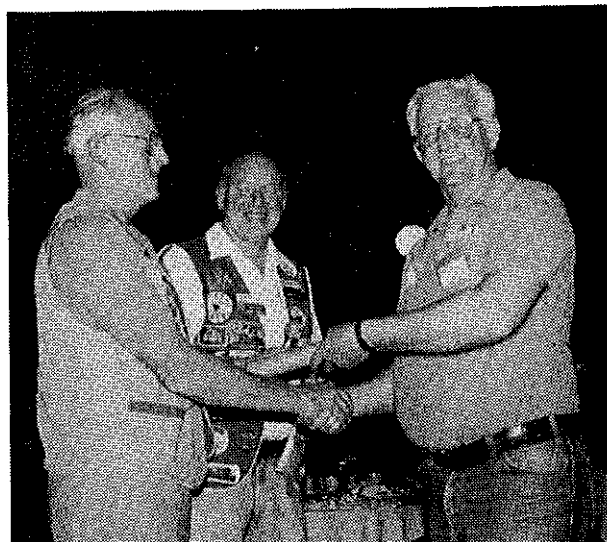




Seventh Division Bulletin Board

The Kootenay Express . . . A Great Success !!!

Kootenay Express banquet host Hugh Clarke looks on as Master Model Railroader Bob Gardiner (left) presents an achievement award to Kamloops modeler Gerry O'Brian (right) for his model of the Armstrong Post Office. There were many other contest winners at this year's Interior Spring meet recently held in Castlegar. See pages 6 and 7 for more details.



and Model Railway Show

Sunday May 16, 1993 - 10 am to 4 pm

B.C. Rail Building - 221 W. Esplanade in North Vancouver

- Operating Modular Layouts
- Displays of models in different scales
- Film and/or videos of railroad interest
- A.G.M. at 9:45 am
- Royal Hudson, BCR locomotives on display
- Food Service, Entertainment
- Port & Nautical Displays

Public Invited - Free Admission - Door Prizes



Seventh Division Standing Committee

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Scott Calvert 939-1849 Events Co-ordinator	John Green 322-8990	Carol O'Dell 325-1631	Vies Szalanski 581-8937
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John Fysh 520-6362	Cyril Meadows 888-4492 Gold Spike Award	Steve Stark 263-1178 Director at large Legal adviser	John Zuk 984-3232 Bulletin Board Co-editor

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Hugh Clarke 545-3900 (Vernon)	Gary Hazell 835-8628 (Tappen) Interior Report Membership Co-ordinator	Pat Quain 545-4774 (Vernon)	Ken Vere 422-3193 (Grand Forks)
Brian Freemantle ... 352-6649 (Nelson)			

Vancouver Island Subdivision

Ted Alexis 595-4070 (Victoria)	Ken Rutherford 724-4698 (Port Alberni)	Grant Stephens 754-5928 (Nanaimo)	Tony Van Bergen .. 287-3951 (Campbell River) Video Library
Don Forsyth 336-6481 (Courtenay)			Russ Watson 478-3494 (Victoria)

The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association Inc. headquartered in Chattanooga, TN. NMRA (Canada) is presently a non-profit organization dedicated to preserving our railroad heritage through the promotion of model railroading, and by promoting and recognizing craftsmanship and service to others within the hobby.

President, NMRA Canada: Steve Stark (Vancouver, B.C.)

Bulletin Board Advertising:

Advertising in the Bulletin Board is accepted at the following rates:

Full page:	\$ 48.00 per issue at 7" by 9"
Half page:	\$ 24.00 per issue at 3½" by 9" or 7" by 4½"
Quarter page:	\$ 12.00 per issue at 3½" by 4½"
Business card:	\$ 6.00 per issue at 3½" by 2¼"
Pike ads:	\$ 1.50 per issue at 2¼" by 1½"
Buy/sell ads:	\$ 5.00 per issue at 2¼" by 1½" or 50¢ per line.

Camera-ready artwork should be supplied to fit within the image size shown above. Send your artwork and ads with remittance payable to the 7th Division Bulletin Board; to John Zuk, 1038 Viney Rd., North Vancouver, B.C. V7K 1B1 before the closing date for which the add is to appear.

Special Interest Groups (SIG) information:

We will include SIG information in the Bulletin Board to promote model and prototype railway interest and preservation. Please send us your information and we will include it in the Bulletin Board on a discretionary basis if space permits.

7th Division Bulletin Board

The *Bulletin Board* is published six times a year during February, April, June, August, October, and December by the 7th Division, Pacific Northwest Region, National Model Railroad Association Inc. The Bulletin Board is distributed to all Seventh Division Members in good standing. 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:

Richard Starchuk
Editor: the *Bulletin Board*
1114 Noons Creek Dr,
Port Moody, BC V3H 4A2
461-2765
or
John Zuk
Co-editor/Production
1038 Viney Rd,
North Vancouver, B.C.
V7K 1B1
984-3232
fax: 984-9233

The cutoff date for upcoming issues is the 22nd of the month preceding publication.

