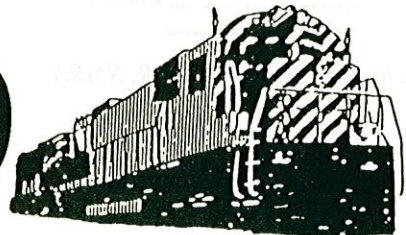


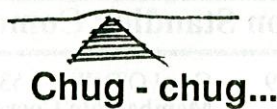
BULLETIN BOARD



Just when you thought it was safe to come out of the basement...



Chug - chug...



Chug - chug...



Chug - chug...



Chug - chug



Chug - chug



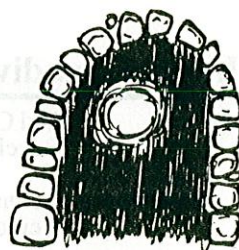
Chug - chug



Chug - chug



Chug - chug



Chug - chug, Chug - chug, Chug - chug, Chug - chug



**SPRING
MEETS 1990!**

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

Name: _____

Family names: _____

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City: _____ Province: _____

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Suite 102 - 220 Cambie Street
Vancouver, B.C.
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National Model Railroad Association (Canada)

() Regular, One Year

\$22 (US funds)

Pacific Northwest Region

NMRA membership card no.
(if not applying for same now): _____

Expiry date: _____

PNR membership no. if renewing: _____

() Regular \$8 (CDN)
() Family \$1.50 per name
() Associate (non-NMRA member) \$8

Total Canadian funds enclosed: _____
() cheque () money order

7th Division Associate

Available to non-NMRA members for two years or until 21st birthday, whichever is longer. (Not a membership; provides *Bulletin Board* subscription and members' admission rates at Division functions only) () \$8/year

Seventh Division Standing Committee

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Ted Alexis 595-4070 (Victoria)	John Fysh 595-2123 (Victoria)	Ken Rutherford 724-2698 (Port Alberni)	Grant Stephens 754-5982 (Nanaimo)
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The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association headquartered in Chattanooga, TN. It is a charitable organization dedicated to preserving our railroad heritage through promotion of model railroading, and by promoting and recognizing craftsmanship and service to others within the hobby.

President, NMRA Canada: Steven Stark (Vancouver)

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, renewal, and address changes must be sent to the membership coordinator.

Editor
Phil Magnall

Production Assistant
Edina Irwin

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

Page One

With the latest Second Sunday Workshop having been hosted by the **Top Link** club, it seems like as good time as any to talk about modelling foreign railways. Chances are you figure you want to model only the North American scene, unless you immigrated to this country, but hang on a second. There *are* modelers around who have found tremendous enjoyment in following overseas prototypes. Sometimes it was a trip to England or Switzerland that did the trick; we almost went off on a British tangent after a three week holiday in the UK. Some just took a liking to the equipment available in model form; several local N scalers went Japanese when the Kato products began to appear here. Another local N modeler we know is an expert on Swiss railroading, and has an extensive collection of SBB locomotives and cars. If the wonderful mechanics of a "Krokodil" electric don't enthrall you a little bit, then a look at the kind of scenery they pass through should be enough to convince you that *Helvetia* has some merit as a prototype.

Going foreign can be a big, and sometimes rather lonely, jump, but with the number of modular and portable layouts being carted around these days, there is lots of opportunity to put together a small pike of exotic equipment to take to shows or just haul out when you want some variety. Still, one has to admit, it's hard to identify with a country whose language you might not even speak, and with that in mind, we came up with what we thought was the perfect compromise. "Why not model," we ruminated, "an African colonial railway?" The possibilities seemed positively exciting: desert or jungle scenery, wild animals, British or American management for "identification", and a motley assortment of Baldwin, Koppel, Jung, Porter, or any other export manufacturer's engines pulling a wide variety of rolling stock. It would be narrow gauge by necessity, and this tied in perfectly with our own collection of HOe (HOn30") equipment from around the world which still lacked a home.

From an historical viewpoint, there is plenty of prototype to follow or with which to justify a freelanced railway. Southern and southwest Africa was full of short lines (and not-so-short ones) owned by German, English, or other interests. In fact, after World War I, the Brits took over some German lines, notably to the substantial Otavi Railway. All were 600 mm, 1 metre, or other narrow gauges, and commonly ran locos and rolling stock quite similar to what one finds in Roco, Bemo, Liliput, and other European HOe catalogues today.

