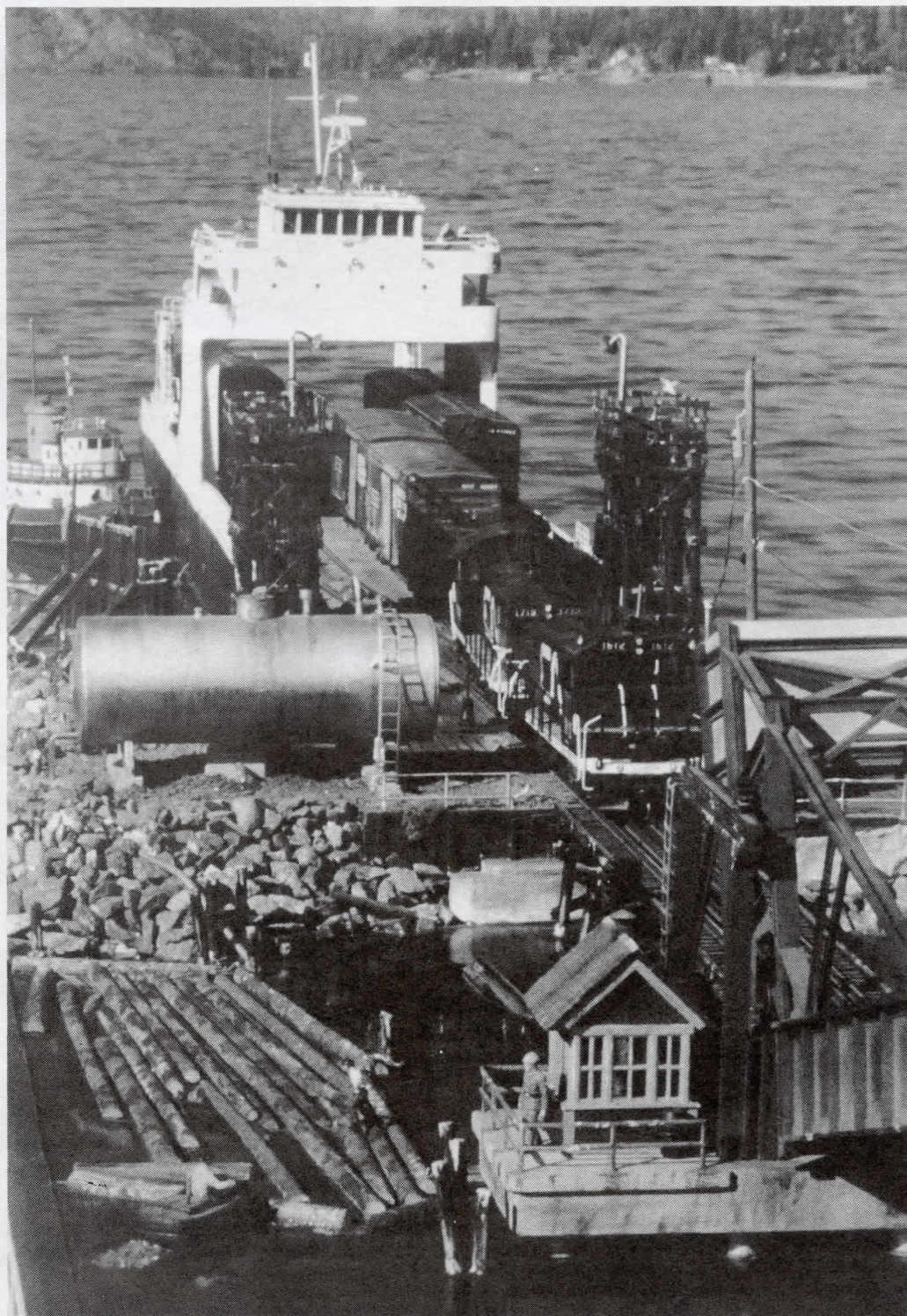


Seventh Division Bulletin Board



Inside

Superintendent's Report	3
Skeena Valley Club	4
N-CON 95	6
Victoria Show	6
DCC Part I	7
Trains 94	8
Timetable	12

Seventh Division Bulletin Board

Volume 9, Number 1

The *Bulletin Board* is published six times a year as follows:

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Jan. 15	Feb. 15	March
Mar. 15	April 15	May
May 15	June 15	July
July 15	Aug. 15	September
Sept. 15	Oct. 15	November

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.

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Artwork should be supplied in the appropriate size. There may be an extra charge to do artwork that is not camera ready. Please mail in your artwork and remittance payable to the 7th Division *Bulletin Board* to J. Zuk's address listed above.

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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.)