All communications directed to the Division should be forwarded to the Superintendent:

Tom Beaton
13337 62nd Ave.,
Surrey, B.C.
V3W 1V4
596-6572

Membership renewals, and address changes must be sent to the P.N.R office manager:

Gail M Norton
P. O. Box 280
Hoodsport, WA., 98548
(206)-877-9642

All other membership inquiries including new memberships should be forwarded to the Membership Co-ordinator:

Gary Hazell, RR #1, S4-C6,
Tappen, B.C. V0E 2X0
835-8628 (h)
832-4286 (w)
832-7328 (fax)

May Consist

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ACCU-flex Paint Review.....	back cover

The Editor Comments

Its been two months since the last Bulletin was prepared and has time gone by quickly. During this period, we have added a few new interest areas, such as Letters to the Editor; yes we will publish all letters received. Since we wanted the Kootenay Express summary, this issue is a few days late. Dave Love has an excellent review on ACCU-flex paint, and John Green has a request for Trains 93 volunteers as well as providing information from a group of people who are trying to save a section of track on the Kettle Valley Railway. We think these articles and reports are well worth the delay, so read on and find out all about it; it will amaze you, and you will gasp in wonder at this issue. See you in the next Bulletin.

Richard.

Superintendent's Report

by Tom Beaton

The first Metro Mini Meet was a success, although more displays would have made it better, but that was my fault. The next one will be held in conjunction with the Canada Ports Day festivities on Sunday, May 16th in the B.C. Rail building at 221 Esplanade in North Vancouver. We hope to have a display setup by the British railway modelers Top Link Society. They have put on some great shows for us in the past and we are looking for another. We hope to have the TrainGang with their modular layout set up as well. For those interested in HO modular layouts, Dave Nickerson, who has had an article in the last two issues of the BB, will be holding an organizing meeting to form the new modular group. Interested modelers are invited to attend.

I want to thank all those who helped out on Feb. 28th and if you have anything to display, give me a call and we will fit you in.

More activities are happening around the division, unfortunately I can't attend them all, but please support the activities in your area. We have some excellent modelers out there who are willing to share their knowledge and talents with you. These are places where you can ask about problems you are having with that modelling project and learn new and old ideas and techniques.

See you at the meets.

Membership Services

by Gary Hazell

I am pleased to see that Gail Norton, our PNR office manager has joined the long list of life members of the PNR and NMRA.

Remember to send your PNR/NMRA renewals directly to Gail. Both of our addresses are listed to the left. The combined dues are \$38 Cdn. I have only received two club rosters to date so I am asking your club secretaries to forward rosters to my attention. Also anyone knowing of fellow model railroaders that are not members of clubs or the NMRA please send their name, address, and phone number to my attention. This information will only be available for model railroad activities.

Letter to the Editor

Recently reading about the old CNR station having it's face-lift nearing completion and the introduction of a bus station reminds me of the olden days when the Vancouver Model Railway Club had its layout in the loft at the top of the stairway.

With all these changes taking place and the ownership by VIA, I do not know whether the club was allowed to stay. Presumably not, and if not, perhaps someone would be good enough to tell the story up to date of subsequent events. It should be worth publication in the Bulletin Board.

Besides myself, I am sure many modelers outside the Greater Vancouver area would be interested to know the outcome. I recall the days when the club was open, on Friday evenings, to the general public and how good the response then was. What a pity a total visitor count was never kept!

Tom Vardy, Chase, B.C.

'Thanks for the interest in the club, Tom. The club had to abandon and dismantle the layout last April and have not yet found a new home. We will contact members of the club and ask them to provide information for an article in the BB.'

Trains 93 Volunteers Needed

by John Green

During the last 18 months, your Trains 93 committee has been busy planning and organizing for the upcoming PNR regional convention which will be held at the Cameron Recreation Centre in Burnaby from November 11 to 14, 1993.

The planning is coming along well but we have identified a number of tasks where we need help. It is our hope and expectation that members of the Seventh Division or other local model railroaders would be willing to contribute a few hours to help make this convention a success.

In order to encourage people to volunteer, a special draw is being planned for these people who register as volunteers and contribute some time helping to make the convention happen.

Some of the jobs that have been identified to date include:

1. Layout tour van drivers

This requires at least a current B.C. class 4 unlimited drivers license or a class 2 licence, or a class 1 licence.

This job involves driving 12 to 18 passenger mini-vans around the layouts on a prescribed schedule. Each layout tour is expected to take about four hours. A total of three tours of this type are planned, two on Thursday and one on Friday. Hopefully we will have sufficient drivers that people will only be needed to drive one or two of the

tours, unless of course they wish to help with more.

2. Contest clerks

Both the model contest and the photo contest will require one or two people to assist the PNR contest chairman to receive and register the contest entries, assist with paperwork, and to help with returning entries to the owners following the public show on Saturday.

3. Ticker sellers, hand stampers, people directors

On Saturday, November 13, there will be the usual public show in the sports hall on the Cameron centre. We need people to sell tickets to the members of the public who visit our annual exhibition. Also we need a few people to gently stamp the hand of the ticket holders, and we need a few people to direct visitors in the entry hall area. In previous years, these normally involve a two hour shift.

4. Furniture movers

On the morning of November 11, and after the public show on November 13, we will need some people to help set up and take down the tables that are used by the exhibitors.

5. Video attendants

At the different times during the convention and public show, we plan to have selection from our video library playing. We need people to be in the video room to ensure all works well, and to rewind and load new tapes as needed.

6. Registration assistants

To help with registering convention attendees upon their arrival, and to answer questions from attendees and visitors. Prior to the convention, help will also be needed to collect and assemble the convention grab bags for each registrant.

