

BULLETIN BOARD

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*The Official Publication of the 7th Division, Pacific Northwest Region
National Model Railroad Association (Canada)*

BC Rail - What Does The Future Hold?

by Russ Watson

The *British Columbia Railway* has experienced a lot of change during the relatively short timeframe of the last two years. The new Liberal Government, which came to power in June 2001, have instigated the changes to apparently improve the financial state of the railway.

Funding was not available to keep the Royal Hudson excursion running from North Vancouver to Squamish. BC Rail discontinued its intermodal service. Additional restructuring eliminated the Starlight Dinner Train and the infant Whistler Northwind service and finally the Cariboo Prospector passenger service was terminated and the beloved Budd cars - that looked as if they would never stop running - were sold. The latest and perhaps most important change for the future of BC Rail is the action to contract the operation of the railway to a private operator.

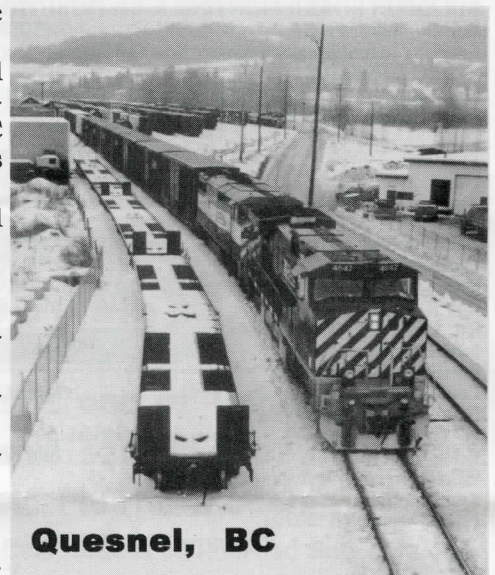
The BC Government states, "BC Rail has cost taxpayers \$857 million in asset write-offs in the last 15 years on top of its current debt of \$502 million. This ongoing debt burden effectively amounts to a subsidy of BC Rail by taxpayers, and has contributed to declining competitiveness and deterioration of services. The corporation is now paying over \$30 million a year, and roughly half of its operating income, to debt servicing."

Are these statements accurate or are the books being cooked? Has the government been guilty of skimming off profits to spend on non-BC Rail activities? Why would private railways be interested in running a railway that is in such poor financial condition?

So what is the government to do? The Government states, "The province will improve the province's rail transportation system through a two-stage process to identify and secure a private-sector investor for the operation of BC Rail. The new partnership will provide the following benefits for customers and communities:

- 1) Public ownership of the BC Rail rail beds, railway rights-of-way and tracks.
- 2) More competitive rates.
- 3) A better integrated rail network.
- 4) Improved ability to get B.C. products to markets throughout North America and beyond.
- 5) New private-sector investment for capital improvements like rail cars, sidings, loading facilities and rail lines.
- 6) Economic developments and revitalization of BC Rail-dependant communities.
- 7) No new public debt and no further risk to taxpayers.
- 8) All existing rail corridors are maintained under public ownership."

The government released its Request For Proposals on May 15th stating: "This process will begin today with a request for proposals. A short list of qualified private-sector operators will be identified by early this summer. The evaluation committee will then review proposals, with the aim of recommending to government a proponent for final negotiations in late summer. A final agreement will be concluded by the end of the year."



Quesnel, BC

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The news media have reported that CN, CP and BNSF/OmniTRAX are interested in operating BC rail. All of these carriers would apparently cut existing BC Rail jobs with CN making the largest cuts at 87.5% of management jobs and 58.3% of union jobs, for a total of 1232 layoffs. It appears that CN has the most to gain by operating BC Rail considering their connections with BC Rail track at Prince George and North Vancouver. If the agreement would allow them to run their freight over BC Rail track, they could eliminate substantial running mileage for trains originating at Prince Rupert and Prince George with Vancouver destinations. Apparently though, they have stated that they wouldn't run there freight over BC Rail.

