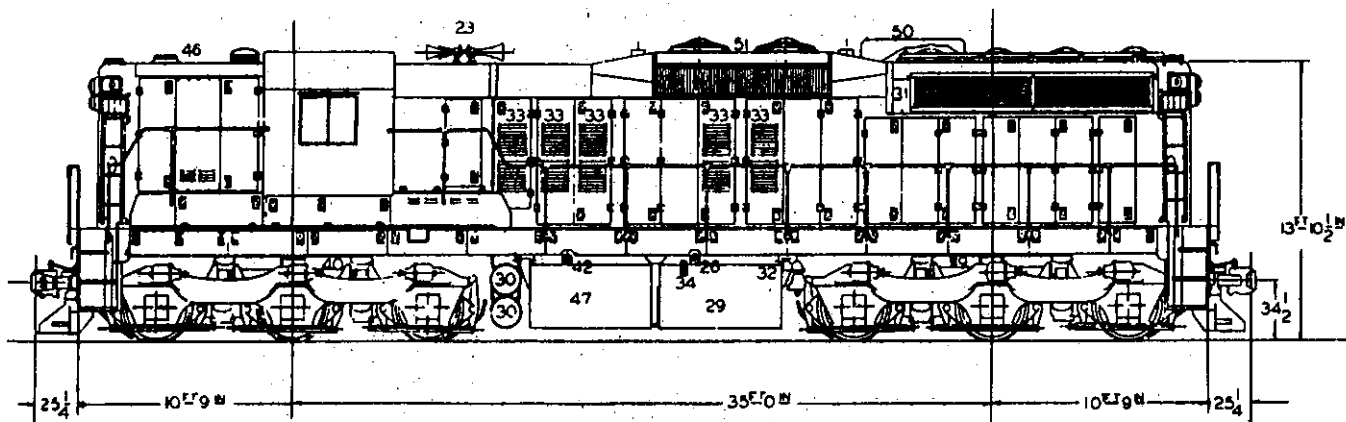
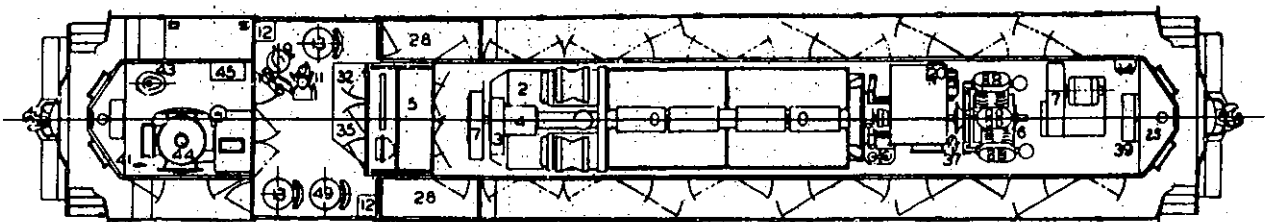




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INSIDE: Eugene in Review ➡

**Official publication of the Seventh Division, Pacific Northwest Region,
National Model Railroad Association.**

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The *Seventh Division Bulletin Board* is the official publication of the 7th division, Pacific Northwest Region of the Model Railroad Association, and is published six times a year, in January, March, May, July, September, and November. It is distributed to all members in good standing.

The *Bulletin Board* is solely the responsibility of the editor, and editorial opinions expressed do not necessarily reflect those of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: Editor, *7th Division Bulletin Board*, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. Closing date for each issue is the 12th of each month preceding publication. All other correspondence relating to the 7th Division should be forwarded to the Superintendent.

Editor:
Phil Magnall

Page One: Let me try that again...

The biggest hazard of writing this editorial page seems to be the ease with which one can inadvertently give a number of people the wrong impression about an issue. It is usually not a matter of factual error, for which there is really no excuse, but rather for creating an apparent, but unintended, slant or attitude. The choice of a single word or even the order in which one brings up points can actually give the opposite impression from what one is trying to communicate. It may be due to haste, oversight, the need to be brief, or even being so close to a subject that one assumes too much of the reader's understanding.

Whatever may have been the cause, the July *Page One* is a case in point. What was intended to highlight an upbeat opportunity for both current and potential NMRA members was unfortunately taken as some sort of ultimatum by several people who focussed, perhaps understandably, on the few lines concerning the matter closest to their heart. As a result, they concluded that the official "7th Division" label would be dropped from the Spring Meet unless everyone joined the NMRA. Clearly, some points need to be expanded upon, and others restated to reflect the actual situation. So let us do that as succinctly as possible in hopes of throwing a brighter light on the subject.

