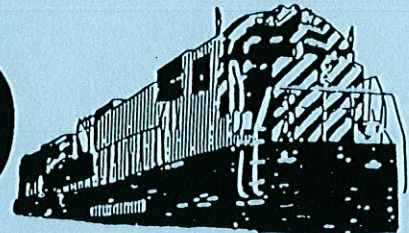


BULLETIN BOARD



FOR BB

SIGNS FOR
MODELS P.6

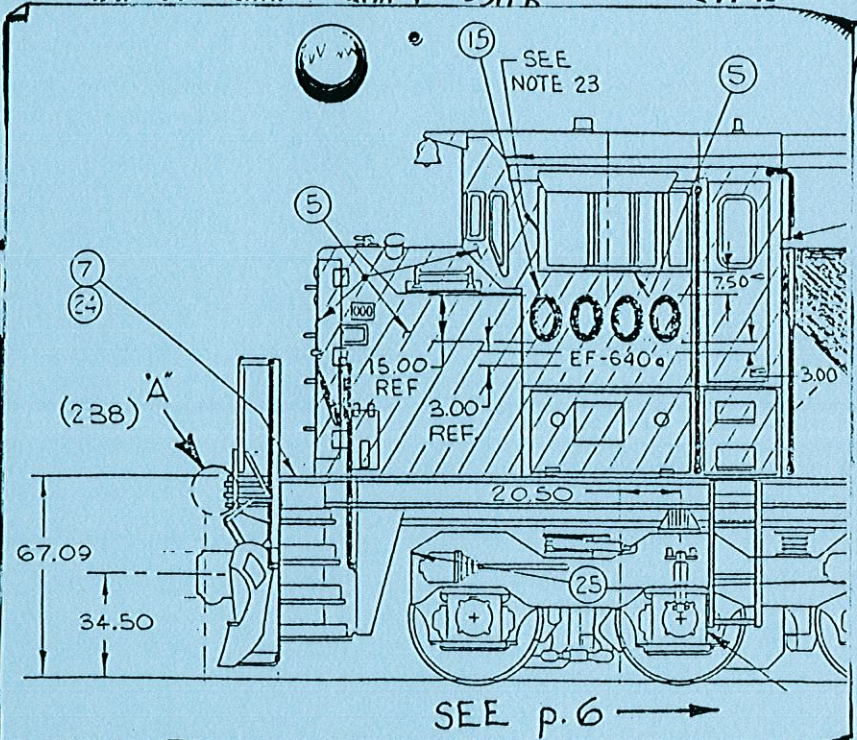
Note SWAP MEET
Feb 11

ings to do today

March
workshop:
TopLink Club on

Jan
Computer
Called:
H. Drive crashed
mechanically - has to
be replaced

N-Con '90 is on for February
The full name is the 1990
Mini-Convention
especiall



Official publication of the Seventh Division, Pacific Northwest Region,
National Model Railroad Association (Canada)

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7th Division Bulletin Board

The 7th Division Bulletin Board is published by the Seventh Division Society of British Columbia, a registered B.C. non-profit society, and is the official publication of the Seventh Division, Pacific Northwest Region, of the National Model Railroad Association (Canada). It is distributed to all Seventh Division members and associates in good standing, and is published six times a year, in January, March, May, July, September, and November.

Editorial opinions expressed herein do not necessarily reflect those of the Seventh Division Standing Committee.

Contributions of letters, articles, event news, plans, photographs, and art are welcome, and may be sent to the address below. Cutoff date for upcoming issues is the 12th of the month preceding publication. All communications directed to the Division should be forwarded to the Superintendent. Memberships, renewals, and address changes must be sent to the membership coordinator.

