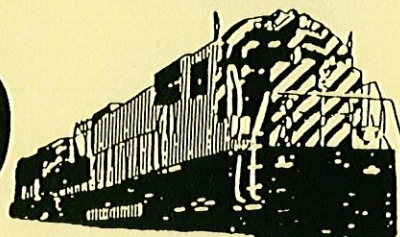


BULLETIN BOARD



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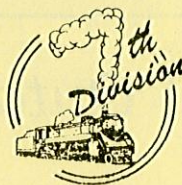
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	Interior Report		

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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

Production Assistant: Edina Irwin

Page One: Unity through divisions?

You may have noticed that the Standing Committee list on the inside cover looks different this month. Not only has it been edited and restored to accuracy, we have added two *subdivisions* and their complements of members. This may be the first evidence many of us have seen of some of the changes which have been afoot in the Seventh since the SC renewed efforts to improve province-wide relations over two years ago. The subdivision concept was proposed as a possible answer to a major problem: the lack of communication between the SC and Interior groups due to the absence of enough Division representatives in the Interior who could both promote and speak for the Division and the NMRA, and in turn voice local concerns to the SC in Vancouver.

The function of an SC subdivision is to communicate with any and all model railroaders in the area, to act as a visible information and promotion source, and to communicate in turn with the Lower Mainland Standing Committee, passing on news, complaints, suggestions, requests, financing applications, and so on. By having local people, many already well-known in their area, become full SC members in this way, it is hoped that some of the perceived "remoteness" of the Seventh Division executive will be diminished. Subs are free to conduct their own independent meetings at their convenience, although the option of meeting when the LMSC does and discussing important matters by telephone may at times prove useful.

Besides the interior, there exists another natural subdivision in the Seventh: Vancouver Island. While there have been no significant communications problems with Island members, they have already formed an independent and active core group - primarily for the organization of the Island Spring Meets - and recognizing their fine example by conferring subdivision status on the Island seemed appropriate.

How the system evolves from here will be up to all Division members, but we look forward to some good times and welcome our new members

from the Interior and Island subdivisions to the Seventh Division Standing Committee.

Spliced into the summer plans of a number of Division members are chores relating to the Trains '89 Fall Meet and public show this November. As unlikely as it may seem, time is already short for things like announcements in hobby magazines, which require three months' lead time. A logo for the '89 show has been designed, the Cameron Rec' Centre booked, and a number of improvements instituted to better accommodate the overwhelming response to last year's event. Signage, new equipment, catering, security, promotion, a guest speaker, contest plaques, tickets, registrants' packages, and door and raffle prizes are some of the items requiring attention far in advance of November 11.

Sometime back in 1986, we happened to making a rare trip down to the area around Ballantyne Pier here in Vancouver when what should present itself but an industrial locomotive, deadheading in a the consist of a freight train. It was a little General Electric centre-cab diesel, emblazoned with the logo and bright red-and-white scheme of MacMillan Bloedel. Some inquiries to Those Who Know About Trains locally provided the information that the little engine had recently been retired, one of her two engines having expired after long and arduous service on Vancouver Island.

The locomotive hung around for some time, and then dropped from sight and mind until the other day, when **Grant Ferguson**, vice president of the West Coast Railway Association, called to advise us that said machine had turned out to be none other than the Pacific Great Eastern's very first diesel, number 551! The WCRA understandably wants very much to give this historic piece a home in their planned rail museum in Squamish, and to this end has organized a fund raising drive to take possession of 551 from the locomotive broker who now owns it.

We have included a brochure on the project with this issue, and hope that our readers will support their worthy cause.

Phil

From the Superintendent's desk

I wish to bring to your attention the efforts of a small dedicated group on Vancouver Island. Ken Rutherford, Grant Stephens, and Rick Lord, along with the assistance of others, sponsor a one day meet at Nanaimo every spring. They have operating layouts, displays, clinics, and model contests intermixed with a lot of good fellowship. Attendance usually ranges from 200 to 300. If you have the opportunity to take part in next year's meet, you will come away well rewarded.

A special bonus for us all is that they donate most of the net proceeds to the Seventh Division. This year, that amounted to \$250. On behalf of the Standing Committee, I wish to extend our sincere thanks to these guys for their fine efforts in promoting our hobby.

I would also like to 'plug' our Video Library this month. Carl Sparks has amassed a great selection of videotapes, but reports that interest seems to be waning lately. Remember, this library was conceived as one of the better benefits of membership for you fellows out in the hinterlands! Just give Carl a call or write him a letter, and he will mail you the video of your choice. All it costs you is the return postage. Watch the September BB for an updated list of available titles.

