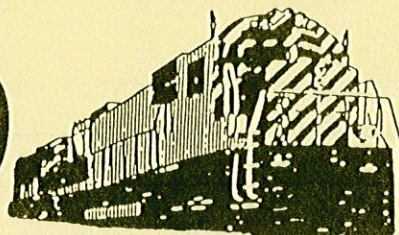
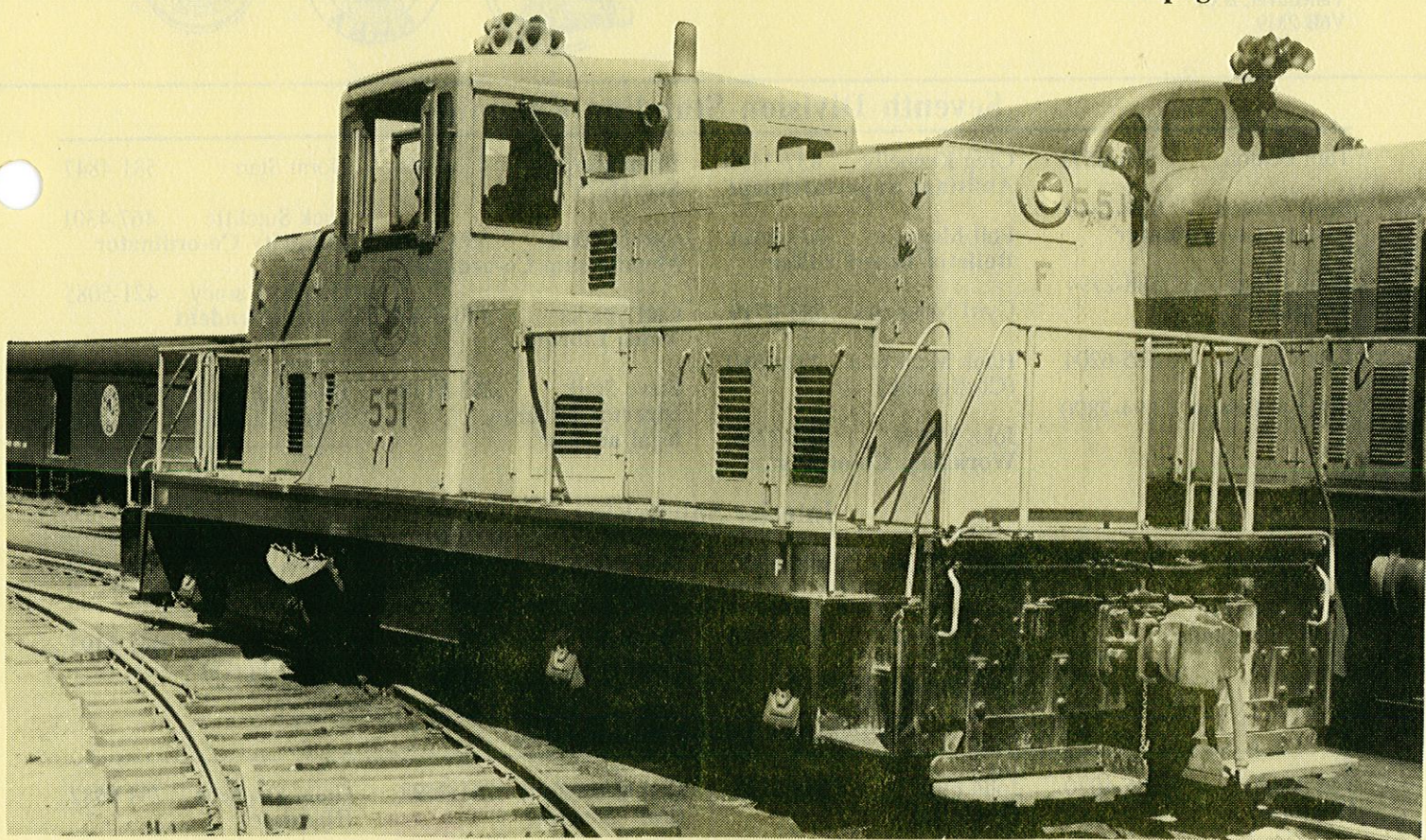


BULLETIN BOARD



PGE #551: A retirement home after 40 years.

