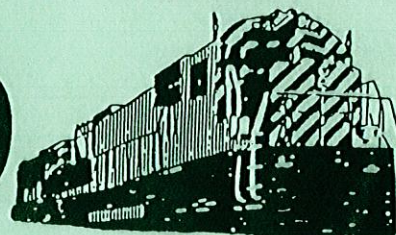


Volume 3, number 3

7-1462 10/01/89 Regular
Scott Calvert
1026 Palmdale Street
Coquitlam B.C.
V3C 3R4

March, 1989

BULLETIN BOARD



Ports Canada Day Public Display



May 28

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

Inside: Important news about NMRA incorporation in Canada

National Model Railroad Association

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 [] Sustaining, one year \$44
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 421-5085

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 Fraser Wilson
 298-4166

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 Production assistant: Edina Irwin

Page One: Behind the cab curtain

For those of us who take care of the Division's business, it is, perhaps, a bit too easy to operate in isolation. We tend to sit up in the Standing Committee cab, so to speak, with the curtains drawn, while the train rolls steadily down the rails. As long as we don't derail or run out of fuel, those along for the ride are usually unaware of the work that goes on up front, how well the coal is being managed, or what switches we might be throwing somewhere down the line.

This month we have three items intended to part the curtain a bit. First, lawyer and SC member Steve Stark recounts in detail the story of our attempt to both achieve charitable status for the Seventh Division and incorporate the NMRA in Canada as a separate legal entity from its US parent, and the reasons behind the efforts. Second, you will find the budget for the next fiscal year on page 3. Third, we recount on page 4 the successful efforts, over the past several years, to bring the Seventh Division a good measure of financial and membership stability. We hope to publish more articles like these in the future, and, perhaps, increase "passenger-engineer" communication in the process.

Most modellers, we'd venture to guess, have looked upon the hobby store proprietor's situation with envy at one time or another. Imagine talking about your hobby for a living, and getting anything you wanted for yourself at wholesale prices!

Of course, most of us know it's not that simple in reality. When you deal with people, there are variables. Customers (and just-lookers) are by turns amiable and demanding, honest and larcenous, easy-going and impatient. Certainly a retailer is there to serve the hobby market, and owes his living to people's discretionary spending, but as in all things, there are limits. Herewith, a few true examples of what it's like on the other side of the counter in Vancouver.

A few weeks ago, Mr. Customer announces his presence at a local hobby shop by knocking at the

rear door, which in this store, is used for merchandise only. The manager lets him in, anyway, and is promptly asked for permission to use the store's private washroom. Okay, he says. When Mr. C comes out, he wants to use the store's one phone "just for a minute". Again, the owner permits him, even though he's expecting an important business call. *Several* minutes later, Mr. C hangs up and eventually selects some magazines, for which he proffers his bank card. Sorry, he is told, but with the tiny margin he gets on magazines, the manager would end up paying Mr. Customer to take them away once the bank card people took their cut of the sale. Mr. C gets upset and storms out the store, vowing to spread the word to all his friends about the lousy treatment they can expect in this store.

Mr. Detail, who professes to scratchbuild N scale locomotives with great accuracy, is a regular browser in one shop. One day he announces with delight that he has discovered a Japanese freight car truck in a store catalogue that looks just like that under a CPR pilot. He wants several, and the owner obliges by adding them, and a few spares, to his next order from Japan. Mr. D calls regularly for weeks, anxious for his trucks to arrive, and when at last they do, hurries down to the shop. They are just wonderful, he decides, and prepares to make a rare purchase: "How much are they?" His is quoted a price under \$3. "Each?" gulps Mr. D, "I - I think I'll scratchbuild something instead..." He pushes the sample back across the counter, and leaves.

The other day, three new recently-released locomotives worth about \$300 suddenly appear on the counter of a model train store without explanation. Questions to all the store's employees provide no explanation for their presence. Final conclusion: an attack of conscience must have prompted a thief to return them anonymously. It's nice to have them back, but it won't make much of a difference overall. In fact, the store has the empty boxes of hundreds of dollars worth of missing locomotives, untold freight cars, and even custom-built pieces from hobbyists. They've all been pinched from the cabinet or display layout when the owner was busy in another area.

Food for thought, hmm?