Make way for *Trains!*

Planning for the Seventh Division's Fall Meet and the "Largest Annual Model Railroad Show in Western Canada", Trains '89, is already well underway. This year, the November 11 holiday falls on a Saturday, but is observed by most businesses and government on the Monday, which has necessitated some changes in order to keep our public show on the traditional Sunday. Got that? For attendees, this translates into the following schedule:

Friday Nov. 11, 5:00 PM on: Early bird registration, evening layout tours

Saturday Nov. 12: Registration, full schedule of workshops, contests, videos, etc. Evening banquet.

Sunday Nov. 13: All day public show.

Monday Nov. 14 (holiday): Possible rail shop tour, open house layouts.

This year the public popular vote contests have been dropped due to the complete unmanageability of any such poll with 5,000 people crowding the hall. Instead, only meet attendees will be issued a ballot, and entries will not be subject to the whims of the uninformed public, if you want to look at it that way. Also, we might just get to hear who won this time! Categories have changed, too, with votes for Model (that's anything!), Display (including individual modules, this year, but not commercial exhibits), Operating layout, Train, Photograph, and Locomotive. As before, AP judging will be available, with a Best in Show plaque presented to the highest scoring model in any category.

Last, but not least, the *Bulletin Board* 6x6 Contest returns to delight and amaze. The contest's first year produced a number of imaginative entries, but it was only the beginning. Try one yourself this time; it need not take much time at all to model a six-inch square of almost anything (last year's second place winner was done in one afternoon!), and ingenuity and humour are good competition for craftsmanship in this contest!



Interior Report

Gary Hazell

Interior membership update: May, 36; July, 38

Items of interest:

The West Kootenay Model Railroaders recently hosted 12 modelers from the North Okanagan and Revelstoke area. There were seven layout tours, a trip to the Nelson Streetcar Museum, followed by dinner at Mike Culham's home in that city, and

a slide presentation by Mike Barone down the road in Fruitvale. Thanks to all the fellows from Nakusp, Nelson, Fruitvale, and Trail.

The Kettle Valley Model Railroad Club has been busy building layout benchwork aboard the SS *Sicamous*. The lake steamer had been grounded for many years, and when refloated recently to continue its restoration for operation on Okanagan Lake, the deck level changed, and the benchwork now has a 3% grade throughout! Apparently, it can be corrected...

The Howse Pass Club of Golden held their biennial show on the May long weekend. There were six displays from Alberta and three local. Although it took place at the same time as the Regina meet, limiting some club and commercial displays, over 300 locals toured the show.

SIMRA held its windup meeting for the '89 Spring Meet and it was decided to expand the association from the three cities of Kamloops, Vernon, and Kelowna, to include Salmon Arm and possibly the West Kootenays and Penticton in the future. The following meet schedule was decided upon:

- 1990: Spring Meet (Easter) Kamloops
- 1991: Spring Meet (Easter) Salmon Arm
- 1992: (hoped for) PNR Regional Meet,
June 30 - July 4, Vernon

(Note: the Seventh Division SC has endorsed Vernon's application for the event)

The Vernon NOMRA contingent will be displaying their modular layout in the Village Green Mall July 31 to August 5. Don't forget their permanent public display at the O'Keefe Ranch, which is now visited by between 15 and 20 thousand people each year.

The *Bulletin Board* regrets to announce the sudden passing of long-time Seventh Division member Ian Sloan. Ian served his fellow hobbyists at both divisional and regional levels, and was a former editor of this newsletter. Although his activities often overshadowed his modelmaking, he was also a skilled craftsman, and had recently turned more of his attention back in that direction, producing some fine work. The *BB* and Standing Committee extend their sympathies to his family.

Camping and Corn '89

Harrison Hot Springs:

For those who not already reserved a spot at the Sasquatch Springs RV Resort for the 1989 Cornfield Meet, let this serve as a reminder to do so as soon as possible. It is a very popular place in September!

This will be the third time we have have had the meet at this location, and no one has been disappointed with the choice of site. The big meal will be on Sunday, September 3, and those who plan to stay from the second to fourth must reserve a spot. It would also be nice if you could let us know if you plan to attend the Sunday meal so that we may be sure not to run out of that good Chilliwack corn.