7. PNR desk

to provide information about the PNR and NMRA, and to sign up new members, particularly during the public show on Saturday.

8. Other jobs

It is certain that there will be other jobs that need to be done, and if a number of people all help a bit, then no one is overburdened, and we can all enjoy a good time at Trains 93.

Out of town members please note that these activities occur during the convention period, so, residence in the lower mainland is not required. Wherever you live, if you are willing to contribute a few hours to help make this convention happen, please call John Fysh at 520-6362 and leave him a message that you would be prepared to help.

Interior Report: April, 1993

by Gary Hazell

Falkland. On March 21, 31 fellow model railroaders from Kamloops, Vernon, and Salmon Arm gathered at the Falkland Pub to join in for an evening of fellowship, good food, beverage and a visit to the Falkland Model Railroad group. Jim Stotesbury was a very gracious host supplying a number of jugs of the local spirits and also surprised everyone with a draw for local pub memorabilia. The HO layout is in the beginning stages but has the space to grow in the well lit basement of the pub. The only problem is that Jim is pretty much on his own with running the pub 7 days and nights a week, and this leaves little time for him to work on the layout. It was a good evening of camaraderie after a very long winter. Thanks Jim, for the great hospitality. If any of you are travelling through Falkland this spring or summer be sure to drop in and visit Jim at the Falkland Pub.

The **Kamloops Club** layout is still located in a vacant store in a mall and is open to the public every Saturday from 10 to 4. This year is Kamloops' 100 birthday and the club members have been busy building a model of the old CPR Station complete with gardens for display later this summer. There is good news in that the CN south terminal station has been declared a heritage site and could possibly be a new home for the Kamloops modelers.

The **Canadian Trackside Guide 1993** is an excellent guide for your summer railfanning. It is complete with mainline, shortline and industrial locomotive rosters; preserved equipment, urban rail equipment, cranes, snowfighting equipment, rail and work service equipment, test cars and cabooses. Also there are railway maps, radio frequencies, train numbers and a complete section of current time tables and Passenger train schedules. It ends with a section on signal indications and appendices, - a *must* for both modelers and railfans.

Please check out your local hobby shop first, and if unavailable it can be purchased directly from:

the Bytown Railway Society
P.O. Box 141, Station 'A'
Ottawa, Ontario. K1N 8V1
\$ 15.95 plus \$ 2.00 shipping plus 7% GST

The photograph on the back cover is courtesy of Jim Johnston of Salmon Arm.

(TB&N) Shops

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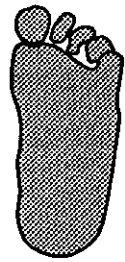
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For more information contact:

Steve Harvey at 796-9354, (fax) 796-3878
P.O. Box 91, Harrison Hot Springs, B.C. V0M 1K0

We Encourage You to Note the Dates
for the

Trains
93



PNR REGIONAL CONVENTION

to be held in Burnaby, B.C.

from

Thursday to Sunday

November 11 to 14, 1993.

Registration information is available
from the Registrar:

Carol O'Dell, 2169 Qualicum Drive
Vancouver, B.C. V5P 2M3. phone 325-2632

The next issue of the BB will contain updated
convention information and a registration form.

The Kootenay Express

by Gary Hazell

The Kootenay Express Interior Spring Meet was held this past Easter weekend at the Sandman Inn in Castlegar. There were 73 full registrants and over 750 attending the public show on Saturday. The furthest registrant came from Prince Rupert, a few from the 6th Division (Alberta, Saskatchewan and eastern Montana), and one from Orville Washington. The meet started off Friday afternoon with display setup, followed by a wine and cheese party in the display convention room Friday evening. Hugh Clarke ran the engine pulling contest while the rest of us enjoyed the wine. Modular layouts from Golden and Salmon Arm filled the major portion of the convention room, but there was still plenty to see with a number of displays including a new grain terminal display module by Doug Hole adding to his ferry dock and ore terminal. There were two clinics on Saturday morning. First, an excellent presentation by Phil Strange on tuning and powering steam locomotives, and the second by yours truly on diodes and simple electronics, a subject dear to my heart. There was good participation in both clinics.

On Saturday afternoon while the public show in Castlegar was continuing, a group went to Nelson to tour the old CP diesel shops, ride on the Nelson

streetcar No. 23, tour the car barn and visit Mike Culham's superb HO layout. Back in Castlegar, a number of us who had previously visited Nelson, entertained the public where Hank Menkveld had the biggest draw building trees and presenting them to the young. You had to be there to see the look in their eyes.