Editor
Phil Magnall

Production Assistant
Edna Irwin

Mailing address:
9300 Ryan Crescent,
Richmond, B.C.
V7A 2H2

277-2421

Ever get to talking with your friends about how each of you got started in model railroading? It can be quite surprising to discover that even people with a reputation for being something of an expert in their field started off in a different scale, approach, or even hobby! Modelers with Master Builder certificates in O scale narrow gauge started off with a room full of HO "train sets;" guys who used to buy Coca-Cola tank cars will now do only "Prototype Modelling;" G-scalers were once into N, and vice versa.

Of course, we tend to kid chronic scale-changers and layout rebuilders quite a bit, but would wager most experienced modelers have started over a few times. We began with a starter set of Lionel HO under the Christmas tree at age seven, but the long waits between the few special occasions when a new car or a couple of switches could be added soon dampened an early enthusiasm. The set was eventually relegated to storage for several years. But when, by chance, a copy of *Railroad Model Craftsman* appeared on the library magazine rack one rainy noon of our first year of high school, the railway bug quickly claimed a new victim.

So this was what adults did with toy - oops! - *scale model* trains. As assorted issues were rotated from the magazine stacks, we were enthralled by the projects and techniques laid out in their pages. It was a good time to start learning, too, with things like weathering methods, narrow gauge, kitbashing, and hardshell scenery just coming to the fore. We soaked up articles on Americanizing a European HOe locomotive and Jack Work's asparagus fern trees, on basement-filling layouts and the upstart N scale and its pioneering advocates. On a sudden inspiration, we looked up "model railroads" in the card file and discovered an armload of books on the library shelves. We learned trackplans from Mallory, electricity from Hertz, and *railroading* from Frank Ellison and his famed Delta Lines! Sure, the latter was old three-rail "O", but here was a layout that actually ran like a railway, making up trains and sending them off to set out and pick up cars at industries along their way!

That did it. Out came the little "Husky" switcher, the assorted snap track, and rag-tag selection of railcars. Dozens of trackplans suitable for a retired ping-pong table were drawn during spare moments, magazines pored over for the best prices on mail-order switches (AHC's house brand, \$1.39 each), and a cardboard station built in art class - for an "A", we might add. In the end, though, it was the financial aspects of the hobby that shot down the fledgling "Sierra Valley Railway" long before completion. At age 13, biking prescriptions around the neighbourhood for the local pharmacy paid 60 cents an hour, and even when the Canadian dollar went up to \$1.05 American for a while, it was clear that this rail baron's plans were out of reach.

Enter, via the pages of RMC, Dave Frary and Bob Hayden with their Elk River Railway in the almost unheard-of scale of HOn21/2. Wow! Here was railroading as we had never seen it before. Scenery that was not only more realistic than anyone else's, but actually *beautiful*! Spectacular sunlit photographs of rusted, dusty, kitbashed locos and ore cars with captions that told the whole story of the ERR as if it really existed! Not long afterward came the New England theme Thatcher's Inlet layout, with its tangible dockside atmosphere and tracks winding through the dirt streets. And the size! All the wonders of the TI were contained in a space three by six feet! Alas, we reasoned, these marvelous little trains would doubtless become all the rage and command stiff prices. But only a few months later the importer was clearing out steam powered sets for \$6.66 and diesel sets for \$4.44! For reasons we would never understand, they just hadn't caught on. Eventually, three sets were ordered, one by one, and formed the basis of the Grand Forks and Phoenix, the layout on which we would learn the basics of tracklaying, wiring, structure building, scenery, and above all, the ingenuity that being a modeler on a budget inspires.

In time, the yearning to buy *something* off the rack once in a while led to a switch to N scale, although there is still a fair collection of HO_n21/2 waiting at home for the right opportunity. Nevertheless, as the Nelson, B.C. branch of the Great Northern is planned for the basement of a proposed new home, those old inspirations and never-finished layouts are having an influence on how this ultimate layout will come together. Switching operation, ample room, good scenery, atmosphere, around-the-wall design, and prototype adherence will be important elements, and all arise from experience, good, bad, and educational, on old layouts. The work and the cost have not been in vain. And that, if anything, is the moral to the story. If you are building your first layout, don't presume it will be the last, however certain you may feel about your current plans. If you're on your third scale and sixth layout, don't let anyone rag you about it. Learning when to stop something that isn't working out the way you expected and to take the experience you've gained and start something new is a lesson with application far beyond model railroading.