See page 5.



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

National Model Railroad Association

- () Regular, One Year \$22 (US funds)
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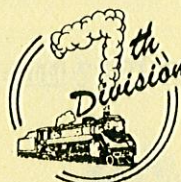
Mail to: Carol O'Dell
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 Vancouver, B.C.
 V6B 2M9

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\$8.00/year

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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: STEAMEMORIES

If for some of us it seems hard to believe that steam power last worked this country's mainlines nearly 30 years ago, one supposes it shouldn't come as too much of a surprise to realize that over three years have passed since we helped put together the "Largest Gathering of North American Steam Locomotives in 40 Years", otherwise known as Steamexpo, here in Vancouver. One of these days, we'll have to get together with **Grant Ferguson** to see if he wants to co-write the great "behind the scenes" expose of those frenetic months leading up to the event, for there was more than enough intrigue, politics, personalities, and disaster with which to put together a good story.

There was also a humorous side to it all, most of it supplied by the endless variety of railfans who wrote, telephoned, or appeared in person with their own particular concerns and questions. Most of these inquiries were fielded by the two able women who staffed the front office. Neither knew much about railroading, much less steam locomotives, to begin with, but, as time went on, both became quite conversant with the current engine count, the best photography locations, and an assortment of railway and railfan terms. The Steamexpo offices were situated at 1 Alexander Street (which was supposed to be a secret at the time), directly overlooking the CP Rail yards which served as our demonstration lab. From our second floor vantage point, one could easily point out the differences between right- and left-hand switches, yard switchers and road engines, logos and reporting marks, and so on.

Those letters or calls which defied answers or, frequently, comprehension were usually directed to our office for sorting out. People thought nothing of calling from Florida to shoot the breeze about the time they rode old number 10 in the woods of Oregon or to play "stump the expert" with esoteric and quite pointless questions about the nature of the staybolts in a Shay boiler. Perhaps some of them were hoping to elevate themselves to the role of consultant - probably with a free ticket to Vancouver - or else to convince themselves that the whole show was being run by a bunch of amateurs and thus not worth the trip. The most fleeting of acquaintances would phone up like old friends and want a rundown on the entire event, and dozens of wooden whistle salesmen and self-styled railroad artists would call to arrange sales meetings. Even though the occasional genuine VIP would phone up, the onslaught soon made it necessary to refer all inquiries to

the Expo 86 information number if we were ever going to get any work done. Not surprisingly, the hapless information officers were soon calling to ask what the blazes all these nuts were talking about with parading climaxes and bringing in daylight from Oregon, etc., etc. Frustrated railfans would then call us back to complain that the information people knew nothing of such basic items as what would be in steam and the routes by which the engines would be coming.

With a peak level of over 60 mail inquiries a day to handle as well, something had to be done, and we finally printed up a list of the two dozen most commonly asked questions and their definitive answers. Thereafter both Expo/Info and most of our railfans could be satisfied with one piece of paper. Most, but not all. There were still some gems which stood out, such as the American who noted that he was "considering" a trip to Steamexpo, and wanted to receive a list of nearby hotels, not too expensive, but not too run down, where he might stay, along with their phone numbers and their rates, along with their distance from the site and how to get to them on public transit. We were also to include a list of restaurants of similar specifications within walking distance of the event site, their type of cuisine and sample prices. Another gentleman wrote us (on letterhead clearly made up with dry-transfer lettering and a colour-cartridge copier) purporting to be the secretary of the such-and-such "Class Committee" of Tottering-on-the-Brink (or some such cubbyhole), England. We were aware that British steam locomotives were named within a class, such as "Castle", but none of us had ever heard of this one - since forgotten - much less what was assumed to be its obscure but probably dedicated preservation group. Nonetheless, the club's minute-taker politely instructed us to have one of our staff meet him at the airport and escort him to his hotel while supplying up-to-date notes and commentary on the status of the show.

