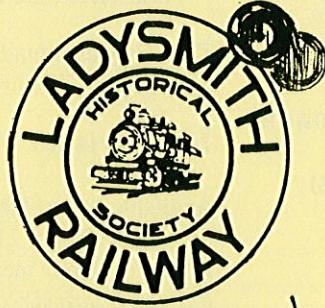


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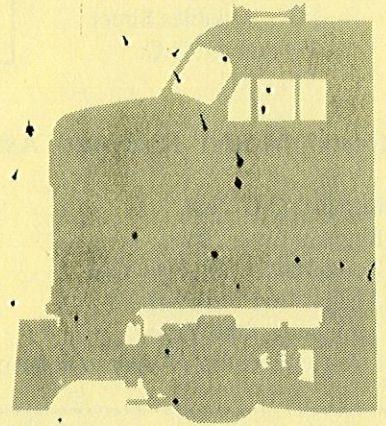
Volume 4, number 4

July/August 1990

Seventh Division Bulletin Board



Page 1



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KNIFE BLADES

Note
Central Hobby
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Trains, camping and corn in Au-
gust

The Salmon Arm Model Railroad Association is once again presenting its popular "Railroad Camp-in and Corn Roast" on the shore of Shuswap Lake, August 24 to 26.

Club member John Wayslow has set aside his Glen Echo D.

LAYOUT TOURS FOR TRAINS
CLEAR THE TRACK TRAINS 90

As part of the planned activities for the Th 90" organizing committee is hoping to arrange For each of the last 2 TRAINS meets, about 10 of their families have enjoyed going on self part of the 7th Division PNR-NMRA Fall meet. A good time was had by all concerned.

This year we

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

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- () Regular, One Year \$22 (US funds)
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7th Division Associate

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	Interior Report		

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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

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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.

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Phil Magnall

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Page One

One sunny Sunday not long ago, we found ourselves heading north on the Island Highway with a little time to kill before making the ferry connection back to Vancouver. It was a pleasant, pretty drive, if a little thin on rail activity for the average buff. As we had been to the BC Forest Museum a couple of times, we passed it up this time around, but were then delighted to spot a small sign directing travellers to the "Ladysmith Railway Museum" some distance farther up the road. Driving along highway, it wasn't not clear what artifacts of worth, if any, the young museum owned, but a minute's drive took us to the site's east side and quickly proved it to be another case of deceiving appearances. Immediately visible in the lee of one of the large yellow buildings dominating the site were a Shay locomotive undergoing restoration, a Baldwin VO-1000 diesel, and a wood sheathed CPR boxcar. Out on the yard tracks were several other pieces of rolling stock, a disassembled steam locomotive tender, and a peculiar boxy contraption railway logging fans would recognize as the *Humdergen*, a log car unloader built on a Shay chassis.

Higher up the slope we found two ancient wooden coal hoppers, the type with ratchet-and-pawl operated centre doors, sitting next to a another large shed. They were in sad shape, to be sure, but we've seen things in worse shape restored. A look inside the shed revealed a crew crummy recognized from Robert Turner's *Vancouver Island Railroads* and a tiny four-wheel gas or diesel switcher. With growing enthusiasm, we headed back downhill to a friendly greeting from a man in work gear heading toward the main building's open doors. A few minutes of conversation determined that we could speak a little railroad, and thus a special tour began under the guidance of **Reg Harrison**, who, despite grey hair, almost seems too young to be the steam expert he is. He normally works for the Nanaimo school board as a boiler engineer, but spends much of his summer time working with a team of machinists, steamfitters and others on the restoration of Comox Logging and Railway #11, a 1923 Baldwin 2-8-2. And do they have the right stuff to do it! Beside the stripped down locomotive stands what has to be one of the finest collections of serviceable steam repair and fabrication machinery in existence. Although the boiler must be retubed, the drivers dropped out and turned, and the rusted cylinders rebored, all the work will be done in the museum's shop, Harrison says. He expects the locomotive to be pulling excursions on the E&N line next summer.