The Editor Comments

Guess what, Trains 94 is over; therefore it must be close to Christmas. With no hockey or baseball we probably spent more time on our layout, but as the wife said, "There must be a black hole in the basement". 1. It's very hard to get out of the layout room in the evening. 2. Time dilation: In a time that seems to be only a few minutes to me in the layout room, the clock across the room advances by hours. 3. Warped space-time: It seems impossible to keep the tools and parts within reach (that duck-under can be murder on the back or head). Some sort of non-Euclidean geometry must be involved.

So don't forget that there is life out side of the layout room. Anyway, from all of us at the Seventh Division *Bulletin Board*, we would like to wish all of you and your families a Merry Christmas and a happy and successful New Year.

Richard

Yultide Greetings

I would like to take this opportunity to wish everyone a very Merry Christmas and the best of the New Year. I hope you received good railroading material and have an opportunity over the holidays to do some modelling. All the very best.

Gary Hazell and the Modellers from the Interior.

On The Cover and Inside

The railway barge *Haida Transporter* which is owned by *Kingcom Navigation* is shown here at one of it's stops, as it travels up and down the Pacific Coast, transporting railcars from Vancouver and Vancouver Island. Photograph by Don Weixl of Vernon.

There are three events coming up in February and March that will be of interest to modellers in the Lower Mainland. The third annual Mt. Pleasant Lions Club *Model Railroad Show*; the *N-CON 95 N Scale Mini Meet* (which is outlined on page 8); and the 13th annual *Western Rails Show*. The Timetable on the back page gives details of times and places for these events.

In Terrace, *The Skeena Valley Model Railroad Association's* club layout is in jeopardy, and an article on their layout starts on page 4.

We also have two reports from recent Train Shows and Russ Watson is presenting the first of a two part article on Digital Command Control.

For The Record

The scene on the cover is really Doug Hole's award winning Train Barge module, that was photographed near Sorrento using Shuswap Lake as the background. The prototype information given on the left is correct. Unfortunately the *NMRA Bulletin* and commercial press did not mention any of the modules or awards that Doug received for them in Portland, so they are listed here. (We didn't even have the list complete in our last issue).

- * **Grain Elevator:** NMRA 1st place in *Individual Module* category and 1st place in *Popular Vote Contest*.
- * **Ore Dock:** NMRA 2nd place in *Individual Module* category and 2nd place in *Popular Vote Contest*.
- * **Train Barge:** NMRA 3rd place in *Individual Module* category and 3rd place in *Popular Vote Contest*.
- * NMRA *Best In Show* award for modules.

Superintendent's Report

by Dick Sutcliffe

Well another *Trains* show has come and gone. By all comments and reports I have received, René Gourley and crew have upheld the standards set by Scott Calvert's crews. Well done!

Because my phone number appears on most of the publicity for the *Trains* show, I have received calls complementing it's quality and organization. I thank all the participants for taking the time and making the effort to be a part—those attending really do appreciate the show.

The Seventh Division executive have now held two meetings using a telephone line to connect the members. These meetings have run about an hour and a quarter, and have cost less than \$20 each. Minutes of these meetings have been mailed to all Standing Committee members. We are trying to get the minutes out in time for your feedback for the next meeting.

On the Sunday of the *Trains* show, about 25 members attended a breakfast meeting where the executive and representatives of the semiformal subdivisions gave oral reports. The reports were recorded by secretary Mike Stokes and were circulated to Standing Committee members.

On behalf if the Seventh Division, I organized a meeting of representatives of the rail oriented groups in the Lower Mainland on October 4th. The intention of this meeting was to try and set up a communication system whereby the groups

could advise each other of their activities, and thereby support and not conflict with each other. Those attending felt that this is a great idea. At the present time, Paul Bessette of the Coquitlam Model Railroaders is investigation access to computer bulletin boards for short term information, and Bill Johnston of the West Coast Railway Association is checking the feasibility of using their monthly newsletter as a communication media for long term information. Participating groups would have to subscribe to these to access the information. Twenty-three of the twenty-five groups were contacted. Of these, fourteen responded, with ten actually present at the meeting. Three others called saying that they had forgotten or been way-laid. A report of this meeting will be circulated to all those contacted. This idea might be worth pursuing in the other subdivisions, in fact Gary Hazell suggested that this could become a full division project. What do you think?

Another project I am pursuing, on behalf of the division, is charitable contributions to support facilities for Children's Hospital and childrens' wards. These will consist of several 'Brio' train sets augmented with some 'Thomas the Tank Engine' components. I have made contact with the support association and am proceeding to finalize the selection of materials.

Now that the fall rush of shows and promotions is over, I hope to get back to work (play) on my layout and at the modelling bench. Hope the guy in the sleigh put some train stuff under your tree. Have a Happy New Year.

