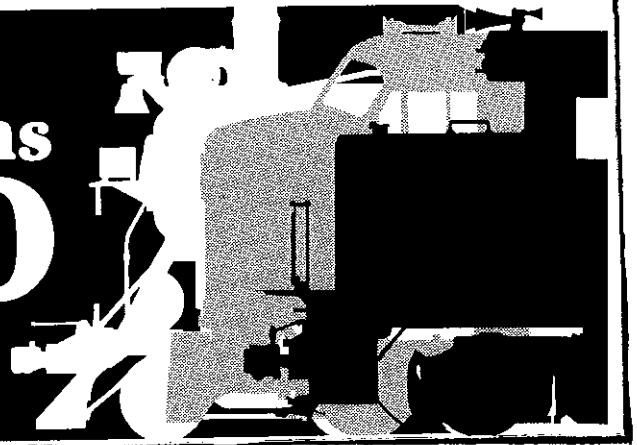


Seventh Division Bulletin Board

6-page BB
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for TRAINS
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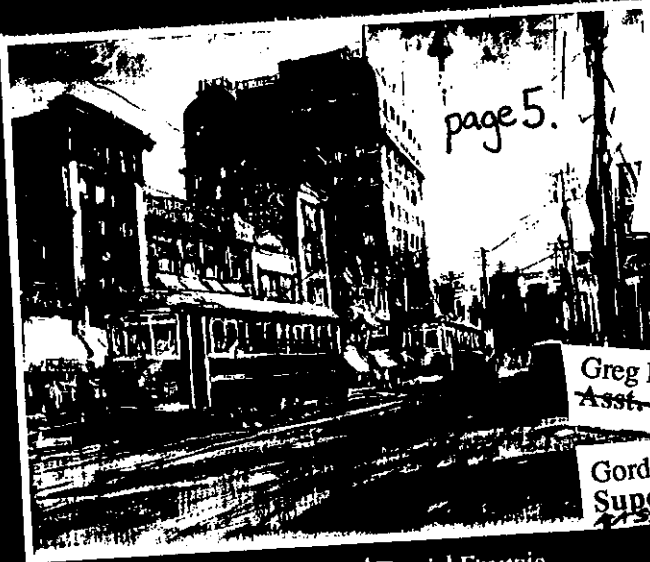
Explain on page 1.
Don't forget ←*

Trains 90



732

TRANSIT IN BRITISH COLUMBIA



page 5.

By Brian Kelly and Daniel Francis

Penticton

Every Tuesday at 1900h aboard the SS
Sicamous. Contact Frank Fraser at 493-
2494 or Ernie Sykes at 493-5983.

Vernon

Every Wednesday at about 1930h at the
O'Keefe Ranch on Highway 97 north of
town. Contact Rick Marsh at Trainside
Trains, 545-4500.

Interior
Groups
P. 2
Kamloops

Every Tuesday at 1930h at Summit
Elementary School. Contact Phil Strange
at 579-9834, Bud Forbes at 573-3430.

Greg Kennelly 437-3499
Asst. Superintendent

Gordon Varney 421-5085
Superintendent



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PC: _____ Phone: _____

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

Expiry date: _____

Makes cheques payable to PNR, NMRA

PNR membership no. if renewing: _____

Mail to:

Carol O'Dell
1415 Venables Street
Vancouver, B.C.
V5L 2G1

Fax: 254-2830
Tel: 254-3099

() Regular \$10 (CDN)
() Family \$2 per name

() Associate (non-NMRA member) \$10

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

National Model Railroad Association (Canada)

- () Regular, One Year \$22 (US funds)
() Regular, Two Years \$44
() Youth (under 20), One Year \$15.50
() Affiliate (no Bulletin) \$12
() Sustaining, One Year \$44
() Life membership - Apply to home office for quotation.

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

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

Mailing address:
9300 Ryan Crescent,
Richmond, B.C.

Page One: Take a bow, folks

The Pacific Northwest Region of the NMRA changed the name of its annual achievement award to "Member of the Year" from "Man of the Year" (welcome to the '90s, guys) in presenting the 1990 plaque to our own **Carol O'Dell**. Carol has worked many years not only for the Seventh Division but in official capacities for the entire Region as well. That means a lot of extra-curricular work and travel for a basically thankless task, and the recognition is very well deserved. Carol runs her own accounting firm and is one of the most delightfully fearsome business negotiators you would ever want on your side in a deal. (We suspect she could wreak havoc in an Arabian bazaar armed with nothing more than a ten-dollar bill.) We are happy to add our congratulations to those we are sure the entire Division will want to express to one the Region's most dedicated and tireless workers.