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QUESTIONS?????

Please feel free to contact any of the above members if you have questions, comments, suggestions or concerns. The strength of any organization is with it's members! DIRECT YOUR MODELLING QUESTIONS to our 7th Division Member Aid Chairman, Bob Gardner, MMR, Voice: (250) 832 9883, Fax: (250) 832-0681, Email: rvongard@jetstream.net

The National Model Railroad Association (Canada) is a separately incorporated section of the National Model Railroad Association Inc. headquarters 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.

NMRA/PNR RENEWAL

To renew your NMRA and PNR/7th Division membership, send \$83 Cdn to Steve Prevette PNR Office Manager, 4214 Hilltop Dr., Pasco WA 99301 USA, Email: <prevette@owt.com> MasterCard, VISA, American Express, Diner's Club and Discover charge cards accepted. Make your cheque payable to PNR/NMRA

7th DIVISION VIDEO LIBRARY

Please phone, write or Email to request the tapes you would like to borrow and they will be mailed to you prepaid. After use, you are required to mail them back 'Proof of Delivery with \$100 insurance'. **Please keep your return postage receipt for tracing purposes in case the tapes are lost in the mail.** Check your membership expiry date on your *Bulletin Board* mailing label. If it has expired, please renew it now using the form included with the *Bulletin Board* (or above) before requesting to borrow tapes. The library address is:

7th Division Video Library, c/o Don Forsyth, 2022 Cedar Crescent, Courtenay, BC V9N 3B6, phone (250) 338 4497 Email: D.Forsyth@telus.net

A full list of tapes is published in the March and September issues of the *Bulletin Board*

The *BULLETIN BOARD* is published six times per year as follows:

Submission Deadline	Mailing Date	Month
November 15th	December 15th	Jan/Feb
January 15th	February 15th	Mar/Apr
March 15th	April 15th	May/June
May 15th	June 15th	Jul/Aug
July 15th	August 15th	Sep/Oct
September 15th	October 15th	Nov/Dec

The *BULLETIN BOARD* is distributed to all Seventh Division members in good standing. Editorial opinions and those stated in articles do not necessarily reflect those of the Seventh Division Standing Committee.

CONTRIBUTIONS of Letters, Articles, Event News, Plans, Photographs and Art are encouraged and welcomed and may be sent to the *BULLETIN BOARD* Editor:

Russ Watson #801-450 Simcoe St Victoria BC V8V 1L4 (250) 384 3495 (Home)

Email: russwatson@telus.net

Please use Email whenever possible. The Editor uses a Macintosh computer which is capable of translating a wide variety of file types including most PC files.

All *COMMUNICATIONS* directed to the Division should be forwarded to the Superintendent: Scott Calvert 1869 Walnut Crescent Coquitlam BC V3J 7T2

Email: scottcalvert@shaw.ca

MEMBERSHIP RENEWALS and *ADDRESS CHANGES* must be sent to the PNR Office Manager: Steve Prevette, PNR Office Manager, 4214 Hilltop Dr., Pasco WA 99301 USA, Email: <prevette@owt.com>

All other *MEMBERSHIP INQUIRIES* including *NEW MEMBERSHIPS* must be forwarded to the Membership Coordinator: Gary Hazell RR #1 S-4 C-6 Tappen, BC V0E 2X0 (250) 835 8628, FAX (250) 835-8521, Email: comhaven@shuswap.net

ADVERTISING in the *BULLETIN BOARD* is accepted at the following per issue rates: Full Page = \$48.00, Half Page = \$24.00, Quarter Page = \$12.00, Business Card = \$6.00, Pike Ads = \$1.50

Artwork should be supplied in the appropriate size. There may be an additional charge to complete artwork that is not camera ready. Please mail your artwork and remittance, payable to the "7th Division PNR/NMRA," to the Editor's address listed above.

