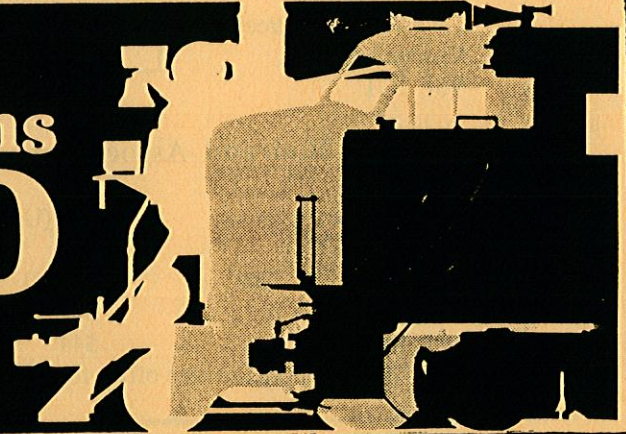


Seventh Division Bulletin Board



PHOTO OF LENS CAP

Trains 90



732

Trains 90/Fall Meet Update P.4

Everything is on track for another busy Fall Meet at Trains 90! We have updates on various events from the committee members in charge of them as follow:

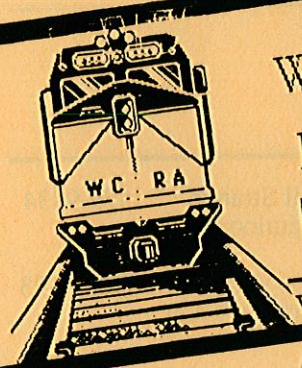
Layout tours

John Green

TO DO:

- Print BB
- Print TRAINS Schedule
- Print " \$ Certificates
- Print " Passes
- Print " Badge Cards
- Print " Thank-yous

over >



WEST COAST
RAILWAY ASSOCIATION
NEWS

HOME FOR PGE
#2 - page 7

Assn., Box 2790, Vancouver

AUG.

Page One: The 'N' Word

After all the years we've spend avoiding it, someone finally said it. And in an official Seventh Division Standing Committee meeting, no less.

The 'N' word.

One could chalk it up to
scene

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

Name: _____
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- () Regular, One Year \$22 (US funds)
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 () Youth (under 20), One Year \$15.50
 () Affiliate (no Bulletin) \$12
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7th Division Associate

Available to non-NMRA members for
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 is longer. (Not a membership; provides
Bulletin Board subscription and members'
 admission rates at Division functions only) () \$8/year

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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:
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Richmond, B.C.
V7A 2H2

(604) 277-2421

Page One: The 'N' Word

After all the years we've spend avoiding it, someone finally said it. And in an official Seventh Division Standing Committee meeting, no less.

The 'N' word.

One could chalk it up to pressure, we suppose. There's always a lot of behind-the-scenes meeting and discussion going on in the NMRA, and the pressure sometimes put on superintendents and division veterans can be substantial. We can't blame anyone, really; it was inevitable. It had to come about sooner or later.

It's been over 20 years since the N word was spoken in these parts, and there are those who feel it is time to stifle our moral objections and allow it to be spoken once again. There are those, it seems, who would rather die. We believe it must be faced, and we will say it here:

National.

As in convention. A National Model Railroad Association National Convention. Here, in Vancouver, in 1996. The time has come, according to Those Who Figure Things Out. There has not been a National in these parts in a whole bunch of years, and TWFTO are smiling as they look upon our city, going so far as to say that no sales presentation is necessary; we need only say "yes" and it is ours.

We are talking about it. Superintendent Kennelly has some comments in his column on the following page which we suggest you read. And we'll keep you posted.

When, a few years ago, we first approached the Seventh Division Standing Committee about the possibility of taking over publication of this newsletter, there was a certain amount of trepidation involved. We had never attended the serious business of an SC meeting, and had planned our submission in detail. And just as well. We had to get as far as saying "It's about the *Bulletin Board*..." before we were summarily handed over the reins of editorship.

It has been fun at times, especially when we could take the big steps to commercial printing, photography, and later, computer typesetting. It is enjoyable to be able to editorialize, to promote a cause, to create a contest - but it has also been work. There is the frustration of rarely having enough contributions to make up a full issue without coming up with yet another article of our own; the difficulty of prying enough time out of a busy schedule to type up the whole thing on time; the challenge of editing the spelling and grammar of a contributor who has taken the time to do something he is not at home with in order to share with his fellow hobbyists - and not high-handedly rewrite his whole article.