It's always a shame to recognize someone's work only after the fact, but we've been a bit remiss in not giving credit to *Bulletin Board* production assistant **Edina Irwin** before now. Edina is a great proof-reader, and it was a continuing source of frustration to her that your editor would often rush late issues into print before she could go over them. You can tell which issues those are: they're the ones sprinkled with periodic bursts of jibberish or nonsense words. Sometimes we would have all but a couple of articles available for proofing before deadline, and those would then be written, checked, and re-checked by yours truly so that they, too, were sure to be free of mistakes. At least until they were printed, anyway, when the usual crop of digital blunders would immediately leap to our eyes. Edina also kept her eyes open for things like unintended sexism or apparent double meanings which could hurt others' feelings, and we're grateful for that. We don't think we've stirred up nearly so many hornets' nests since she started working on the *BB*.

Unfortunately, Edina will no longer be in the assistant's chair (usually the one at her kitchen table) as of this month. We'll miss your help, Edi. Thanks for all the time you put in.

We trust you've all noticed the name of Division and Standing Committee member **Brian Morgan** showing up with increasing frequency in the glossy pages of the commercial hobby press. We always figured Brian to be some of electronic genius (if you've ever seen his N scale railway operate you'll know why), and for only a slightly shorter time have known him to be an excellent model painter and detailer. Plus, he is one of that rare breed whose layout is complete enough for full, regularly-scheduled operation, *even though* he has a regular job, is married, and is a devoted father to two children! And now he threatens to become one of the most prolific model railroad authors this town has ever seen! *Will nothing stop this man?!?*

We don't want to make this sound like an obituary, since he is only stepping down as the Division Superintendent, but we wanted to tip our hat, so to speak, to **Gordon Varney**, Master Model Railroader, on the occasion. Just about everybody must know Gordie, a gentlemen whose warmth, humour, and general unflappability have won him a host of friends here and in places most have us have never even heard of. Thanks for being a great Super, Gordie.

Phil

From the Superintendent's desk

Gordon Varney, MMR

(When we said that the Super's chair was empty for the summer last issue, we were only referring to this column. In fact, Gordie was travelling around attending to the usual meetings and other responsibilities of his post until September 1. Herewith, the final notes from his desk. -Ed.)

This will be my last report to you as Seventh Division Superintendent. The two terms I have served in this capacity have passed very quickly and I have enjoyed the fellowship the position offers. Many things have happened during this period and I would like to mention two which I consider to be the highlights.

First, my main objective four years ago was to reactivate our annual meet. This has been accomplished in conjunction with our annual fall *Trains* show and is a great success. In fact, I have been told it compares to a regional convention. Congratulations to the hard-working organizing committee!

However, when one assumes the responsibilities that come with the position of superintendent, things are not always rosy and pleasant. We had a situation where a lot of dissatisfaction and animosity existed between several areas of our vast division. An impromptu meeting about this was requested and held at a spring meet several years ago, and one of the results was our 'subdivision' system. We now have more and better activities plus great cooperation and fellowship between these areas, and I wish to thank all who are responsible. Keep up the good work.

I *gladly* turn over the reins to Greg Kennelly, your new superintendent, knowing he and the Standing Committee will keep the Seventh Division active and healthy.

I now wish to thank everyone in the Seventh Division for their support and friendship over the past four enjoyable years (and special thanks to coffee lady Bente Beaton).

Now back to work on the Cedar Ridge Mine and Timber Company...

Happy railroading,
Gordie

Workshop Words

Okay, this time it's for real. You can go to Oakridge Auditorium on the second Sunday of each month until next summer and find something going on. (Except November, of course, because you have to go to the *Trains 90* show, right?)

The primary purpose will be presentation of our popular project layout. The program is progressing precisely as proposed, probably due to the persistent performance of our present pack of pundits.

Whizzing toward winter with woodwork and wiring well underway, who would want more than whiling away the weekend watching these wizards whip up new wonders at one o'clock?

Intelligent instruction is implicit; inspiration is instantaneous.

Second Sunday. Seeya soon.

BB



Interior Report

Gary Hazell

I hope everyone had a good summer and got some time to do a little railfanning. Eleven of us from Salmon Arm got in some good railfanning on our way to the Boise PNR meet and back: Union Pacific, Burlington Northern, and the Washington Central.