Phil

From the Superintendent's Desk

Gordon Varney, MMR

I regularly receive newsletters from the other divisions in the PNR and I borrowed the subject of this chat from Roger Ferris's report in the September issue of the 4th Division *Grab Iron*. In his article, Roger explains how the 4th can operate with a "no dues" membership.

The Seventh Division also operates on a "no dues" basis, and I will explain, especially for the benefit of those new members just 'on board,' how this is accomplished. Most divisions collect dues to cover everyday expenses such as stationery, postage, meeting room rentals, etc. Some have few members (one has only 37), fewer activities - sometimes only one or two a year - and struggle to publish a newsletter. Some divisions have little or no revenue at all; in fact, I have heard that one editor personally pays the entire cost of publishing and mailing the newsletter. By comparison, the Seventh Division hosts ten monthly workshops, produces a very fine newsletter six times a year, has a video library presently consisting of 36 tapes, and sanctions or sponsors meets in the Interior, Vancouver Island, and the Lower Mainland annually - all at no direct cost to Division members.

How do we do this? In the past, mainly through donations, raffles, charges at the doors of our various activities, and out of members' pockets. However, costs have escalated dramatically lately, and your Standing

Committee several years ago organised the annual November Trains show as a means of increasing revenue for Division activities. These shows have been very successful and sufficient monies have been realized to more than cover our expenses, leaving a surplus each year.

As the Seventh is strictly a non-profit organization, the SC is presently considering several suggestions for putting this surplus to good use, one being a sponsorship of a "Transportation Scholarship."*

The latest show, Trains '89, was great, with 130 registrants for the PNR meet day, November 11. However, the Sunday public attendance was only 3,000 compared to 5,000 the previous year. We will nevertheless clear enough money to continue to operate on a "no dues" basis.

I wish to thank the Trains '89 Organizing Committee, and especially chairman Scott Calvert, for this year's excellent meet. Also, thanks to Margot Calvert, for her patience and assistance in taking all those phone calls!

In closing, I hope you had a merry Christmas, and wish you all a happy New Year.

Gordie

**For the information of newcomers to the Division, the Standing Committee is an entirely volunteer group of dedicated members who strive to better our great hobby, and all money raised through Seventh Division activities is used to further these efforts. In order to get the most out of your NMRA and PNR memberships, we hope you will take advantage of the many opportunities offered you by the SC.*

Workshop Words

February 11 at Oakridge is the Annual Seventh Division Swap Meet! Basements and storage rooms from all over get cleared out at this time every year, so if you've got a load of stuff you'd like to trade for cash and storage space, why not join the selling crowd this time? You have to be a Seventh Division member or associate, and there's a 10% commission to the Division. Sellers should arrive about 12:30, but buyers won't be allowed in until 1 o'clock.

It's sort of traditional by now to go through this each year, but please gang, let's keep it fair and have no hangers-on and "assistants" at 12:30 who, by gosh, always just happen to be on the inside before everyone else. Anyway, whatever side of the table you're on, you'll have a good time, so come on out! BB

Jim Ferrier

"Special Door Prize" Fund

Gordon Varney, MMR

I received the following letter in regard to the late Jim Ferrier. With the writer's permission, I am quoting it in full:

7th Divison PNR, NMRA

Dear Sir:

We have realized that the opening of a special memorial fund after the death of a modeler is not a good idea. The initial shock prompts us to action that is premature. Imagine the scene in the next years when 5 or 10 or 25 modelers have died. If everyone had a memorial fund, it becomes meaningless and unmanageable.

We have decided that if anyone would like to honour Jim Ferrier they can donate something to be used as a "special" door prize for the 1990 Spring Meet in Kamloops. We will purchase a nice prize with any money contributed.