One of these days, we're going to start looking for someone else who would like to take a crack at putting out a newsletter, and we wanted you to think about it. We hope to find a person (he or she need not be an expert - we're certainly not) who can spell and write with some facility, and maybe has a computer available, to whom we could show the ropes. If that *might* just possibly be you some day, please contact us and we'll talk. We're not retiring tomorrow, but it will have to happen some day. It would be nice to know someone is out there in the wings.

Phil

From the Superintendent's Desk

Greg Kennelly

Summer is over and it's time to leave the mountains, beaches, cottages, and gardens for another season of model railroading. I am hopeful that this year will show a little more progress on my own layout than was the case last year.

In addition to those expressed in the last issue by the editor, I want to add my own thanks to Gordon Varney for the work he has done over the past several years. I know I will find it difficult to give the amount of time he did during his two terms as Superintendent, but I'll do the best I can. I also thank Gordie for his willingness to stay on as assistant Superintendent as well as Achievement Program Chairperson for the Division. At least I know I'll have a ready source of good advice.

September saw a return to our Second Sunday Workshops at Oakridge as we explored the land of wires, etc. for the project layout. The relatively small number of attendees got to run a train around the mainline. We were pleased to welcome a family from Palm Springs who dropped in as a result of seeing our notice in one of the local hobby shops.

The next major event is Trains 90, which is coming along soon (see Trains Update for details). Scott Calvert and his crew are putting together a bang-up show which promises to be the best yet. This show has proven to be extremely popular over the last few years, and the present format of a Fall Meet for the modeler seems to meet everyone's needs.

Those of you who know me or read the editor's introduction in the July/August issue of the *Bulletin Board* know my penchant for the old Pacific Great Eastern Railway. Well, it appears that I am not alone! A fellow PGE modeler from New York (of all places) has launched a newsletter called "The Cariboo" as a source of PGE/BCR modeling/prototype data. The first issue contained an excellent article on wood chip gondolas. Any readers who are interested can contact me for details.

One item which is coming up for discussion at Standing Committee meetings over the next while is the possibility of holding the 1996 NMRA National Convention here in Vancouver. The NMRA Convention Handbook recommends a "core committee" of 25 to 30 people working for four years

prior to a convention. Please let me know if you are interested in seeing a National Convention here, and *more importantly*, if you are willing to commit yourself to four or more years of committee work to see it become a reality. Of the nine members at the October Standing Committee meeting, six said "yes" to the second question, one said "yes, in a limited way," and two, myself included, said "no."

I see the Yard Limit sign slipping past so I guess it's time to take down the markers, tie up, and head for beans.

Greg

(Well, that's okay, Greg, 'cause we've got another train comin' down the track right now. Looks like the headlight of the Interior Express outa Kamloops, haulin' a few carloads of news... Ed.)



Interior Report

Gary Hazell

The Kamloops Model Railroaders Association is now an official society, and, in accordance with the Societies Act, held its first annual meeting, electing Gerry O'Brien president. They are busy building an N scale 7-foot by 2-foot, 6-inch diorama to display at the museum and are planning four mall visits prior to Christmas with their sectional layout. Even with this busy schedule, they will be attending Trains 90 as well. A plan is underway to produce a video of other club layouts and facilities in order to convince the Kamloops city fathers to provide for this kind of facility in Kamloops.

Kelowna Model Railroaders Club is meeting Wednesday nights from 1900h to 1930h in the Laurel Packing House. This year's executive is comprised of Al Brunner, president; Brian Bishop, vice president; and Bert Seguss, secretary. They expect to start on a new modular or sectional layout over this winter and will be adding more trackage to their Packing House layout.

The Salmon Arm club has received a Go B.C. grant for \$8600 to build a trailer and complete their sectional layout. In order to qualify for this 1/3 funding, the club will have to raise \$4400 and do 1700 hours of labour which can be billed out at \$8 per hour. The trailer won't be ready for Trains 90, but will be on display at the Seventh Division Easter Spring Meet in '91.

The Vernon club, which has lead and helped so many of us in this great hobby, neglected to do the proper paper work over the last four years and lost their status as a society. However, with a slight name change, they have been reinstated; the new name: North Okanagan Model Railroaders Association. They will be holding their annual raffle and public show at the Village Green Mall November 5 through 10.

Ken Vere of the Grand Forks group reports that they have eight members and that he has completed the benchwork and started laying track on his home layout.