In another building a few steps north we were shown an Alco (MLW) RS-3 which would be familiar to anyone who follows the model press and had seen the article on it a few months ago. This loco had its short hood cut down and two extra centre windows fitted beneath the existing ones, giving it an odd four-eyed look. Closer investigation showed that the space created by the chopping job had been filled with nothing more than plywood, and that the unique windows were no more than spare duplicates of the upper pair that must have been on hand. Despite a few electrical problems, it's a "sweetheart" of an engine with instant throttle response and good pulling power, says Alcophile Harrison.

There is obviously much more to see than can be covered in this short column (and we wouldn't want to give away all the surprises anyway), so we'll leave you with this brief sampling. If you're visiting Vancouver Island this summer, be sure to watch for the sign on the highway south of Ladysmith. You can also contact the museum at P.O. Box 777, Ladysmith, B.C. V0R 2E0, or telephone 245-4454.

Phil

From the Superintendent's desk

The Super's desk is empty for the summer, and there will be a new face behind it this fall when our activities traditionally resume. Gordon Varney, MMR, having served as Division Superintendent since the fall of 1986, is taking retirement more seriously, and handing over the throttle (don't you just love these railway metaphors?) to Greg Kennelly, who was acclaimed winner of the post in this year's Division elections. Many of our readers will know Greg, who has served as assistant Super for all of Gordie's tenure; he will officially take office in September.

Greg works as a physicist at the B.C. Cancer Agency's Vancouver Clinic, but has an alter ego as perhaps the most knowledgeable of BC Rail's unofficial historians. His N scale version of that railway is currently under construction in the basement of his home in south Burnaby. We surely speak for the membership in wishing Greg all the best as our new Superintendent.

-Editor

Video Views

Carl Sparks

John Moore has very kindly donated two tapes to your Video Library:

Ffestiniog Railway: 125 Years of Steam was filmed when this Welsh Narrow gauge railway celebrated the 125th anniversary of the first use of steam on the line.

The Keighley and Worth Valley Railway Steam Special shows several vintage steam locomotives, one of which is over 100 years old, in full action.

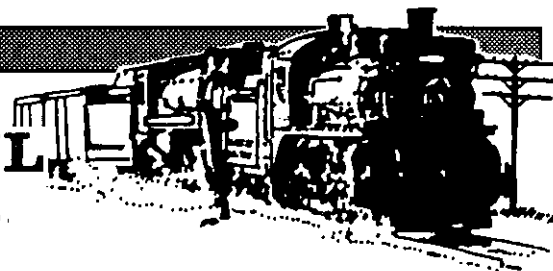
We have ordered *Great Model Railroads Volume 5*. This tape should be available from the library by the time you read this. Model railroad tapes are among the most popular in the collection.

Keep your requests coming in so we can add more titles! Send them to:

Carl Sparks
3956 Hertford Street,
Burnaby, B.C.
V5G 2R4
(Telephone: 433-5583)

BB

MAIL CAR



You are doing a super job on the *Bulletin Board*!

You say it is a one-man show. I hope you can find some way to get help from others. There are so many modellers in the Lower Mainland.

Keep up the good work!

Ken Haun
Kitimat

Thanks, Ken. Your cheque is in the mail.

Workshop Words

We hope we didn't send too many of you to the non-existent *July Second Sunday Workshop* mentioned in the last *BB*. In our files was a list of *bookings* that had been made with Oakridge management for the year including dates in July and August; we had thought that the project would continue through the summer.

In fact, as per our usual schedule, we will not be using these dates, and will instead resume activities on the project layout in September. We hope to see all our faithful regulars and some new faces then. BB

WCRA offers summer and fall trips

The Westcoast Railway Association is again offering an assortment of rail excursions to the public. Prices and details vary, and can be obtained by calling 524-1011. Space is currently available on the following:

Vancouver Island on the E&N, July 29:
Ferries, busses, and 332 km of train travel!

Diablo Dam site, incline railway, August 19:
Washington's Ross Dam, boat cruise, incline railway

BC Rail system tour, September 22-30:
9 days over the *whole* system, including Tumbler Ridge! The WCRA's original, never-equalled trip.

Cariboo overnigher to Williams Lake,
Oct. 13-14: Private car & scheduled service combo.