1. No one in the 7th Division Standing Committee has expressed any desire to drop the nominal sanction of the Spring Meet. Quite to the contrary, most members would like to increase the involvement and significance of the Division in the event.

2. The prospect of dropping the 7th Division association was first suggested up by some of the non-member *Interior* organizers of the meet who were beginning to ask each other if the benefits the host clubs received from the "7th Division" label were worth the share of the meet's proceeds sent to the division treasurer. In questions and passing remarks heard by your editor in Kamloops, there was a distinct impression given that many would prefer to bid adieu to the 7th in order to retain all the proceeds for the Interior clubs.

3. The very real need to have tangible benefits for all division members led to the ideas of (a) lower admission fees for members at sanctioned events, and (b) establishment of a Lower Mainland Fall Meet. The

timing of the latter was considered particularly good because it would not detract at all from the Spring Meet and would also allow many Interior members to come with their wives and enjoy some pre-Christmas city shopping at the same time!

4. The poster program is envisioned primarily as a promotion of the new Division "associate" status, and is aimed solely at drawing people in to sample the (new improved) fun of the Division, and, with luck, convincing some to join the NMRA when their time runs out. It will cover not only the interior, but Lower Mainland and Island localities as well.

5. Only if and when we are told, either explicitly or buy a complete lack of interest in Division membership, to go away and leave the Spring Meet alone, would consideration be given to dropping the sanction. If we are told by the latter route, it would be done with reluctance, and a long way down the road.

From a completely personal perspective, we would like to add the following:

No one is ever going to be bullied, badgered, or bribed into becoming a member of the NMRA and 7th Division, and it is unlikely that anyone would want members who had to be so pressured. It is nevertheless true that newcomers are desirable, for an organization like ours depends largely on the input, ideas, and energy its members produce, and so we are concerned with keeping the roster growing. As the aims of the NMRA are to foster and encourage the hobby, it is also something of a moral obligation to introduce interested new people to model railroading and to help each other out by exchanging ideas and skills through the activities we arrange.

Nobody's here to play politics or build some sort of empire. But we've met a lot of Interior people who don't belong to a clique or club and aren't even aware of our existence, yet would love to get together with fellow modellers if only the opportunity was there.

Finally, we would ask our hard-working interior hosts, who have put on many good Spring Meets, if it makes any sense to have a 7th Division function, to which anyone can come for the same price, run by a club comprised of people who aren't members? Sure, it's nice of our hosts, and generous as well, but it's hardly fair to tell potential members that the Spring Meet is a 'benefit' of joining. Would the Rotarians label a Lions Club public fair as their event? Emotion and feelings simply don't enter into it; it's just a matter

of common sense. The same people who come up from the coast would still be free to attend the event and enjoy the event under any other name, if it ever came to that.

Phil

From the Superintendent's Desk

Hope you are all ready to crank up a new season of model railroading!

For those of you who did not get to Eugene, I will give a brief report on the 1987 NMRA National. It was well attended with good representation from the 7th Division and PNR, and was a well-run convention with a varied and interesting programme. Congratulations go to Jerry Kinney of Wenatchee, Washington for his scratchbuilt garage which took a first in the model contests as well as the Carstens/RMC Craftsman Award. The 7th Division had a first place winner also; congratulations go to *BB* editor Phil Magnall for his first place in Steam Locomotives. Well done, Phil.

For me, the high point of the convention was to meet, face to face, such "names" as well-known modellers Pete Moffett and Jack Burgess, our NMRA officers, and magazine staffers. This hobby sure has a great bunch of guys and gals!

Our fall season gets underway with a September Workshop as detailed in Workshop Words. Please support your Standing Committee and your hobby by attending. See you there!

Gordie

Workshop Words

Carl Sparks

On Sunday, September 13, Phil Magnall will explain the basic operation of diesel locomotives. If you attended the Steam Spectacular last December, you will know what a fine job Phil does.

Also, Brian Morgan and crew will take some of the mystery out of diesel classification.

On Sunday, October 11, Cyril Meadows and Gordon Varney, MMR, will present "Logging in the Pacific Northwest", which includes how the prototype has been adapted to models by the members of the Tie and Timber Short Lines. This clinic was very well received at the recent National Convention in Eugene.

The program will be rounded out by a collection of slides from the glory days of logging.

Both Workshops will be held, as usual, in the Oakridge Auditorium starting at 1 PM.

Eugene Award Winners

John Green

Several members of the 7th Division were honoured at the awards luncheon held during the recent NMRA National Convention. The luncheon was held on Friday, July 31, after completion of the judging but before the contest hall was re-opened and results known to either the convention delegates or the general public. This created an increased air of tension as we ate lunch, and as dessert was served, the presentations began.