One can't ignore the fact that some modelers might find the "colonial" aspect somewhat distasteful, and we dare say the authentic portrayal of racially segregated coaches and station facilities wouldn't sit well with anyone. There seems to have been some variance in practices from railway to railway, however, and one does see pictures of black engine drivers on some. Of course, if freelancing a railway from an Atlantic port up to a mine in "unorganized territory" back at the turn of the century, one can make up enlightened policies as one sees fit. The details of African town life back then could be fascinating to model, from the quay with its cranes, carts, and other details, plus crates of fruit, bundles of cotton, sisal, cane, tampico, or other products, through a town of whitewashed hotels, agencies, mining companies, open markets, company houses - and we mean the executive type here - and on into the steep hills leading to the interior, all populated by African figures in native costume and overdressed Europeans and Americans.

One of these days potential project #457 will have to get off the ground...

Phil

From the Superintendent's Desk

Gordon Varney, MMR

One of my duties as your Superintendent is being a member of the PNR Board of Directors. The Board meets twice yearly, with the last one held February 3rd in Portland. I will give you a short update on what took place at the meeting.

First, there were reports from the divisions of the Region. The Seventh Division continues to be one of the more active ones with, I believe, more benefits for the members.

The PNR office manager's and treasurer's reports were read, and due to increased costs (mainly postage), and the poor performance of the last two regional conventions, the PNR's financial position is not as good as it should be. So, a motion was passed to increase PNR dues effective September 1, 1990, subject to ratification by members. Regular dues will go from \$6 to \$8 (\$10 Canadian), with \$1.50 being returned to the division. Family dues go from \$1 to \$2 (\$2.50 Canadian), and subscriptions will be increased to the current membership rate.

A move is afoot to attempt to set up a single dues structure with the National reimbursing the regions, or maybe vice-versa. If this is successful, it might smooth some of the ruffled feathers caused by our present two-tier system of dues.

The Regional AP Chairman, Jim Whaley, reported that participation has increased, and said to watch for new AP regulations which will have many changes, including the addition of a photography category. He expects they will be out in May or June of this year.

Last, about five hours were spent reviewing the PNR by-laws. There were some significant changes proposed to update them and they will be presented for membership ratification along with ballots for election of a new PNR president and vice-president this year.

The meeting had started at noon, and with only a short supper break, continued until about 11:00 pm. It was a long day.

In closing, I would like to welcome two new members to the Standing Committee. Vies Szalanski has

volunteered to take over as Workshop Chairman, and Don Forsyth has offered to assist in the Courtenay-Campbell River area of the Vancouver Island Subdivision. Welcome aboard to you both.

Gordie



Interior Report

Gary Hazell

Sorry I missed the last *BB*. What with Christmas, the computer crash, and little to report, the Interior Report didn't get in.

First, and most important: In Kamloops, the 7th Division, PNR, NMRA (Canada) Spring Meet, April 12 to 14. Kamloops model railroaders are well set with a possible late addition to the agenda: a tour of the CN Junction facilities on Sunday the 14th. This is a sanctioned meet, so let's see some support from you coast modellers! A number of us are staying at The Place Inn at a special \$25 per night rate for groups of three or more. Phone 374-5911 or fax 374-6922 for reservations. Be sure to mention the model railroad convention.

The Nelson fellows have been busy with the Nelson Electric Tramway Society. President Mike Culham wears two hats as a fine modeler and devoted historian. He has been working with the city fathers, CP Rail, and many organizations to build a museum and reconstruct a streetcar route. You will soon be able to ride car #23, which last saw service in Nelson on June 20, 1949.

The Kelowna Model Railroaders have been busy furthering their layout at the Laurel Packing House, which re-opens to the public March 31st. They have 26 members and are getting 22 to 23 out at work parties, something we could take a lesson from!

The Vernon fellows are already planning the 1992 PNR Regional Convention, and if it's anything like the last one in Vernon, you had better mark your calendar, put in for holidays, and plan to come. They had a special half-hour video produced at the O'Keefe Ranch

layout, and it has been shown to home viewers in Vernon.

Ken Vere of the Grand Forks gang reports they have nine members and meet the second and fourth Thursday of every month.