BB



Interior Report

Gary Hazell

Now that summer is upon us, model railroading wanes and railfanning becomes popular. Don't forget, while you're vacationing, to drop in on the displays in Vernon, Penticton, and Kelowna if you're up the Interior way.

The Vernon Club is now open to the public daily, and they report that with the advent of the \$1 "Looney" there has been a substantial increase in the public donations! If you visit the layout at the O'Keefe Ranch, you will walk by a switchstand that has been mounted in a concrete base; I'm not sure whether this is to prevent it from being stolen or repossessed. Anyway, there is an interesting story to do with its legal (?) acquisition... CHBC, the Kelowna CBC affiliate, has completed a two and one-half hour video shoot for a one and one-half minute vignette which will be aired as filler from time to time.

The Revelstoke fellows hosted Salmon Arm to a layout tour and operating session on Fred Olsson's railroad, complete with a dispatcher located in a separate room, phone communications to crews, and consist lists for operation! There were seven crews at work, and with carrier control (Onboard) it was a dream to operate. It's also an extremely interesting layout thanks to its switching facilities. A great job, Fred!

The Kelowna boys were able to borrow the modular layout they sold two years ago for a public display put on by the Okanagan Transportation Club. The display was well attended, and based on the interest generated, it appears that they may get some new members.

The Salmon Arm club has a new temporary home in a vacant store in the Cedarvale Shopping Mall, and has been hard at work adding two drop modules to their display. Most of the track is laid and some scenery has been started. There will be another "corn roast" this summer, with excellent railfanning opportunities (details elsewhere in the *BB*), and plans are well underway for the 1991 Spring Meet next Easter.

Kamloops' group is busy looking for a permanent home (I know the feeling), and to that end are going to produce a video touting the virtues of model railroading and present it to various bodies in the hope of finding space. They are progressing quickly toward be-

coming a society; the revised final draft of the required paperwork has been sent to Victoria.

If anyone has information on pin hole photography, Phil Strange of Kamloops would appreciate your contacting him. He has modified a couple of lenses, but is still not happy with the results.

The Penticton club will continue to meet Tuesday nights throughout the summer at the *SS Sicamous*. They are now running trains and have 85% of the track laid. The layout has been divided into east and west subdivisions using a block system. The vessel is open to the public daily, but they do not yet have an operating system for the public.

Rumour has it that a group is applying for rights to run a steam train with five passenger cars from Penticton to Okanagan Falls.

The Kootenay fellows are pretty well shut down for the summer, but there is a new hobby shop in town run by **Mike Culham** and a couple of the local gang. You might want to drop by if you're in town. **BB**

Island meet in review

Rick Lord

Three hundred twenty-four model railroad enthusiasts from all parts of the Island and Lower Mainland were on hand at the 6th Annual Mid-Vancouver Island Spring Meet in May. We had moved the event to the Nanaimo Curling Club for more room (which we filled) and to have a lunch counter available.

There was lots of good quality models in N, HO, O, and G to study and watch operate. Our thanks to the Campbell River group for bringing their HO modules to form a 12 x 40-foot operating layout. We look forward to their display next year as it is still growing. Thanks, too, to the Victoria NTrak modelers for bringing their modules to form a 12 x 12 layout.

Other displays included an operating loop of LGB with a steam sound module; what a great addition to your garden! Also on hand were a portable O scale trolley line and a large model of a CPR Selkirk made from sheet metal somewhere around 1938.

The Popular Model contest had a number of entries; results were as follows:

Train: HO log train by Bill Mack, Campbell River

Locomotive: HO Canfor diesel by Maynard Atkinson,
Campbell River

Rolling stock: O box car by Ken Kennings,
Saltspring Island

Structure: HO logging camp houses by Mike Cross,
Campbell River

Diorama: HO coal mine by Ken Ledlin, Comox

Module: N city scene by Gary Walker, Victoria

Gary's module had a crowd around watching the action all afternoon. Actually, the people were watching the show at the theatre thanks to a Sony two-and-a-half-inch Watchman and a VCR under the module. Well done, Gary!

Fourteen door prizes draws took place thanks to donations from Pacific N Scale of North Vancouver, Leisure Time Hobbies in Nanaimo, B.C. Shaver Shop of Victoria, and Parker's Hobby Corner in Port Alberni, as well as from B.C. Transit and Canadian National. Thanks to them and to Division members who brought over the signs, banners, etc. from the Mainland.