The Skeena Valley Model Railroad Association

by Richard Starchuk

In September, I received a letter from Ken Haun, secretary of the *Skeena Valley Model Railroad Association*. He indicated that the club in Terrace has to move to new quarters. After six traumatic dislocations, their HO scale masterpiece must be broken up again for a possible move to a new location, or worse, completely broken up for lack of space to relocate to. Their problem is very basic, they have no space to move to, at least space that they can afford. On August 16, 1993 a representative of the Terrace Association for Community Living, the Clubs landlord, indicated that the Club building located at 5010 Agar Avenue in Terrace, is up for sale. The building was subsequently sold, with new landlord asking much more rent following the termination of the lease in January 1995. In addition, public liability insurance costs \$200 a year. To the 12 members and one student, this is way beyond their means. So unless the landlord has a change of heart, the Club faces another move to a building large enough to accommodate the present layout. They will cut the layout into pieces and then reassemble. Is there anyone out there that can help?

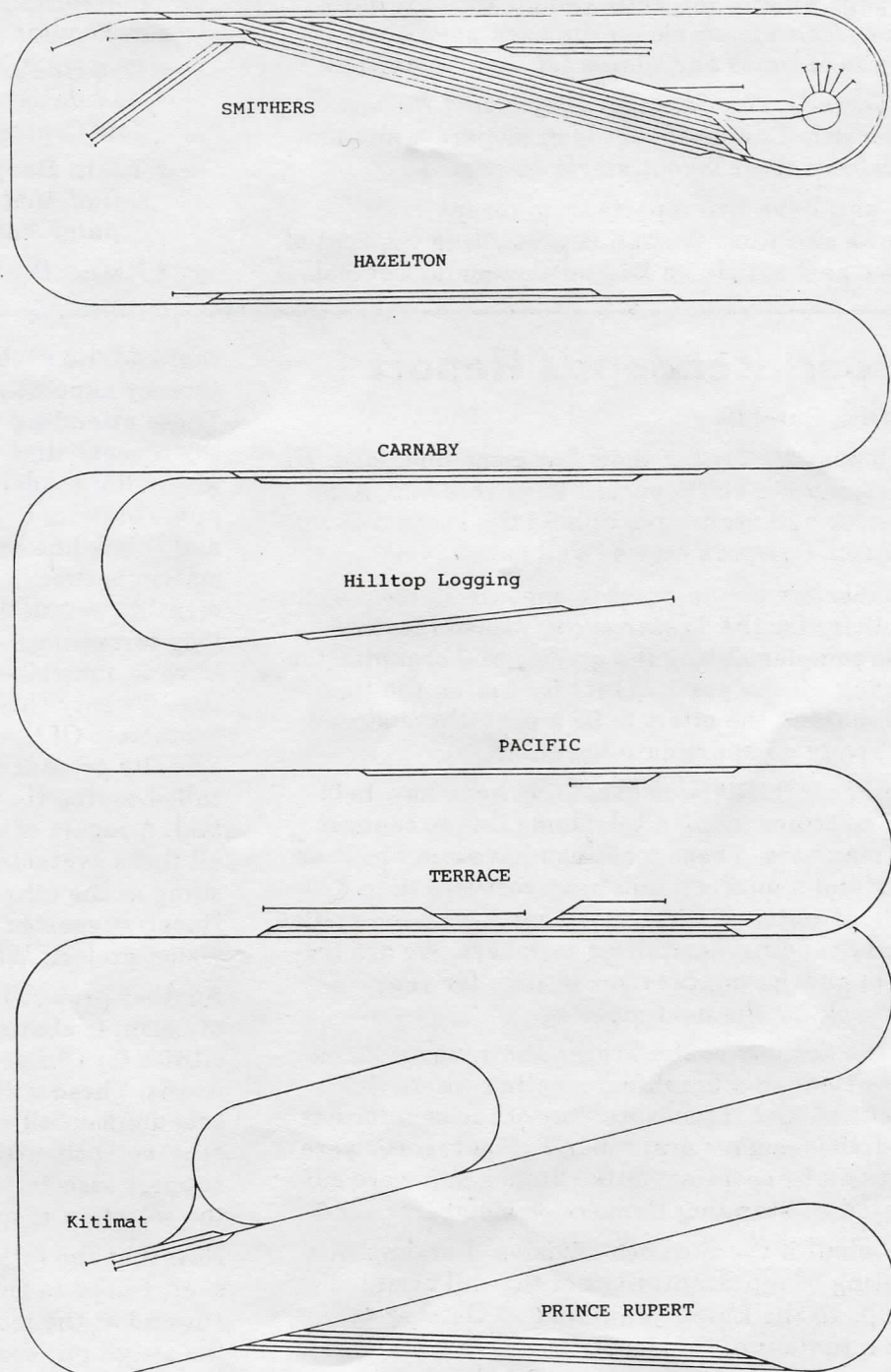
The Club held an Open House on the 26th of March with about 40 visitors. Three trains ran continuously without a hitch. Last October the 17th, modellers from Prince Rupert came to a regular meeting to take pictures, videos, and exchange ideas.