Now that fall is upon us, and since club activity has been relatively low in the summer, I thought I'd list the Interior clubs, their meeting times, and/or contact person:

- | | |
|-----------|--|
| Penticton | Every Tuesday at 1900h aboard the SS Sicamous. Contact Frank Fraser at 493-2494 or Ernie Sykes at 493-5983. |
| Vernon | Every Wednesday at about 1930h at the O'Keefe Ranch on Highway 97 north of town. Contact Rick Marsh at Trackside Trains, 545-4500. |
| Kamloops | Every Tuesday at 1930h at Summit Elementary School. Contact Phil Strange at 579-9834, Bud Forbes at 573-3430, |

or Gerry O'Brien at 554-3523.

Salmon Arm Every Tuesday at 1900h at Cedarvale Shopping Mall north entrance. Contact Gary Hazell at 832-2161 days, 835-8628 evenings; Graham Redman at 832-6119; or Al Wilson at 832-9566.

Revelstoke Contact Fred Olsson at 837-4503.

Golden Contact Herb Hildebrand at 344-2228 days.

Trail/
Fruitvale Contact Mike Barone at 367-6134.

Grand Forks Every other Thursday at 1900h in members' homes. Contact Ken Vere at 442-3193.

A tentative plan to visit the new layout aboard the SS Sicamous in Penticton, Sunday, October 14, from noon to 3 pm is in the works. We will have a school bus with Andy, our driver, depart Salmon Arm at 0900h, giving people from Kamloops and Revelstoke time to drive over, and will pick up in Vernon at approximately 1000h and Kelowna at 1100h. Anybody from these areas who is interested, please call Gary Hazell at 832-2161 or 835-8628. Anyone in the Kootenays interested, please call Mike barone at 367-6134 or Ken Vere at 442-3193.

Don't forget to circle Easter 1991 on your calendar as Salmon Arm will be holding the Seventh Division Spring Meet for the first time, and will need all the help and numbers it can get to make it a success! ☺☺

Centering in on 'Central'

If anyone in the Vancouver area has not yet dropped by to see the new expanded Central Hobbies, or if you're coming in from out of town and wonder where it went, let us say that it is (a) worth seeing and (b) easy to find.

The new, larger, and deluxer store is under a great yellow awning (that still advertises the restaurant that preceded CH) on Grandview Highway in the block west of Renfrew Street. If you are in grocery shopping mode, it's a short hop west from the Real Canadian Superstore at Rupert and Grandview. It is also a very convenient location for many commuters and people who live in the eastern suburbs - check it out soon! ☺☺

Trains 90 Update

Scott Calvert

Trains 90 promises to be as enjoyable as previous Trains meets have been, with an exciting mixture of events and activities to appeal to all model railroaders. Plans for the weekend extend from Friday evening to Monday afternoon. Self-guided layout tours, including several not on tours until now, are being held on Friday evening, and, potentially, Monday morning. Prototype tours have been tentatively confirmed for Monday and include CN Rail's Thornton Yard engine and car shops and Southern of BC's New Westminster engine shops. CN may also provide a tour of their intermodal facilities at Thornton.

There is significant interest from local hobby retailers to date, with several already reserving space and donating door prizes for the show. Last year, most major hobby stores, distributors, and clubs from the Vancouver area were represented, as well as many from outside the Lower Mainland.

Clubs participating so far include the local NTrak club, the Train Gang; the On3 Tie and Timber Short Lines; the British Rail club, VANGOG; and the Vancouver Island HO Modular Club. Last year there were nine operating layouts ranging from a 20'x40' NTrak setup to a hands-on 8'x20' LGB display. This year we have also received commitments from CN Rail and BC Rail to provide displays at the public show.

Popular vote contests will again be held on Saturday with only meet registrants eligible to vote. Categories are Favourite Photo, Locomotive, Rolling Stock, Train, Structure, Display, and Layout. In addition, there will be NMRA Achievement Program judging and the "famous" 6x6 contest. A rather condensed model of the spiral tunnels was last year's 6x6 winner! All first place winners will receive a beautiful wooden plaque well worth the effort of entering.

The banquet is scheduled for Saturday evening, and once again, seating is limited due to the size of the room, so we suggest you reserve your ticket early to avoid disappointment. The dinner speaker is yet to be confirmed. There will also be a pre-banquet viewing of the main display hall for all banquet attendees.