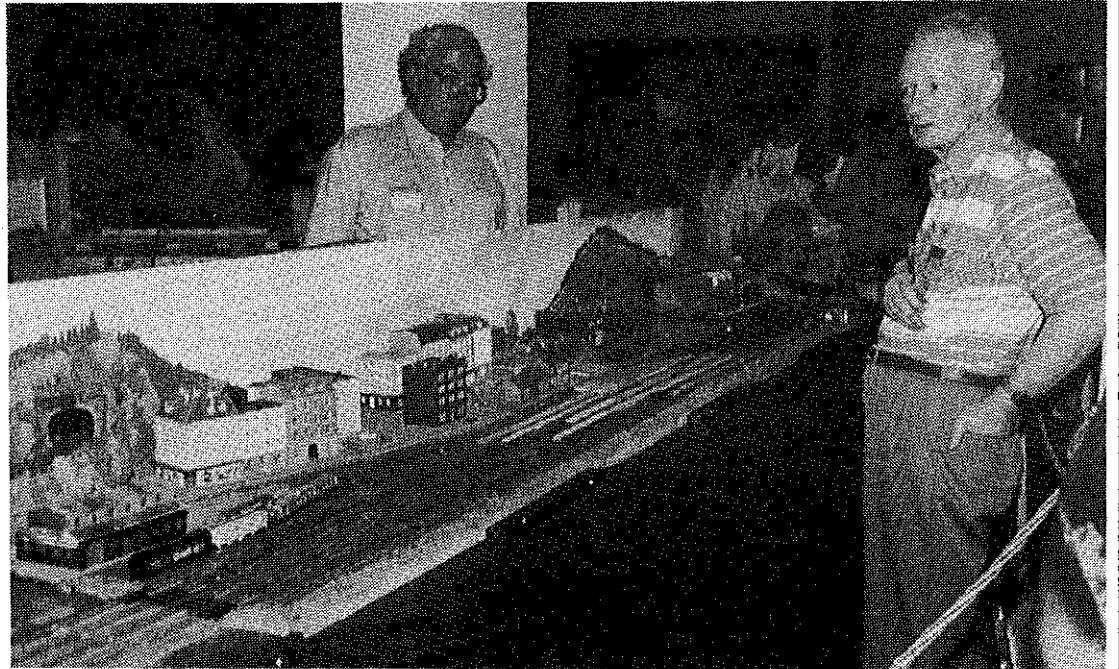
We had an excellent banquet dinner on Saturday evening, attended by 74. After the meal, there where the raffle draws with the top prizes going to Doug Mayer winning a CPR brass caboose, and Tony Beaddy winning a Starr Tec Hogger throttle. After the awards there was a presentation by Jack McDonald of the Rossland Mining Museum on the railways and lake routes of the area.

On Sunday morning the Standing Committee and SAMRA breakfast was attended by over 20 people. A pleasant surprise was the offer by the modelers of Revelstoke to possibly hold the Spring Meet two or three years. There was a good discussion on the benefits of these meets where modelers can display, enter contests, including AP judging, and enjoy the get together with fellow modelers. After breakfast before leaving for home, we visited the layouts of Mike Barone and Bob Lynn in Fruitvale, and Frank Uhrynovich and Gary Brown in Trail.

This meet was an excellent effort put on by Mike Barone and the modelers of the West Kootenays.

John Kemp and Herb Hildebrand are running trains on the N scale modular layout brought by the modelers from Golden.

The other modular display was the HO layout that was brought by the modelers from Salmon Arm.



Engine Pulling Contest Results

HO Steam	Mike Barone, Fruitvale	CPR Pacific	4.2oz
HO Diesel.....	Eric Marsh, Vernon	SD-60	3.4oz
HO Friction Tires	John Kirby	English Tank Engine	5.5oz
N Friction Tires.....	Ed Haasdyk	RS-3	1.0oz

Our special thanks to Graham Redman in Salmon Arm for providing the photographs in this issue.

7th Division Area Events Calendar

May 1993

Friday, May 14, 1993 8 pm	Top Link Railway Association (British railway scale modeling) Annual General Meeting and Modeling competition results. Visitors welcome. Call 942-2785 for more information. Centennial Community Centre, 65 E. 6th Ave., New Westminster, B.C.
Sunday, May 16, 1993 10 am to 4 pm	Canada Ports Day and 7th Division Metro Mini Meet. First meeting of the Greater Vancouver HO Modular Group. B.C. Rail Building and surrounding area: 221 W. Esplanade St. in North Vancouver
Saturday and Sunday, May 22 & May 23, 1993 11 am to 6 pm	Railroaders' Rendezvous Exhibition and Swap Meet. at the Harrison Hot Springs Hotel. Independant swap meet and railroad show. See page 5 for details. Contact Steve Harvey at 796-9354 for more information.
Thursday to Sunday, November 11 to 14, 1993	Trains 93 PNR Regional Convention at the Cameron Recreation Centre, 9523 Cameron Street, Burnaby, B.C. Next issue of BB will have more information and registration form. Contact Carol O'Dell at 325-1631 for more info.

West Coast Railway Association Excursions - 1993 Tour Program

For more information and prices of these trips please call the W.C.R.A. reservation booking line at 524-1011

Saturdays: June 5, August 14, September 25	Vancouver Island Day Trips on the E. & N. Leave Vancouver by bus to Nanaimo, E&N to Courtenay (lunch provided), then to Victoria, then return by bus via Swartz Bay.
Friday, June 11 - 3 days Saturday, June 12 - 2 days Saturday, June 12 - Daytrip Sunday, June 13 - Daytrip	Only in Lillooet Days (Judge Begbie). Four options are being offered to enjoy the spectacular scenery on the BCR dayliners to Lillooet and return. Be in the middle of the action as events happen all week, or just go along for the ride.
Saturday, May 29 to Sunday June 6 and Saturday, Sept. 12 to Sunday, Sept. 20	Spring and Fall B.C. Rail System Tours (9 days). This is the trip of a lifetime as the chartered BCR dayliner travels the entire B.C. Rail system during the daylight hours, and hotel accomodation is provided each night. All transfers, meals and special entertainment provided. Options include fly one way, Peace River Dam tour and others.
Thursday, July 1 to Saturday, July 3	Williams Lake Stampede. Travel on the BCR to Williams Lake on Thursday, arrive in time for a dance and evening meal. Enjoy the stampede on Friday, and return by rail on Saturday.
Saturdays: July 24 & Dec. 4	Spirit of Washington Luncheon Train. Bus trip to Renton Wash. to board the train where a two hour meal is served enroute to Woodinville, then a tour of Ste. Michelle Winery, and a two hour stop at Seattle waterfront before returning by bus.
Friday to Sat, Oct 15 & 16	Cariboo Overnigher. Private car on BCR to Williams Lake and return. Includes overnight accomodation, meals and tour of the town.

