender available at similarly low cost. 16K is still not a terrific memory, but I figured that once I had learned the ropes and graduated to a Commodore 64 or one of its pals, the T/S could be "dedicated" (another computer word I picked up) to dispatching trains on my N-scale layout.

To make it brief, I hadn't learned enough from the manual to write my own program after several weeks of study, so my bold step into the computer age languished under a thickening layer of dust on the bottom shelf of the TV stand. I saw advertisements for model railroad programs in the magazines, but they were all aimed at bigger, more popular models than the T/S. Then, a few months ago, it happened: Mil-Scale announced several programs, on tape, for my very own little computer. I wrote for information, and once it arrived and I read through the descriptions, settled on "Switch", a copy of which I then ordered through Walthers. When it came, I dusted off the hardware and set to work.

Using an ordinary cassette recorder and the T/S instructions, I loaded the program without difficulty. Once in the computer, "Switch" was so idiot-proofed that even a novice like myself would have had a tough time screwing it up. A title block, announcing the program, appeared, and indicated I should press any key for the "menu". I did so and was presented with eight choices including options for entering cars, entering industries, listing and deleting same, "saving" my entered data, and, most importantly, generating consignment lists. I knew from my correspondence with Mil-Scale that the program was not going to produce specific train consists or remember where every car on the layout was; 16K just wouldn't handle all that. (I know a computer whiz who feels it is possible, but I suspect that all the user-friendly instructions in the program take up one heck of a lot of memory). Still, it was terrific fun typing in all my proposed industries (up to 25 can be accommodated) and a selection of freightcars (up

to 100) and then generating a list of consignments. What shows up on the screen, or on paper if you have a printer, looks like this:

INDUSTRIAL ELECTRE

INDUSTRIAL ELECTRE

XM	SP	105048
XM	SL-SF	52065

MURRAY FREIGHTHOUSE

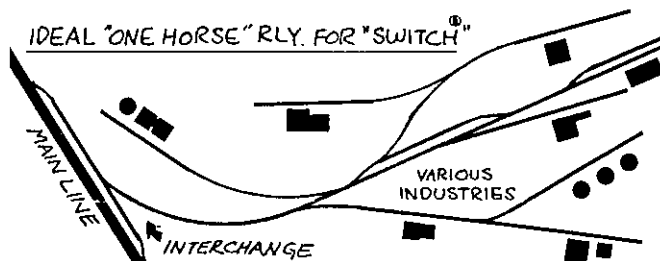
MURRAY FREIGHTHOUSE

XM	NYC	174511
RS	DL+U	7000

Note that industries only get the types of cars you select for them. A two-character code must be used for this; I used AAR classifications (XM, GB, etc.), although you could make up your own if you preferred.

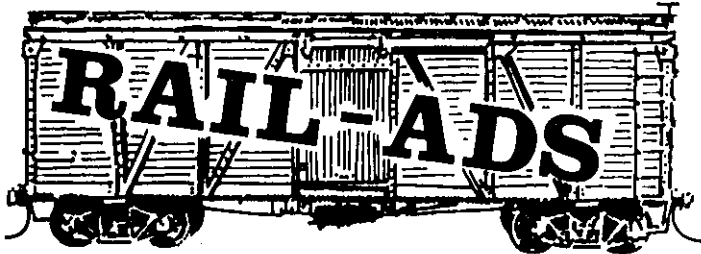
Clearly, such instructions are most suited to a shortline with only one interchange, such as that shown below, or to a closed-circuit tabletop layout where the cars just shift from one place to another for operation. If you have "chains" from one industry to another within the pike, some more paper work is going to be involved. Also, 100 cars is just not going to be enough for many layouts, even though the computer will not assign any more than your sidings can handle. If you have a lot of siding space, there will be a good number of overlaps between cars consigned and those already spotted on the layout, which is a problem unless you don't mind sending a boxcar to the sawmill, the feed plant, and the plumbing supply in succession. Normally, such double-bookings are just crossed off the list when discovered.