All types of displays and exhibits are welcome, and I may be contacted at (604) 939-1849, evenings, if you wish to reserve space. Please refer to the registration form mailed with this issue for further information and make your plans to attend Trains 90. ☺☺

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

White glue and ACC

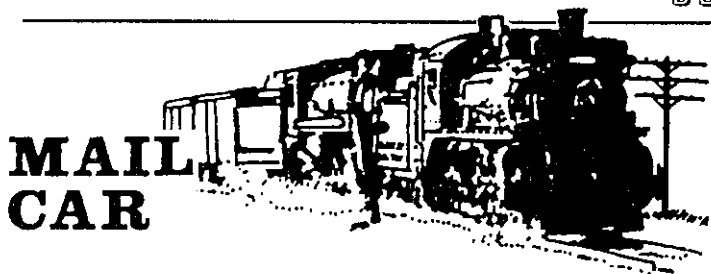
Sometimes I encounter a situation where I have a wood joint that I must hold while the glue sets. There are times when I can't use jigs, clamps, or elastics to hold the pieces, and at such times I put white glue on the pieces and then add a touch of ACC (alpha-cyanoacrylate cement such as Zap, Hot Stuff, or Crazy Glue - Ed.). After a minute or so, I can let go and the joint will stay put while the white glue dries. I believe this makes a stronger joint than ACC alone, as the white glue acts as a filler and an adhesive.

Brian Clogg

Slippery rules

Scale rules are a tremendous help in building all sorts of models to proper scale, but they are irritatingly prone to sliding or pivoting when one tries to use them to guide a straight cut, since they are smooth metal on both sides. Using double sided tape, transfer film, or spray glue, affix an oversize piece of 600 grit Wet-or-Dry sandpaper to the back side of the rule and then trim to a precise fit with a hobby knife. The fine grit won't mar wood or styrene, but it does a good job of holding the rule in place while you cut or scribe.

BB



**MAIL
CAR**

There seem to be some serious concerns being expressed over regional, and some divisional meets, such as: "They are too expensive," "Who needs a banquet?" and "They are only for the experienced modeller." Let me address each of these items:

"They are too expensive"

The most recent Boise PNR meet cost \$60. This in-

cluded registration; reception luncheon; large display, clinic, and hospitality rooms; three bus tours to Simplot, Morrison-Knudson, and the Nampa yards; and all followed up by a full banquet.

How much is a new locomotive with a can motor and extra details, let alone anything brass? You might have won one of the many door prizes at Boise including locomotives and brass! And how many of you have attended business conventions with very few perks at \$100 to \$500?

"Who needs a banquet?"

First, along with the door prizes and hospitality, it's a nice way of completing a convention. Second, hotels do not give display areas away for nothing, but as long as you are using the facility for a meal or banquet, some room costs are waived. Some people are able to utilize schools, but some school boards (like ours) have a policy of not renting their gyms for this use. Floor damage and custodial duties are only a few of the objections. Maybe a barbecue or a no-host dinner could be held somewhere, but remember that if we want to display and show our achievements to the public, there is a substantial cost for the type of space we need.

"They are only for the experienced modeller"

How else does one gain experience than by talking to others, asking questions, attending clinics, and touring layouts? And if we're all so experienced, why should we go?

How about entering a model in a contest, or, if you prefer, bring something for show-and-tell or just to ask advice about? The Interior Sub of the Seventh Division started giving a discount for bringing something a few years ago.

My concern is that if we continue to hear these objections we will end up with no meets at all, and we will all go back to our proverbial holes and not share with anyone. If you start today to throw your spare change into a bottle or piggy bank each night, you'll soon have more than enough to attend a convention or meet. If we can convince more modellers to share with us at these meets, it will both help to reduce the cost and make model railroading more fun. Isn't that what we're all trying to achieve?

Gary Hazell
Tappen, B.C.

Transit book well worth the wait

I met Brian Kelly about 15 years ago when I was working on a term paper for a geography class. He was working for what was then BC Hydro's transit division at the Oakridge bus yard, and when I entered the building there in search of historical data on the local trolley and bus routes I was immediately dispatched to his office. It was soon apparent that Brian was in his element when talking transit history, and in short order I had taken down more than enough information for the modest needs of my paper. So enthusiastic was he that in fact, he told me, he was going to publish a book on the very subject in the near future.

This year Mr. Kelly's book finally became a reality, and a rather handsome one at that. It's not really surprising that a person who "has a day job" (Brian is now a transit manager with BC Transit) should take so long to see such a project to completion. The amount of research and exhaustive photograph collection that have gone into **Transit in British Columbia: The First Hundred Years** are obvious. It is definitely a pictorial history, relying on hundreds of black-and-white and several full colour photographs to tell the story, but it is more than just another publication for the rail or bus fan's bookshelf. Laid out in the increasingly popular informal style that employs small text blocks, large pictures, line rules, and sidebars, it's a very browse-able book that should be equally at home on the proverbial coffee table. It is also an absolute natural for almost any Vancouverite over 40 who remember the days of tracks in the streets with fondness - and don't they all?