NMRA WEB SITES

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 http://www.infoharvest.ca/NMRA/PNR
 http://www.nmra.org

SUPERINTENDENT'S REPORT

by Scott Calvert

Well, by the time you receive this issue the summer will almost be over.

Before I get to my report, I want to offer the condolences of all Divisional members to Greg Madsen for the loss of his wife Marion earlier this summer. The sad news arrived after the publication of the last issue of the BB. She was an energetic worker, and provided years of service to the NMRA and our local events. She will be missed.

I hope you all managed to get outdoors and do some rail fanning, photography, etc. I was thinking the other day that I have not driven through the Fraser Canyon in years. Ever since the completion of the Coquihalla highway, I never take the time to go the "slow" route to Kamloops. So I decided to make an effort to do some rail fanning up the canyon this fall and try out my new digital and SLR cameras.

Divisional activities are usually quiet at this time of the year, but the fall will offer many choices for us all to rekindle our enthusiasm. Refer to the *Timetable* on Page 6 for info on these events. By the time you have read this, I will have attended the annual PNR regional convention in Eugene Oregon in early August, and also the executive meeting on your behalf. A report will be provided in the next BB.

At the time of writing this report the "results" of the 7th D elections have not been published, so I am not aware of whether I will be continuing as your Super or not. (*election results are just in, please see page 5. Ed.*) I was the only candidate on the ballot, so barring a large write in vote; I assume that I will be privileged to be the Super for another two-year term.

I hope those that attended the Toronto National convention had a great time. It is a rare opportunity to attend a National hosted in Canada, and I hope the organizers did not suffer too badly from the impact of SARS. Perhaps one of the attendees will share their experience with us in the next issue of the BB?

We have developed the basic framework with the organizers for the Seattle PSX 2004 National convention for the Vancouver pre-convention tour and will be looking for some help on that initiative. As well, there will also be an Operation SIG/Layout Design SIG tour and op session opportunity here in Vancouver during the weekend before the convention. Watch the BB or the PSX web site for more details. This is a great opportunity for us to be involved and contribute to the success of this upcoming National convention.

Don't forget to plan to attend Trains 2003 this fall, and attend the AGM and business meeting for the 7th Division. We need your input and assistance. See you in Victoria in September.

Is your membership expiring?

Please check the expiration date on the mailing label on the envelope that this *Bulletin Board* arrived in and follow the instructions on Page 2 to renew now.

BC Rail - continued from the cover

Some people believe that the choice has already been made with BNSF/OmniTRAX being the successful bidder. Their proposal apparently eliminates fewer existing BC Rail jobs than what CN or CP plan.

When a new operator takes over, will they utilize existing BC Rail motive power? If so, will they repaint the equipment and eliminate the BC Rail logo? Will they run their freight over BC Rail? And will ports such as Prince Rupert enjoy new traffic? Only time will tell. Certainly by this time next year the above questions will be answered. Will B.C. taxpayers be better off? We may never really know.

WELCOME!

A very warm welcome to the following new Seventh Division member(s):

Andrew Melville
William Raikes

Victoria
Vancouver

Please feel free to direct any questions, comments or concerns to any of the members, especially Bob Gardner, the 7th Division Member Aid Chairman, and those listed on Page 2. We look forward to meeting you at any of the 7th Division events.

EDITOR'S DESK

by Russ Watson

I hope that at least some of you were able to attend the NMRA National in Toronto this summer. I made my decision not to attend long before anyone had even heard of SARS. It was a decision based on holiday time and finances. I only have so many holidays, which must be used for family events sometimes, and I had attended the National last year in Florida as an opportunity decision because Patrick Lawson has a friend there that we were able to stay with. Coincidentally, Patrick met his friend a few years back when he contacted him to ask some questions about one of Patrick's published articles. The great model railroad fraternity in action again!