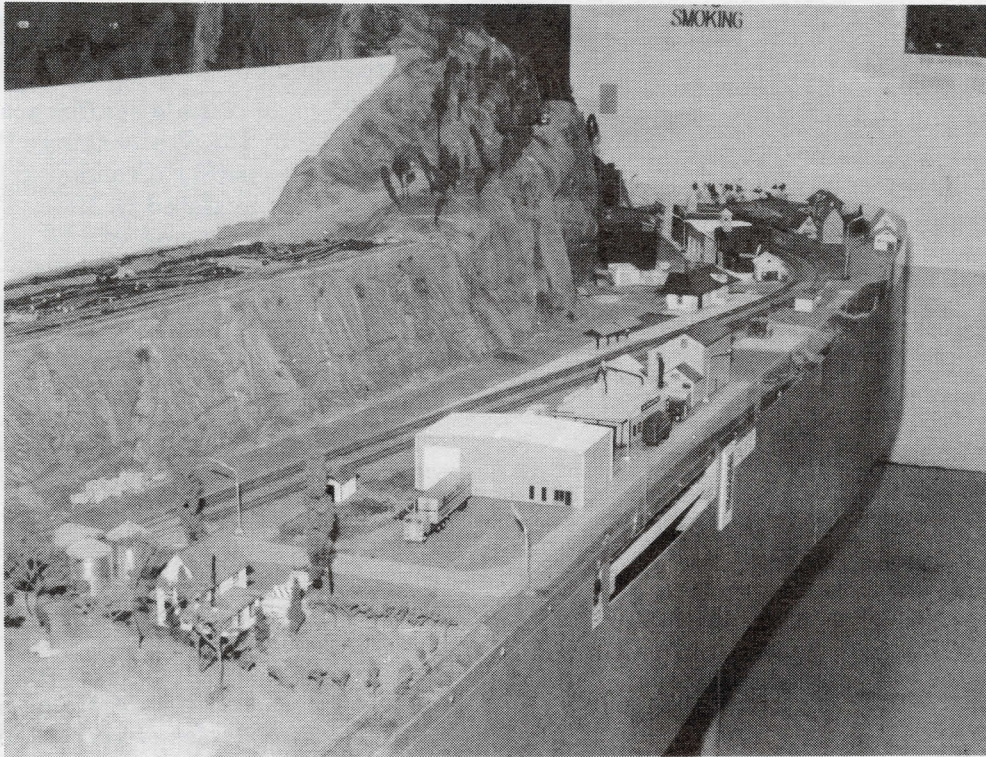
The club was organized in September 1983 (Registered BC Society S-22966). Meetings are held on Mondays at 8:00 PM, 5010 Agar Avenue. New member are welcome. No experience is necessary, learn the hobby from the

ground up. Phone numbers are: Vice President Richard Rinaldi at 635-5736 and Treasurer Steve Northridge at 635-9539.

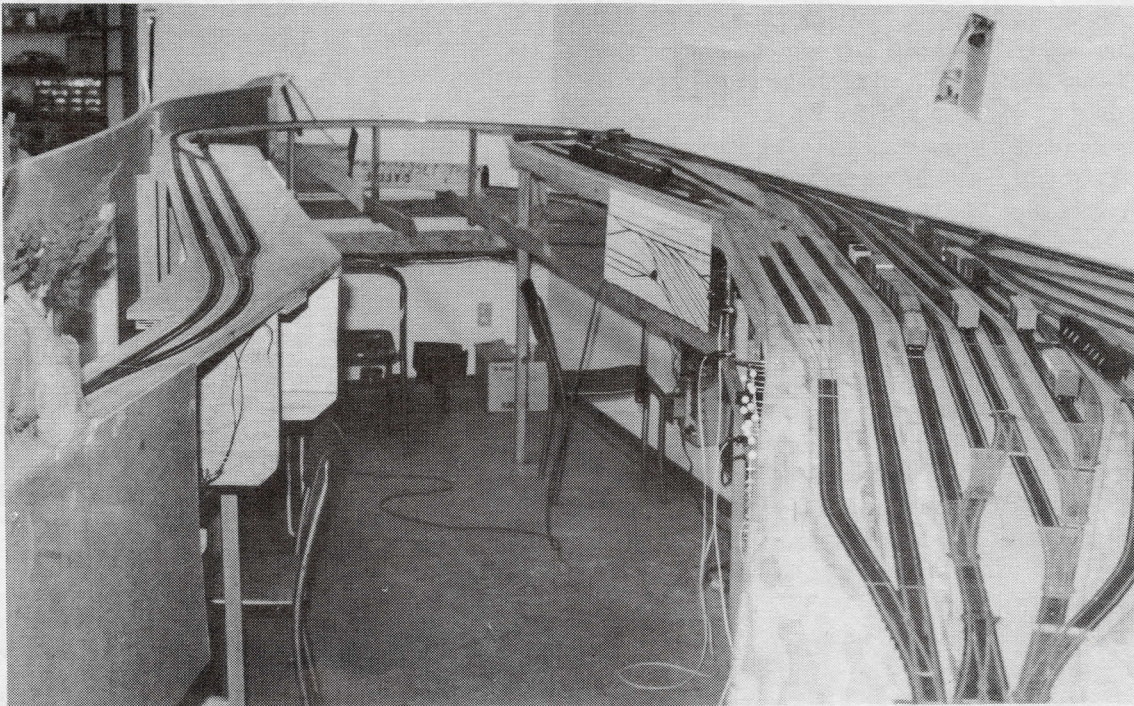
The club's HO scale layout has a point-to-point design, i.e., two terminal stations having reversing loops (Prince Rupert and Smithers) connected by a long single track with four intermediate stations and a branch line going to Kitimat Port.