Finally, thanks to all of you who came and contributed to the meet's success. We look forward to seeing you all at our 7th Annual show next year. ☺☺

Trains, camping and corn in August

The Salmon Arm Model Railroad Association is once again presenting its popular "Railroad Camp-in and Corn Roast" on the shore of Shuswap Lake, August 24 to 26.

Club member John Wayslow has set aside a section of his Glen Echo Resort for the weekend, providing camping or motel accommodation as desired. The sandy beach is right on the CP Rail Shuswap subdivision, and promises plenty of train action as well as swimming and other activities for the whole family.

Scheduled events are as follows:

- Check in Friday or Saturday
- Railfan trips to Notch Hill & the Horeshoe
- Possible boat trip to Rock Tunnels on the lake
- BYOB & steaks barbecue Saturday evening.
- Buns, salad supplied
- Evening slide presentations
- Bonfire, and corn roast

RSVP to: Graham Redman, 832-6119; Gary Hazell, 835-8628; or Al Wilson, 832-9566. By mail: SAMRA, Box 1098, Salmon Arm, B.C. V0E 2T0. ☺☺

Assignment in Blue River

Phil Magnall

(Continued from I was a teenage pantryman in the May/June BB)

"We need a car checker in Blue River," Mr. Treasure said. "Do you know where that is?" By the merest chance, I did: on the North Thompson River, above Kamloops. He seemed pleased that I knew, doubtless having had to explain the direction of Winnipeg many times to youthful dining car applicants.

I inquired politely as to what a Blue River car checker would do, and was informed that he checked the cars in Blue River. Fair enough. Could I leave tomorrow? I smiled and supposed I could, my visions of recuperating for a week on the beach evaporating quickly. Very good; I was to be on the Supercontinental tomorrow afternoon. And so I was.

It was summer and the wanderlust of the sixties was still strong in '72. Thus I found myself sharing the trip with a couple about my own age who were running away from home and disapproving parents, and a pair of high-spirited young English women who were rail-roading and backpacking their way around North America for the summer. Called upon for my own story, I told them of my new job as a car checker. They were impressed, and asked what a car checker did in Blue River. Happily, the fact that I was about to become a minor figure of authority did not prevent one of the girls from producing a bottle of home made wine which we downed in flagrant contravention of at least two statutes to do with public conveyances and the legal drinking age. "You have to *promise* to wake me up to say good-bye when you get off at Blue River," gushed the pourer, suffused with travellers' comraderie and essence of elderberry. She neglected to tell me she was a somno-pugilist, and I barely ducked a stiff right cross when I tried to do as requested at two the next morning. I left the lot of them snoring in their seats, and stepped off the coach and into my new job.

It was a classic CNR station in blue and grey, although at that hour, so was everything else in Blue River. I could make out neon lights along the highway a few blocks west, but that was about it. The station manager identified me and, mercifully, assigned sleep as my first duty. A short walk from the tracks stood a new-looking portable aluminum bunkhouse which was to be my home for the summer. Only one of the four bedrooms was occupied, and that by a fellow car checker who was spending his usual four-day weekend at home in Kamloops. I picked a room and crashed for the night.

Sunrise confirmed what I had suspected in the dark. I had seen almost all there was to Blue River in my walk from the station. Either the town had at one time been much more populated and enterprising, or someone with a great and somewhat naive vision had laid out a sizeable street plan that had never proved necessary. Despite this, I was shown the "old part" of "town" and the "new part," the only difference apparent to me being higher brush in the old section. There *was* a single storey concrete block building containing the local grocery, a bank, and one or two other stores, plus an old hotel (the local watering hole), an A-frame restaurant, a Trans-Mountain Company pumping station, and a meagre scattering of houses. Incongruously, there were several fairly slick looking chain motels along the highway, and an assortment of gas stations. At the end of the block where the portable was parked was a very small, very cold body of water dubbed, rather hopefully, Lake Eleanor. On its far shore, by the tracks, stood the local "resort." That was Blue River.