The Roundhouse gang of Trail/Fruitvale reports 12 members, including three youth members. They meet on second and fourth Mondays.

The Kettle Valley Model Railroaders of Penticton have completed 500 feet of mainline and are presently working on the Penticton yard and turntable. The group was successful in their application for a lottery grant to help build this historical railway replica. They have also started on a modular layout to be used at public displays and modelers' meets. This is important as they have to raise the matching portion of the grant. Work parties are every Tuesday evening aboard the SS Sicamous.

The Salmon Arm Club held the first annual general meeting as required under the Society Act. In typical railroad fashion, last year's executive was re-elected. They will be promoting the PNR Boise, Idaho meet in July, the Spring Meet in Salmon Arm, and the Vernon 1992 PNR meet at the Kamloops Spring Meet. As of the AGM date, there were 21 members and three associates, including five youths.

Speaking of meets, a number of us are considering hiring a bus with our own (qualified) model railroader driver to head to Boise for the week of July first or second to the 8th. We will need a minimum of 25 riders to keep the cost under \$50 each, so please consider it and let us know by the April meet if you want to join us. You can contact me directly:

Gary Hazell, RR #1, Tappen B.C. V0E 2X0
Home: 835-8628 Work: 832-2161
Fax: 832 2240

BB

Cable TV helped Trains

The Seventh Division Standing Committee expressed its thanks to Rogers Cablevision for helping to promote the successful Trains '89 meet last fall through its ad board service.

Rogers sent the Division invoices for a total of \$121 for the air time, each with amount crossed out and "donation" indicated.

Division's First N-Con is a hit

It wasn't the first event to use the name "N-Con", but it was the first Pacific Northwest N Scale Mini-meet, and the first N scale-only show to be sanctioned by the Seventh Division. And one might modestly say it was a success.

A one day event held in the gymnasium of Marlborough Elementary School in Burnaby, N-Con was not expected to draw large crowds, and was in fact aimed at the modeler rather than the public. Organizers needed around 200 people to cover costs, and hoped to draw on the large pool of N-thusiasm in the Seattle-Tacoma area.

A substantial NTrak modular layout went together in the two hours from 8:00 am until opening, as did displays of N scale modeling in Canadian National, Milwaukee Road, BC Rail, Northern Pacific, and Great Northern colours. The Seattle contingent did arrive, and included some well known modelers and authors, plus a photographer for *N Scale* magazine. Popular vote judging took place in eight categories, the difference being that the majority of voters were knowledgeable modelers this time around! Well attended workshops were presented on such perennial favourites as weathering and structure-bashing techniques, and a lot of socializing and comparing of notes went on for the full eight hours until closing.

Winners in the balloting were as follows:

Diesel locomotive:	CPR Trainmaster	Ray Brown
Steam locomotive:	Heisler	Phil Magnall
Non-revenue:	CPR flanger	Pete Sanchez*
Passenger car:	CN sleeper	Steve Stark
Freight car:	CN exp. hopper	Phil Magnall
Train:	Work train	Roy Cutler*
Structure:	Section house	Hank Menkveld
NTrak module:	"Gooseneck Channel"	Phil Magnall & Edina Irwin

*Visitors from Tacoma and Federal Way, WA.

When the ticket desk shut down for the day, the count was just under 220, putting the perfect cap on an enjoyable day.

Plans for instituting N-Con as an annual event which would see one or two US cities play host in rotation are still up in the air, but the encouraging response to an opportunity for Canadian and American modelers to interact bodes well for the future. BB

Spring Meets on the horizon again

Mid-Vancouver Island Spring Meet #6

Rick Lord

Our Mid-Vancouver Island Spring Meet is to be held Sunday, May 6, 1990, at the Nanaimo Curling Club, 106 Wall Street at Bowen Road. Note the new location this year. It's in the same area as last year, next door to the Bowen Park complex.

The doors open at 10:00 am, and close at 4:00 pm. Admission will be \$2 for NMRA members, \$3 for non-members, and \$5 for families. If you enter a model there is a \$1 reduction.

Activities and attractions will include:

- Displays
- Operating modular layouts
- Tabletop clinics
- Swap 'n' Shop area
- Door prizes and raffle
- Popular vote contests in train, locomotive, structure, and rolling stock categories.