Phil

From the Superintendent's desk

Gordon Varney, MMR, is not in today. In fact, he's probably halfway around the world, flaunting his new freedom as a retired gentleman without obligations or responsibilities while the rest of us fight traffic just to get our daily dose of work stress and then try to scrounge a few pitiful minutes of hobby time from our overloaded schedules only to find we have to work overtime while we're still worrying about mortgages and career moves and raising kids but guys like Gordie they just take off to Fiji and Australia to photograph beaches and trains or stand on Ayers Rock and drop the occasional postcard back to us rain-soaked wage slaves like that's the closest thing to work they have left to do these days unless you count suntanning as if that makes us jealous well if he thinks it does he's wrong 'cause it doesn't.

Right guys?

Uh.... guys?

The Bulletin Board, i.e., the editor, owes Mr. Sparks an apology for neglecting to include his video column in recent issues. This was unintentional, and resulted from an unlikely string of misplacements of copy which somehow always managed to include Video Views. The following is a summation of the missing columns.

Video Views

Carl Sparks

Good news and more good news for rail video fans! Your Seventh Division video library has added a number of titles to its stock since since a list last appeared in the *BB*. Some of these tapes are truly outstanding, and well worth a look.

Remember, these tapes are available at no charge to all Division members in good standing. Mail loans merely pay return postage. To arrange a loan, please contact Carl Sparks, 3956 Hertford Street, Burnaby, B.C. V5G 2R4, or call 433-5583.

Great Model Railroads, vol. I and II
Garden Railways
Pentrex Preview, vol. I and II
Southern Pacific Steam
Southern Pacific Diesels
The Super Chief
Doubleheader 6060 and 2860
Colorado's Narrow Gauge
Glacier Express
Cutting Scale Lumber and Weathering
Diesels on the Union Pacific
Steam Over Sherman
BC Rail
San Juan Freight
Warehouse on Wheels
SD 40-2s in the Canadian Rockies
Continental Divide
Travel the BC Railway / Rails to Romance
Mile 63.5 / Seton Recovery / 995 Days / Road to the Cariboo (all BC Rail)
Seventh Division Layouts
Steam in Britain
Grand Parade of Steam / STEAMEXPO site / 6060 in the Canyon / Miniature Parade of Steam
CN 6060 Freight to Vancouver
Snow Plow with CN F7s
VIA Fs in the Rockies
BCR Steam with 2860 and 3716
F-Units - Winter in Canada

Call Carl Sparks at 433-5583 to borrow a tape



Interior Report

Gary Hazell

Interior membership update: March, 36; May, 38

Items of interest:

The Southern Interior Model Railroaders Spring Meet was a success for the Kelowna hosts. There were 100 registrants, four layout tours, four clinics, swap meet, and a great roast beef banquet.

The Kettle Valley Model Railway Club of Penticton has acquired space aboard the SS Sicamous and is embarking on the building of an HO display layout depicting the local scene. The club meets on the third Thursday of each month at the old steamer.

The O'Keefe Ranch near Vernon - home of the North Okanagan club's railroad display - opens to the public Mother's Day, May 14, and remains open daily until October 15th.

May 20 and 21, the Howse Pass Railroad Club of Golden will be holding its second Biennial Railroad Show in the arena. They have 15,000 square feet of display space! A number of Sixth Division members will attend this meet, providing the Seventh with an opportunity to meet new faces and exchange ideas. For more information, call Herb Hildebrand, (604) 344-5251 during the day.

August 18 to 20, the Salmon Arm Model Railroad Club will be hosting another corn Roast in the the sunny Shuswap for both campers and hotel-ers. Tours of the Horseshoe Loop will depart by minibus as trains approach. Other activities will include swimming, horseshoes, sun-tanning, and an evening slide show around the campfire.

Seventh Division Operating Budget for 1989/90

REVENUES:	1989 BUDGET	1988 ACTUAL
Clinics	\$ 0	\$ 500
Donations	400	342
Swap Meet	400	368
Bank Interest	500	437
Trains	12,500	12,499
Conventions	500	1,458
Memberships	250	160
TOTAL	\$14,550	\$15,764
EXPENSES:		
Bulletin Board	1,500	888
Postage	1,000	907
Clinics	300	466
Conventions	100	0
Office & General	250	610
Service Charges	75	57
Trains 89	7,500	6,715
Advertising	300	248
Displays	600	245
Video Library	700	908
Insurance	500	460
Legal	600	1,244
Storage	1,200	0
Scholarship	1,000	0
TOTAL	\$15,625	\$12,748
Deficit \$	1,125	

Workshop Words

All right, all right, so I obviously don't have a clue when Mother's Day falls. (If you must know, my own dear mother departed this world when I was but a tad, and I have had little occasion since to observe the Hallmark-invented day.) What is really amazing is that I called *two people on the SC* to see if the April 16 Workshop was in fact delayed for MD, and they both agreed!