The urge to respond sarcastically to such requests was almost irresistible, but calls to our higher purpose as ambassadors of Expo 86 would eventually prevail. All received our polite regrets, although hypothetical answers were usually bantered hilariously about the office for some time before the approved response was finally drafted.

Even what looked like disasters at the time seem rather amusing in retrospect. A case in point was a little ex-Northern Pacific 0-6-0 due to arrive from its tourist railway home in Washington. In the final months before Steamexpo, we had been in touch continuously with all our participants, inundating them with information, re-confirming their attendance, and generally trouble-shooting. Burlington Northern was offering free transportation for all engines that could be rolled

onto a flatcar, and the little switcher would be one. As the deadline approached, our souvenir book covering all the locomotives was printed and an identifying sign made up for each engine to display. Three days before the last one was to arrive, we called the little tourist road to ask when we could expect them. "Wellll..." came the reply, "we were thinking about building a loading ramp, but we weren't sure how to do it, and didn't really know how to block up the engine once it was on the flat..."

We still have their sign in the storage room as a souvenir.

Phil

From the Superintendent's Desk

Gordon Varney, MMR

Hope you all had a good summer, but now it is time to get ready for an active year in model railroading! In the last *Bulletin Board*, I told you about a small group on Vancouver Island. This time, I would like to report on the efforts of a group in Kelowna. They are the members of the Southern Interior Model Railroad Association (SIMRA) and they hosted that organization's spring meet in Kelowna last March 24th and 25th. One hundred people registered for the meet and took part in a well-run affair consisting of four clinics and four lay-out tours which culminated in a super roast beef banquet. As usual, a lot of new ideas and information was exchanged, and much fellowship enjoyed. Well done, Kelowna!

Gary Hazell tells me next year's meet (1990) will be held in Kamloops and that 1991 will be in Salmon Arm, with Vernon hosting the PNR Regional in 1992 (subject to PNR Board of Directors approval). Our Interior Subdivision is presently represented in Kamloops, Vernon, Kelowna, and Salmon Arm, and Gary tells me this will be expanded in the near future to include the West Kootenays and Penticton.

Remember to come out to our (your) Second Sunday Workshops in September and October, and to mark off November 11 through 13 on your calendar for Trains '89. Promises to be even better than last year!

Bye for now...

Gordie



Interior Report

Gary Hazell

Interior membership update: July, 38; August, 38.

Items of interest:

The Salmon Arm Model Railroad Club has been appointed an "Experimental Station" for the new Onboard digital command control system. Initially, tests will be on a unit coal train powered by two SD40-2s on the point and another two working as slave units mid-train, and on a triple-headed F-unit passenger train, all operated from seven separate experimental throttles. Feature articles will be presented throughout the test period.

Salmon Arm's corn roast may be history by the time you read this, but the pleasure of having **Bob Kellar** of Onboard visit will be reported on in the next *BB*.

September 22-23: The Kelowna Model Railroaders Swap Meet, held in conjunction with the hobby show at the Laurel Packing House at 1304 Ellis St. in Kelowna.

Al Decima of the Kettle Valley Model Railway Club has moved to Medicine Hat, Alberta. Al was instrumental in setting up the Penticton club over a year ago. **Frank Fraser** will be the acting president until elections in the Spring.

The North Okanagan Model Railroad Association had a very successful show July 29 to to August 5 at the Village Green Mall in Vernon. They have also made a bid for the 1992 PNR Regional Convention in conjunction with Vernon's 100th birthday. Also, congratulations to Dick Vangelder for making the Honor Roll as a life member of the NMRA.

Video Views

Carl Sparks

Now that September is here with longer evenings and the slowdown of summer activities, most of us have more time for railroading. This, of course, includes *video viewing*, and we are fortunate to have such an extensive library right here in our own division.

The tapes are loaned at no charge to members in good standing. Your only expense is the return postage on tapes that are sent through the mail. The Division pays the outgoing postage.