A plan of the club layout is shown in schematic form. Prince Rupert, a staging yard is actually situated under the Smithers yard. The oval at Kitimat is also hidden.





Pacific, the first community to be fully scenicked, with the Hilltop Logging Co. Spur on the plateau at the left.



Smithers on the right, Hazelton on the left. Smithers turnouts are being equipped with switch machines.

Victoria Model Railway Show

by Russ Watson

About 1700 people enjoyed the 4th annual show in Victoria on September 25th. People from as far away as Ontario and California were present. Five busy operating layouts were provided by the North Island Modellers, the Sooke Chapter of the Toy Train Operating Society, the Victoria to Sidney Model Railway Club, Victoria NTRAK and a new Nanaimo group of On3'ers including Mike Kocot. All of the major scales were represented with the rails remaining shiny all day. For the second year, the Vancouver Island Model Engineers (the big scale guys) gave children rides out and back on their 7½" gauge indoor track. Electric power was used for this popular activity including a couple of Sky Train units.

An abundance of vendors offered some bargains and a record number of products for sale. Seven Historical Societies and special interest groups provided displays. Also a record number of 58 door prizes were awarded to the lucky winners. **Thank You** again to all of the many Island and Mainland businesses that made donations.

The Popular Vote table was busy and yielded the following winners: Bob Buckle for the best Photograph entitled 'Morning Train'; Mark Giles won the Locomotive category with an HO model of BCR #6001; the best Train was an HO logging work train by Dave Quissy; Patrick Lawson took the Structure award with an HO wood deck bridge; an N scale Diorama of Glacier House by Bob Edwards was a winner; Guy Brooke won the Rolling Stock category with an HO log loader car and needless to say Gary Walker's amazing big city N scale modules again received the most votes.

We all missed Hank Menkveld and his very popular tree making clinic. The whole Island wishes Hank the best and a speedy recovery from his unfortunate accident. We've got your name on a table for next year Hank, we hope to see you then. Plans for next year's show are underway for the 24th of September 1995. The location will remain the same at the S.J. Willis Centre Gymnasium but the show promises to be even better. Mark it on your calendar and plan to visit sunny Victoria, the city of model railways!

N-CON 95

The N Scale Meet Returns

by Burc Cander

N-CON 95 is an N scale conference and Mini Meet being hosted by the *Train Gang*, Vancouver's Ntrak N scale model railroad club, and is the fifth of a series that initiated in 1985. This show is for the N scale hobbyist and will be strictly N scale, rather than a large all scale show.

N-CON 95 will feature several clinics and an operating NTrak Layout as well as the *Coquitlam N Scalers'* sectional layout. Bring your favourite train to run. Videos will be played in the coffee area all day, to entertain you while you rest and recharge. Tape a short video of your home or club layout and we'll show it!

There will be table to display engines and rolling stock by road name and for structures. You are invited to show other N scalers your achievements by bringing along your favourite projects to display. The judging will be a popular vote by your fellow N scale participants. Come and share notes, techniques and stories of success or how you would do it differently next time. We are also going to have an engine pull and a drag race track with stock and unlimited classes. Retail tables will be available as well as space for private sales.

Come prepared to share, learn and have fun!

N-CON 95

A Day of Fun and Activity for
Wet Coast N Scalers

Saturday
February 25, 1995
10 am to 7 pm

at the
Cameron Recreation Centre
Multi Purpose Room
9523 Cameron Street
Burnaby, B.C.

Admission: \$5, NMRA \$4, Family \$8

For more information contact:
Train Gang c/o Burc Cander
phone 733-8246

Digital Command Control Part I

by Russ Watson

I have decided to take the plunge and install a Digital Command Control (DCC) operating system on my N scale home layout, the *Port Mellon Division*, a fictional railway following the CNR prototype in 1959. The small decoder size has finally made Command Control practical for N Scalers. Modellers in the larger scales will also gain a lot of features from DCC. I have obtained information mainly on the American Digitrax systems and the German made Lenz system.