I personally have closer to 200 cars, but am contemplating making different tapes for two or three eras, since I don't want to run the wooden reefers with the hi-cubes anyway. There will be many cars which fit more than one era, but perhaps a colour code on the bottoms of the fleet would allow for quick "editing" when I wanted to change from the '30s to the '60s.



All in all, for the price of both the T/S 1000 and the Mil-Scale program (now available for other computers, too), it's a great introduction to computerized railroading. If you have a one or two-loco shortline, Switch will give you the day's car movements ready for the conductor's clipboard. If you have more complicated

operation, it still provides an unbiased, randomly-selected stack of orders for the office staff to work into switchlists and consists. I'm now working up a simple (I hope) system to do the latter, and will report at a later date on its design.



Rates for Rail-Ads are:

\$1.00 for 1-20 words; \$2.00 for 21-40 words, etc. Commercial rates on request. Send to: Rail-Ads, 9300 Ryan Cres. Richmond, B.C. V7A 2H2.

WANTED

O Scale SD-40's or SD40-2's, any make. Call Sal at 253-1125 days.

INFORMATION WANTED

Does anyone know if the Vancouver, Victoria, & Eastern ever had rolling stock lettered for it? References or a look at a photo would be appreciated. Phil: 277-2421.

FOR SALE

Portable, finished O scale switching layout w/buildings, autos, details plus loco & cars. 2 sections, 13' in total length. Built by prof. model maker as hobby project. Phone 277-2421.



AMBLESIDE HOBBIES

HO & N TRAINS

115-1425 Marine Drive
W. Vancouver
922-3512

PACIFIC N SCALE LTD.

The Best in N Scale Trains

STEVE STARK

GEORGE CARROLL

980-8818

1135 LONSDALE, NORTH VANCOUVER, B.C. V7M 2H4

(604) 545-4500

24-HR. ANSWERING SERVICE

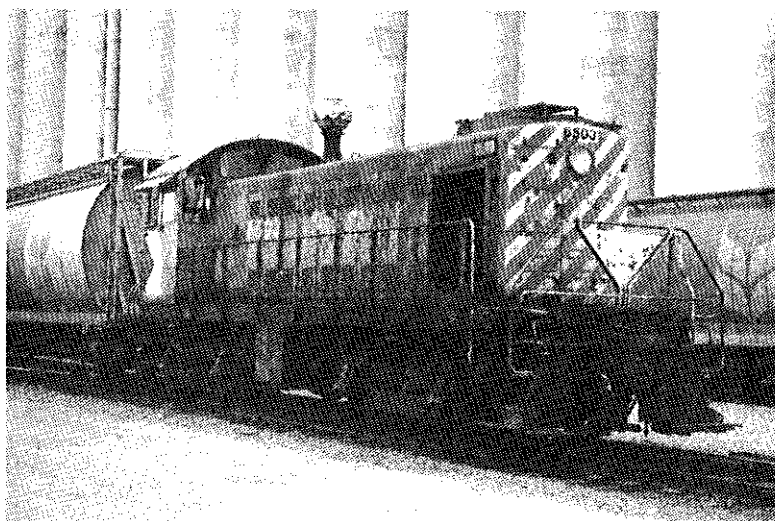
QUAIN'S TRAINS

100% MODEL RAILROAD SUPPLIES

PAT QUAIN 3102C - 32nd AVENUE, VERNON, B.C. V1T 2L9



Well-known modellers and authors Malcolm Furlow and Paul Scoles were in Vancouver recently for a bit of photo-journalism. Subjects of an upcoming magazine article are three of the area's three most visible O-narrow gauge buffs. Left to right: Tom Beaton, Gordon Varney, Malcolm, Paul, and Cyril Meadows. The scene is Gordy's On3 logging layout.



CP Rail's long-lived Alco S-4's are gone from company service on the Vancouver waterfront, but one remains as the UGG elevators' switcher next to the Rogers sugar refinery on Burrard Inlet.

ANNOUNCING:

NI CON '85 IN

Vancouver's Second Annual N-Scale Convention

- Clinics
- Popular Vote Contests
- Displays
- Prize Draws
- Open House Layouts

Layouts: Saturday Evening, Oct. 26
Convention: Sunday, Oct. 27
See the next SWITCHLIST or BULLETIN BOARD for further details.