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printing with improved colour photos. Due late May/
early June . . . \$79.95

- 'Narrow Gauge . . . Then & Now' by Nils
Huxtable. All colour photos, some from the '50s,
the rest current . . . \$18.95

- 1993 Canadian Tracksides Guide . . . \$15.95

...new in stock:

- HO Alcos in BCR and CNR, and CPR GP-30s
- N scale E8/9 locos and the long awaited N
scale modular system from Design Preservations.

Hours: 11 to 6, Friday till 9
Saturday 10:30-5:30, closed Sundays.

7th Division Video Library

May 1993

Please phone or write to request the tapes you would like to borrow, and they will be mailed to you prepaid. After use, you are requested to mail them back and pay for return postage. Please check your membership expiry date on the mailing label on your Bulletin Board envelope. **If your membership has expired please renew it now with the form below, before requesting to borrow any tapes.** The library address is:

7th Division Video Library,
c/o Tony Van Bergen, phone 287-3951
2400 Spring Road,
Campbell River, B.C. V9W 5K8

- | | | |
|--|--|--|
| 1. Warehouse on Wheels | 22. Preview: Vols 1 and 2 | 46. Japanese Railways |
| 2. SD40-2s in the Canadian Rockies | 23. Southern Pacific Steam | 47. Rocky Mountain Steam Power |
| 3. Continental Divide | 24. Southern Pacific Diesel | 48. Cotton Belt 819: The Pride of Pine Bluff |
| 4. B.C. Rail selections: (Travel the BCR + Rails to Romance) | 25. The Super Chief | 49. Trams around Britain, Streetcars of the '50s |
| 5. B.C. Rail selections: (Mile 63.5 + Seton Recovery + 995 Days + Road to the Caribou) | 26. Doubleheader: 6060 and 2860 | 50. Echoes in the Gatineau: CPR 1201 |
| 6. Parade of Steam + Steam Expo site + 6060 in the Canyon + Miniature Parade of Steam | 27. Colorado's Narrow Gauge | 51. Frase Creek Steam Sawmill (Washington) |
| 7. Steam in Britain | 28. Glacier Express | 52. Cass Scenic Railroad |
| 8. Seventh Division Layouts | 29. From Stump to Ship | 53. Great Model Railroads: Vol 6 |
| 9. CN 6060 Freight to Vancouver | 30. Gold Rush Line | 54. Last Train Across Canada |
| 10. Snowplowing with CN F-7s | 31. The other Poland | 55. Coquihalla by rail '55 + Garibaldi Flight & Climb '33 + Vancouver Waterfront '35-'37 |
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| 18. Great Model Railroads: Vol 1 | 39. Trains Remembered: Vol 2 | 63. Around The Horn - history of the Kettle Valley line |
| 19. Great Model Railroads: Vol 2 | 40. Trains Remembered: Vol 3 | 64. Great Model Railroads: Vol 10 |
| 20. San Juan Freight Special | 41. Great Model Railroads: Vol 4 | 65. Great Model Railroads: Vol 11 |
| 21. Garden Railways | 42. Keighley and Worth Valley Railway | 66. Great Model Railroads: Vol 12 |
| | 43. Ffestiniog Railway | |
| | 44. Great Model Railroads: Vol 5 | |
| | 45. Sierra Pacific Lines: (Pasadena model RR Club) | |

7th Division PNR-NMRA Membership Application and Renewal Form

Combined NMRA and PNR membership. All fees are in Canadian funds:

Annual regular membership (full benefits)

number of years

total

_____ @ \$ 38.00 \$ _____

Affiliate (no NMRA Bulletin)

_____ @ \$ 25.00 \$ _____

NMRA Life member: PNR annual renewal

_____ @ \$ 10.00 \$ _____

Family membership (of regular members) each

_____ @ \$ 8.50 \$ _____

List names:

Youth membership (under 19)

_____ @ \$ 29.50 \$ _____

7th Division Associate membership (Bulletin Board only)

_____ @ \$ 10.00 \$ _____

Please specify Canadian funds on the cheque and make cheques or money orders payable to PNR-NMRA.

Total Enclosed: \$ _____

New membership: [] or renewal: [] NMRA # _____ PNR # _____ Scale: _____

Name: _____ Birthdate: _____ phone: (____) _____

Address: _____ City: _____ Prov: _____ Code: _____

Credit cards Accepted: MC [] VISA [] Amex [] Card number: _____

Issued to: _____ Expires: _____ Signature: _____

Please mail **renewals** to: Gail Norton, PNR Office Manager, Box 280, Hoodspout, Washington, U.S.A. 98548
Please mail **new applications** to: Gary Hazell, R.R.#1, S-4, C-6, Tappen, B.C. V0E 2X0

Bob Lynn (r) is watching Hank Menkveld present a tree he just built to a grateful child.