The following is an up to date list of the tapes in your library:

1. Warehouse on Wheels
2. SD40-2s in the Canadian Rockies
3. Continental Divide
4. Travel the BC Railway + Rails to Romance
5. Mile 63.5 + Seton Recovery + 995 Days + Road to the Caribou
6. Parade of Steam + Steamexpo site + 6060 in the Canyon + Miniature Parade of Steam
7. Steam in Britain
8. Seventh Division Layouts
9. CN 6060 Freight to Vancouver
10. Snowplow with CN F-7s
11. VIA F's in the Rockies
12. BCR Steam with 2860 and 3716
13. F-units Winter in Canada
14. Cutting scale lumber
15. Diesels on the Union Pacific
16. Steam over Sherman
17. BC Rail
18. Great Model Railroads Volume I
19. Great Model Railroads Volume II
20. San Juan Freight Special
21. Garden Railways
22. Preview Vols. I & II
23. Southern Pacific Steam
24. Southern Pacific Diesel
25. The Super Chief
26. Doubleheader 6060 & 2860
27. Colorado's Narrow Gauge
28. Glacier Express
29. From Stump to Ship
30. Gold Rush Line
31. The Other Poland
32. Slow Train to Olympia
33. Land Beyond the Mountains
34. Model Magic

Tapes may be obtained from:

Carl Sparks
3956 Hertford Street
Burnaby B.C.
V5G 2R4

Telephone: 433-5583

When ordering please quote the **number** of the tape(s) so that I can quickly tell you if what you want is available at that time. Remember that the more you use your library, the more tapes the Division can add to it.

Workshop Words

John Moore

Once again the holiday and gardening season is coming to an end, and we can look forward to much more important activities such as Second Sunday Workshops, starting with September 10!

The program up to and including February is fairly well mapped out, but after that we could use some new ideas. We on the Standing Committee have been tossing around some likely subjects and have come up with the following list, which I wanted to pass on to you so that you might think about the selections, or more importantly, *volunteer to present a Workshop* on one.

Suggested topics:

- "Old Railway Cars Never Die" Their reuse after revenue earning days are over.
- Railroad signals and their operation
- Geography and geology as applied to modeling
- Benchwork construction and ideas
- Train room finishing: fascias, lighting, profile boards
- Throttles and control panels: availability, construction
- Photography for modeling and competition

This is only a partial list, but more can certainly be added if you have an idea for a Workshop you would like to see or to present.

Please remember that the Second Sunday Workshops are for everyone, and not just the regulars who faithfully turn out each month.

See Timetable on page 8 for fall/winter SSW listings. - Ed.

Trains '89 Report

Scott Calvert

Planning for this year's show is proceeding in earnest, and Trains '89 promises to be bigger and better than last year. The format has been changed slightly due to Remembrance Day falling on Saturday (with the holiday observed Monday) this year. We have reserved the entire sports hall at Cameron Rec' Centre all weekend to facilitate setting up more exhibits for the railroad meet on Saturday and to avoid the necessity of moving displays Sunday morning.

The committee has been working very hard to make

last year. So far we have arranged an interesting mixture of workshops, have more layouts on display and to visit, and are currently trying to arrange a prototype tour for early Sunday.

There has been a significant interest from hobby retailers to date, with many already reserving their space and donating door prizes for our show. BC Rail is providing us with a trip for two to Prince George again this year and we tentatively have several trips on the Royal Hudson as well. Groups participating this year include the local N-Trak club, the Train Gang; the Tie and Timber Short Lines; the British Rail group; VANGOG; the Vancouver Island modellers with their HO layout; and the Dewdney Alouette Club from Maple Ridge. We're also hoping to see clubs from Vernon, Kamloops, and perhaps Kelowna.

The banquet is scheduled for Saturday evening, and once again will have limited seating due to the size of the room, so we suggest you reserve your tickets early. "Popular votes" this year will be done on Saturday by the modellers, and will include the various categories. In addition we will have the "famous" *Bulletin Board* 6x6 Contest and NMRA Achievement Program judging.