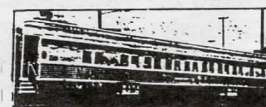
Although I'm in no way an expert or an electronics tech, I will pass on information about DCC as I get it and experience it.

For those not familiar with DCC, it is a method of controlling locomotives that is as close to the prototype as is now possible. A receiver (or decoder as the manufacturers like to call it) is installed in each locomotive or permanent lashup (an A-B-A configuration can be wired with one receiver) and a controller is connected to the tracks. A constant voltage is applied to the tracks when the system is powered up. As well as power to run the loco's motor, a digital signal is also sent through the rails and read by each receiver. If the receiver picks up its unique signal it will respond to it and start moving forward or backwards or stop or speed up or whatever it has been told to do. It will continue to do this until it receives a signal to do something else. All of the other receivers in locos on the layout will ignore this signal until they receive one of their own. This is the key to realistic operation. Two or more trains with separate cabs (throttles) can be operated over the same trackage at the same time and yet have individual control. A train can be slowed down while the other is sped up or they can be both slowed down or whatever. Realistic moving meets are easy, and adding and removing helpers is a piece of cake. Layout wiring is very simple with no need for electrically blocking the layout trackage, the layout can be one large block.

Each receiver is programmed individually with a two digit address (loco number for instance), the starting voltage, an acceleration rate (momentum) and a deceleration rate (braking). Other features such as headlight control and a mid-speed setting are available. Once these values are programmed into each receiver they remain there until you wish to change them. A loco or set of locos can be assigned to individual cabs on the layout. Some systems allow up to 30 cabs to be used simultaneously.

There are two big advantages of digital control compared to the older analog systems. One is the ability to program the receiver in each locomotive electronically without the need to physically access the receiver. This is done by just placing the loco on an electrically isolated 'programming' track with an appropriate double pole double throw (DPDT) switch to select either programming or operation, and punching the appropriate buttons on the controller. The second advantage is the ability of DCC equipped locomotives to run on either a DCC system or on a conventional DC powered system such as the majority of N-Trak layouts. The loco's receiver is 'smart', and if it doesn't detect a DCC signal (as on a conventional DC layout) it just operates the same as it did before the receiver was added. One other advantage is the compatibility between different manufacturers' receivers. This means that if you use a brand 'X' DCC system and a friend uses a brand 'Y' DCC system you will still be able to run your locos on his system and his locos on your system. The NMRA DCC standard will ensure that the basic signal properties will be the same for all receivers regardless of manufactures. The other physical controls on how you start or stop a train or reverse direction will vary from manufacturer to manufacturer with some using a keypad and others using rotary knobs, etc.

That's all for this time, in the next issue I'll talk about the basic differences between the Lenz and Digitrax systems and their costs.



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All types described are only \$79 Cdn. each plus shipping.

Phone 987-4179 for more information.



Trains 94 Roundup

by René Gourley

Trains 94, Western Canada's largest annual model train show, was once again an unqualified success.

Aver 130 delegates registered for the convention portion of the weekend. About 25 people who had registered early enough to get the information package in the mail dropped in to each of the layouts that were open on Friday afternoon. Then after a quick bite of dinner, they were off to the Cameron Centre to pick up their registration packages and board the buses for the formal layout tour.

Although I didn't have time to attend it, I have heard nothing but good about the layout tour. Kevin Knox and John Green are to be congratulated for delivering yet another fine round of layouts. I am told that while preparing for this tour, they found enough new layouts to hold another tour in Surrey next year as well! Thanks also go to the five layout owners and their families who opened up their homes to 94 conventioners.

The next day, we all awoke early to set up for the big public show. Convention activities got under way again around ten o'clock. That was when the first clinic started. Over the course of the weekend, our seven clinicians presented workshops on a variety of topics from model construction to prototype rail fanning. Thanks and kudos to George Massey who organized his first set of clinics this year. You may be interested to know that of the 30 people who responded to the clinic survey, they attended an average of 1.31 clinics; 15 of the respondents would have attended more if they hadn't been too busy in the display hall, while nine saw as many as they wanted.

After that first clinic, some of us raced downstairs to drop our models on the popular vote contest tables which John Moore had set up in the main display hall. This was John's last year organizing the model contests as other commitments require his attention. Thank You John for all your help and good suggestions throughout the year. As you know, this was the first year that we have had a novice category; I was very pleased to see that there were eight models on that table entered by first-time model contestants. Of course, you couldn't tell by the models they entered that we had eight novice entries. I have heard since that there was some confusion about the rules for this model contest: any delegate to the convention may enter any type of model in the popular vote con-

test. Hopefully, they will enter models on which they have spent a special effort, but there is certainly no stipulation that they need be scratchbuilt.