We will return cheques to donors who disagree with our plan.

*Yours in model railroading,
Phil Strange*

I fully concur with the first paragraph of Phil's letter and think the idea of the special once-only door prize is very appropriate. If you wish to participate, contact Phil at:

2462 Parkview Drive
Kamloops, B.C.
V2B 7J1
or phone: (604) 597-9834

Thanks, Phil, for such a great idea. BB

Achievement Program report

Gordon Varney, MMR

The AP judging at Trains '89 resulted in four Merit Awards and one Master Award. Hank Menkveld earned a Merit Award in Structures for his N scale "Tom's store," and Phil Magnall received three for his N F45 diesel and CN experimental grain car and his HOOn30" 0-6-0 steam locomotive. This also qualified him for a Master Award in the Locomotive category.

Well done, and congratulations to both Hank and Phil.

Moving? Send your change of address to:
7th Division membership co-ordinator,
102 - 220 Cambie Street,
Vancouver, B.C.
V6B 2M9

A reminder...

Hank Menkveld

1990 is here and we are looking at another year of activities. So, once more, the time has come to remind you that nominations are needed for the Ross Heriot Memorial Gold Spike.

There are many members deserving the honour, but it is everyone's responsibility to point out whom they feel should be next in line. You do not have to wait until a form appears in the *Bulletin Board*. A short note stating why you feel he or she should be recognized is all that is required. You can mail your nominations anytime to:

Hank Menkveld
10689 McSween Road, RR3
Chilliwack, B.C.
V2P 6H5

BB

N-Con '90 is on for February 25

The full name is the 1990 Pacific Northwest N Scale Mini-Convention, but as that is an awfully long title, especially for an N scale show, it has been dubbed N-Con '90 for short. It is hoped that the event will become annual, and take place in rotation between the Lower Mainland and one or two Washington centres.

This is an event aimed primarily at modelers, as opposed to the general public, although anyone with an interest in N scale is most welcome to attend. There will be an operating NTrak layout, tables for dioramas and models, theme displays, videos, workshops, contests for favourite models (steam, diesel, freight car, passenger car, structure, and train), favourite module, and door prizes. Merit Award judging will also be available for AP participants.

N-Con '90 takes place February 25 in the gymnasium of Marlborough Elementary School at 6060 Marlborough Avenue, Burnaby, from 10 am to 4 pm. Admission is: general, \$4; NMRA members/7th Division Associates, \$3; children under 12, \$2. Those wanting to display items should call Greg Kennelly at 437-3499.

Bright ideas

Railway modeling tips from our readers

Send your favorite techniques or discoveries to the Bulletin Board and you could win in our annual prize draw!

Self-adhesive vinyl sheet

Ever wish you had some plastic sheet stock no thicker than heavy paper? I needed something to make doors and hatches that matched existing molded ones when kitbashing cars and locomotives, but the thinnest styrene available was too heavy. What I found was self-adhesive vinyl, which comes as a large peel-and-stick sheet, and costs just a few dollars. There are various grades and colours, but I chose the matte white for model work. It's easily cut with a knife or scissors, forms over curves and angles, and doesn't distort like thin styrene can when cemented. Other uses include sheet metal patches, reinforcements, signs, doors, access hatches, flashing, and decorative pieces on structures, to mention but a few.

Look for it a graphics supply store. (In downtown Vancouver try Behnsen's on Richards Street.)

-PM

Scenic material applicators

BB production assistant Edina Irwin came up with this technique:

Applying products like Woodland Scenics "grass" and "earth" to your scenery by hand tends to give clumpy, unrealistic results, and creates a lot of wasted material that doesn't stick. To get an even, natural looking blend of colours, try using a set of glass spice shakers. They can be filled with scenic materials just as easily as seasonings, and have perforated plastic inner caps that give excellent control of quantity and placement. Since they are clear, it's also easy to see at a glance exactly what each contains.