First up were the NMRA Achievement Program Awards:

Gordon Varney was named Master Model Railroad-er number 126. This denotes the earning of a minimum of seven AP certificates and is the pinnacle of NMRA Achievement Program.

Greg Kennelly received his Association Volunteer certificate.

The Photography Contest awards included four 7th Division entries:

Gordon Varney won first place in model colour transparencies for his entry entitled "Rest stop at Clogg's Bog". Gordie photographed the scene on his Cedar Ridge Mining and Timber Company layout.

Vies Szalanski was awarded second place for his prototype colour transparency of CPR steamer No. 1201 exiting a tunnel on Field Hill. Vies also received

an honourable mention for a prototype colour print of 'NR No. 6060 crossing the steel trestle at Ainslie Creek on its way to STEAMEXPO.

John Green took a third in black and white prints for a shot of Macmillan, Bloedel, and Powell River locomotive 1044 climbing the switchbacks at Chemainus, B.C.

The modelling awards were presented next:

Phil Magnall was awarded first place in steam locomotives for his scratchbuilt N scale model of Hillcrest Logging No.9, a two-truck Climax. This model is complete with working smokebox door, sandbox cover, and cab windows, plus a completely detailed back-head.

Scott Calvert received third place honours for his entry in on-line displays. His version of the "Eight Ball Locomotive Works" is a wooden structure in HO scale.

In the registration area of the convention was a 1 1/2-inch scale (1/8 actual size) switching contest based on John Allen's classic "Timesaver" plan. Many people tried their hand at this, and special note should be made of a local "Father and Son" crew, **Dale and Matthew Laird** of Vancouver, who placed in this popular event.

7th Division members who transported their N-TRAK modules to Eugene included **Scott Calvert, John Fysh, Bob Millar, and Hank Menkveld**. Hank was presented with the ConCor Award for the best N-TRAK module as chosen by representatives of the model railroad manufacturer. His mining scene on two modules has been on display whenever the TrainN Gang has assembled an N-TRAK layout.

Trains '87 Coming Up Fast

Division show and exhibition co-ordinator Scott Calvert is well into the planning of our biggest show of the year, to be held once again at Cameron Recreation Centre in Burnaby. He is looking for layouts, displays, retailers, manufacturers - in short, just about anything to do with travel on flanged wheels! (Model ones in particular.)

It's not too early to reserve your table and start reading your display. Scott can be reached for more information or reservations at 464-7585, evenings, or 985-0431, days.



Former BB co-editor Brian Rudko has been in-touch from his round-the-world trek a couple of times to date. He is, of course, seeking out railway subjects to study and photograph all the while, such as these Australian cane field engines. We'll include his fascinating and somewhat daring account of Southeast Asian railfanning next issue.

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Notes of a First-time National Attendee

Phil Magnall

July 27, 1987, 5:00 AM: For once, the alarm wakes me up before the cat does. In an early morning fog I hope will burn off before noon, I perform the usual bathroom rites, get dressed, and plod downstairs. The last few items are packed into my bags, their contents inventoried for the twentieth time (I'm slightly neurotic about forgetting something important), and the lot loaded into the car. Happily, my driving responsibilities end at Coquitlam. There, John Fysh, Scott Calvert and myself pile two NTRAK modules, several travel bags, cameras, road food, and ourselves into Scott's van for the trip south.

At just after eight o'clock, we're on our way to Eugene, Oregon, and the 1987 NMRA National Convention!

As three model railroaders, grinning at each other like idiots, make their way toward the U.S. border, the incredible significance of the journey is finally getting through: one week with no jobs, worries, obligations, significant others, or anything but seeing, talking, operating, and shopping for model train stuff! Self-indulgent, not cheap, possibly childish, and just maybe a teeny bit irresponsible—and we love it.

Eight hours on I-5 becomes a blur of talk, sandwiches, and scouring the countryside for any sign of railroad activity worthy (or unworthy) of a photograph. By early evening we're in the pretty and hospitable city of Eugene. The smallest centre ever to host a National is obviously ready for us; both the Visitors Centre and host Hilton Hotel sport signs welcoming the arriving horde of model railroaders. The two thousand or so registrants will, by the weekend, briefly boost the city's population more than a full percentage point.

The next morning finds us up at five for the second day in a row. We have met up with fellow NTRAKer Craig McCulloch (the four of us share two rooms at the Valley River Inn) and the lot of us are off to Portland for a day of riding the new Light Rail system and visiting layouts. Unfortunately, as we had been advised, the trip would be by bus, as Amtrak was unwilling to guarantee the presence of chartered train for us at the Eugene station, no matter what guarantees were offered by trip organizers in return. So it's two hours back up the highway to Portland, but otherwise

the trip comes off without a hitch. The highlight of the day is the spectacular Columbia Gorge Club layout, the dramatic scenery, reliable operation, and high standards of which are a testament to what a well-run club can achieve.