The Penticton club hosted an open house for model railroaders on October 14 aboard the SS Sicamous. Thirty-nine modelers showed up, three from Fruitvale/Trail and the rest by bus from Salmon Arm, Revelstoke, Kamloops, Vernon, and Kelowna. The Penticton fellows treated us a Kentucky Fried Chicken lunch, tour of the ship, a number of short videos on the Kettle Valley line - including the last train out of Penticton - and, of course, the Kettle Valley HO Model Railroad display. The model recreation of the Kettle Valley route is well under way. The mainline is completed and wired into two divisions. Two of the Myra Canyon bridges are in about one-half to two-thirds of the hardshell scenery is done. The Penticton yards and town site are laid out and buildings and turntable started. A great project - and a great amount of thanks to the Penticton fellows for hosting this mini-meet!

Editor's note: the item below had been entered as part of this column before the update which follows was received:

"The Revelstoke fellows held a public showing September 15 at the Fall Fair and some light-fingered SOB walked off with Doug Mayer's HO T1b Selkirk! Please make a note of this information and pass it on to your friends. The Selkirk is a Samhongs brass locomotive formerly owned by Ted Hough, is painted in CPR colours and numbered 5925, and is equipped with an 'OnBoard' carrier control throttle. As Doug found out, your home insurance policy does not necessarily cover public shows, so it would be wise to inquire of your insurance agent."

...and the update from Gary Hazell:

"The Sunday following the loss of Doug Mayer's Selkirk, he received a telephone call. The caller asked if he was Doug Mayer and if he had lost a brass locomotive. (This happened after it was advertised on the radio and in the newspaper.) He answered 'yes,' and

the reply was 'We're very sorry. If you drive two miles east of Revelstoke to a speed zone sign and walk down the bank, you will find it in a plastic bag inside a brown paper bag - we're very sorry. Click!' Sure enough, Doug has his loco - a little battered, but it's back!" ☺☺

Video Views

Carl Sparks

Once again, the longer evenings are with us and there is more time for video viewing.

Several have been added to your Video Library since the last complete listing was published in the May/June 1990 BB:

- #42 Keighley & Worth Valley Railway
- #43 Ffestiniog Railway
- #44 Great Model Railroads Volume V
- #45 Sierra Pacific Lines

Sierra Pacific Lines gives excellent coverage of the huge Pasadena Model Railroad Club.

Video tapes are available at no charge to members and associates of the Seventh Division in good standing from:

Carl Sparks
3956 Hertford Street
Burnaby, B.C.
V5G 2R4
phone: (604) 433-5583

Come and see some of your favourite videos on the "Big Screen" at Trains 90!

Editor's note: There was a typographical error in Carl's address in the May/June issue. If you copied it down, please check to see that you have the correct street number, as above. ☺☺

As always, it feels odd to rush the season, but as this will be the last issue to reach you before January, the *Bulletin Board* would like to put on its official-publication-of-the-Seventh-Division hat and, on behalf of the Superintendent and all the members of the Standing Committee, be the first to wish our readers a very happy Christmas and New Year.

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

Small parts holder for painting

Airbrushing or spray bomb painting small parts or castings can be very difficult, for there is usually only a very small sprue or tab that one can grab, and then only at the risk of painting one's fingers or needle-nosed pliers in the bargain. Pushing the parts into a chunk of plastic foam is often of little help, since lacquers - if you're using them - attack Styrofoam, and you can't get underneath the items or any overhangs on them in any case. So...

Get yourself a length of the black plastic clip-on edging sold at building supplies for trimming 3/4-inch plywood shelves, and saw it into foot-long pieces. The stuff is molded (extruded, actually) so that the ends, or edges, of the "U" actually touch before one (theoretically) forces them over a chunk of ply. Their grip is quite strong enough to instead hold parts firmly during painting, and moreover, the triangular cross-section makes it easy to reach all sides of your parts with the spray. Just stick them in one end and hold the other while you work. It's cheap enough to throw out when the paint build-up gets too thick. ☺☺

Workshop Words

If anyone shows up at Oakridge this month looking for a Second Sunday Workshop, they'll have a long wait. But no one will, right gang? We - including all the non-members who show up regularly - will instead be enjoying the Trains 90 public show. Do the whole Division a favour and spread the word to neighbours, co-workers, friends, therapy group, people at the bus stop - anyone who stands still long enough to get the message. It's always amazing how many *local* members, let alone ones who have to travel, somehow manage to miss the year's biggest show! Remember, you get in free; just drag along a couple of paying customers if you can...