I reported for work after my reconnoiter and was shown my duties. First was to keep track of which trains and parts of trains were where in the modest yard via a grid of little pigeonholes on the wall of the bay window where I would sit, across from the operator and in front of the typewriter. (*Typewriter? No one told me I had to type!*) At the end of shift, phone in the entire contents of the tracks, car by car, to Kamloops. When passenger trains - still run by CN then - arrived, help unload the baggage car. (That chore would soon vanish when the passenger crews went on strike for the duration. Just as well, I figured; the very first piece I had to get safely down to the platform was a motorcycle.)

As I settled into the job, a pattern quickly emerged. Just as they say of war, it was long periods of excruciating boredom punctuated by moments of utter terror. The typewriter became my nemesis. Blue River, you see, was as far west or east as train crews would go before going off-shift and over to the bunkhouse. Thus their trains were frequently left in our modest yard until Kamloops decided to send them on. If a train stayed more than 24 hours, however, it "died," and its orders had to be retyped. Each car. Roadname. Number. Type. Contents. Origin. Destination. Try that when you can't type and you have a 110-car unit grain train due out. The suspense of watching the clock as the 24-hour mark approached was almost unbearable. Sometimes the word to roll would come through five minutes before deadline, but if you waited that long to start typing, you could get caught without orders should the train be sent out ten minutes after its "death".

There were other duties as well, each with its own memories: waking up crews in the bunkhouse, and the indescribable smell of the place; meeting the weekly Kamloops switcher under the hand of Conductor Hurst in his baggage car caboose; carefully making up and going over switchlists with the crew, only to have them come back later and tell you what they did instead; and trudging through the yard at night with a flashlight still later, trying to figure out what they *really* did.

Above all memories, though, is the overpowering boredom. I don't want to offend anyone with a spot in his or her heart for Blue River, but I quickly concluded it was a strong contender for The Most Boring Place in the World. I'm sorry, but that's what it was like. The regular checker had had a long-standing deal with my predecessor whereby each worked a double shift in order to create virtually a four-day weekend for both. The last thing I needed was four empty days in Blue River every week. There was *nothing* to do, and not just for me. One night I was out watching bats pluck moths from under one of the few streetlights when the young operator I worked with rumbled by in his Camaro and opened the passenger door. "Come on in," he offered, and I complied. I asked where we were going. "Oh, I'm just *cruising the town*," he replied. I couldn't believe he was serious. He was. He was also serious when he told me why he got married. There was a nice looking woman about his age working at the hotel, and it seemed like "something to do."

I met an eager kid a few years younger than me whose parents ran one of the service stations. He quizzed me about my job and home and what I planned to do next. When I told him, he insisted on introducing me to his mom. "This is Phil and he's going to *university!*" he announced, to his mother's obvious awe. This, apparently, was big news in BR, and to my embarrassment I was invited in to tell all about life in the big city, higher learning, etc. The same kid once told me he had "heard" there was a party in Clearwater, some 60 miles away. I declined his offer to go along. He didn't know by whom or why or for that matter actually *if* the party was being thrown, but that didn't stop him from climbing onto the Greyhound and heading down the highway on pure speculation a couple of evenings later.

I went for endless walks in the summer heat, tried to build model kits in the hot portable, and watched water bombers take off from a nearby strip, but each week stretched to eternity. Eventually, I rode a caboose to Vancouver and commandeered the old Volvo my brother and I jointly owned, driving back in time for

Continued on page 6

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

Metallic sheen

Making plastics or other materials resemble metals can be a bit difficult, although we often find we want to. One way is to "rust" parts with paint, chalk pastels, or even eye shadow, but if you don't want solid rust, the standard metallic paints don't usually represent cast or sheet metal too well. My favourite method is to paint the item(s) flat black or dark grey, and then rub powdered graphite over them. A finger works best, since rubbing, and not just dusting is required, and you just want to hit the high points. As a matter of fact, once your finger is nice and black, you can go around your layout highlighting machinery, smoke jacks, pipes, etc. with quick strokes.

Graphite lubricating powder is fine, but so is the stuff from mechanical pencil sharpeners, should you happen to work around any. Most people are happy to part with it for you, especially if you make it look like you're doing them a favour. ☺☺

Just for the record...