As most of you are aware, the National weekend Train Show was cancelled for the Toronto convention. It must have been a very tough decision for the NMRA Brass to make. I have heard comments from some of you that are very critical of the decision. I won't comment on the decision until I know the facts. I did hear from one of the Toronto organizers last summer that the bookings for booths at the Train Show were low. I suspect that the Trains show was in jeopardy even prior to SARS. I'm hopeful that our President, Allen Pollock, continues his open leadership style and ensures that the numbers are published. I would like to know the numbers just prior to SARS; at the time the cancellation was made; and what the typical numbers were for the past few Train Shows.

Continued on page 8

MEMBER AID

by Bob Gardner, MMR, Coordinator

If you are having any modeling problems please contact me so that I or some of our "resource personnel" can offer some aid.

It occurred to me that some of our newer members might be experiencing difficulties that some "older" members have already found solutions for. So here are some basic problems with suggested solutions. Feel free to join in with your comments.

Common Problems

Problem trains will not run or run erratically.

Solution

- **Clean locomotive wheel treads** (dirty wheels are indicated by flickering headlight or fluctuating voltmeter). Use cleaning fluid on narrow strip of paper towel or Handi-Wipe placed over track while applying power. Fluid can be "audio/video head cleaner, rubbing alcohol, Aero Lubes or other commercial cleaner. Model Railroader mentions "Goo-Gone" but in my experience this seems to leave a gummy residue. (See July /03 MR, page 40, for a simple wheel cleaner). Don't neglect the tender wheels.

- **Clean track** Use an abrasive cleaner such as "Bright Boy" for severe dirt such as plaster, ballast glue or oxidation (can wear down track if overused). A felt pad mounted on a small wood block and moistened with one of the above liquids is best for most track-cleaning. (NOTE Nickel silver rail gives fewer conducting problems as its oxide is a conductor whereas the brass oxide is not.)

- **Check track power** - A voltmeter "across" the track feeders and an ammeter in series with one track feeder are invaluable in troubleshooting operational problems. Ideally there should be a pair of these meters for each throttle when using conventional DC. Voltmeter range: 20-0-20 and ammeter range 5-0-5. These retail for about \$25 each and are well worth it.

Problem: Cars derail

Solution:

- If one or more cars derail only at certain places, check the track.

- If a particular car derails at various places, check the car.

- **Track**

- Gauge (distance between rails) must comply with NMRA gauge. Try for the midpoint of notch on gauge. Using a steel straightedge check for vertical humps or dips on one or both rails. Shim if necessary with small pieces of card stock or styrene.

- Look for pieces of ballast that have "climbed" up inside of rail. Use a piece of dowel sharpened in a pencil sharpener to scrape ballast off rails.

- **Cars**

- Trucks should swivel freely.

- One truck screw should be 1/8-turn from tight and the other screw somewhat looser to allow car to follow rough track.

- Weight car to NMRA recommendations (e.g. 1 ounce +

continued on Page 5

MADSEN-Marion Judith (nee Masters)

Marion passed away peacefully on May 24, 2003 at age 53 after a short battle against Multiple Myeloma (bone marrow cancer). She was born in Calgary Alberta on August 1, 1949, her mother's birthday. Marion will be deeply missed by her loving husband of 20 years, Gregory, sister Evelyn Embree (Ron) of Vanderhoof, brothers Ian of Edmonton, Doug (Trudy) of West LaHavre, NS, Robin (Karen) of Tsawwassen, other extended family members in Canada, numerous relatives in England, and many friends in Canada, the USA, England, and New Zealand. Marion was predeceased by her parents Ted and Daphne Masters.

Marion had a deep love of animals, and in particular squirrels. She spent many years doing home care of baby orphaned squirrels, enabling many to return to the wild with a second chance at life. Marion also shared her husband's love of trains, making a number of train journeys as well as participating in many National Model Railroad Association conventions and events. Her other great passion was to crochet, and she was always eager to help others to learn. Almost everything that she made was given away to others, often to charities.

Submitted by John Green, May 26, 2003.

Everyone who had the pleasure of meeting Marion quickly realized that Marion enjoyed life to the fullest. We will miss Marion. Ed.