The following days are filled with clinics, the set-up for the huge NTRAK layouts (to which our own Hank Menkveld has contributed his well-known mining modules), layout tours and, above all, meeting people. Modellers and manufacturers, dabblers and diehards, coming from Vancouver, San Diego, Tampa, New York, and just about all points in between. The 7th Division is well represented by, we figure, about 30 members who have made the trip.

The presence of the B.C. contingent is felt early when the well-known model railroad firm of ConCor awards its best NTRAK Module plaque to Hank. As well, a quick trip around the two huge layouts confirms that both Scott's and John's modules are the equal in craftsmanship of anyone's there!

The many manufacturers' booths are stuffed with receptive people, and hours are spent discussing future products and directions. A good sign is that there seem to be a lot more model railroaders working for these firms now! The selling area offers bargains so tempting that even one who works at a train store part-time (such as yours truly) cannot resist dropping a bundle on a variety of desirable goodies. Eleven o'clock back at our hotel rooms resembles nothing more than Christmas morning, with four oversized kids sorting through their piles of loot and comparing finds.

The contest room is another source of great interest. Mine is vested, as I have brought along an N scale steamer for the competition, but the assortment and level of competition are very good, and make for an interesting display by any standard. In fact, it is the only display area for individual models, so Scott and John fill out contest forms on models they have taken along, an HO building display and an N diesel, respectively, and add them to the crowd. The room closes noon Thursday and stays that way until the Awards Luncheon the following day.

Despite the best efforts of a bellowing and disorganized MC to make the proceedings incomprehensible, the awards are slowly announced. Repeated interruptions asking for volunteers to save the NMRA postage and take a batch of awards back to New York leave everyone shaking their heads. A

highlight, however, is 7th Division Super Gordon Arney being awarded Master Model Railroader status; the volume of applause indicates he has a lot of friends on both sides of the border! The many photo categories follow, and finally, the model competition.

What I had hardly dared to dream about actually happens: my little Climax takes first in steam! Then, in the display category, Scott's afterthought entry nabs a third! Modeller of the day, however, has to go to Seattle's Jerry Kinney for his immaculate Welsh prototype structures. We suspect he uses a wheelbarrow to cart away all his awards.

The heavy hand of the NMRA brass turns Saturday's banquet into an anticlimax. A dreary 20-minute recital of the names and cities of every member to pass away in the last year sets the pace. Then, the well-deserved recognition of our hard-working hosts is lost in an orgy of mutual backslapping and special awards for eastern NMRA old boys. Half the dining hall is out of earshot of the podium, and so our table, like many others, resorts to providing most of its own entertainment, despite entreaties from up front to *please* listen to the speaker. Our luncheon MC returns to bawl out his plea for someone to "save us a couple of fcks" several more times. Tack, tacky...

It's unfortunate that the two events have been so mishandled, but it is no reflection on our Oregon hosts, who have done a terrific job. The only disappointments have been due to matters quite out of their hands, and they haven't put a damper on the whole event anyway. When five o'clock Sunday pack-up time arrives, and I suspect everybody is just about as model railroaded out. The crowd disappears, exhibitors fold their tents, and the dozens of NTRAK modules vanish in what seems like minutes.

Soon, the convention centre is no longer a world of model trains, and tomorrow will find us headed back to reality, where model railroading is just a hobby.

Building Infrared Block Detectors

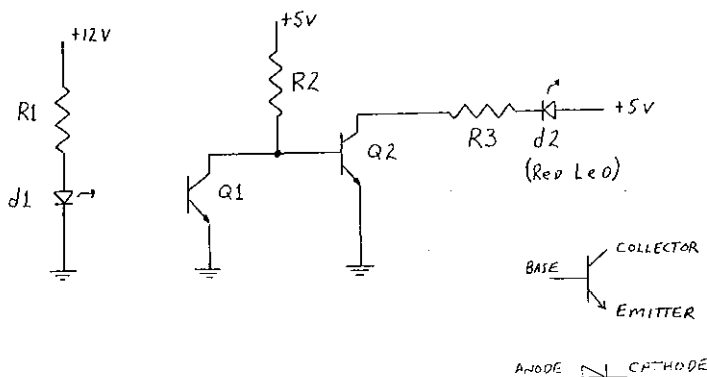
Brian Morgan

Light beam detectors have been used on model railroads for quite some time. They are probably the

most effective way of telling where a train is on a hidden track. They can also be used to turn something on when a train is at a certain point such as grade crossing signals or to count the number of cars in a train. The basic idea is that when no train is present, a beam of light will shine on a light sensitive device. Light is a form of energy which may be used to turn a light sensitive transistor (Phototransistor) on or off.