As always, I am interested in all types of displays and exhibits for the show. Please contact me at 939-1849 in the evening if you wish to participate in Trains '89.

The NMRA Achievement Program

Gordon Varney, MMR #126

The Achievement Program is designed to enable each NMRA member to qualify for awards, on an individual basis, against a standard set of rules and regulations encompassing 11 different categories in four main areas of model railroading. The four areas are: railroad equipment; railroad setting; railroad construction and operation; and service to the hobby and NMRA members.

The program gives recognition to superior *craftsmanship* in modeling as well as to those members who contribute superior *service* to the NMRA and the hobby in general. Participation is entirely voluntary, and is aimed at improving modelling skills and encouraging service by issuing Merit Awards and various 'Master' titles to those who meet the requirements.

The upcoming Trains '89 show offers a perfect opportunity to participate in the Railroad Equipment and Structures categories. This will involve *entering*

the model contests which will be judged by a team of AP qualified judges using the AP standards. Models will be judged in such areas as construction, fidelity to scale, finishing, and details to a maximum of 125 points; 88 points wins a Merit Award for the builder. At Trains '89 the Standing Committee will also award a Best in Show plaque to one of the top entries. Don't be bashful about entering, as there will be a novice class for beginners. Just remember that we so-called "experts" were once beginners, too!

So let's get busy with those contest models. (Remember that participation also gets you a five-dollar rebate!) Save yourself some time and confusion at the meet by having the necessary entry forms filled out in advance. You can contact me at 421-5085 if you need forms. We want lots of models to keep those judges busy.

Skeena Valley club no longer homeless

We were most pleased to receive a copy of the Skeena Valley Model Railroad Association's newsletter number five the other day. It seemed like a long time since club secretary Ken Haun sent down the last issue, and indeed it has been; as is noted at the top of page one, the last was dated October 1987! The reason for the lapse of publication has been the lack of a fixed address for the SVMRA, a serious matter when you are trying to put together a club layout. Readers may recall an earlier BB article reporting on the group's eviction from their home in the Wilkinson Building, which marked the beginning of nearly two years of wandering about Terrace like some small and very lost tribe of Israel, trying to find a new home.

The newsletter recounts the story in more detail than we can reproduce here, but a condensed version will serve to illustrate what these dedicated hobbyists had to put up with in order to at last secure a location:

Following the eviction in October of '87, the club stored its equipment in a garage, sharing space with the owner's boat, while the hunt began for new quarters began. For fund raising, work continued on an HO raffle layout in the local BC Hydro building, which had a storage room available for keeping the layout between Monday night work sessions. On December 20, the garage had to be vacated, and a cavalcade of members' trucks moved all the club gear to the local cable-tv warehouse. Here, the following January, the group made a start on a six-section modular layout with the idea that the final product could be assembled

and operated on Monday evenings, and then taken down and stored for the rest of the week!

In February of 1988, the group again moved to temporary headquarters in a defunct restaurant. Some extra funding was raised by helping the owner with renovations to the building, but the location was free and allowed setting up of the modules for the first time, although no trackwork had begun. Before the landlord could find a new tenant, the group began exploring the possibility of convincing the City of Terrace to erect a "heritage" building in the form of an old Canadian National station, the basement of which would be occupied by the SVMRA. Eventually, the amount of time and effort necessary for such a campaign was deemed too much for the members to handle, and the idea was, as Ken says, "shunted to a storage track."

The HO raffle layout was still plodding slowly along when in June the members began assisting Minor Hockey Bingo nights at the Terrace Bingo Palace, eventually earning the rights to the proceeds at the July 4 bingo - some \$1700 - for the club. Then followed the inevitable eviction and subsequent relocation in a local church basement, the first paid-for space the club had ever obtained. It wasn't ideal, and members had to spend hours removing junk and repairing outdoor siding. Although designs for an HO layout were discussed, ironically, nothing was ever built. The prize HO layout was finally raffled in December, but with only 427 tickets sold, and a 35% donation to charity, there was almost nothing left for all their efforts.