At this very popular display at the Saturday public show, Hank's talents impressed young and old folk alike.

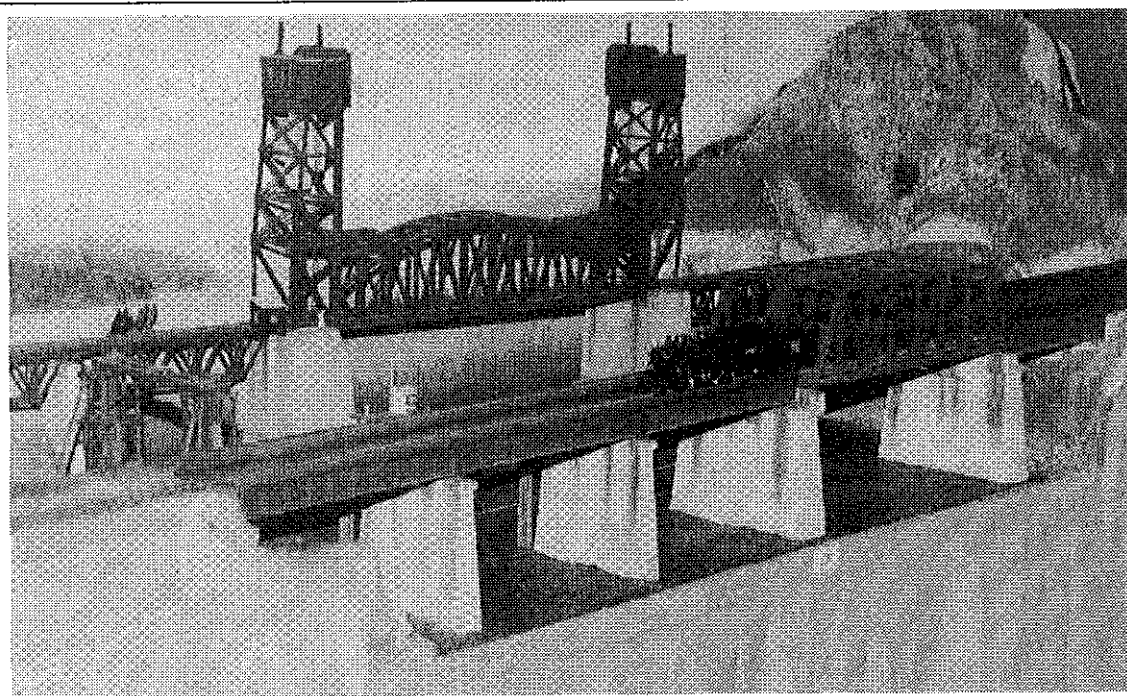


Achievement Program Award

Structure Category Gerry O'Brian, Kamloops Armstrong Post Office

Popular Vote Contest Results

Model Photo	Mike Barone, Fruitvale	D.A.R. steam locomotive
Prototype Photo	Dave Woods, Grande Prairie Alberta.....	CN freight
Structures	Warren Rohn, Vancouver	Golden station
Rolling Stock	Doug Mayer, Revelstoke	covered hopper
Locomotives	Rick Marsh, Vernon	SD-60
Train	Tom Jolly, Revelstoke	CN freight
Display	Bob Gardiner, Salmon Arm.....	"miserly modeling"
Module	Salmon Arm modular layout	lift bridge module (below)



This bridge module was one of the winners in the Popular Vote contest. The detailed work on this module is the efforts of many members of the Salmon Arm Club.



Please note that the Kettle Valley Railway Heritage Society is not associated with the NMRA or the 7th Division of the PNR/NMRA Canada. The following article is taken from material sent to one of our members by the Society, and is published here as an item of interest to model railroaders.

Saving a Piece of History... ... A Foot at a Time

The Kettle Valley Railway Society is working to save the last 16 kilometres of the Kettle Valley Railway as a working steam railway museum.

When in 1991, Canadian Pacific obtained permission to abandon and lift the remaining section of the K.V.R. which ran between Spences Bridge and Okanagan Falls, the K.V.R.H.S. intervened and obtained a stay of execution for the track between Winslow and Faulder.

Negotiations are currently underway with Canadian Pacific for transfer of ownership of the line. When we have it, we will restore it, add sidings and rebuild stations. We plan to obtain locomotives and rolling stock, and to set up a preserved steam railway, operating in the style of the 1930's.

It is a challenging project but worth the effort. Many others around the world have done it; why can't we?

Not only will we be preserving an important piece of Canadian history, we will be adding an important attraction for visitors to the Southern Okanagan.

The Kettle Valley Railway Story

The Kettle Valley Railway was very important. Without it, the map of Canada would have been very different. That is why we want to save a "living reminder" of it as a working railway.

Canada is a very young country. Less than two human lifetimes have passed since the British North America Act of 1867. Unlike many nations, Canada is still in a position to save artifacts of nation-building.

The story begins in 1877, when a fabulously rich discovery of silver was made in the Kootenays of south-eastern B.C. To profit from this new wealth, thousands of Canadians and even more Americans moved to the area. American railways followed close behind. As a result, there was a real fear among Canadians of losing economic control of the B.C. interior to the U.S.A.