Some suggestions to make things more interesting for the weekenders: bring along your latest modeling project to show off or a dozen or so of your favourite slides; they don't have to have a train or loco on them - anything goes - so here is a chance for the women to get involved. The ladies might also like to bring along items relating to their own interests - books, crafts, sewing patterns, etc. - to swap with others. Let's have some real fun again!

The place to be September 2, 3, and 4, is:

Sasquatch Springs RV Resort
400 Hotsprings
Harrison Hotsprings, B.C.
Phone: (604) 796-9228

-Hank and Henny Menkveld

Salmon Arm:

The Salmon Arm Model Railroad Association cordially invites you and yours to a camp or motel weekend on sunny Shuswap Lake. We have reserved a special section of our good member John Wayslow's Glen Echo Resort for the weekend, with a gorgeous sandy beach right on the mainline of CP Rail's Shuswap Sub, guaranteed to provide ample trainwatching plus activities for the rest of the family. The motel has complete cooking facilities and is right across from the resort's campground.

We are planning the following:

- Check-in Friday or Saturday (Sept. 8 and 9)
- Trips to Notch Hill and the Horseshoe for westbound unit train photography
- Possible photography session at the Rock Tunnels on Shuswap Lake, accessible only by boat
- Group barbecue Saturday evening; bring your own steaks - salads and buns will be supplied
- Evening slide presentations
- Bonfire and corn roast

BYOB, steaks, and any other meal you will require, plus deck chairs, suntan lotion, and swimwear, as the water is beautiful! A donation will be collected to help support Glen Echo's ongoing activities.

Please RSVP to one of the following so that we may get on with planning:

Box 1098, Salmon Arm B.C. V0E 2T0
or phone:

Graham Redman	832-6119
Gary Hazell	835-8628
Al Wilson	832-9566

"Swamp Meet" changes venue

One of - if not *the* - most popular railroad flea market events in this part of the world is the Swamp Creek and Western Railroad Club's "Sooper Swap Meet" in Edmonds, Washington. As large an event as it is, the tenth annual meet is going to require even more space than the Frances Anderson Rec' Centre - with which many Division members will be familiar - can offer. The SC&W has obtained the cafeteria of the Edmonds High School at 12th Street and 76th Avenue SW. For those who remember how you got to previous meets, the school is a mile and a half closer to the freeway on the same street.

The new facility offers off-street parking for over 400 cars on the outside, and over 100 six-foot tables on the inside. For further details, see the Timetable on page 8.

Tourist's guide to preserved prototypes #2

Cliff Basler

For those planning to travel to the PNR convention in Portland this summer, I have listed some of the prototype rolling stock you can see along the way. If I have not included street addresses or locating information in an item, it is likely that the listing has been provided by a correspondent. I have not managed to visit all the places I have listed.

WASHINGTON - HIGHWAY I-5

Blaine - An ex-GN/BN caboose is standing on the west side of the main street.

Bellingham - At 12th Street and Harris Ave., passenger cars and an NP caboose. East to Lake Whatcom to Bloedel Donovan Park, a 1918 0-4-0T Porter on display. Several miles east on Lake Whatcom Road toward Wickersham/Acme are some GN wood boxcars in a fenced enclosure.

Seattle - The Old Spaghetti House has a Birney from Bellingham inside; at Union Station (*not* King Street), a Milwaukee car reported; at the Post Intelligencer Building, GN caboose 92737. On the downtown waterfront, you can ride ex-Australian trolleys.

Snoqualmie - Detour east on Highway 90 to the Puget Sound Railway Historical Society operation. This is a major stop, so allow plenty of time to ride the train to North Bend and Snoqualmie Falls. See the restored depots and all of their equipment, including a BCER trolley, two CPR business coaches, the PGE sleeper *Clinton*, and two Canadian Collieries steamers in deplorable condition. Ask for directions to their storage yard in the bush north of town.

Black Diamond - Detour to Highway 169 near Auburn and a preserved depot and coal mining museum.

Auburn - Detour off I-5 south of Seattle. On Park Avenue off Auburn Way, NP #2152, a 1909 Baldwin pacific, is on display in a park.

Tacoma - Point Defiance Park has the Camp Six logging display which includes an operating 90 ton Pacific Coast Shay and many other pieces of logging equipment and buildings. The Old Spaghetti House contains a Tacoma Railway and Power trolley.

Elbe - Detour on Highway 7 to a tourist train operation. Also, there is preserved rolling stock at Elbe, Mineral Lake, and in a locked storage yard near Mineral Lake, including Hillcrest Lumber's #10 Climax.