That out of the way, let us turn to this month, in which we dispense with the usual SSW at Oakridge, and head for North Vancouver and the Ports Canada Day celebrations(?) May 28 in the BC Rail building at 221 West Esplanade. Last issue's Timetable indicated we were moving to the Marine Training Institute, something we thought might take care of the problem of the low light level in the BC Rail lobby, where we've had our displays for the last three years. Two discoveries changed that: (1) that the MTI had no space large enough for a display, and (2) we didn't have to put up with low light levels at BC Rail after all!

Now, for those of you who have strained your eyes at previous Ports Canada Day shows, this may come as a surprise, as it did to Greg Kennelly, SC member and BCR historian, who inquired at the company headquarters the other day if it wouldn't be possible to rig up some brighter lights for the show. "But they're already there!" was the response. It seems what one has to do is go into the electrical room and - see if you can follow the technical details here - *turn up the dimmer switch*. There was no explanation of why no one knew of this complex procedure in '86, '87, and '88, but, what the heck, we had good shows then and this year should only be better. Why, we've even got an NTRAK *seaport* module this time! A movement to have all participants dress in sailor suits seems to have fizzled, however.

In the next Bulletin Board:

- Cliff Basler's guide to preserved rail equipment continues.
- More photographs of Vancouver structures, including some you can't shoot anymore!

Innovation, promotion building the 7th Division

Phil Magnall

"There is only one affluent division in the PNR and that's the Fourth Division. Everyone else is struggling with either limited or no budgets at all." - Dave Swart, in the Second Division's *Semaphore* newsletter.

At the risk of immodesty, I would observe that not *quite* everyone else is broke. Unnoticed by many (including a number of its own members, I suspect), the Seventh Division has, in a handful of years, gone from barely having the money to print its newsletter to managing a \$15,000 budget. Yet it is true that other PNR divisions seem to be running out of steam as membership, enthusiasm, and funds continue to fall.

The Sixth's Bob Hadlow is concerned about the direction of the division for which he has worked so tirelessly. Their newsletter has been produced in turn, and to various standards, by a succession of clubs and individuals, and NMRA participation is down. The bulk of NMRA activities, he says, once solidly based in Calgary and Edmonton, seems to be shifting east to smaller centres in Saskatchewan. The tone, if not detail, of Bob's observations is typical of others in divisions throughout the NMRA.

So what has the Seventh got that the others don't, and more important, can they get some? The answer to the second question is probably both yes and no, but let's look first on what's operating in our favour these days.

Geographical focus: This is at once a blessing and a curse, for while having but one major city in the entire division ensures a large, yet compact, population base, it makes it difficult to provide farther-flung members with the benefits to which they are entitled. At the bottom line, though, we do not end up as scattered among smaller centres as do other divisions (the Fourth, centred on Seattle, being the notable exception). There is likely to remain enough resources in Vancouver to keep the Standing

Committee, *Bulletin Board*, Fall Meet, Video Library, etc., reliably chugging away for years to come.

Public outreach: A few years ago, SC member Doug Kelleway produced a telephone survey on our sparsely-attended "clinic" presentations that almost stunned the Committee. Although a strong majority said they were satisfied with the Seventh's efforts in this area, only a tiny percentage had attended one in months or even years! This led to the current formula of (a) regular Second Sunday events; (b) free public admission; (c) presentations aimed at average modellers instead of experts; and (d) holding "workshops" instead of clinics - an idea that was copied in at least one other division. The changes resulted in an enormous increase in attendance, many new members, and, over the year, an appreciable sum of donations!

Professionalism in shows: Our "Trains" events produce the bulk of our annual budget, and a more than three-fold increase in attendance in only two years shows us we're doing it right. The public responds to promotion that has a quality feel to it. Television and radio ads have had a tremendous effect, and last year a poster campaign got the message out to scores of libraries, community centres, and other public buildings. Coupling these with quality in exhibits, door prizes, and overall management once people arrive lets them know that rather than a "dinky little show by a ragtag bunch of train nuts", this is *the* event they can't miss.