It is now possible to make a 100% solid state detector (no light bulbs) by using LED's that emit infrared light. The use of infrared light has several advantages over the traditional "light bulb" approach:

- 1) No visible light on the car sides or in night scenes.
- 2) No heat given off (will not melt its enclosure).
- 3) uses less power (smaller power supplies needed).
- 4) Being a semi-conductor (LED), it will outlive any ten light bulbs.



Infrared Detector Circuit

Circuit Operation: NO TRAIN.

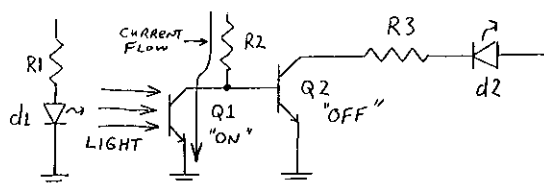
When there is no train, the infrared diode's (d1) light strikes the base of Q1, which turns it on. This will cause all the electrical current to flow away from the base of Q2 to ground, therefore Q2 will be turned off. With Q2 turned off the "red" LED (d2) will be turned off.

Circuit Operation: TRAIN PRESENT

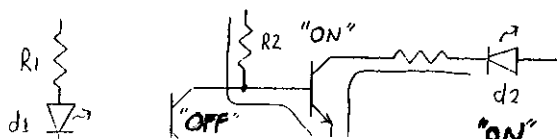
When some part of a train blocks the infrared light from reaching Q1's base, Q1 will be turned off. This causes the electrical current flowing through R2 to

be applied to the base of Q2. Q2 will then be turned on, allowing current to flow through the "red" LED (d2) to ground. The "red" LED will light up indicating the presence of a train.

NO TRAIN:

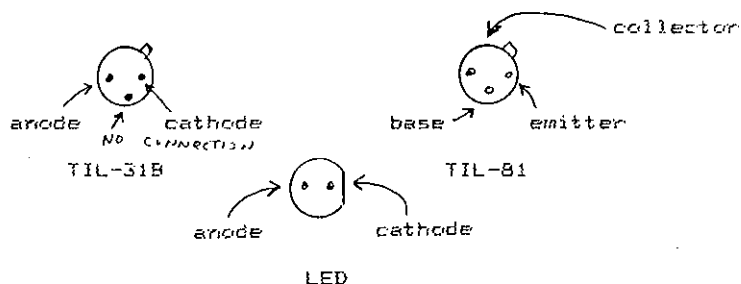


TRAIN PRESENT:



Construction Details:

When you buy Q1, it will have the "BASE" lead connected. Cut it off with a pair of wire cutters *after* double checking that it's the right wire.



As Viewed from the Bottom

The beam of light from d1 must strike the glass lens of Q1. These two devices are made to work with each other, but d1's light is very defined, and you must align it and Q1 accurately. The method I use is to fix Q1 into its permanent location, and then adjust d1 until the light coming from it turns on the LED (d2). While the LED remains on I fix d1 into position. To make this easier I temporarily apply power to d1 (don't forget R1 to limit current) and wire onto the end of R3 a temporary LED that I can easily see. Once the alignment is complete and d1 is fixed into position, I will then permanently connect d1/R1 to its power source as well as the LED on my control panel to R3.

Parts List:

d1	TIL-31B	made by Texas Instruments
d2		
Q1	TIL-81	made by Texas Instruments
Q2	2N3904	
R1	270	1 watt resistor
R2	4700	1/4 watt resistor
R3	330	1/2 watt resistor

Parts are available from:

Active Electronics
3070 Kingsway, Vancouver
438-3321

Ladder Track Turnouts

Ken Haun

I have this violent aversion to sharp curves on model railroads. They are so unreal! In HO, even a "broad" curve of 36-inch radius represents, in the prototype, too sharp a bend to be useful.