Bright ideas is a response to several requests, and is intended to be a regular feature of the BB. Its survival will depend on your contributions, so even if you don't have time to write that article we've often asked for, take a moment to write down a favourite modelling tip (or several) and send it in. We'll draw from the names of all contributors for prizes (to be announced) next fall. BB

No, you weren't the only one to get your *Bulletin Board* late. When we said there would be no more excuses for late issues, we didn't even think of the possibility that the new computer might suffer two breakdowns, including a "complete hardware failure in the hard drive."
Our apologies for the long delay...

Trains '89: better yet, but fewer people

The second "Trains" event to include a Seventh Division Fall Meet saw 130 registrants and 3,000 Sunday show visitors out to enjoy the biggest exhibition yet at the Cameron Rec' Centre site. Coordinator Scott Calvert referred to several pages of comments solicited last year in putting together a well-organised and smoothly running event - despite his absence for much of it due to a short-notice family wedding in Alberta!

Particularly gratifying was the increase in meet registrants, which indicates that the concept of a fall event is both sound and endorsed by people from all areas of the Division. The decrease in the Sunday show attendance was unexpected, and the fact that it happened on the first sunny day in weeks was the explanation most often suggested. As well, coverage in local papers was less than last year, and there is the possibility that last year's unprecedented publicity blitz attracted many people who were either too daunted by the crowd or not seriously interested enough to attend every year.

If anything, the smaller crowd made for a more enjoyable event, without the gridlock that occurred around the entrance last year, and there was nothing at all lacking in the variety of displays, layouts, demonstrations, and retailers on hand. By limiting the 'popular vote' model contest balloting to Saturday's meet registrants and combining Sunday's hourly and grand prize draws in a one-ticket, one barrel system, both events were simplified enormously, thus helping to lessen confusion and back-ups.

Saturday's events went smoothly and enjoyably, and were capped off with a buffet dinner and awards presentation, followed by author and historian Robert Turner's entertaining and informative slide presentation on railway logging in B.C. Armed with a good supply of archival photographs, anecdotes, and humour, Mr. Turner did an excellent job of transporting his audience back to an earlier age and ethic, and was warmly applauded for his efforts.

In the awards segment, the following presentations were made:

"Most Popular" balloting (plaques awarded):

Train	Fred Olsen
Structure	Hank Menkveld
Rolling stock	Phil Magnall
Locomotive	Phil Magnall
Display/module	NorWest Club
Operating layout	N. Island Model Railroaders
Photograph	John Green

Bulletin Board 6x6 Contest

First place: \$25 gift certificate and plaque:
Hank Menkveld's "Spiral Tunnels"

Second place: \$10 gift certificate:
Don Slee

Third place: \$5 gift certificate:
Ken Rutherford

NMRA Achievement program (merit awards)

Structures: Hank Menkveld (Tom's store in N)
Freight cars: Phil Magnall (CN grain hopper in N)
Locomotives: Phil Magnall (BN F45 in N)
Locomotives: Phil Magnall (0-6-0 in HOn30")

NMRA Master Award

Locomotives: Phil Magnall (F45 diesel, Climax, & Hiesler in N)

AP Best in Show plaque

Phil Magnall (N scale F45)

Raffle draw

Brian Clogg, who chose a brass HO steam locomotive

Ross Heriot Memorial Gold Spike (7th Division "Man of the Year")

Awarded to Steve Stark for his role in the incorporation of the NMRA in Canada (please see following item).

Sunday (public) popular photograph vote

Vies Szalanski

Lastly, a *Bulletin Board* hats off to all those who helped make the show another success: the organizing committee, door prize donors, workshop presenters, ticket sellers, the management of Cameron Rec' Centre, security staff, and everyone who brought their work to share with others. We hope to see you all next year! **BB**

'89 Gold Spike goes to Division's 'legal eagle'

It's not often that a natural choice for winner of the Seventh Division's "Man of the Year Award" is as clear as it was in 1989. **Steven Stark**, lawyer and

Divisional legal counsel, has, on our behalf, spent more time travelling about the USA in the past few years than many of us have in a lifetime. His goal, of course, has been the incorporation of the NMRA (Canada), and, late last year, it was finally realized.