The newsletter: The effect or value of the *Bulletin Board* is harder to gauge, but if commentary from afield is any indicator, the money we have spent on it has given us one of the better divisional papers in the NMRA. People like Bob Warren, the NMRA *Bulletin's* Regional Way Freight editor, have even rated it better than some regional publications. The main reason is that since the time of the change from "press-ganged" to volunteer editorship a few years back, the SC has allotted the necessary funds to properly *print* - not just mechanically reproduce - a ten page newsletter with typesetting and photographs. The better quality appearance not only gives us a good promotional tool, but

tends to generate contributions of the articles and features for which editors of mimeographed newsletters are always pleading.

Being financially secure does not make the Seventh Division anywhere near perfect. We are in the process of developing a subdivision system to improve communication and benefits for Interior and Island members, in addition to new funding access policies and innovations like the Video Library, which all our members can enjoy. Still lacking is the kind of response we need from younger modellers, essential for the continued growth of the hobby.

Whether our approaches could be useful for other divisions remains to be seen, due to geographical facts that have an undeniably important part in explaining our successes. But imagination and common sense on the SC have been essential ingredients, and it would be gratifying if some of our ideas could eventually help out a few of those "struggling" divisions, anywhere in the NMRA.

Layout tours derailed

John Green

In 1988, through the co-operation of several layout owners, the Standing Committee organized three sets of layout tours for Seventh Division members and convention-goers. They took place in March, May, and November at Trains '88, and involved 13 layouts in Vancouver, Burnaby, Coquitlam, and New Westminster.

While the spring tours were sparsely attended, I was pleasantly surprised with the enthusiastic response to the Trains '88 tours.

This year, we again attempted to organize a tour for June 11, and turned our attention to Vancouver's north shore. Unfortunately, we were unable to obtain sufficient commitments from layout owners in time to meet the *Bulletin Board* deadline for the notice of the event. We hope to be able to arrange future layout tours, although the inventory of layouts which were not visited in 1988 is getting quite short.

Once again, I would appeal to members who have layouts they would be willing to show to contact either myself, John Green, at 325-6204, or Brian Morgan at 438-9464. Please don't be shy! Many people find layouts under construction to be very interesting; I received many useful comments and suggestions when I included my layout, with running trains but no scenery, on the tour last March.

Vernon Club holds an Open House

Hugh Clarke

The North Okanagan Model Railroad Association (NOMRA) held its first open house at the layout and clubroom, situated at the O'Keefe Ranch, on Sunday, April 16. During the warmer months, the layout functions as one of the many displays at the ranch. It is made up of a series of scenes to be found in the North Okanagan, and depicts - loosely at this point - the contribution of the railways to the development of this area.

The layout itself has been built into a room 18 by 38 feet. While open for summer display, two large loops are controlled by pushbuttons from the visitors' gallery. During the winter, both conventional and carrier control operating sessions are held. The general scenicking is 60% completed, but addition of specific prototype scenes likely have another twenty years of hard work to go!

The idea behind the open house was to provide the local public with a free look at the layout. Over 300 people - mostly kids towing their parents - made the seven mile trip from Vernon out to the ranch. With this kind of response, we will likely make the open house an annual affair. The advantage to the club, of course, was the scrupulous clean-up prior to the show. Amazing how much plaster dust settles over the winter!

For those PNR members wanting a first hand look at the club during the winter (from mid-October to mid-May), we meet every Wednesday evening. Give Dick Van Gelder at Quain's Trains a call (545-4500) to let us know you're coming.

Incorporation in Canada: What it means to the NMRA and you

For some time now, with the Seventh Division providing support and covering expenses, director and Division legal counsel Steve Stark has been donating his time and expertise to the cause of Canadian incorporation of the National Model Railway Association. It was in 1985 that Steve was asked by Paul Shimada to assist in the NMRA in the incorporation process, and he has since attended the last five NMRA Executive Council (EC) and Board of Trustees (BOT) meetings in his efforts to obtain the required approval. Reproduced here is Steve's summary of the why's and wherefor's behind incorporating the NMRA (Canada), and the implications for Canadian NMRA members. His efforts deserve all our thanks. -Ed.