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Terry Moore, Owner/Manager

Pete Ellis

submitted by Dave Nickerson

Mr. Pete Ellis of Cascade, Montana, passed away on July 9th, 2003 after a short fight with cancer. There was a Memorial Service held for close friends and relatives at the ranch in Cascade, MT., at the layout building.

Pete used to be editor of the 6th Div PNR Newsletter for a number of years. He was active in model railroading and had a very nice operational layout on his ranch, which many of us who were close friends had worked on with him on weekends over the years since the early 1970's. He had recently added a 30' x 40' addition to the old building and now it contains an 80% finished layout. There are moves afoot to save this layout to another building. Any funding help anyone wished to contribute rather than flowers or donations can be forwarded to a Trust Fund which is now being organized. Will advise later on that issue.

Many of us have travelled to Conventions with Pete. He usually had entries in most contests. He had been a NMRA/PNR judge on many occasions. He was one of those modellers who when he put his hands on materials could make anything from just about anything and thus was a craftsman of top quality. He had been awarded his MMR only a number of years ago through the efforts of Greg Madsen, who was PNR AP Chairman then. He will be missed by many people including a number of 7th Division members who were in the 6th Division PNR back then and have since moved to BC.

7th Div. Annual General Meeting

Your 7th Division Executive is working with the TRAINS 2003 Committee to schedule the AGM in a more suitable time slot during the November 7-10th TRAINS 2003 meet. The last few meetings have been scheduled late Saturday afternoon prior to the layout tours and have invariably adjourned hastily without sufficient time to discuss all of the business at hand. Unfortunately a date and time have not been finalized as of this writing, but it is safe to say that the AGM will be scheduled during the TRAINS 2003 meet at the Cameron Rec. Centre in Burnaby, BC. Please keep an eye out for the scheduled date and time in the next issue of the *Bulletin Board*, the 7th Division web site <http://www3.telus.net/7division/> or as a last resort, in the TRAINS 2003 handbook that you will receive with your registration package at the meet.

Opportunity

"Trains 2003" is based on the concept of volunteers working together for the good of the hobby and the benefit of model railroaders. In order to make this convention successful and organised for all and to keep costs to a minimum, we require volunteers. Positions include: layout tour bus conductor, registration, ticket sales, supervising contests and displays, security at entrances and exits, setting up and dismantling of displays. For as little as two hours of your time between Nov. 7-10 you will qualify for a volunteer draw and, if you are an NMRA member, earn credits toward the NMRA Achievement Program. Additionally, noncommercial displayers may be eligible for an honorarium. To volunteer, please contact Mike Chandler by Email at: mikado1@telus.net or by phone at: 604 526-5078.

Member Aid - continued from Page 4

1/2 oz. per inch of car length for HO). This may cut down on train lengths but also reduces derailments. - On troublesome cars try replacing plastic wheelsets with metal wheelsets (NWSL, Kadee, etc.). These usually have a more accurate profile and also lower the center of gravity of the car.

When one corrects these problems, smoother and trouble-free operation will result.

More in the next issue. Happy railroading!

7th Div. Election Results

Submitted by Roy Kelleway, Returning Officer

Number of Ballots received **26**
Spoiled ballots **1**

(nothing marked on ballot)
There were no write-in names on ballots

For President (7th Div. Superintendent)
Scott Calvert, Coquitlam, B.C. **25**

For V.P. (Assistant 7th Div. Superintendent)
Gary Hazell, Tappen, B.C. **25**

The Ballots were counted July 15, 2003, by Roy Kelleway, (returning officer) and NMRA member, Jim Rankin, Maple Ridge, B.C.

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TIMETABLE

Visit www.infoharvest.ca/NMRA/PNR for information on additional events.