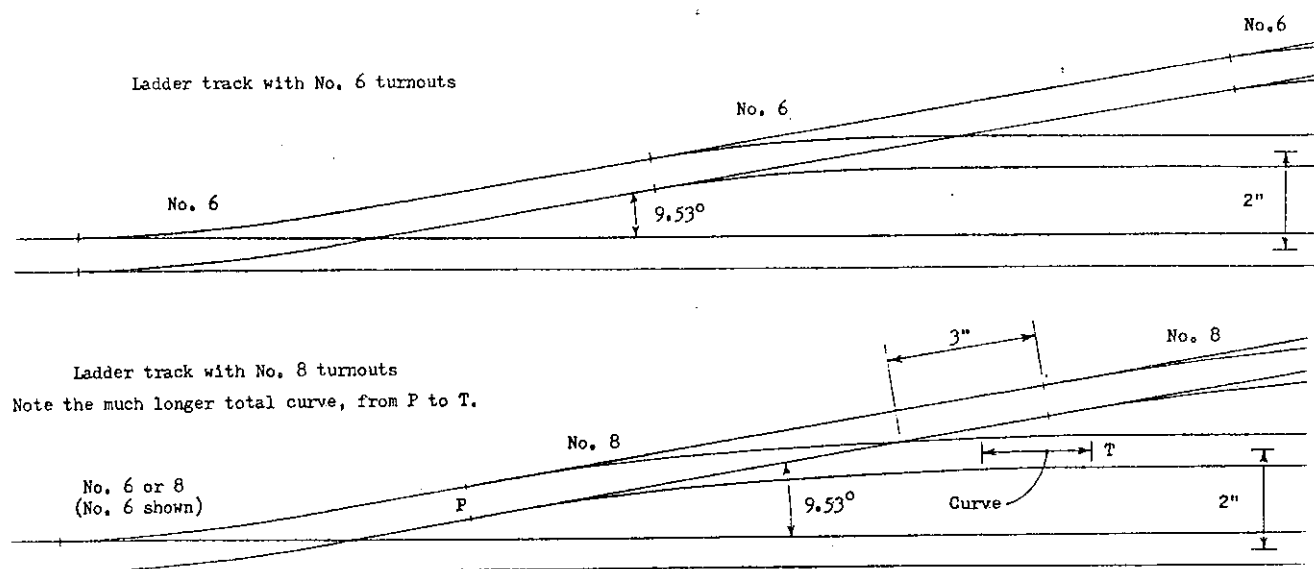
The reader who does not share this aversion is free to turn the page.

Of course, very few of us have so much space that even the 36-inch curves can be widely used on our systems. But there is one curve which, with a little thought, we can improve considerably: the turnout.

Here are the listed radii (RP 12.3) for four turnout sizes:

No. 4	15" radius	14.25° frog
5	26	11.42
6	43	9.53
8	67	7.15

Longer turnouts eat up more tangent track, but there is one place where we have plenty of space for them: the yard ladder track. It is widely held that the angle between the ladder track and the classification tracks must equal the frog angle of the turnouts. This is quite untrue. The ladder track turnouts can be at least two sizes larger than the ladder track angle, and still not overlap each other.



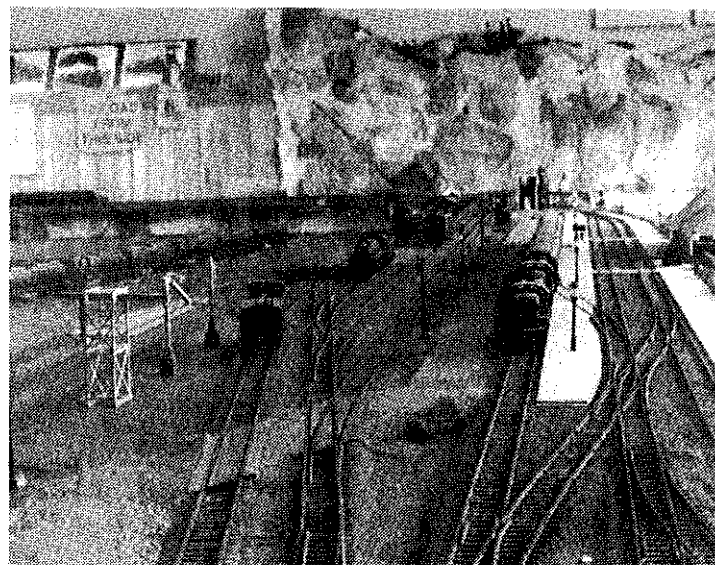
Not many modellers can afford ladder track angles smaller than the angle of a No. 5 or No. 6 frog, otherwise the classification tracks get shortened severely. I adopted the No. 6 angle for my ladders, but the turnouts are No. 8. There is lots of room for them. With 2-inch track centres, the turnouts are 2 inches apart, frog-to-frog, and a No. 8 turnout is only 9 inches long. There is even space for No. 10 turnouts!

The No. 8 frog angle is 7.15° , so that you have to insert a short curve just beyond the frog to line up with the classification tracks. This curve turns through an angle of 2.38° (9.53 minus 7.15), and it should be about $2\frac{1}{2}$ inches long to have a radius near that of the turnout.