Transit in British Columbia: The First Hundred Years
by Brian Kelly & Daniel Francis
Harbour Publishing, Madeira Park, B.C.
160 pages, hardbound
\$39.95

Although *Transit in British Columbia* deals at length with the Vancouver streetcar and interurban system, it is by no means limited to that subject. True to its title, it is a comprehensive look at transit and includes a fascinating photographic parade of busses from the 1920s to the present, as well as the 'Seabus' and 'Skytrain' systems. Any reader who thinks his interests are strictly limited to vehicles which run on rails and under wires would be well advised to look through all the chapters before making up his mind. From a modell-

er's point of view, the vintage busses are particularly intriguing: ever seen a Ford Tri-coach or a Hayes 'Teardrop'? Even the street scenes provide excellent period reference material for vehicles, signage, street fixtures, and such.

Daniel Francis both edited the fact-filled and highly readable text and wrote the Modern Times chapter, which looks at present day transit. Knowing the universal tendency we have to ignore 'everyday' things like the Skytrain until they are supplanted by new technology - at which time we wonder why we never took any photographs or learned anything about them - I was pleased that the authors devoted several pages to the construction and operation of the high-tech system.

Transit in British Columbia should be a welcome addition to the collections of streetcar, bus, history, and just-plain-Vancouver fans.

Phil Magnall
BB

A layout cart

Brian Clogg

As building progressed on the Cariboo Western, an unprototypical clutter developed. The layout became covered with pliers, spikers, soldering gun, wire, track gauges, etc. This accumulation of 12-inches-to-the-foot detail doesn't look very realistic and makes it hard to visualize the finished scene. I sometimes had trouble finding things, too. We have a curious toddler in our house and things must also be put away where she can't get at them.

The solution I adopted was inspired by (stolen from) friends John Green and Duane Daamgard. I built a cabinet about 36" high by 18" deep by 24" wide. The cabinet is basically a box with a door and latch on the front and wheels on the bottom. I then made removeable shelves, on each of which I store tools and supplies for different types of jobs, such as wiring, track, and scenery. When I'm doing, say, tracklaying, I just roll the cart over to where I'm working, pull out the shelf and put it on top of the cart. Everything I need is handy, and when I quit, the shelf goes back inside and the cart rolls out of the way under the layout.

Now the layout doesn't become cluttered and my toddler can't get at anything I don't want her to have. I think I'll paint the cart Cariboo Western yellow and green...

BB

7th Division Timetable

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.

September 22-23, 1990

N Trek Northwest III: N scale model railroad show hosted by Tacoma N Scalpers. Layouts, displays, clinics, and swap meet (22nd, 11 am - 3pm) Fircrest Recreation Center, 555 Contra Costa, Fircrest (Tacoma) WA. Admission \$1 or non-perishable food bank contribution. Information: Pete Thomas (206) 584-4582.

October 6-7, 1990

Lynden Lions 6th Annual Model Train Show: Operating and static displays, commercial swap meet tables. Northwest Washington Fairgrounds, Lynden, WA. Sat. 11-8, Sun. 12-5. Info: Norm Kayser (206) 354-1471.

October 14, 1990

Second Sunday Workshop: Continuing the project layout. Scheduled subject: scenery. Oakridge Auditorium, 41st Avenue and Cambie Street, Vancouver. 1 pm to 4 pm. Admission to public free or by donation.

November 9-12, 1990

7th Division Annual Fall Meet, Cameron Recreation Centre, Burnaby, B.C.: Full function meet with displays, layouts, contests, tours, banquet, etc. Registration form mailed with this issue. Update on page 3.

November 11, 1990

Trains '90: Western Canada's Largest Annual Model Railway Show. Public show at Cameron Recreation Centre, 9523 Cameron Street, Burnaby, B.C. (North side of Lougheed Mall) Open 10am to 4 pm.

Central Hobbies

2835 Grandview Highway

***Visit us at our new store just west of Renfrew -
we're under the bright yellow awning.***

(The one that says we're an Italian restaurant!)

New and Exciting in HO:

- *Atlas S-2 switchers in Canadian National. Black & yellow paint & choice of two road numbers.
- *Stewart F7A & F7B, single or double headlites.
- *Special on Catnip infrared throttles!
- *DPM - Complete line including modular walls.

...and in N scale:

- *DPM Hayes Hardware, Otto's Parts, Char's Soda Shoppe, & Bruce's Bakery - great looking!
- *ConCor Hwy. trucks - logger & flat w/ high sides

This month's reminders:

***-Send In your registration for
Trains 90 right away!***

***-Get ready for Trains 90
model contests, including
6x6, popular vote contests,
and Achievement Program
judging.***

***-Sent In your 7th Division
Gold Spike Award nominee
to Hank Menkveld yet? He
might still be accepting
them!***