If flying around America to meetings of the NMRA brass sounds at all entertaining, consider that Steve is a partner in a busy law firm, and could often crowbar his tight schedule open only enough to allow for a whirlwind two-day there-and-back trip, the success of it dependent on also finding time for the long hours of preparation beforehand. Add the fact that once arrived, Steve often had to deal at length with misinformation, misguided opposition, and bringing people who could not attend previous meetings up to date, and the total is a *lot* less than a holiday. And the billing rate for all of his work: nothing. *Pro bono*, as a lawyer might say.

Now serving as the NMRA(C)'s first president, Steve Stark continues to add to his contribution of time and expertise not only to the Seventh Division, but to all Canadian NMRA members. The *Bulletin Board* surely speaks for all of us in offering our thanks and congratulations. **BB**

BB's 6x6 contest produces some gems

The second spectacular 6x6 contest, held at Trains '89, proved that the concept behind these little scenes is definitely catching on! Not only humour, but good modeling and just plain cleverness were in evidence on the judging table, and our only regret was that we couldn't recognize everyone's efforts.

First prize went to "The Spiral Tunnels", a companion piece to last year's winner, "The Big Hill", both created by the imaginative Hank Menkveld. The pair are loose parodies (particularly in the vertical aspect) of the CPR's present and former solutions to conquering the steep grade east of Field, B.C.

Also in the money were a "straight" detailed industrial car-loading scene in N and a classic tracklayers' confrontation in HO, thanks to the efforts of Don Slee and Ken Rutherford. Not ranked, but certainly worthy of mention, were an painstakingly assembled model based on a photo of an actual railway movie set and incorporating a backdrop derived from the photo itself, and a woodland scene complete with cabin, creek, and fisherman which contained, rather incidentally, about an inch of N scale track across a back corner.

This is just the assortment of skill and nonsense we like to see! Many thanks to all participants. **BB**

Some signs of the times

Realistic signs are always in short supply on most layouts, so we thought we'd provide an assortment appropriate for a variety of eras. The occasional appearance of an unnecessary period is typical of turn of the century signpainting, should you wonder, and was the kind of thing one would commonly see in frontier towns and camps.

We suggest photocopying these on a good copier, and colouring them from behind with felt markers, so as not to dissolve the ink. Fine tip waterbased types will allow colouring of outlined letters and trim. They can then be mounted on card, styrene, or wood.

KELLAR'S BAKERY.

KELLAR'S BAKERY.

COOPER'S GENERAL STORE

BERKLEY MEN'S WEAR
Gentlemen's Apparel

West Side Market

West Side Market

ENTERPRISE MACHINE WORKS
Established 1906

TRACKSIDE RESTAURANT
230 Railway Avenue

Eat at the **TRACKSIDE**

Ridley's **Cold Storage Ltd.**

ALL-MET SCRAP METAL
WE BUY BATTERIES RADIATORS RAIL PIPE
A. Patriccione, Prop.