For further information, contact either of the following:

Ken Rutherford
724-4698 (Port Alberni)

Rick Lord
724-4205 (Port Alberni)

"Show and Share" theme in Kamloops, April 13-14

It's Kamloops' turn once again to host the annual Seventh Division Interior Spring Meet, and the emphasis is on participation this year. There will be no organized contests in order to encourage beginners as well as veterans to contribute something to the show. To this end there is a substantial *five dollar* rebate for anyone bringing something to share! You are encouraged to bring a "shake the box" car kit you've assembled, self-finished or kitbashed cars, engines, buildings, dioramas, favourite trains, electronic projects, photos, videos, computer programs, or anything else you can think of to display. As the event is being held in a secondary school, advantage is being taken of the shops, where participation clinics will be held. For ex-

ample: boxcar painting and lettering; paint and air-brushes will be supplied for anyone who brings a stripped or unpainted car and decals.

There will be engine pulling and car rolling competitions as well as switching puzzles. If you want to sell stuff, bring it along, as you can sell over the whole meet, flea market style, from your table! Layout tours include several N and HO railroads in all stages from benchwork to complete.

Location:

Sa-Hali Junior Secondary School
255 Arrowstone Drive
Kamloops, B.C.

Schedule:

Friday, April 13:

9 am - 12 noon setup
1 pm - 5 pm layout tours
7 pm - 10 pm modelers' night of fun (? -ed.)

Saturday, April 14:

9 am - 12 noon clinics
1 pm - 4 pm public show
4 pm - 6 pm cleanup
7 pm - 10 pm banquet

Accommodation:

All rates are for two people sharing a double bed

Slumber Lodge	
775 W. Columbia	372-8235.....\$48.60
Argus Motor Inn	
625 W. Columbia	374-6944.....\$42.12
Panorama Inn	
610 W. Columbia	374-1515.....\$55.08
Dome Motor Inn	
555 W. Columbia	374-0358.....\$59.40
Hospitality Inn	
500 W. Columbia	374-4164.....\$49.14
Place Inn	
1285 W. Trans Canada Hwy.	374-5911.....\$64.26

Completely self-contained RVs may stay on the school grounds. Be sure to complete the appropriate section of the form on page 8. BB

NOTICE

NMRA (Canada) will hold a general meeting following the 7th Division AGM, May 13, for the sole purpose of approving holding the AGM of NMRA (Canada) at Pittsburgh, PA, in conjunction with NMRA Convention (time and place in Timetable, page 8). BB

Bright ideas

Railway modelling tips from our readers

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

Locomotive number boards

Most HO and many N diesel locomotives come with clear inserts for the number boards, but creating the effect of a dark board with only the numerals illuminated can be difficult. I've used a simple method to make custom numbers that works well even for small N models and which ensures evenly aligned figures and a completely opaque background.

Simply to use either dry transfer lettering or typesetting to lay out, on paper, the numbers you need for your fleet. Leave a good space around each, and if using transfers, choose a large enough size that handling is easy (you can also use "Stencil" typeface if you like). Then have a printer or blueprint company shoot a negative of your art at a reduced size. Calculate the reduction needed by the following formula:

$$\frac{\text{width of model number board}}{\text{equivalent width on your art}} \times 100 = \text{---} \%$$

The resulting neg can be cut apart to fit each board and glued in place. Diffusing the light by sanding the surface of the plastic insert helps the effect, or, in some cases, you might wish to simply paint the back of the film white.

Cat litter rubble

Possibly the cheapest and best material for use as rock rubble, scree, or fill is available at any pet, grocery, or hardware store: clay cat litter! It falls into the size bracket between coarse ballast and plaster scraps, has a very neutral colour, and also absorbs stains readily to match your surrounding rockwork if it looks noticeably different. Enough to fill the embankments of a basement empire can be had for a few dollars, but be sure to get untreated, non-deodorized clay litter.