Anyway, back to Workshops: December will see the continuation of the project railroad and its scenery. At least it better be scenery and not buildings, because the

Bulletin Board editor was going to present the latter and we happen to know he hasn't even started putting anything together.

In January, we presume ('cause nobody tells us nothin') that we'll be doing our popular post-Christmas multi-tabletop-clinic show. It's aimed especially at those who received train sets from Santa and want to know why they don't run or how to build a layout if they do. Wiring, Kadees, layout planning, scenery, and many more aspects of the hobby are dealt with on a one-to-one basis by some of our resident experts. It's also a pretty good bet that the project layout will be there, acting as practical demonstration for some of the skills and techniques.

Maybe we're getting ahead of ourselves a bit, but don't forget February is Swap Meet month. Start your box of saleable items soon! ☺☺

Trains 90/Fall Meet Update

Everything is on track for another busy Fall Meet at Trains 90! We have updates on various events from the committee members in charge of them as follow:

Layout tours

John Green

During each of the last two Fall Meets, about 100 registrants and members of their families enjoyed the self-directed layout tours available. This year, there are two sets of tours, one on Friday evening and the other on Monday afternoon, following the prototype tour at Thornton Yard.

The Friday evening tour will cover four layouts; two clubs and two in private homes. For registrants coming down from the Interior, the members of the Dewdney-Alouette Railway Society will be opening their club-room in the Haney Museum (located off the Haney bypass) at 7:00 pm, allowing you to start your tours on your way in to the Cameron Recreation Centre.

At 8:00 pm the other layouts, including the Vancouver HO Model Railway Club on the fifth floor of the Canadian National (VIA) Station, will be open. For details on the home layouts, both near Cameron Rec', check with the registration desk.

On Monday we will visit layouts located south of the Fraser River, or specifically, in Surrey, North Delta, and Delta. Presently, layouts on this tour include an

On3 logging railway, an N scale layout, and a couple of HO scale pikes. The "layout line-up" may change by the time Trains 90 arrives. Final details will be included in your registration package, available Friday evening at the Cameron Registration Desk.

Saturday Workshop Program

Vies Szalanski

0900 - 0930h Set-up

0930 - 1030 **Railways of Taiwan**, Jay Golightly.
An interesting look at low-tech railroading in the far east as seen through the eyes of the peripatetic Mr. Golightly.

1030 - 1130 **Model Railroad Scenery**, Hank Menkveld.
Another look at the materials and methods of creating the stage for your model railroad by a master of the art.

1130 - 1230 **The computer interfacing the modeler**, Greg Kennelly & Brian Morgan.
A discussion and demonstration of some uses of a personal computer in model related areas like inventories, car lists, CAD, etc.

1230 - 1330 **Trees galore**, Beaton, Lawrence, Menkveld, et al.
A series of discussions and demonstrations of various methods for creating that forested look.

1330 - 1430 **Some applications of computers in model railroading**, Brian Pate.
Converting Doug Smith's card order system to computer-printed switch lists. Converting manual block switches to computerized progressive cab control.

1430 - 1530 **Buildings, out of the box or bashed**, Phil Magnall & Vies Szalanski.
Make what comes out of the box look great or use the pieces to create something no one else has.

1530 - 1630 **Railfanning the Fraser Canyon**, Tom Beaton.
Tour the railroad sights through one of Canada's most outstanding scenic areas

Saturday Video Schedule

Carl Sparks

1000h BC Rail

1100h Great Model Railroads II: George Sellios' Franklin & South Manchester

1200h Steam over Sherman

1300h Great Model Railroads V: Don Cassler's M&K Division of the Baltimore & Ohio

1400h Running a Steam Locomotive

1500h Seventh Division Layouts

Achievement Program

Gordon Varney, MMR

As you are aware, we have made provision for AP judging at the Fall Meet. This is a good opportunity to take advantage of other modelers' expertise and assistance to broaden your own skills. We all learn by making mistakes, and only by practice will you increase your abilities. Remember, too, that entered models are judged to a standard, not against other entries. Your score is between you and the judges; no public broadcasting or posting of results takes place.

I scratchbuilt and entered for judging an HO single span truss bridge at the 1970 PNR Regional Meet in North Vancouver. I was particularly impressed with and very proud of my first entry in a contest, where it won an Honourable Mention. I still have that model, and on inspecting it, I wonder how in the world it could have won anything! It just proves that perseverance overcomes difficulties and ineptness, and if I can do it, so can some of you.