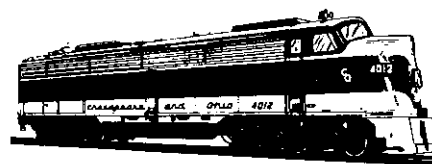
CHEAP ... but not too nasty

by #77600

QUICKIE RAIL YARD CONSTRUCTION

When constructing a rail yard, instead of cutting, fitting and generally messing around with those cork roadbed strips, use a sheet of cork for the whole yard. The stuff is reasonably priced and comes in rolls at the building supply or auto parts stores where it is sold as gasket material.

And if you give it a thin wash of black acrylic, the result will be a mottled greyish brown which, together with the pitted texture of the cork, gives an acceptable appearance even in areas you don't ballast, - or won't get around to until next year.



VAN HOBBIES INC.



MODEL RAILROAD SPECIALISTS

Ron J. Small
Phil J. Crawley

Phone:
327-3210

5616 Cambie Street
Vancouver, B.C. V5Z 3A8

PHONE 936-1915



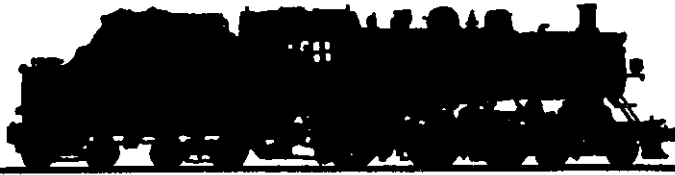
RIPTRACK HOBBIES LTD.
MAIL ORDER SPECIALISTS

TED HOUGH

837 WESTON STREET
COQUITLAM, B.C. V3J 6A1

7TH DIVISION TIMETABLE

9



Aug. 31 - Sept. 1, 1985
7th Annual Cornfield Meet: See Page 2.

Sept. 15, 1985
7th Div. Clinic: Subject TBA via hobby store posters. Multi-purpose room, Kensington Community Centre, 5175 Dumbfries St., Vancouver, 1-5PM

Oct. 6, 1985
7th Div. Clinic: Wood tunnel portal. Time & Place as Sept. 15, 1985.

Oct. 16, 1985
7th Div. Evening Presentation: Family-oriented slides and/or films. Church of Christ the King, 4550 Kitchener (at Willingdon), Burnaby, 7:30 PM.

Oct. 27, 1985
N-Con 85 N-scale convention: YWCA Cloverley Centre, 440 Hendry, North Vancouver. Registration 9:30 AM. Activities 10 AM - 5 PM.

Nov. 10, 1985
"Trains '85"; Annual 7th Div. Public Show. Cameron Recreation Centre, Burnaby.

1986
PNR Convention, Lethbridge, Alberta.

WCRA EXCURSIONS

Sept. 29, 1985: BC Hydro Rly Excursion, New Westminster, Surrey, Fraser Valley & Return.

Oct. 18 or 19, 1985 (2 trips): Lillooet Excursion on BCR. \$49, OAP \$45.

Nov. 7, 1985: CPR last spike ceremony trip to Craigellachie 2 options of rail and/or bus travel.

For information, call: 325-0923, 524-0638, or 943-9923.

New Loco to Pull Washington Fan Trip

A newly-restored Porter 2-8-2 will haul a special "Railfans' Day" excursion train from Elbe, Washington, on September 28, 1985. The Mount Rainier Scenic Railway is operating an authentic log train/heavyweight passenger coach consist as the debut event for its new locomotive. The fare is \$15 per person, on a first-come, first-served basis, with money going toward the engine's restoration costs. Departure is at 10:00 AM from the Elbe station.

"TRAINS ARE OUR BUSINESS"

GARY'S TRAIN CENTRE

"SPECIAL ORDERS A PLEASURE"

GARY OLIVER
365 E. BROADWAY
VANCOUVER, B.C.
V5T 1W5

DAILY 10:30-6
THUR. & FRI. 10:30-9
CLOSED SUN. & MON.

CHARGE
MASTERCARD

(604) 874-5716