August 23-24, FIELD, BC Friends of Yoho Annual Seminar on the Canadian Pacific's Big Hill. Info: - Karla Gaffney, (250) 343-6067 spirals@rockies.net

September 2-17, HORSESHOE BAY, BC, North American Railcar Operators Association, (NARCOA), to Minaret BC & return. Info: - www.narcoa.org

September 5-7, SALMON ARM, BC, Salmon Arm Model Railroaders 2003 Corn Roast and Campout, Pierre's Point Campground (10 kms west of Salmon Arm). \$25 per night per family, \$3-\$5 day use fee. Trips to Notch Hill and Horseshoe Curve, Boat Tours to Rock Tunnels on Shuswap Lake, group BBQ Sat night, Info: Graham Redman 250 832-6119 or Gary Hazell 250 835-8628 Email: comhaven@shuswap.net

September 7, VICTORIA, BC, Victoria Model Railway Show, Victoria Curling Club 1952 Quadra St, 10-4, hourly door prizes, pop vote contest, operating model railroads, sales & displays, Info: Ted Alexis (250) 595-4070, David Tomljenovich (250) 652-1894

September 20, KAMLOOPS, BC, (date tentative), Kamloops Railway Days. Info: - (250) 374-2141, info@kamrail.com, www.kamloopsheritagerrailway.com

September 20-21, EDMONTON, AB, 2003 Great Edmonton Train Show, Mayfield Inn Trade Centre, 16615 - 109th Ave. Sat 10am-5pm, Sun 10am-4pm. Info: - Jim Baker, (780) 430-7595, jimbaker@clarica.com, www.mmrf.ab.ca

October 4-5, LYNDEN, WA, Lynden Lions Club 19th Annual International Train Show, N.W. Washington Fair, Hank Jansen Ag Bldg. Sat 10am-6pm, Sun Noon-5pm. Info: - Norm Kayser, PO Box 997 Lynden WA 98264, (360) 354-1471, comshows@aol.com

October 4, CALGARY, AB, Calgary Rail Prototype Modelers Meet, Abbeydale Christian Fellowship Church, 1352 Abbeydale Drive, S.E., 9 - 5 p.m., CN SIG, CP SIG Sanctioned, Excellent series of clinics, RPM-style non-judged model displays, Manufacturer Sales of Prototype Kits, Photos and Supplies. Info: Russ Pinchbeck (403) 272-0637, Email: rpinchbeck@novatelwireless.com

October 5, CALGARY, AB, Calgary Model Railway Society Fall Mini Meet, Hospitality Inn Best Western, 135 Southland Drive, S.E. (corner of Southland Drive & MacLeod Trail), Doors open 8:30 a.m. Clinics start 9:00 a.m. Clinics, Displays, Retail sales, Annual General Meeting at noon, Info: Barry Conn, (403) 251-9334, Email: barry.conn@shaw.ca

October 11-12, FIRCREST, WA, 16th Annual N-Track Northwest N Scale Show & Swap Meet, Fircrest Recreation Center, 555 Contra Costa, Sat 10am-5pm, Sun 11am-4pm. Info: - Walt Huston, 1210 141st St E. Tacoma 98445, (253) 535-2043, hustonws@plu.edu

October 18-19, CHILLIWAK, BC, Mount Cheam Lions Club Model Railway & Hobby Show, Heritage Park, 44140 Luckakuck Way. Sat. 10am-5pm. Sun 10am-4pm. Info: James Hill, (604) 824-1757. jcdmhill@dowco.com

October 18-19, EDMONTON, AB, Edmonton Model Railroad Association Open House, at the Freight Shed, Fort Edmonton Park, 10am-5pm. Info: - www.infoharvest.ca/EMRA/

November 7-10, BURNABY, BC, TRAINS 2003, 21st Annual 7th Div Fall Meet. Cameron Recreation Center, 9523 Cameron St. Info: - Bill Dixon, 439 E. 16th St., N. Vancouver BC V7L 3X7, (604) 987-4237, meetregistrar@bctrains.org, www.bctrains.org