Would it be possible to reach the Kootenays with an all-Canadian railway? Many said no. Access to the B.C. interior from the U.S.A. is easy, following the north-south valleys. Building a railway would be far more difficult because of the huge mountain ranges to be crossed.

However the risk of leaving B.C. vulnerable to American exploitation was deemed unacceptable by the politicians of the day, and a Canadian railway project was begun. There were numerous false starts and staggering engineering difficulties, but by 1916, trains were running from Vancouver, through the Kootenays, to the rest of Canada - over the Kettle Valley Railway.

The K.V.R. was probably the most difficult railway in the world to build. Without the genius of Chief Engineer Andrew McCulloch, and the fear of competing American railway magnate James Hill (actually a Canadian), this railway might never have happened.

Carrying passengers, minerals and lumber, the Kettle Valley line played an important role in the economic development of British Columbia. However, as competition from newly constructed highways gradually increased, the railway lost passengers and markets. The last straw came in the winter of 1959, when the line through the treacherous Coquihalla pass washed out in a number of places. Canadian Pacific, who now owned the K.V.R., decided to abandon part of the railway. Trains would now have to make a detour through Spences Bridge, far the north of the original line, adding hours to the trip to the coast, and losing more passengers and freight.

In 1978, the tracks east of Penticton and south of Okanagan Falls were removed. In 1990, Canadian Pacific obtained permission to abandon what little was left of the K.V.R.

At this point the Kettle Valley Railway Heritage Society approached the C.P.R. to save a small section for preservation. Today, that 16 kilometre section is all that is left of that proud railway.

Save It By The Foot

We have divided the line into 53,000 one foot lengths. Your donation of \$25 Cdn. will be acknowledged through our dedicating a foot in your name. You will receive a certificate of dedication bearing the number of your foot of the K.V.R., an important pamphlet, and of course a receipt for income tax purposes.

Put A Foot in Someone's Stocking Give Someone a Unique Present

You can have the tax receipt made out to you or the recipient. If you would like to make a donation, you can send it to the Society's address below, and mark on the envelope: "Save It By The Foot".

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Proposed Greater Vancouver HO Modular Group.

by Dave Nickerson

The first responses from the people who expressed an interest in becoming a part of this proposed new modular group, have been rewarding and indicates that there are modellers and railroad nuts and even people, out there who want to become a part of an HO modular group to be formed here in the Lower Mainland.

This proposed modular group would try to attempt to assemble and or build a standard modular operating set-up which could be operational sometime next year, subject to the basic technical details being worked out, a standard being decided upon and some very basic rules established, from which to work towards getting things under way.

Since the last issue of the BB, a number of good things have happened. First, as the organizer of the group, I attended a recent standing committee meeting to give a brief on the ideas and purposes of the GVMRG.

At this meeting, the standing committee agreed to assist our new group with some funding and possibly to supply or build some corner modules. The 7th Division have assisted the N scalers when they started their modular group, so the committee felt it was fair to assist us as well. It was also suggested by the standing committee that we hold the first meeting of our proposed group at the Canada Ports Day Metro Mini Meet in North Vancouver on Sunday, May 16. People who want to become a member and have a hand in helping form this new group are invited to attend.

The second good thing that happened was when one of our interested members, Mr. Bob Hodgins of Maple Ridge indicated that he has a consider-

able number of the old Dewdney Alouette modules in storage. Most of these are in fair to good condition and some have track and scenery. The big old yard module which is twenty feet long is made of light materials and is not considered to be in good enough shape to retain. However the track and switches that are in place are still usable and could be removed and reset on a new module.

Bob has indicated that he would be prepared to part with these units at some reasonable price which we could work out with him at a later date. He also suggested that we (as a group) can inspect these modules in Haney when a mutual time can be worked out.

Further to this, I had a word with Scott Calvert during the last Mini Meet and he said he would consider holding a space for us if we felt we could get something going before the Trains 93 PNR fall meet. He has agreed for now to hold a space for us.

The people who have currently expressed interest in forming the group are: Rene Gourley, Bob Hodgins, Len Androsky, John Zuk, Bill Vessio, Brian Rudko, Carol O'Dell and some friends, Dave Nickerson and some members on the Seventh Division standing committee.

From this response to date it would appear that we should get out to Bob Hodgins place, now that the weather is better, and have a good look at his modules. This should be done as soon as every one interested is available on a Saturday or Sunday.

Please call Dave Nickerson at 929-8057 to indicate if you are prepared to make a trip out to Haney to see these modules and when you are free to do so.

Regards then until Ports Canada.

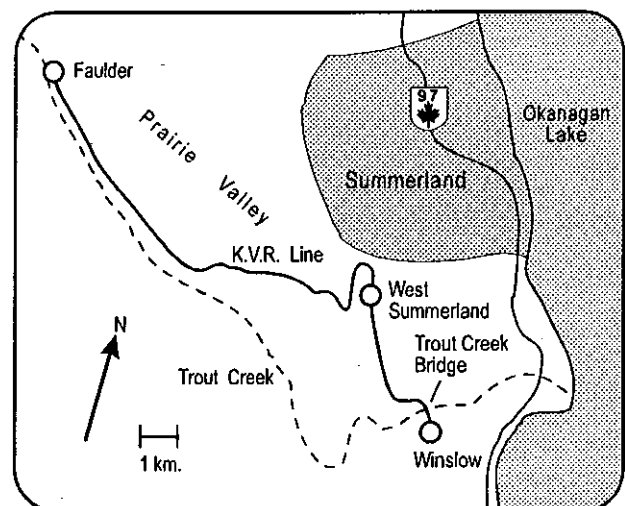
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The Society has an annual membership fee of \$15 which includes a bi-monthly newsletter **On-Track**, which reports news of the Society, progress being made with their preservation projects, stories about the K.V.R. and notes on the activities of other railway preservation groups.