Simply apply it over your roughed-in slope, spray with water (the usual drop of detergent in it helps wetting), and add dilute white glue or acrylic matte medium with an eyedropper or squeeze bottle. BB

Workshop Words

The Second Sunday in April, if all goes according to plan, should see the first segment of a series of workshops which will culminate in the completion of a 4x8-foot HO layout right there at Oakridge! New Second Sunday Workshop Coordinator Vies Szalanski and others are still in the throes of scheduling just what will be covered in each session, but the next several workshops, at least, will be concerned with construction of this project layout. The series will cover planning, operating theory, benchwork, roadbed and track, wiring, scenery, structures and so on, and will provide spectators plenty of opportunity for hands-on practice. This is an ideal opportunity to build that railway many of you out there have planned for years, but never got a move on, as you can apply lessons learned to your own layout at home! BB

Division Video Library Manager and avid outdoors enthusiast Carl Sparks will be stuck indoors for a while. We're sorry to report he broke his hip on a skiing trip a few weeks ago and should be recovering at home as you read this. (The Video Views column may not be around for a while, but we'll print Carl's latest list of tapes next issue as an update.) Our best wishes for a speedy and full recovery, Carl. BB

A Tourist's Guide to Preserved Prototypes #4

Cliff Basler

For those interested in preserved locomotives and buildings, we will continue this month with the Vancouver area. Once again, we refer you to the *Canadian Trackside Guide* for more detail on the items listed.

Vancouver - on the old Expo site on Pacific Boulevard at the foot of Davie St., CPR #374, a cosmetically restored 4-4-0 (under a plastic tarp in winter) plus the CPR roundhouse.

Stanley Park: Miniature railway.

106 Carrall St.: Le Railcar restaurant, ex-CPR Alberta business car.

Britannia Beach - Mining locomotives and cars, plus mine tour.

Burnaby - 5883 Byrne Road, private property of landscape supply: PGE caboose and outside frame wood boxcar.

Burnaby Village Museum, Canada Way at Kensington: BCER tram #1223; 1879 0-4-4T; miniature steam railway.

Cloverdale - Near town centre on Hwy. 10, the Historic Transportation Centre: preserved rolling stock.

Coquitlam - Westwood Mall: CN caboose
Off Lougheed Hwy. at Prince Edward: PGE/BCR caboose.
1000 block Prince Albert: CPR Fraser Mills Station (1891).

Fort Langley - town centre: preserved CN station and CN caboose.

New Westminster - foot of 8th St.: Keg & Cleaver restaurant is an ex-CPR stone station; Value Village across the street is a remodeled BCR station.

North Vancouver - 100 Pemberton: Pub with cabooses, hand car, baggage cart.
Mahon Park: original Howe Sound & Northern station.
BCR station: There is always something interesting to see around here and the Royal Hudson's building next door.

Port Moody - 2734 Murray St.: CPR station preserved as a museum; CPR rule and instruction car #49 out front.

Squamish - park on Cleveland Ave. in town centre: #2 PGE 2-6-2 saddle tanker and tender.

White Rock - Restored 1913 Great Northern Station.

And now for some Alberta listings:

Highway 1

Calgary - Heritage Park at 1900 Heritage Drive: a major site with a CPR 2-10-4, S2, Pacific Coast Terminals' 0-6-0s, plus other engines, rolling stock, preserved stations, and operating steam.
18th Ave. & 1st St. SW: restored CN station, now used as a ballet centre.

Medicine Hat - Riverside Park at 1st St. SE & 6th Ave SE: CPR FP7As #1418 and 1424, looking

good in tuscan and grey when I last saw them in 1987.

Lions Park off 5th St. SE: CPR wood caboose.

Highway 2

Edmonton - Fort Edmonton Park, 14327 - 47 Ave.: operating 2-6-2, Edmonton trolleys & other trolleys being restored.

Namoo: Alberta Pioneer Railway Assn. (check on this first; I heard a rumour they were moving) has about 100 pieces of railroad equipment, including an operating CN 4-6-0 and F3 #9000, water tower, Northern Alberta Railway equipment. This place is a must for the serious modeler.

High River - A developing railway museum.

Okotoks - ex-CPR 44t CLC loco, CPR business car and a station.

Highway 3

Blairmore - town centre: 1914 2-6-0.

Coleman - compressed air 0-6-0 and a museum with a 1948 British mining loco.

Lethbridge - 1st St. & 8th Ave (new location): CPR #3651, a 1910 2-8-0, also a restored CPR Station and a wood caboose.
Also be sure to see the famous CPR trestle, 300 feet high and one mile long.

Highway 12

Stettler - Central Western Railway's ex-CN caboose, CP sleeper, an operating 2-8-0 brought in from Alabama and the CN Stettler station.

Highway 16

Edson - CN caboose and CN (ex-Grand Trunk) station from Galloway.