Theoretically, this technique shortens the classification tracks by about 4 inches. But if you can tolerate a $1\frac{7}{8}$ inch clearance between tracks (still greater than the prototype) at the fouling point, you will find a difference of only 1 or 2 inches.

The two sketches show the longer, more gradual curve of the No. 8 turnout. From experience I can assure the reader that the motion of a train entering a classification track is much smoother and more realistic with the longer turnout.

In the centre of the photograph, the ladder is set at 9.53° (No. 6 frog) with respect to the three arrival-departure tracks, and the three turnouts are No. 8.



On the right, the short ladder with a No. 6 slip-switch at its midpoint terminates in a No. 8 turnout at each end. You can just make out the short curves beyond the frogs.

You could readily fit No. 8 turnouts on a ladder having a No. 5 frog angle; or No. 6 turnouts on a No. 4 ladder.

For those who make their own turnouts, as I do, there is no cost penalty attached to this idea. If you buy turnouts, then you have a cost-benefit problem. What price long curves? It's a personal preference.

Special Feature: The Pacific Great Eastern/

The PGE: Happy Times Recalled

Tom Vardy

continued

There was always the interest of the motorised speeder a few hundred yards ahead of the train, ensuring its safe passage over this part of the journey. To view it scooting along around the numerous curves, continually disappearing and reappearing, was fun. Around Pavilion mountain itself the view high above the Fraser river was indeed spectacular, especially when travelling southwards as the coach literally appeared to hang over into space as it slowly rounded the sharp corner.

If memory serves correctly, when Quesnel was the terminus, some of the above places would be passed during the hours of darkness, daylight arriving in the vicinity of Clinton. I used to look forward to the stop at Lone Butte with its peculiar land formation. Then on to Exeter, Williams Lake, and the Cariboo, made obvious by the change in scenery, ruggedness replaced by pine trees, natural meadows and grazing cattle together with a chance view of a deer or moose to add to the pleasure. Finally Quesnel was reached and here, after 1951, there was not much of railway interest to be seen; the best vantage point was to climb to a bluff overlooking the engine sheds. I remember—probably also in 1951—an engine leaning almost on its side. From a distance it appeared to be a freight engine and the appearance of its cab and firebox suggested a blowout.

With the extension to Prince George accomplished, my first trip through was somewhat disappointing. A good percentage of the journey provided nothing to see on either side but trees and more trees, similar in many respects to the region in Northern Ontario through which the C.N.R. passes. The changeover to Budd cars occurred by 1956, if not before. It was in this year the North Vancouver to Squamish extension had been reactivated. Prince George was now reached in one day from Vancouver. Gone were the sleeping cars, and the dining car was replaced by a T.V. dinner eaten *à la* airplane fare, and thus the wonderful character of previous journeys was eliminated at one fell swoop, apparently never to return.

After Prince George came the extensions northward, to Dawson Creek and Fort St. John. It would be around 1960 when I decided to sample new pastures, so a trip for the family was arranged. To Prince George the train ride was routine though the children enjoyed the privilege of standing at the front of the Budd car watching its progress along the track. The real excitement was to be the newer section and what interests it would provide. Arriving at the station in the early morning in ample time to view the train it was surprising to see only an immense length of empty freight cars and at the rear of these, just ahead of the caboose, a solitary coach. It showed its age, but the seats were uncomfortable, and though some had torn upholstery, in no way was our anticipation deflated. We were the only passengers. It was good to find the romance of earlier train travel was still around, with the crew sociable and concerned we should enjoy ourselves, providing all kinds of information as the train wound its way leisurely northward. "Leisurely", because it stopped every few miles to deposit cars into the numerous small lumber mills located along the route. On reaching Chetwynd, the consist had shrunk to no more than a dozen cars. The approximate midpoint along the way was Kennedy, the luncheon stop. We had previously been asked if we wished to partake in lunch, and the information was transmitted ahead by radio. It was our first introduction to logging camp cuisine, and what an experience it was, bare tables groaning with food of every description, topped off by a cook bringing in a large metal tray piled high with sizzling steaks, more than I had seen before or since. It was reminiscent of older times when the P.G.E. trains used to halt their journey at Rainbow Lodge at Alta Lake where passengers and crew were able to put on the feed bag, again of ample proportions.