Results of the Seventh Division, PNR, NMRA Executive election should come as no surprise. Both ballots had no write-in nominations... well, all right, so maybe it was eight ballots or so, but the result was the same. As noted elsewhere, in September our new Superintendent will be **Greg Kennelly**. He trades places with **Gordon Varney**, who takes the Assistant Super's chair. **John Green** will act as Division secretary, and Treasurer **Brian Clogg** and Director at large **Steven Stark** retain their positions. ☺☺

Prototype scene: UGG's new switcher

Those who follow the prototype rail scene might be interested in the heritage of United Grain Growers' new bright blue and white locomotive. UGG #3 is ex-Houston Belt and Terminal #35, an SW1200 built in April of 1966 by EMD, and came to Vancouver via Toronto. Her present territory is north of Powell Street, just west of Clark Drive, should you want to check it out. ☺☺

Assignment from page 7

my next shift. Even a car didn't make much difference, especially when the strike expanded to our branch of the union and I would arrive at the station to be told a one day walk-out order had just come in.

The boredom was no less than mind numbing. I found I couldn't think properly any more. Three times I was shown how the crew rotation chart worked, and three times I stood there in dumb incomprehension, unable to absorb the words I was hearing. I could see how people like the operator had become trapped. "It's not bad here," he'd say. "You get used to it." I began to wonder if there were giant pods growing in the station's cellar.

In mid-August, the word came that we were officially on strike until a new contract was negotiated. It was 7:00 pm, but I didn't waste a minute in throwing my gear in the car and heading south. I drove through the night like a car checker possessed, arriving home in the early sun of a Saturday morning. I didn't have a key, so I rapped gently and apprehensively on my parents' bedroom window. The curtains flew back to reveal my father's shocked visage. "What in blazes are you doing back?" he mouthed. Ah, it was good to be home. ☺☺

Layout tours planned for *Trains*

John Green

Trains 90 Layout tour co-ordinator

As part of planned activities for the *Trains 90* meet, the organizing committee is once again hoping to arrange layout tours. During each of the last two *Trains* events, about 100 registrants and members of their families enjoyed going on self-directed tours as part of the 7th Division, PNR fall meet.

This time we are looking at layouts "South of the Fraser River," or, specifically, Surrey, North Delta, and Delta. This follows successful tours in Vancouver, Burnaby, and Coquitlam in 1988, and the North Shore in 1989. The date and time of this year's tours is still to be determined, but since Saturday's and Sunday's activities are focussed on the Cameron Recreation Centre, I expect layout tours would occur on Friday evening, like last year, or on Monday, November 12, during the day.

Layouts on the tour do not have to be completed. In previous years, layouts have spanned the spectrum from some that have been featured in magazines like

Model Railroader and the *Narrow Gauge and Short Line Gazette* to some that could do no more than operate trains on track, with open benchwork and no scenery.

If you are interested in participating as a host in the layout tours, please give me a call at 325-6204. Or perhaps you know of a nice layout which would be suitable for a tour; layout tour hosts do not have to be Seventh Division members. If you know of any, please encourage the owner to contact me.

In order that hosts do not miss out on the opportunity to visit the layouts on the tour themselves, there will be a "Superintendent's Tour" for all hosts and their helpers. It normally takes place a couple of weeks before *Trains*, and covers all the layouts scheduled to be on the regular tour.

I look forward to hearing from you; if you have any questions, please do not hesitate to contact me. BB

Modeler wanted...

Division member and NTrak-er Bob Millar is looking for someone with basement space to share for a joint module building project. Bob already has some operating modules, but lives in an apartment and has run out of room. He can supply all materials and rolling stock to assemble a total of eight NTrak sections for the mutual construction and operating enjoyment of himself and a prospective partner.

If you have the space and interest, and live in the Vancouver area, you can contact Bob at 261-8541.