Jasper - CN 4-8-2 #6015 (1923) on display.

Highway 21

Delburne - CN station and water tower.

Highway 36

Lac La Biche - CN/NAR caboose

Highway 56

Rowley - station and boxcar exhibit.

continued...

Highway 63
Fort McMurray - CN/NAR comboose and NAR
caboose.

There are also preserved stations and/or station museums at Claresholm, Innisfail, Cereal, Hanna, Castor, Three Hills, Andrew, Big Valley, Meeting Creek, and Edgerton. Please remember to respect private property.

We will not be producing listings for Saskatchewan or Manitoba, but I do have this information and anyone interested can contact me directly at 291-7934. I would also appreciate calls advising me of exact street addresses for any listing where this has not been included.

That's all for this time... BB

Spring Meet '90 registration form

Name: _____

Address: _____

Phone: (Home) _____ (Work) _____ PNR No., if any: _____

Registration (under 15, 1/2 price) _____ @ \$12.00 _____

Dinner, Saturday night _____ @ \$13.00 _____

Wine and cheese (Friday evening) _____ @ \$ 4.50 _____

Total _____

Rebates for display items and for 7th Division / NMRA at the meet.

There is no charge for swap/sale space, but please indicate below if you need a table. If you are bringing a module or other large display item, please tell us how much space you require.

Display item? Yes () No () Specify if possible: _____

Display or sale space required: _____ Are you bringing a self-contained RV? ()

Could you lend us any IBM compatible train computer programs? ()

Please make cheques payable to: **Kamloops Model Railroad Spring Meet 90** and send with this form to:

Eldon Cameron, 891 Klahanie Drive, Kamloops, B.C. V2C 5R1
Phone: (604) 573-5307

Seventh Division, PNR, NMRA Executive election ballot

Please note that there are write-in spaces for other candidates than those listed, and that due to the usual moderate response to these polls, it is quite possible to elect a write-in candidate with a little organization.

Superintendent

Greg Kennelly ()
_____ ()

Treasurer

Brian Clogg ()
_____ ()

Secretary

John Green ()
_____ ()

**Do not
copy**

Assistant Superintendent

Gordon Varney ()
_____ ()

Director at large

Steven Stark ()
_____ ()

Mail ballot to:
7th Division Elections
7211 Jubilee Ave.,
Burnaby, B.C.
V5J 4B5

**Must arrive
before May 13**

7th Division Timetable

April 8, 1990

7th Division Workshop: Building the Second Sunday Project layout, part I, planning. Oakridge Auditorium in Oakridge Centre, 41st and Cambie, Vancouver. 1:00 pm to 4:00 pm.

April 13-14, 1990

Spring Meet '90 - Show and Share: 7th Division Spring Meet, Sa-hali Jr. Secondary School, 255 Arrowstone Dr., Kamloops, B.C. Displays, clinics, public show, prizes, banquet. Details on page 5.

May 6, 1990

6th Annual Mid-Vancouver Island Spring Meet: 7th Division Island Sub's Spring Meet, Nanaimo Curling Club, 106 Wall St. at Bowen Rd., Nanaimo, B.C. Public show with popular vote competition, table top clinics, prizes. Details on Page 5.

May 13, 1990

- (1) 7th Division AGM: annual formalities held just prior to the special NMRA (C) meeting and the workshop.
- (2) NMRA (Canada) General Meeting: please see page 5 for details.
- (3) 7th Division Workshop: Second Sunday Project layout, part II. Starting time and place as April 14.

May 27, 1990

Annual Ports Canada Day Show: 7th Division displays and layouts, BC Rail Building, 221 W. Esplanade, North Vancouver.

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.

Central Hobbies

**365 East Broadway, Vancouver
374-5716**

Latest arrivals:

***N scale "Piggypacker" container handlers
N scale GP7 & 9 retroframes from
N Scale of Nevada - last run***

Here any minute now:

HO Overland Brass CPR RS10s, 18s, & others

Specially reissued and due soon:

***The Car Shop's HO
CPR wood caboose kit in brass!***

**The Seventh Division
Bulletin Board** depends on
the input of its readers to
keep us all up to date on
Division matters, special
events, club news, products
and techniques, the
prototype scene, and more.

**Do your part to share your
knowledge or news. Write or
phone us today, and be part
of the BB.**