At the mid-year meeting of the NMRA Executive Council and Board of Trustees held in San Mateo, California on February 9 to 11, 1989, the BOT approved the incorporation of the NMRA in Canada in accordance with the draft Constitution prepared by my law firm. It is intended that the incorporation take place prior to the annual meeting of the NMRA to be held at the Houston Convention commencing July 31, 1989. The objects of the Canadian incorporation as set out in its Constitution are as follows:

- (a) to promote and encourage historical awareness of the role of railways, both prototype and model, in Canada;
- (b) to promote and encourage the retention and creation of railway structures, rolling stock, rights of way and artifacts both prototype and model for historical purposes, and the recording of same by all media forms;
- (c) to acquire reference material relating to the development, construction and operation of railways, both prototype and model, including material in the areas of civil engineering, geography, electronics, architecture, botany and politics;
- (d) to offer educational programs to the public regarding railways, both prototype and model, relating to their history, development, construction and operation;
- (e) to promote and encourage association with other organizations both incorporated and unincorporated, in Canada and in foreign countries, having similar aims to the Corporation, in whole or in part.

Even though these objects were approved by Revenue Canada for the purposes of applying for charitable status on February 24, 1988, Revenue Canada will want to monitor the activities of the Corporation before deciding whether charitable status will be granted. There is no provision, at present, for non-residents of Canada to become members of NMRA (Canada). Therefore, such an application will not be made for at least a year after incorporation.

The present Constitution provides for the election of a President and Vice-President with the Secretary, Treasurer and remaining three Directors to be appointed and that the elections will be held at the same time as the NMRA elections and the names of those standing election will appear on the same ballot as other NMRA officers. Other highlights from the Constitution are as follows:

1. There shall be at least one officer/director from each of the 4 NMRA regions containing Canadian territory (Pacific Northwest Region, Thousand Lakes Region, Niagara Frontier Region, Northeast Region);

- 2(a) All NMRA members residing in Canada will automatically be the members of the Canadian corporation without the necessity of paying dues (no dues are to be collected or charged);
- (b) Non-NMRA members cannot become members of NMRA (Canada);
- (c) There is no provision, at present, for non-residents of Canada to become members of NMRA (Canada);
3. The president of the National Model Railroad Association (Canada) will be the Canadian Vice-President of the NMRA and will sit as a member of the EC (Canadian members will no longer vote for their current area Vice-President but will instead vote for the President of NMRA Canada);
4. The Canadian incorporation, which will be incorporated as a Society under the Federal Company Act, will not act in a manner inconsistent with the NMRA constitution or by-laws
5. The divisions and regions of NMRA (Canada) will be the same as the existing regions and divisions situate within Canada;
6. The annual meeting of the corporation will be held in conjunction with the annual meeting of the NMRA;
7. The NMRA (Canada) can raise money independently but is not required to forward any money so raised to the NMRA if that would affect the Canadian corporation's ability to obtain or retain charitable status.
8. The first officers and directors of NMRA (Canada) will be as follows:
 - (a) Steven R. Stark
3540 West 38th Avenue, Vancouver, B.C., V6N 2Y1
Barrister and Solicitor
 - (b) Peter Moffett
7 Jolie Court, St. Catherine's, Ontario, L2M 6V5
Engineer
 - (c) Stafford Swain
26 Kenneth Street, Winnipeg, Manitoba, R3T 0K8
Accountant
 - (d) Norman C. Guinard
9 Duke Street
Edmunston, New Brunswick
Pharmacist

At San Mateo, the Board of Trustees also amended the NMRA's by-laws to take into account the Canadian incorporation and the change in area Vice-Presidents.

Note: due to the length of this article, we thought it best to present it as received, but photo-reduced. Our apologies to anyone who finds the small size difficult to read.

The main reasons for incorporating in Canada are to provide a more meaningful structure within Canada to advance the objects as set out above and, indirectly the objects of NMRA while remaining a part of the NMRA, and to provide Canadian members the opportunity, should charitable status be granted, to obtain receipts for income tax purposes for donations to NMRA (Canada). Hopefully, these changes will go a long way towards negating the "we/they" feelings that have cropped up in recent years which have been caused in part by such things as non-U.S. resident members being treated differently than U.S. residents in NMRA directories and the recurring subject of a mail surcharge for "foreign members". Incidentally, the latest motion in respect of such a mail surcharge was defeated at San Mateo by a vote of 15-0-2.

The creation of a Canadian Vice-President ensures that non-U.S. resident members have a voice on the executive committee at all times, in a manner similar to representation on the Board of Trustees by the British and Australasian Vice-Presidents.