Then, in January, negotiations began on a finished basement owned by the Terrace Association for Community Living and underneath a daycare centre. A space about 22 x 33 feet was available, but the city inspector demanded upgrading of plumbing, exits, duct seals, etc. before it could be occupied. Terms were finally agreed upon in February and a five-year lease at \$150 per month, including utilities, was signed. Much of the salvaged benchwork from the old layout was scrapped, although track and turnouts were saved. The six trackless modules, looking a bit rough, were also discarded. With the renovations occupying club members' time, it was not until June 5 this year that benchwork finally began for the new club layout.

Active membership is currently 12, although more are expected as work progresses.

Is it that small town spirit, the need for recreation on long winter nights, or just a very special bunch of guys? We don't know the answers, but if as much dedication and plain hard work goes into the layout as did finding a place for it, well, it's going to be something to see.

Pacific Great Eastern #551: an historical background

West Coast Railway Association

Following World War II the Pacific Great Eastern experienced growth in traffic, and the effects of the limited maintenance of wartime was beginning to take its toll on the railroad's rolling stock. New equipment was needed, and between 1945 and 1947 much was purchased, including the last four steam locomotives they were to buy.

In 1947, the railroad decided to place an order for another new locomotive, specifically, one to replace their #3, a steam switcher based in Squamish. This time, however, the order was for a 550-horsepower diesel-electric from General Electric, as other major railroads in Canada were beginning to sample diesels about this time. This engine was delivered in 1948 as PGE number 551. At the time of its purchase, only two other companies in British Columbia had purchased diesel locomotives. The 551 replaced the Three-spot as the Squamish switcher, but in later years, as the railroad undertook to expand north to Prince George, the locomotive could be found on construction trains. For a while, it was used by, and lettered for, Jamieson Construction, one of the contractors.

While #551 convinced the railway that diesels were the way of the future, subsequent purchases were of larger locomotives, and by the mid-1950s it had been replaced, declared surplus, and sold to MacMillan Bloedel for use as a switcher at their Port Alberni mills. Later, it was transferred to the Harmac mill near Nanaimo. Eventually, the effects of the corrosive pulp mill atmosphere took their toll, and it was replaced by an engine in better condition. The 551 was accepted as a trade-in by a used locomotive dealer in Niagara Falls, New York.

Aware of the historical significance of the locomotive, the West Coast Railway Association contacted the dealer and tried to negotiate for its preservation. The owner, however, was determined to get fair market value for the parts. The WCRA watched and waited.

The little centre-cab sat for several years, however, before the dealer finally got ready to scrap it and salvage the parts for resale. The Association was not in a position to purchase #551 at the time, but one of its members came forward with a lease/purchase agreement concluded through a commercial leasing company. The WCRA was able to take over the lease through establishment of a fund-raising campaign early in 1989.

Doing it the professional way: wood- and acrylic-core structures.

Phil Magnall

All of us have, at one time or another, admired the workmanship in those sleek, mirror-glazed, downtown office towers that grace developers' and architects' offices in Plexiglas cases. Only one or two hundredths the size of the real thing, their clean, flat, and ever-so-precise planes impress hobby modellers, even if their own tastes often tend to run to bleached wooden factories and rusty corrugated iron warehouses. Especially with larger structures, the challenge of squarely assembling an accurate, warp-proof, and sturdy set of walls can be daunting. What material does one use? Expensive softwood sheets, edge-glued and reinforced? Fragile balsa or flimsy cardstock? What kinds of reinforcements and braces will be required for good corner bonds and overall strength? There are enough questions to send one back to the meagre pickings in the plastic model department.

The secret behind most of those professional models is simple: they are solid inside, or if not solid, at least a strong box of wood or quarter-inch acrylic plastic. Wood models, if glazing is to be shown, are partially or completely covered with dark "smoked" acrylic before outer sidings and details are added. (Reflective buildings have solar film applied to their plastic walls.) Think about it for a moment: how many of your buildings are going to receive interior detailing? You may already have empty buildings that are too easily seen through due to clear windows. A smooth surface of deep grey-green plastic makes an excellent window, reflecting everything around it and defying interior inspection!