Centralia - Fort Borst Park, in the town centre just west of I-5, has a 1920 Baldwin 2-8-0.

Longview - A park display at the west end of town one block off the main street: 1924 50 ton two truck Shay.

Cathlamet - Detour on Highway 4 to Crown Zellerbach property west of town centre to a 1924 three truck Willamette (Shay design copy)

Vancouver - Esther Short Park at W. 8th and Columbia: SP&S/NP #539 Alco 2-8-2.

OREGON

Portland - Oaks Park, in the southeast off Tacoma Street has #3203, a UP/OWR&N 4-6-2 and an NP baggage and Pullman sleeper. The Portland Zoo operates a four mile long narrow gauge steam railway, and the Western Forestry Center opposite displays a 1909 two-truck Shay. The Old Spaghetti house has a Portland Traction Birney, and there is the relatively new commuter rail system to check out. The famous SP Daylight 4-8-4 #4449 and as SP&S 4-8-4 undergoing restoration are at the Portland roundhouse, but I don't know if they are accessible.

Beaverton - (Portland suburb) trolley park.

Banks - East of Portland on Highway 26. I saw a 1915 Tidewater tank car and a derelict inter-urban(?) there in 1986, and there are a couple of steam locomotives in town somewhere!

Glenwood - Detour on Highway 6 west of Portland. A trolley park collection including BCER interurban #1304, worth the trip in itself, although there are many other trolleys, cable cars, and trolley buses as well.

Vernonia - On Highway 47 northeast of Portland. Town centre display of a 1912 42-ton Shay.

Other displays along I-5:

Woodburn - Highway 99E. Beneath the water tower on Front Street, SP 2-6-0 #1785 with Vanderbilt tender.

Corvallis - On Highway 20. Enter Avery Park from South 15th Street for Georgia Pacific #5, a Baldwin 2-8-2.

Junction City - Highway 99W. In a park at West 5th and Holly in the city centre, a Finnish State Railway 5-foot gauge 2-8-0.

Cottage Grove - The Village Green tourist train operation was shut down last year, but stored equipment may still be on site.

Sutherlin - In a park at the north end of Central Avenue, a Johnson Lumber 2-8-2 and four wheel 'bobber' caboose are on display. Too much greenery for good pictures but worth the detour.

Roseburg - In Stewart Park (west on Washington/Harvard, right on Stewart Parkway) an SP 0-6-0.

Medford - Exact location not known; a Medford Corporation 70-ton Willamette.

That's all for this time - we'll give you more Canadian listings next time.

More Vancouver buildings worth modeling

photos by Glen Lawrence

Following publication of our first assortment of interesting structures, Glen Lawrence came up with a stack of yet more. Those presented here are actually no longer with us, but many of us will recall some of them well enough that with the help of the pictures, we could still put together a pretty good model based on one.



Remember Sigurdson Millwork at 6th and Hemlock? Its massive wooden framing was incorporated in the New Look Interiors building now on the site.

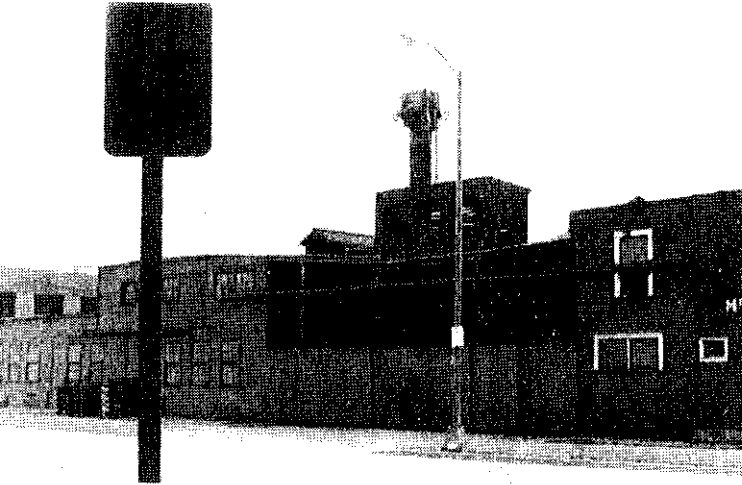
Alberta Lumber, yet another along the Second/Sixth Avenue strip, remained presentable and timeless right up to the end. Its almost residential lines suggest kitbashing possibilities using two or three house kits.