Scott Calvert, coordinator of Trains 93 presented the plaques to the winners at the banquet; these plaques were made by MMR Gordon Varney. Eighty people attended the Saturday evening banquet. The food was quite good (17 respondents said so, two disagreed). The consensus about a cash bar was not so clear: 10 respondents wanted one, and eight didn't. Stay tuned until next year to see what develops on this front.

After dinner, we had a number of presentations, including the contest winners, some door prizes, and a list of people who had earned NMRA merit awards during the day. George Bogdanow of North Vancouver won the Bulletin Board Six by Six Contest with his working HO scale 'Silver Dollar' layout. A list of the other winners appears to the right.

M.C. Laura Fisher kept the rest of the program moving at a lively pace. Don Evans of the *West Coast Railway Association*, gave an interesting and enlightening talk about the *West Coast Railway Heritage Park* in Squamish. He compared assembling a model train layout to a 1:1 scale pike.



Popular Vote Contest winners are: (l to r) Doug McDonald from Campbell River for his CN Anderson Creek Steel Trestle photograph; Don Slee of Surrey for his N scale CP train and N-Trak corner modules; and René Gouley of Burnaby for his HO scale weathered CN switcher. Photo by John Green.

Sunday was the second day of the public exhibition. Over the course of the weekend, nearly 3500 people crossed the threshold into the exhibition hall to be introduced or perhaps reacquainted with model railroading. Because attendance was fairly equal on each of the two days, the exhibition was much less crowded than in past years when we have had about the same attendance on a single day. Many people commented to me that the lighter crowd allowed them to actually talk to exhibitors, and the delegates' survey indicates that the respondents prefer the two day event (22 for, 9 against). We gave away many excellent door-prizes which had been donated by various dealers and industries in the province (and some outside the province as well). Dave Manzer is to be thanked and congratulated for stepping into a very demanding role on the committee in soliciting and collecting these door prizes.

Some of the throng made their way upstairs to the video room where John Zuk took requests all day long, and showed a steady stream of videos. I

must also thank John for printing, among other things, the fine programs that were specially designed to slip into the delegates' pockets.

Of course, most of the people that swarmed to this event came to see the layouts which came from all over the Southern portion of the province to contribute to the meet. There were some really nice models on display there; hopefully we can entice some of them back next year as I didn't get a really good chance to see them this time. As the swarm arrived, they were greeted by Carol O'Dell, Jim Cameron and their brigade of ticket sellers, and hand stampers.

One last contributor that deserves special mention, but who was mostly finished his work by the time the show came, is Ian Castle who acted as secretary for the organizing committee. Unfortunately, the list of people who contributed in one way or another to the outstanding success of Trains 94 is over three hundred names—too long to list here. Thank You to all.

Trains 94 Popular Vote Contest, Novice Category and Merit Awards

Locomotives:

- 1st René Gourley, Burnaby, B.C. HO weathered CN Switcher
- 2nd Mike Giles, Sannichton, B.C.
- 3rd Greg Kennelly, Burnaby, B.C.

Rolling Stock:

- 1st Patrick Lawson, Sooke, B.C.
- 2nd Werner Grundmann, Langley, B.C.
- 3rd Steve and Mary Stark, Vancouver, B.C.

Train:

- 1st Don Slee, Surrey, B.C. N Scale CP Train
- 2nd John Ostler

Structures:

- 1st Nigel Jones Port Moody Station
- 2nd Bill Vessio, N. Vancouver, B.C.
- 3rd Patrick Lawson

Modules:

- 1st Don Slee N-Track Corner Modules

Operating Layout:

- 1st North Island Model Railroaders, Campbell River, B.C.
- 2nd Coquitlam Model Railroaders, Coquitlam, B.C.
- 3rd Nor-Wes Club, N. Vancouver, B.C.

Photo Contest:

- 1st Doug McDonald, Campbell, River, B.C. CN Anderson Creek Steel Trestle

Novice Category:

- Nigel Jones Port Moody Station (also 1st in Structures Category above)

Merit Awards:

- Russ Watson, Sooke, B.C. HO NTTX Flatcar
- Patrick Lawson, Sooke, B.C. HO Loading Ramp
- Patrick Lawson. HO E & N Loading Dock
- Patrick Lawson. HO CP Rail Bathtub Gondola
- Patrick Lawson. HO Woodchip Car BCOL 90386
- Patrick Lawson. HO Woodchip Car BCOL 90387
- Patrick Lawson. HO NTTX Flatcar
- Mark Giles, Sannichton, B.C. HO BC Rail Electric Locomotive 6061
- Doug Hole, Sorrento, B.C. HO Grain Elevator Demolition and Dockside Scene