To become a member or send a donation, please contact:

The Kettle Valley Railway Heritage Society
P.O. Box 341
Penticton, B.C.
V2A 6K4

Map of the Kettle Valley Railway section that is to be restored.



ACCU-flexa Review

by Dave Love

ACCU-flex, manufactured by the Badger Air-Brush Co. (not to be confused with Accu-paint), joins the ranks of paints manufactured for the modeller. Other major competing products include Floquil, Scalecoat and Accu-paint.

The significant difference with ACCU-flex is that it is water based. Anyone reading the recent reviews in the commercial model press will already be aware that the claims being made about ACCU-flex are impressive. As soon as the paint was available locally I had to try it, if only to find out if it came close to the reviews. Let me tell you now that it does, although it does introduce some interesting but minor problems which I will cover later.

Technical details first. Like all model paint it is necessary to cover with a thin coating without hiding the detail. ACCU-flex is designed to cover in .75 to 1.00 mils. While I did not measure it, I found it covered extremely well with details remaining crisp. I was able to cover over black with a lighter colour without any detectable 'bleeding' from the black base. I airbrushed ACCU-flex using pressure ranging from 30 lbs. down to 12 lbs. with good results, using an internal mix brush as Badger recommends. Below 12 lbs. I was starting to get spattering, although some of the reviews say they have sprayed successfully at as little as 5 lbs. I was also able to brush ACCU-flex (the others also brush well although I have had no success with ACCU-paint).

Being a water based paint gives ACCU-flex some of its largest benefits. The toxic carriers used by other model paints are done away with. ACCU-flex is claimed by the manufacturer to be non-toxic, non-carcinogenic and non-flammable. It has no foul odour and cleans up with water. As a result, an elaborate spray booth is no longer being recommended, although a mask to keep particles out of your lungs is recommended.

Drying time is also significantly reduced. When changing colours I was able to mask and apply a second colour in less than 15 minutes. This time can be further reduced to a few minutes when heat is applied (a hair dryer is recommended by the manufacturer, but I used the heat from my work light). Unaided, the total cure time for ACCU-flex is 24 hours. Once dry the surface is smooth enough to decal without a separate gloss coat, even over the matt colours. On an early paint job, I found the paint was attacked by full strength decal setting solution. By using a heat source to accelerate the drying time I did not encounter the problem again. The lesson here is to ensure that the paint is dry first. Once dry I have over-sprayed ACCU-flex with lacquer based clear coats without any problems, and have successfully sprayed it over a Floquil primer. Adhesion and coverage are so good however, that I

have found a primer unnecessary, confirming the claim made by the manufacturer.

Once finished, clean up is accomplished with soap and water. This is where I encountered some problems. As a result of the short drying time, ACCU-flex will tend to dry in your air brush if you do not immediately clean it. It dries so fast, that I had to keep an air brush bottle of warm water in my spray booth, and immediately run clear water through the brush after I finished spraying. Then I had to disassemble the brush for a thorough cleaning. Once dry the paint is difficult to remove. ACCU-flex also becomes a sticky, gooey mess if it comes in contact with any of the traditional thinners. Traces of lacquer thinner from a previous cleaning resulted in my brush clogging up. Neither of these problems are insurmountable. The paint is also supposed to be ready to spray directly from the bottle. This is often true, but at times it is necessary to add a little water to get the right consistency (the manufacturer recommends less than 5%).

Badger markets 90 railroad colours of Accu-flex, although no Canadian colours are in the line. The paint mixes easily, so when new colours are mixed possibly the formulas could be shared through the Bulletin Board. Don't rely on their colour chips as they are not accurate reflections of the colour of the paints, although the colours of the paints appear to be accurate renditions of the prototype. There is no 'Box Car Red' by name, instead look to the three more accurately named red oxide colours. An additional 15 military and 15 automotive colours are also in the line, but not available at this time. No clear coats are included.

Price locally per 1 oz. is under \$5.00 (versus Floquil and Scalecoat's less than \$3.00 and Accu-Paint's less than \$4.00). Prices may vary from store to store. With no need for special thinners or finishes, there are no additional costs. The absence of the thinners should also give you more useable paint and a longer shelf life. Checking around the province it appears most of the shops are carrying Accu-flex, or plan to. If your local supplier does not have it, ask. Some of the stores I spoke to said they were considering it based on the number of requests they were getting. I am sure Badger would also respond to requests for Canadian colours.

I started to use ACCU-flex as a true sceptic. The reviews I had read were just too good to be true. It turns out that the paint has some minor problems, but has exceeded all my expectations, and I am now in the process of moving to ACCU-flex for most of my painting. Give it a try I think you will be pleased, and as an additional benefit the lack of a toxic base will help with the environment.