In order to maximize our chances of being granted charitable status by Revenue Canada, it is not intended that NMRA (Canada) will issue its own version of the Bulletin, hold conventions, conduct achievement programs or deal with non-educational member services. It is intended that NMRA (Canada) will promote and support public shows and workshops and conduct other educational activity for the purposes of achieving its objects and for the recruitment of additional NMRA members to assist the corporation in achieving its objects. This may mean that certain activities now sponsored by a region or a division within Canada such as open houses or clinics will officially become the responsibility of the Canadian incorporation and that the resulting funds raised will have to be apportioned between NMRA (Canada) and the region or division. In practice, these activities will still be conducted by those groups and persons presently doing so.

The concept of the Canadian incorporation affiliated with the NMRA is in infancy and many proposals which will affect its success have yet to be considered or developed. The creation of NMRA (Canada) at a time when the NMRA's popularity is on the rise provides a welcome opportunity to build on this increase by achieving the objects of NMRA (Canada) set out above. As with any new organization or idea, NMRA (Canada) will only be as successful as those people who are willing to pitch in and promote it. The new officers and directors welcome and ask for your assistance.

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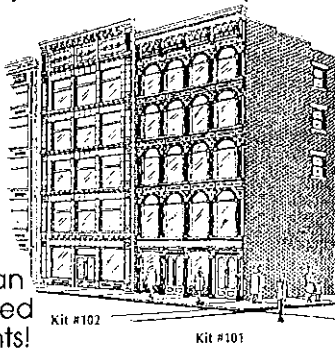
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Book Reviews

The British Columbia Railway, Vol. 1 by
Timothy J. Horton. BRMNA, Calgary.
Softcover, \$7.00

We previously reviewed local author Timothy Horton's first book in the BRMNA series, *The Pacific Great Eastern Railway Vol. 1*. Since then, he has not only compiled a second PGE book, but progressed through time to bring us what one supposes might have been the "PGE Vol. 3" but for the vagaries of corporate nomenclature.

The British Columbia Railway Vol. 1 contains 25 crisp black-and-white photographs dated from 1974 to 1985 - sparing us the "American bicentennial scheme", at least for the time being - and the comprehensive captions for which the series is known. While very readable, there is virtually no excess verbiage involved, making this book a particularly good resource for those interested in the detailed operations of the railway. Whether for modelling purposes or general interest in "BC's own railway", it's another excellent value from Mr. Horton and the BRMNA.

Railways of the West Kootenay - part 3 by Gerry & Corwin Doeksen. Self-published by G. Doeksen, Montrose BC. Softcover, \$8.95

No sooner did I ask in the *BB* for information sources about the Great Northern's Nelson & Fort Sheppard line from Spokane, WA to Nelson, B.C. than what should appear but Gerry Doeksen's latest in his extensive series, *Railways of the West Kootenay, part 3*, dealing almost entirely with that route!

I found this 50-page photo book an improvement over those earlier Doeksen books I had come across, all of which were somewhat marred, in the writers opinion, by less-than-professional pen and ink drawings. I'll gladly trade those for the 22 colour photos in R of the WK 3. Timetables, a route map, GN station plans, and several locomotive diagrams compliment over 60 black-and-photos of this rarely-seen but eminently-modelable railway. Are the GN buffs listening?

7th Division Timetable



May 19-21, 1989

6th Division Spring Meet, Regina, Saskatchewan. Information: Wayne Wesner, 142 Holland Crescent, Regina SK, S4T 6J5.

May 28, 1989

7th Division display for Ports Canada Day. BC Rail headquarters, 221 West Esplanade, North Vancouver. Free admission from about 10 AM.

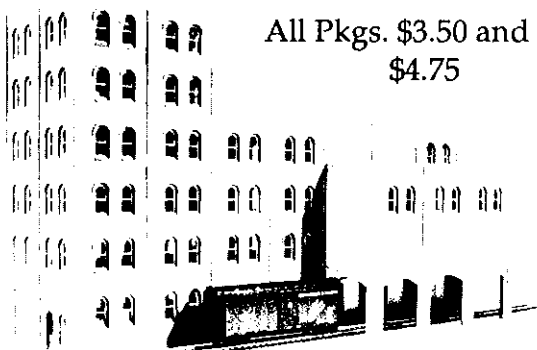
July 31 - August 6, 1989

AstroRail '89: NMRA National Convention, Houston, TX. Registrar: Rick White, (713) 532-2175, or see your *NMRA Bulletin* for details.

August 23-27, 1989

Trolley Fest: PNR Regional Convention. Red Lion Inn, Lloyd Centre, Portland, OR

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