7th Division Timetable

January 1995

Sunday, February 19, 1995 10 am to 4 pm	Vancouver Mount Pleasant Lions Club present their third annual Model Train Show at the Mount Pleasant Community Centre, 3161 Ontario St, Vancouver, B.C. Draws, door prizes, displays, trade tables, refreshments. Bring your models to enter in the contests. Admission by donation. Call Jack at 434-5342 or Alex at 875-1837 for more information.
Saturday, February 25, 1995	N-Con 95. The Train Gang's N scale conference and mini-meet held at the Cameron Recreation Centre, 9523 Cameron Street, Burnaby B.C. from 10 a.m. to 7 p.m. See page 6 for more information or contact Burc Candor at 733-8246.
Sunday, March 12, 1995 9 am to 4 pm	The 13th Annual Western Rails - Canada's Largest Railroadiana Show at the Cameron Recreation Centre, 9523 Cameron Street, Burnaby, B.C. Collectibles, models, timetables, lanterns, keys, locks, buttons, badges, telegraph equipment, books, photographs, slides and much much more. Hourly door prizes and refreshments. Admission by donation. For more information call 420-1292.
Friday to Monday June 30 to July 3, 1995	Prairie Express '95 - PNR Regional Convention at the Sands Hotel, Saskatoon, Sask. Clinics, tours, contests, awards and banquet. For information, contact Ron Adams, Registrar, Prairie Express '95, 438 Manning Lane, Saskatoon, Sask. S7L 6J8.

West Coast Railway Association Excursions - 1995 Tour Program

For more information and prices of these trips, call the W.C.R.A. reservation booking line at 524-1011 or fax 522-1293. You may write the W.C.R.A. at Box 2790, Vancouver, B.C. V6B 3X2.

Saturday, February 4	Lillooet Snow Trip. Annual BCR dayliner trip to Lillooet. Depart BCR Station in North Vancouver at 0700 returning same day. Includes light snack on departure, lunch in Lillooet and evening snack on return trip.
Sundays: March 12, April 23, June 25, August 15 and September 24	Circle Island Tours. Daytrips on the E. & N. Leave Pacific Central Station at 7:40 a.m. by bus to Victoria. Take the VIA E&N Dayliner to Courtenay, and return to Nanaimo. Return by bus via Horseshoe Bay to Vancouver. Includes a meal at Courtenay.
Saturdays: April 8, July 15, October 28, December 2	Spirit of Washington Lunch Train and Winery Tour. This most popular trip departs Pacific Central Station for bus ride to Seattle, then board the return trip 1950's era steamline train at Renton and enjoy a gourmet meal along the shores of Lake Washington. Tour the Ste. Michelle Winery at Woodinville, then spent a couple of hours shopping at the Seattle waterfront before returning to Vancouver.
Saturday, May 20 to Sunday, May 28. and Saturday, Sept 9 to Sunday, Sept 17.	Early summer and Fall 9 day BC Rail System Tours. This is a trip of a lifetime as the chartered BCR dayliner travels the entire BC Rail system during the daylight hours, and hotel accommodation is provided each night. All transfers, meals and special entertainment is provided. Options of one way by train and one way by bus are offered where the bus trips travel a route that offer more places to visit. Call for a separate brochure.
Monday and Tuesday, May 22 and 23	Spring Rail and Sail. Departs 8:00 am from Pacific Central Station where you travel by bus to Tsawwassen to board the Queen of the North for a one way cruise to Port Hardy on the northern tip of Vancouver Island. Stay overnight there, then return by bus through the Nimkish Valley and Campbell River to Courtenay, where you board the VIA E&N Dayliner and ride to Victoria. Depart Swartz Bay at 7:00 pm for return by ferry and bus to Vancouver.
Spring - date unknown	AMTRAK to Seattle. Travel the inaugural trip to Seattle expected to happen this Spring
Sunday, June 10	Only in Lillooet Days. Depart at 7:00 a.m. from the BC Rail station in N. Vancouver and enjoy the spectacular scenery on the BCR dayliners to Lillooet and return. Enjoy the fun in the town's annual celebrations. Overnight options include dance, barbecue, casinos, and more. Period costumes are optional. Includes hot lunches and snacks on the train.
Thursday to Saturday, September 26 to 28	Fall Rail and Sail. Depart early afternoon from Pacific Central Station where you travel by bus to Victoria and stay overnight. Next day travel on the E&N dayliner to Courtenay and then by bus to Port Hardy where you stay a second night. Depart on third day at 7:30 am for Tsawwassen on the Queen of Prince Rupert, and arrive back in Vancouver in the evening.
Friday, October 13 to Saturday, October 14	Cariboo Overnighter to Williams Lake. Travel return by private car as part of the BCR Cariboo Dayliner to Williams Lake and return the next day. Includes choices of overnight accommodation as well as most meals.