How about entering those models for AP judging this year? If you wish to prepare your write-up beforehand, contact me and I will get an entry blank to you. Otherwise, you can fill out the form(s) at the meet up until 2:00 pm.

Surprise us!

Prototype Tour

The prototype tour is on for CN Rail's Thornton Yard at 1000h, Monday, November 12. This leaves enough

time for those attending the Standing Committee breakfast meeting to come along, too!

If you have never been on a "prototype" railway tour before, here are a few tips. Both your safety and the likelihood of future tours may be at stake:

Wear appropriate footwear for potentially muddy or slippery surfaces.

Railway shops aren't laboratories, so wear clothes that can stand getting dirty.

Stay with the group - don't go on your own side tours.

Walk, don't run, and step *over* rails, not on them.

Banquet

Sorry, but if you haven't reserved your banquet tickets by now, you're probably out of luck, as they have been going fast. Those who have booked their places will be pleased to know that Brian Kelly, author of *Transit in British Columbia*, will present an after dinner talk and slide show on the local streetcar and inter-urban systems of days gone by.

Accommodation

As it is very hard to predict how many people are planning to stay where, it's not practical to pursue special rates at a hotel or motel, and have to guarantee minimum bookings. We do have a best recommendation for those who plan to book a motel room: the Slumber Lodge at 730 Clarke in Coquitlam. ☺☺

A last reminder to get those **Bulletin Board 6x6 Contest** entries ready! And don't say you don't have time, because we just won't accept that for an excuse, not even from you. We've had past winners that were built the day before the contest!

Remember, you can make it beautiful, outlandish, hilarious, mind-blowing, dumb, brilliant, awesome, or whatever you like, as long as you can cram your model scene into a 6 by 6-inch square and it has at least *some* obvious railway content, no matter how big or small. See you at Trains 90!

An alternative in backdrops

Brian Clogg

When it comes to installing backdrops, several problems are routinely encountered. The first is *corners*. How do you bend the backdrop around a corner and support it so it won't move? The next problem is with the *joints*. You must seal the joints so that the seams are invisible. What do you do if the backdrop material expands and contracts with the weather? How do you paint it when the seams and corners have a different surface from the rest of the backdrop?

I have found a solution to all these problems. I work in the metal manufacturing industry, and on the Cariboo Western I have installed a seamless metal backdrop. There are no joints to finish and the corners are self-supporting.

I strongly recommend using aluminum, since it is much lighter than steel. I have been told that galvanized steel is difficult to paint. Aluminum can be bought at building supply dealers in 50- and 100-foot rolls, usually in widths of 12, 24, 30, and 36 inches; I used the 36-inch material. The thickness you want will be the thinnest you can get - likely .018-inch. I honestly don't know what the retail cost is since I got mine through a generous donation by my employer!

The backdrop is best installed before the benchwork is up. Mark the wall every six inches or so where the top of the backdrop will be. A 100-foot roll will be heavy, so a few helpers are required. Roll out the aluminum and nail it to the wall with finishing nails. Nail the top first and then, keeping it as straight and smooth as you can, nail the bottom. It might be easier to build a stand to hold up the roll while it is being nailed up.

When a corner is spanned, nail the backdrop to both walls and leave a smooth curve between them. Make sure the radius of the curve is not too sharp or it won't look right when it is painted. When the end of the run is reached, use a square to mark the sheet and cut it with tin snips.

The aluminum is sharp and can cut easily, so wear gloves. Be careful not to kink or crease it. When you are ready to paint the backdrop, wipe it with vinegar first. This will clean off the oil and etch the surface.

The last step is to look up Tom Beaton's article in the March/April 1990 *Narrow Gauge and Short Line Gazette* and learn how to paint your backdrop. I tried it and it works! ☺☺

PGE No.2 to join Squamish rail museum

The Pacific Great Eastern's last surviving steam locomotive, for many years now consigned to display and deterioration as a park ornament in Squamish, will soon be given a new home as part of the rapidly growing West Coast Railway Museum collection.

In October, following several discussions between Squamish aldermen and West Coast Railway Association members, District Council voted in favour of a motion to lease the historic locomotive to the museum on a long-term basis. The terms and details of the lease remain to be worked out, but WCRA members are delighted to have what they consider to be a very important piece of British Columbia's railway heritage in their care.