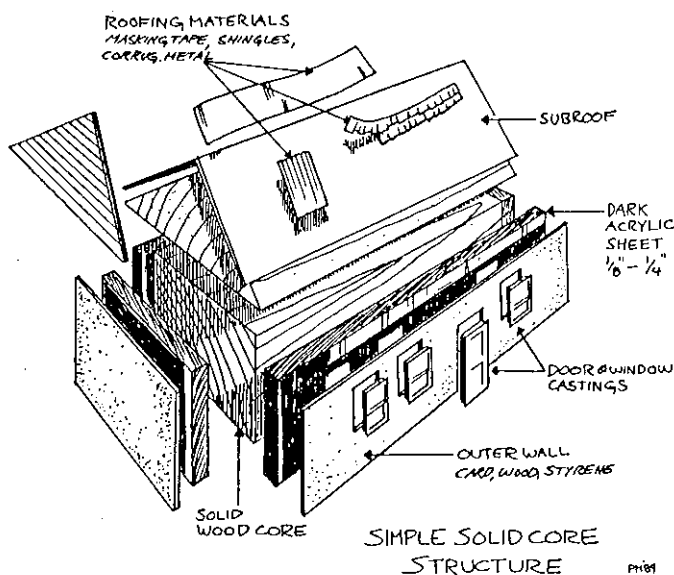
Another advantage of an acrylic base wall shows up when you're modelling a flat wall with many windows. Individually applied castings and panes never achieve enough alignment to reflect the same amount of light at same time. When some are dark, others brightly returning the room light, and the rest showing something in between, the lack of flatness in the wall is apparent. This may be desirable in some cases, but if you're modelling a building in good repair, the effect detracts from the realism. A stiff plastic wall reflects evenly, no matter what finishes or how many window castings are applied to it.

Even small structures - which are often fragile - can usually be modelled this way. The strength of a solid wood or quarter-inch plastic sheet makes it a snap to work on.

Construction does require the use of a table saw with a sharp carbide-tip blade, a good rip fence and cross-slide, and if possible, a disc sander. Suppliers of Plexiglas, Acrylite, and other acrylics can be found in the Yellow Pages under Plastics. They can also provide appropriate bonding solvent, although if you are using a wood core you can apply the acrylic pieces with contact cement or a good double-sided tape, and not bother cementing it together.

The advantage of a good sander is apparent when one is trying to make precise and square core blocks, a number of which may be required for anything more than the simplest structure. Also, when fitting the "glass" sub-wall or outer walls, one can attach oversize pieces and then carefully sand them down to the core block.

The illustration shows the basic concept clearly, but, of course, there are a number of tricks and techniques one can employ to simplify construction and enhance results. For example, if a model won't be too close to viewers, a wooden core can simply be filled and painted gloss black, especially if the windows are few or small. Of course, a windowless wall need not be covered in acrylic at all. For those that have 'sliding' windows with panes at different depths in the frame, a piece of thin acrylic, clear styrene, or acetate can be tacked to the back of the upper sash. If you want the bottom floor of a building detailed, but not the upper ones, there is nothing to stop you mixing traditional and solid-core methods.



Solid-core isn't for every application, and it isn't kitchen-table work. But if you have access to even a modest workshop, you'll find it's a fast, neat, and extremely accurate way to build a lot of good models.

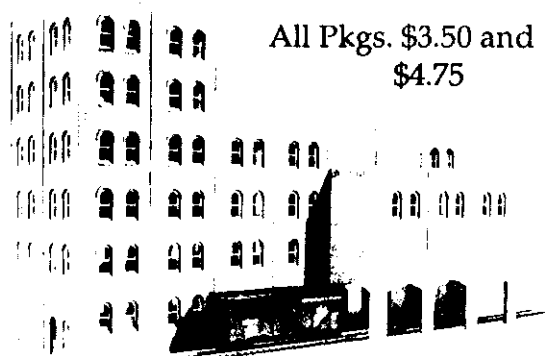
The next issue of the *Bulletin Board* will be mailed in early October so that final details of Trains '89 can arrive in your hands in good time. All contributors are asked to have their materials in to the editor by **September 23**.