EASTPOINT BULK OIL SALES
A DIVISION OF EASTPOINT FARM CO-OPERATIVE

Industrial ELECTREQUIP Corp.
Heavy duty electrical products for industry

K

BIG K AUTO SALES
RELIABLE USED CARS

FRASER'S DISCOUNT DEPARTMENT STORE

FRASER'S
Parking at rear



COMET BRAND

HALLEY'S PAINTS

MARINE

INDUSTRIAL

RESIDENTIAL

GOLDEN DRAGON
Restaurant

GOLDEN DRAGON

GOLDEN DRAGON

New locomotives to arrive on prototype scene

Both CN Rail and BC Rail are taking delivery of new General Electric Dash 8-40C locomotives, and if you haven't heard of these yet, yes, the "dash" does come first in the name! Modellers and fans familiar with the US version of these machines could be excused for failing to recognize their new Canadian cousins as being related. Unlike the conventional narrow-hood, low-nose units now working on American lines, these are full car body units with the now-standard Canadian or "comfort" cab, are longer, and have significantly different door and grill arrangements. Also featured is the so-called "Draper taper" behind the cab's rear windows which allows head-end crews better rearward vision. According to plans, the trucks on both CN and BC versions (made in Canada by Dofasco) are the same as those under BC Rail's big Alco/MLW M630s, another variance from the standard model.

CN Rail should be receiving the first of their units about the same time you read this; the first of BC Rail's 22 locomotives should arrive in late February, with the last due in April. *West Coast Railway Association News* reports the latter may be numbered as the 4600 series. Not coincidentally, BC Rail is retiring their big Alcos, so the opportunity for railfans to capture some on film is limited. On May 12, the WCRA has organized the "first and last Alco M630-powered passenger excursion" from North Vancouver to Pemberton, which should provide a unique experience for both riders and watchers. BB

Railfair returns to Sacramento

Phil Magnall

From May third to twelfth next year, the California State Railway Museum in Sacramento will commemorate its 10th anniversary with a large gathering of historical railroad equipment. Publicity for Railfair '91 speaks of "dozens of preserved steam locomotives, significant diesel locomotives, historic cars and other important pieces of equipment... exhibited in a historic railroad convocation unrivaled in nearly fifty years." How many of the preserved locomotives will actually operate is not mentioned, but the advertising has a familiar ring to it: "It is destined to be remembered as the great railroad historical occurrence of the second half of the 20th Century." How similar the advertising for the "greatest gathering of railway steam power in 40 years" that was to be Vancouver's own Steamexpo!

The difference here is that the CSRM has the facilities, contacts, and know-how to pull it off. In fact, they already did, to a degree, in Railfair '81, an event some Steamexpo visitors eventually judged superior to the Expo 86 "Special Event." The museum has some big advantages when it comes to hosting a rail show: established credibility, their

own facilities, a large stock of preserved equipment, and scores of potential participants that don't have to contend with transit problems such as Burlington Northern blocking their trip across an international border. Not to be ignored is the world-class museum, in itself worth a trip to Sacramento for any serious rail buff.

One reviewer observed that Steamexpo's only real failing was the grandeur of its advance publicity, and when Railfair '91 advertising claims that "No one will want to miss this event, when for a few brief days, the world will gather to celebrate the power of steam..." local train buffs might be excused for raising an eyebrow. Keep in mind, however, that the CSRM has had ten years of experience and association with other museums and preservation groups, plus the lessons learned from their 1981 event and from Steamexpo.

The bottom line is that Railfair '91 should, by rights, be a terrific show, and worthy of serious consideration for any fan of historic railroading fortunate enough to be able to make it. For information about the event, the museum has set up a "hotline" at (916) 323-3153. It may just be the "great railroad historical occurrence" of this half-century. ☐☐

Carol's Corner

*in which we give one of our hardest-working
SC members some space for commentary*

Carol O'Dell

Trains '89

Just a few comments from your registrar...

I would like to thank all my fellow committee members, as well as the volunteers, who were such a big help to me during the Trains '89 show. Our full registrations were up 50% over last year and I already have people who have indicated they will be registering for Trains '90. Attending this year was one fellow from San Francisco (a full registrant) who told me that our show beat anything they had down South. He was also amazed at the closeness of our Seventh Division, even though we are spread out so much.

Another interesting thing was the presence of a couple from New Zealand who spent all day Sunday at our show. They will be the registrars for the upcoming New Zealand Trains '90 show and will let me know when and where it takes place so that I can pass it on!

I look forward to seeing you all at Trains '90 and hope you had as much fun as I did at Trains '89.