November 9, (SUN), BURNABY, BC, TRAINS 2003, 21st Annual Public Show, Cameron Recreation Center, 9523 Cameron St. 9am-4pm. Info: - Bill Dixon, 439 E. 16th St., N. Vancouver BC V7L 3X7, (604) 987-4237, meetregistrar@bctrains.org, www.bctrains.org

October 18, NORTH VANCOUVER, BC, (TENTATIVE), 24th Pacific Northwest Narrow Gauge Meet, Info: - Jim Brown, (604) 922-1625, (eve.), brown1706@shaw.ca, <http://members.shaw.ca/brown1706/>

2004

July 4-11, 2004, SEATTLE, WA, PSX 2004. Puget Sound eXpress. NMRA National Convention, Sponsored by the 4th Div. Pacific Northwest Region. DoubleTree Inn Convention Complex, (adjacent to the Seattle-Tacoma Airport. Info: - info@ml2003.com www.nmre2004.org

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"Good News From Salmon Arm"

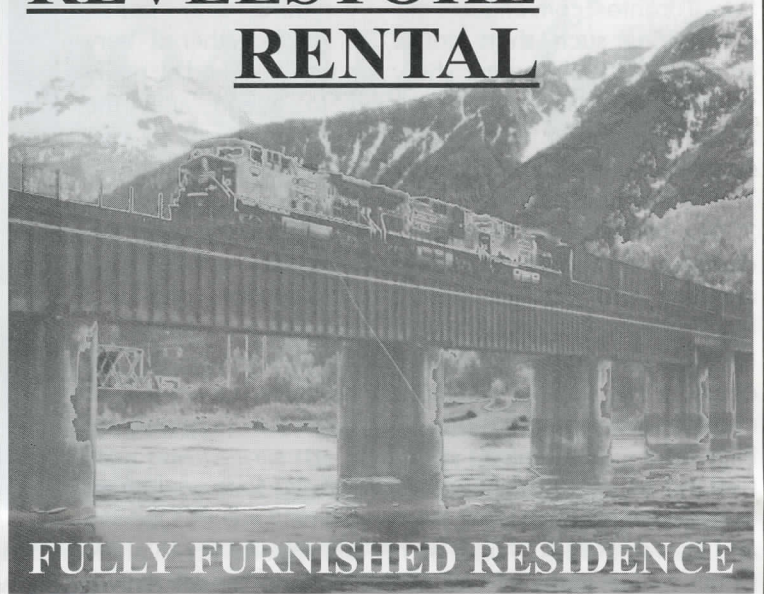
By Gary Hazell

We have had our layout setup at Piccadilly Place Mall for quite a number of years. Like most other malls we moved from vacant store to vacant store but for the last two years we have been in a "warehouse" type portion of the Mall. In the middle of June the Mall owners came to us on a Saturday and asked Graham Redman and myself to join them for coffee. We thought for sure our warehouse area was about to be lost. And yes we will lose some of the space as they are going to create another entrance and revamp some of the office spaces, but to our surprise they offered us a five year lease at a nominal fee. Graham and I almost at the same time said "what about a 5-year renewal option" and they agreed. So as I write this in early July we have moved into a vacant retail shop as they are redoing the whole area where we were.

We have even been able to pick pot lights over the layout on dimmers with 2 circuits interlaced so we can create night time effects and florescence lights over the entrance and work area. There will be a 4-foot walkway around the entire layout with a rub strip for kids in grocery carts and above this rub-rail they will paint the wall the same colour as our backdrop - great for photographs. We will even have our own mic. drop to access the Mall PA system for making announcements of activities in the Train Room. The only thing is that we will have to be open every Saturday and for special events in the Mall. We have been open 1st and 3rd Sat.

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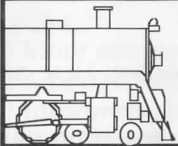
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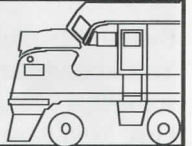
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Editor's Desk - continued from Page 3

I'm confident that the very hardworking organizers of the Toronto convention did everything they could, considering such short notice, to put together a very entertaining replacement show for the weekend. I really wanted to change my decision to attend after the announcement of the Train Show cancellation, to give support to our Eastern friends, but didn't.