We are pleased to pass on the following pen-pal advertisement for an overseas modeller:

Burlington Northern fan **Nigel Sincock** would like to exchange BN photos, information, and possibly models with a Canadian hobbyist. Write him at:

16 Holly Drive
Penyffordd, nr. Chester
England CH4 0NE

DESIGN PRESERVATION MODELS MODULAR WALL SYSTEM



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For Information And Price List, Contact
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OH, YEAH? AND JUST WHERE IN
THE RULE BOOK IS "SHAVE-AND-A-
HAIRCUT-TWO-BITS" SET OUT AS
A "CLEAR THE TRACK" SIGNAL?!

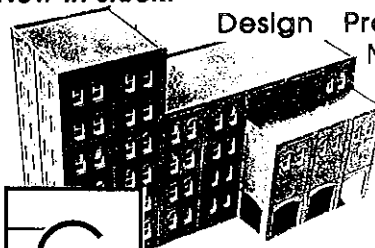
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Trains '89 Display Registration Form

Commercial displays:

Company or seller's name: _____

Address: _____ Phone: (____) _____

Number of tables required: 1 @ \$15.....15.00
 @ \$10.....
Total enclosed.....

If you have specific questions
about displays at Trains '89
you may contact:
Scott Calvert
(604) 939-1849 between the
hours of 7:00 and 9:00 PM

Non-Commercial: (1) Fill out registration form on reverse (2) Tables req'd: _____

7th Division Timetable



September 10, 1989

7th Division Workshop: Layout planning and prototype modelling. Learn how some modellers are adapting real railroad routes to their basement empires! Oakridge Auditorium in Oakridge Centre, 41st & Cambie, Vancouver. 1:00 PM to 4:00 PM.

September 30 & Oct 1, 1989

International Model Train Show: Lynden, WA, fairgrounds. Participants' setup Friday.
Info: Norm Kayser (206) 354-1471.

October 15, 1989

7th Division Workshop: Some prototype systems worth modelling; a continuation from September. Location and time as above.

November 11 & 12, 1989

Trains '89: 2nd 7th Division Fall Meet. Cameron Recreation Centre, 9523 Cameron, Burnaby. Workshops, AP judging, layout tours, banquet, special events. Public show Sunday the 13th. See form below and page 3 for details.

December 17, 1989

7th Division Workshop: Putting a layout together; applying what was learned in September and October! Same location and time.

Don't forget the *Bulletin Board's* spectacular (?) 6x6 Contest! It's the only one that gives out hobby store money to the top three entries. How crass! Remember: all you have to do is build anything to do with railroading in any scale in six by six inches. Your base can be no thicker than an inch, and nothing can extend beyond the 6x6 limits at any level, although there are no restrictions on scenery or structure height, the design, materials, taste, you name it! Just (a) be an NMRA member or Division Associate and (b) bring it (them) to Trains '89, where all entries will be judged by no particular standard other than the hastily-chosen judges' own prejudices.

Now doesn't that sound like fun?!

Trains '89 Registration Form

Name(s) _____

Address _____
PC: _____

Please check one of the following: (*non-commercial only*)

- ☐ I will require less than one table of display space.
☐ I will require more than one table and have indicated my needs on the reverse side.
☐ I do not plan to bring any display items.

Rebates at show: \$5 for NMRA members

\$5 for those with displays or presenting workshops.

Cheques payable to: **Trains '89, 7th Division PNR**

Full fare with banquet

_____ @ \$28.....

Without banquet

_____ @ \$15.....

Banquet only

_____ @ \$18.....

TOTAL ENCLOSED.....

Mail to:

Registrar, Trains '89
102- 220 Cambie Street
Vancouver B.C.
V6B 2M9