At Chetwynd, where the tracks divide, one to Fort St. John, the other to Dawson Creek, came a disappointment. The powers that be decided that since we were the only passengers there was no need for the train to continue to Dawson Creek. Instead, a taxi was ordered and the forty miles or so were finished by road. On reaching the town, we pointed out our hotel to the driver who said he was sorry but he was a "train" and must deliver us to the railway station! He then became a taxi and offered to take us to our hotel for a fee. The next morning he had no hesitation in repeating the performance to take us back Chetwynd, but this time we were not required to exit and re-enter the vehicle at the railway station; he merely drover around the yard.

British Columbia Railway

1972 saw the demise of the P.G.E. name and now the modern B.C.R. reigns supreme. My travelling association had ended in the late sixties, but thanks to the WCRA specials, I have had the occasional ride, and thanks to the Royal Hudson, it is still possible to regain something of old style railroading though, as mentioned earlier, many of its features and customs have gone forever. However, we must be thankful for what remains and hope it may continue to exist for years to come.

is 'Skipper', stationmaster Jones' dog, who had just picked up a stick thrown by a one-legged Texas visitor who was stretching his legs after a hearty breakfast of..."—that sort of thing. (Okay, we exaggerate. A bit.) Tim's captions are both comprehensive and interesting, and the two slim volumes carry more information on their subject than some hard cover books do on theirs. The photos, as usual, are of good quality and well-reproduced.

In summary, an economical must-have for anyone interested in the PGE/BCR.

Steam Locomotives of the Pacific Great Eastern, Patrick O. Hind. Softcover, \$10.95.

Book Reviews

The Pacific Great Eastern Railway, Vol. I & II, By Timothy J. Horton. Softcover, \$7.00 ea.

Two of the latest British Railway Modellers of North America (BRMNA) publications have been created by local PGE/BCR buff Tim Horton, and his efforts certainly live up to the high standards of this popular series of books. The BRMNA, should you not recognize the name, is the group which publishes titles like "The CPR in the Rockies, Vol. I, II, III" etc. They have become well-known for their simple one-picture-to-a-page format and wealth of detail in the comprehensive caption. "White object behind loco pilot

Until someone gets around to writing the definitive book on the PGE/BCR, Patrick Hind's volume on the road's steamers is just about the only source of locomotive information, and it handles the subject well. It is a natural for the locally-published soft-cover route, as with only eighteen steam locomotives to write about, one is not faced with rivaling Lavallee's thick tome on CPR steam.

Hind's book covers each engine in numerical order, making it easy to extract modelling data if you are so inclined. The information presented seems well-researched, the photos are clearly reproduced, and the price for it all quite reasonable. Recommended for plain old steam fans as well as PGE buffs.

Vancouver HO Club Still Rolling Along

John Green

The Vancouver HO Model Railway Club is enjoying a very active year.

While regular members' operating sessions have been suspended, a lot of effort has been put into the layout. This year we focussed our energies on rebuilding a large section of the club pike. A large mountainous section of the layout was removed in early February, and new benchwork up a week later. By June, we had single track mainline operation for our regular visitors' night.

The club continues to host visitors' nights at 8:00

PM on the last Friday of each month. We are located on the fifth floor of the VIA (Canadian National) station.

This year's club executive consists of: President Mark Jones (597-1602); Vice President Greg Madson (321-9209); Secretary John Green (325-6204); and Treasurer Rod Pollok (327-5787).

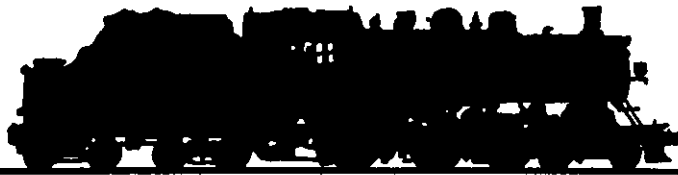
There are some membership vacancies; persons interested in joining an active organization with lots on the go can contact one of these officers. We hope to be back to full operating sessions sometime in the fall.



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*More
to come!*

7TH DIVISION TIMETABLE



September 13, 1987

7th Division Workshop: Diesel Day. How diesels work; identifying them and modelling them. Models on display. Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie Street, Vancouver. Start: 1 pm.

September 20, 1987

Swamp Creek and Western RR Club 8th Annual Sooper Swap & Clinic Meet, Frances Anderson Recreation Centre, 700 Main Street, Edmonds, WA. Info: Roger Ferris, (206) 283-0637.

October 11, 1987

7th Division Workshop: Logging in the Pacific Northwest. Details on page 3. Time and location as above.

November 8, 1987

Trains '87: the 7th Division's big show of the year. Layouts, displays, sellers' tables, door prizes. Cameron Recreation Centre, 9523 Cameron, Burnaby. Doors open at 10:00 am. Exhibitors/sellers info: Scott Calvert, 985-0431.

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