The good news for 7th Division members is that the 2004 National Convention will be held on our doorstep, in Seattle, Washington. It's very unlikely that anything will interfere with this convention, and as I have always stated, "if you have never attended a National Train Show at least once, you must do so!" Of course a full slate of convention activities is planned, so consider a full registration. Check out the *Timetable* on Page 6 for contact info.

I intend to capture a few images of BC Rail equipment in action this summer as I spend some time in Quesnel and Dawson Creek. Will it be my last opportunity to photograph the railway in it's present form?

I plan to see many of you at the Victoria Model Railway Show in Victoria on September 7th. Again, for those that haven't attended one of these shows, I know that you will be very pleasantly surprised! Please check out the info in the *Timetable* on Page 6, contact one of the organizers to determine if there are Saturday activities arranged and plan to attend. If you can't make it to Victoria, consider spending a very enjoyable weekend with Gary Hazell, Bob Gardner and friends at the now famous Salmon Arm Modellers Corn Roast - Sep 5-7, again check out the *Timetable* for info.

I hope you are having a safe and very enjoyable summer and hope to see you at a model railroad event soon.

Salmon Arm - continued from Page 7

to present and don't feel the extra Sat's will create a problem as we have formed four teams consisting of a conductor and 3 trainman and 3 spares on the spare board to fill in for members not able to attend so in affect one will only have to come once in 4 weeks although any other time will be appreciated.

We anticipate getting into our new room when we return from Edmonton in mid September.

Tips On Using Builder's Foam

By Bob Chapman (courtesy of the 4th Division "Grab Iron")

You know that builder's foam (blue, pink, gray stuff) ain't cheap, but has lots of terrific uses in model railroading. Here are some tips I've discovered for using it.

First, don't use the white stuff ... it makes a mess and isn't very strong. It melts under hot glue, too. A low temp glue might work, but I haven't had much success with beadboard white foam.

The extruded foam comes in 2 inch and 1 inch thickness. Stack the 2-inch for mountains or use it as a base for portable modules. Use the one-inch for scenery support ribs. Cut both of them with a serrated steak knife. Shapes easily with no mess. Hot wire cutters are slow, awkward, and wires break easily. Cut halfway through, then break pieces off to save time. Don't slice through old hot glue joints, however ... leaves a residue on the knife that prevents smooth slicing.

Hot glue foam together or to benchwork. A low temp glue will allow you to use a bigger bead of glue without creating a sink hole. Don't get it on your fingers, though. It is HOT! If you do, spread it quickly with another finger to cool it, then dunk the digit in cold water to minimize the burn. I like to use disposable latex gloves when using hot glue to prevent burns.

Foam module bases with 1 X 4" lumber where modules clamp together, and with hardboard (Masonite) on other edges. 'Liquid Nails' for foam is a good adhesive to stick it all together. Run 1 X 2" strips on edge at 18" intervals across the bottom of the modules. Two inch foam will fit perfectly in the wood box formed.

Support backdrop boards easily by cutting a slot in the foam the width of the board. Backdrops slide into the slot, resting on the 1 X 2" cross process underneath. Join the back drop boards at top ends with aluminium channel stock cut to six inch lengths, and painted with the same sky colour.

Foam base modules can be transported on edge for easy loading into your truck or SUV. Strap several of them together with 1 X 4" strap supports on top and bottom at ends. Separate them with aluminium angle stock screwed to strap supports.

But, what about those hot glue "threads" that seem to drape your hot glued work? Melt them into nothing with a heat gun passed close to the scenery as a last touch up before standing back and wondering at your work.

Try it. You will like it.

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"N" Scale Module by Gordon Shrimpton & Ted Johnston • Photo by Robert Turner