The saddle-tanked prairie (2-6-2) locomotive was built by Baldwin Locomotive Works in 1910 for what was then the Howe Sound, Pemberton Valley, and Northern Railway, although by the time it arrived, that company had become the much less cumbersome Howe Sound and Northern. Carrying the initials of the H.S.P.V. & N. until a year after the 1912 formation of the Pacific Great Eastern, No.2 spent its early days hauling work trains for the young railway. After the completion of the North Vancouver to Whytecliffe line in 1914, it was reassigned to passenger and freight duties until 1920, when it was sold to the Comox Logging and Railway Company on Vancouver Island. CL&R gave it No.7 in its roster, and also equipped the engine with the tender it still retains.

Transferred to work out of Ladysmith in the late 40s, #7 was not formally retired from logging until 1965, replaced by an ex-US Army Baldwin diesel. Veteran

railway enthusiast and preservationist Bob Swanson was largely responsible for then seeing the locomotive returned to Squamish, where it was placed in a park on Cleveland Avenue and remains today.

It will be a while before the WCRM can properly house and display No.2, and so it will stay where it is for the time being. Much preparatory work will precede its move to the museum site, and the WCRA expects to have a number of experts studying the locomotive's condition with an eye to restoration and the even the possibility of seeing it in steam once again.

*Source: Grant Ferguson in
WCRA News.*

BB

...and in further WCRA news

The West Coast Railway Association, which shares many members with the Seventh Division and NMRA and whose rail tours we have often listed in this publication, is in for a long, lean winter.

The recent strike at BC Rail forced the cancellation of their annual system tour, an event which would otherwise have generated about \$20,000 of the association's annual budget for equipment storage, restoration projects, development of the Squamish museum, and general operating costs. In addition, they will take a \$5000 loss on the event's advertising. Winter works projects planned by the group depend on grant money which will not be forthcoming if the WCRA cannot afford its share.

This is just to say that we feel the WCRA is an excellent organization, and if you have ever considered joining a railway preservation organization, now would be a good time to do so. Single memberships are \$24 per annum, and families, \$30. And, of course, any cash donations toward the #551 fund (remember our article on the PGE's first diesel?) or just general revenue are most welcome - and tax deductible. Write: WCRA, Box 2790, Vancouver, B.C. V6B 3X2.

- Phil

Announcing:

PACIFIC N SCALE'S PRE-CHRISTMAS SALE! 20% off all:

Microscale decals ConCor trucks & trailers
ConCor freight cars CDS dry transfers
Books Life-Like Canadian Freight cars
Structure kits (except CS Models)

"Just mention this advertisement"

Discount does not apply to special orders

Wanted

N scale Atlas/Roco FA1 diesel

I'm looking for a well-running chassis, actually, so I don't mind if the body is a mess or even non-existent. Call Phil Magnall at 277-2421 or write to the *Bulletin Board* address.

7th Division Timetable

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. 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.

December 9, 1990

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

January 13, 1991

Second Sunday Workshop: The traditional post-Christmas multi-clinic. How to get the Christmas train set up and running right to details of track planning and Kadee coupler installation. Time and place as above.

Central Hobbies
2835 Grandview Highway
Phone 874-5716

Arriving very soon (maybe here already):

Atlas/Roco FP7 In CPR Maroon & Grey
Kato SD40's In N scale, also in CPR
Maroon and grey!

Definitely in now:

MDC shorty tank cars - GATX and undec.

Books in stock:

The Rio Grande Southern Story, Vol. I,
from Sundance
Budd Car - the RDC story

...and calendars galore! Make excellent Christmas stocking stuffers or train room accents. Choose now while the selection is best.

Note: The *Bulletin Board* would like everyone to be aware that Hal Kinsey *does* know that the Atlas HO-switchers were S-4s and *not* S-2s as we had erroneously called them in last issue's advertisement. Will that do, Hal?

For Sale

HO layout - plus family home.

Layout occupies 22' x 16' basement room. Completely scenicked, handlaid code 70 track, custom turnouts, 8-track double end yard, PFM Sound System III (see Model Railroader Sept. 1989 for details).

This layout is on the lower level of an attractive three (or four) bedroom open plan home with four levels, basement workshop, large second floor rec' room, sunken dining room, built-in vacuum, and gas log fireplace. New insulated vinyl siding exterior; nice garden and lawn. An ideal home for a model railroader and family. Situated in North Vancouver, B.C., at 815 Crystal Court Road.

Phone (604) 987-6503 for appointment to view.

This month's reminders:
Separate checks if renewing your PNR/
NMRA membership at the same time as
you sign up for Trains 90, and be warned:
no renewals 'at the door' on the Friday!
And don't forget that 6x6!