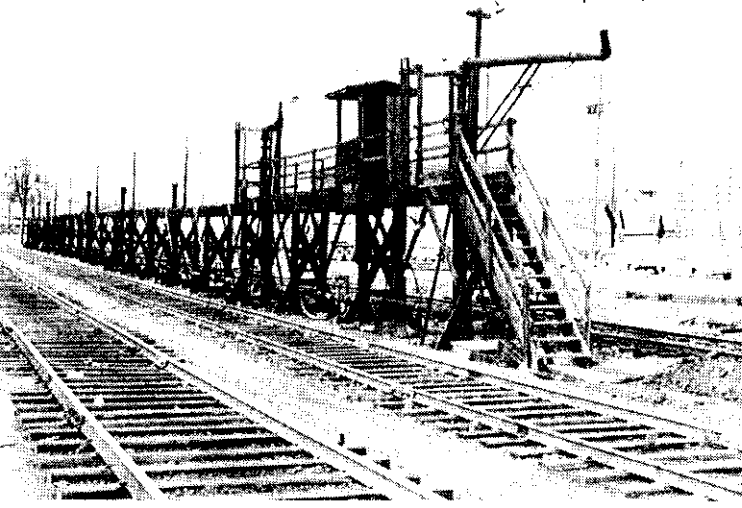
Walkem Machinery, once just west of the south end of the Cambie Street bridge, was a classic in corrugated metal. Note weathering, broken panes of glass.



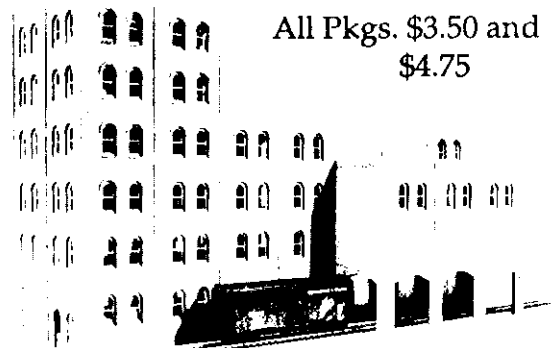
These three views of Powell and MacLean Iron Works, on the other side of the bridge from Walkem, capture the gangly, often-expanded look of the original. Check the rarely-modelled interior yard typical of many old buildings.



British American tank car dock down on the waterfront. Gulf bought out BA years ago.



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7th Division Timetable

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

September 2-4, 1989

Cornfield Meet: Harrison Hotsprings, B.C. See page 3 for details.

September 8-10, 1989 (*Note changed date!*)

Salmon Arm Model Railroad Association camping weekend: Shuswap Lake, B.C. See page 3 for details

September 17, 1989

Soooper Swap and Clinic Meet: Swamp Creek & Western Club's 10th Annual model railroad flea market. Edmonds High School cafeteria, 7600 212th Street SW, Edmonds, WA. Adults \$2, under 12 years \$1. Information and tables: Roger Ferris, 211 Railroad Avenue, Edmonds, WA 98020. Phone (206) 283-0637.

November 10 - 13, 1989

Trains '89: 7th Division's annual meet and public show. See registration form in the September *BB*.

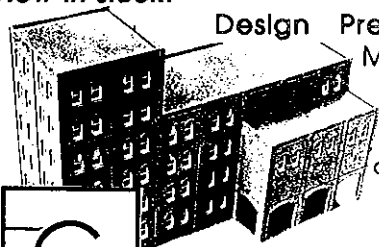
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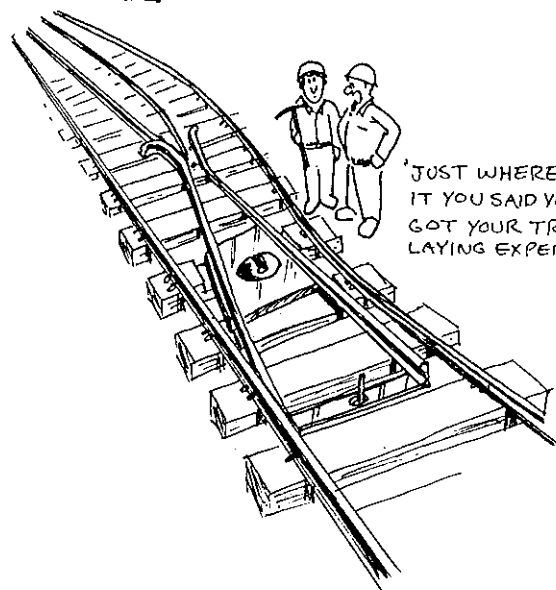
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