Trains 90 schedule, events, outlined

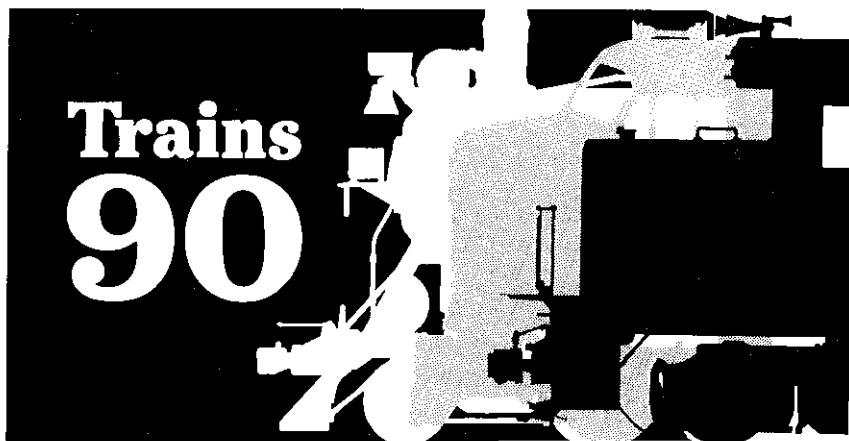
Plans are once again well under way for the year's biggest model railway event in the Division and the largest annual public train show in western Canada. *Trains 90* will combine displays, portable layouts, workshops, contests, home layout tours, raffle, a banquet, and awards this November 9 through 12 at Cameron Recreation Centre in Burnaby.

For Fall Meet registrants, events begin on the Friday with self-guided layout tours from 7 to 10 pm. On Saturday, the full slate of meet events takes place, including popular vote balloting for best photograph, locomotive, rolling stock, train, structure, display, and layout. There will also be NMRA Achievement Program judging available, plus, of course, the amazing *Bulletin Board* 6x6 contest. An awards banquet and a yet-to-be-chosen after dinner speaker will top off the day.

Sunday, the hall opens to the public, giving us our best opportunity to show off the many facets of our hobby to both fans and the unconverted! Hours will be 10 am to 4 pm. Since most workers will have Monday off this year, there will be an early 7th Division Standing Committee meeting followed by more tours - layout and/or prototype - at 10 am.

Watch for your registration form in the next *BB*, and come join the fun and friendship of *Trains 90*!

BB



You don't need a loco motive

**or any motive other than
having fun to come to
Trains 90. Don't miss it!**

7th Division Timetable

July 30-August 5, 1990

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

August 24-26, 1990

Railroad Camp-in and Corn Roast: Salmon Arm Model Railroad Association annual event at Glen Echo Resort on Shuswap Lake. Details on page 4.

September 16, 1990

Swamp Creek & Western Railroad Club's Sooper Swap Meet and Clinic. Edmonds High School, 7600 212th St. SW, Edmonds, WA. Noon to 5 pm. Admission \$2; under 12, \$1. Information: Bob Heltemes, 211 Railroad Ave. Edmonds, WA 98020.

November 9-12, 1990

7th Division Annual Fall Meet, Burnaby, B.C.: Full function meet with displays, layouts, contests, tours, banquet, etc. Registration form and schedule will appear in upcoming *Bulletin Boards*.

November 11, 1990

Trains '90: Western Canada's Largest Annual Model Railway Show. Public show at Cameron Recreation Centre, Burnaby, B.C. Details in upcoming *Bulletin Boards*.

Central Hobbies

New Address as of August 1st!
2835 Grandview Highway
874-5716

Your railroad reading headquarters!

Hot off the press:

**Logging Railroads to the Saltchuck
Transit in British Columbia
PFM's Great Northern Railway, 2nd printing!
Eldorado Narrow Gauge**

Into videos? We have a growing selection of

**Pentrex titles, plus a limited supply of the AAR's
Mainline USA at only \$15.50!**

...and just arrived in the model department:

**City Classics Iron Front, Tile Front, & Warehouse building
kits**

New DPM buildings in N and O scales!

**Back in stock: SMP HO CPR (maroon and grey) decals for
cab units or hood units and switchers**

This month's reminders:

***-Note new address of the
Membership Coordinator
on the inside front cover.***

***-We're still looking for
quick tips for the Bright
Ideas column. Please help
out!***

***-Make plans for Trains 90,
including your Bulletin
Board 6x6 contest entry!
Don't forget the popular
vote contests, either.***