Membership

Well, it has been some time since my last membership column, what with the interference of work, but I'm back on track.

Renewals have been coming in on a regular basis, so we are at least keeping the membership level up. Thanks to all the volunteer help I had at Trains '89, we were successful in signing up five new Associates, five new PNR memberships, and 14 new NMRA/PNR! This represents a 150% increase in recruitment over last year.

Don't forget that as the membership coordinator, I'm always here to help with any problems concerning your membership to either the PNR or NMRA. ☐☐

The peripatetic Fraser Wilson reports to us that after a lapse of 21 years, Arizona's Grand Canyon Railway is once again in operation. When we last spoke with Fraser, he was planning to ride the tourist line, which runs from the town of Williams right up to the canyon's South Rim. Daily runs start in March, so if you are thinking of holidaying in those parts this year, you can make your reservations by phoning 1-800-843-8724. Round trip adult fare is \$37, under 12, \$21.

7th Division Timetable

February 11, 1990

7th Division Workshop: Annual Swap Meet. Sellers (7th Division members only) admitted from noon, but **absolutely** no buyers before 1:00 pm! Oakridge Auditorium in Oakridge Centre, 41st & Cambie, Vancouver.

February 25, 1990 (Sunday)

Pacific Northwest N Scale Mini-Convention (N-Con), Marlborough Elementary School, 6060 Marlborough Ave., Burnaby, B.C., 10am to 4pm. Information/display space: Greg Kennelly, 437-3499. Details on page 7.

March 3-4, 1990

Rollin' Rails '90: Swamp Creek & Western Railroad Club's 3rd annual operating model railroad show. 11 am to 5 pm, at Frances Anderson Recreation Centre, 700 Main St., Edmonds, WA. Adults \$2, children under 12 free. Information: Roger Ferris, 211 Railroad Ave., Edmonds, WA., 98020.

March 3, 1990

4th Division, PNR, NMRA Annual Mini-meet and Awards Banquet. Held in tandem with Rollin' Rails '90 (above), at same location. Meet admission free, clinic fee \$3. Information: Roger Ferris, (206) 283-0637.

March 11, 1990

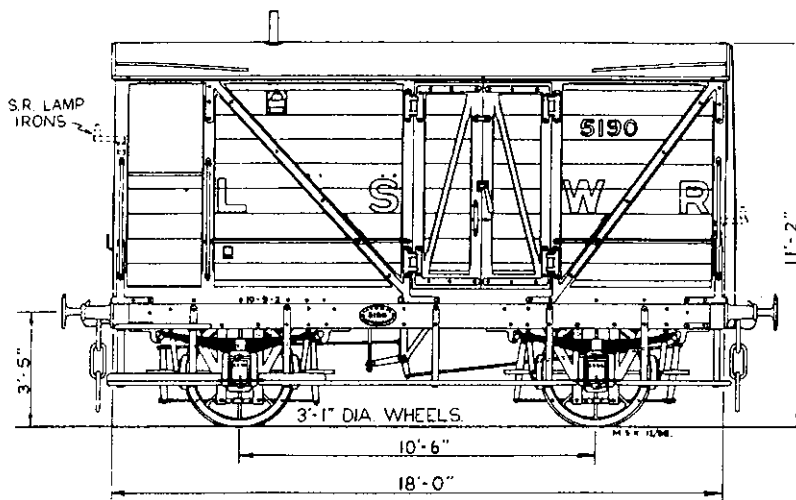
7th Division Workshop: Top Link Model Railway Association displays British modelling. Same time and place as February 11, above.

July 3-7, 1990

PNR Regional Convention, Boise, Idaho. Information: Steve Loop, 9637 Kampton Dr., Boise, Idaho 83704.

July 30-August 5, 1990

Pittsburgh Limited: 1990 NMRA Convention, Pittsburgh, PA. Information: C.J. Riley, 350 Maple Avenue, Pittsburgh, PA 15218.



March 11: Top Link Model Railway Association display