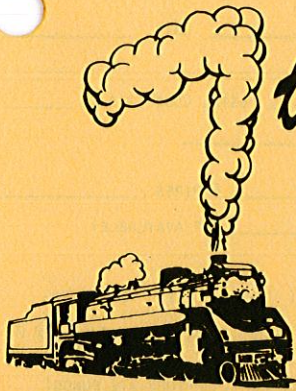


OCTOBER 1985



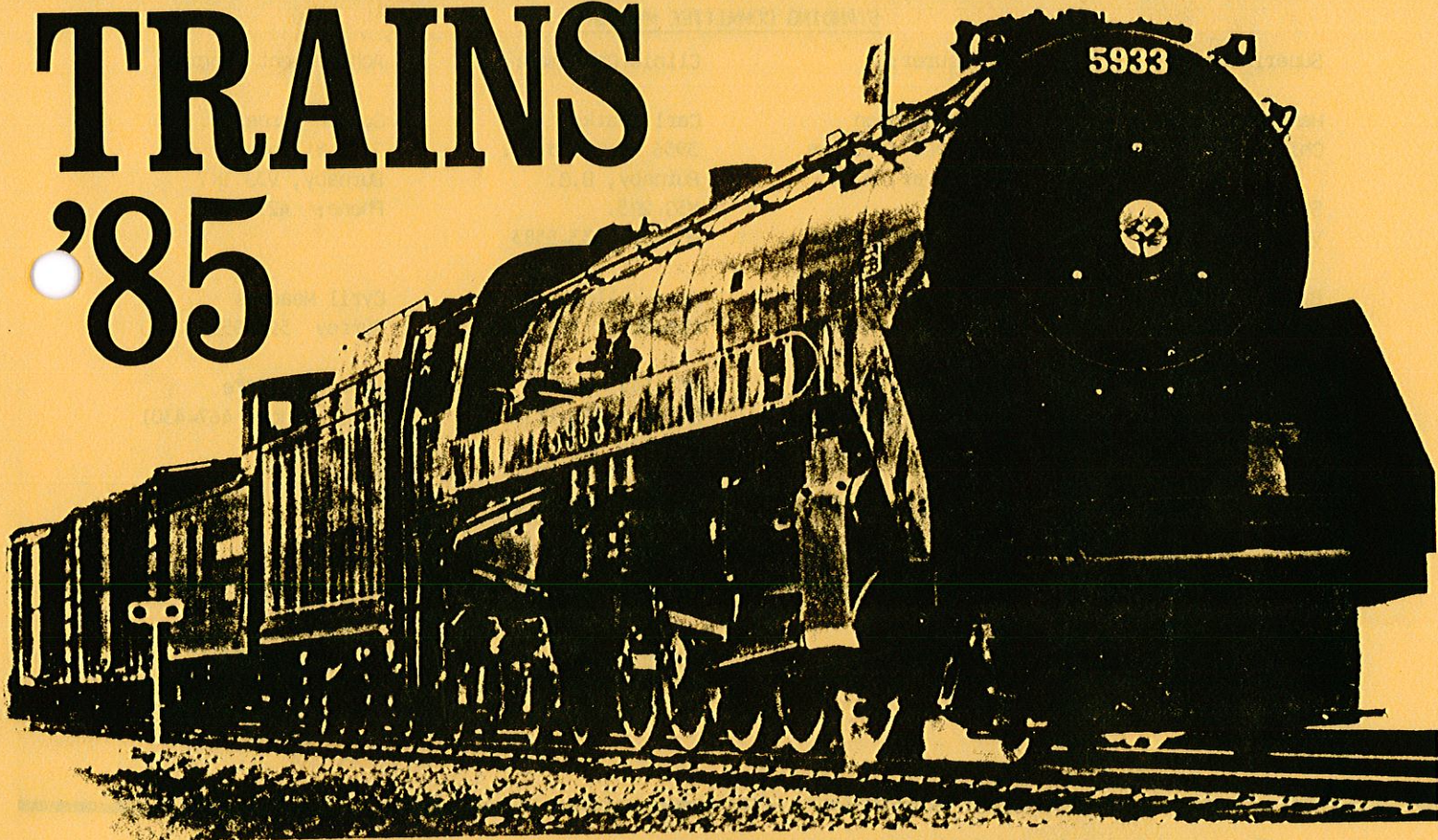
7th Division



BULLETIN BOARD

Published by the Seventh Division, Pacific Northwest Region, National Model Railroad Association.

TRAINS '85



CAMERON RECREATION CENTRE,
BURNABY NOVEMBER 10

N-CON '85 - SEE P. 3

I ENCLOSE _____ [] CHEQUE [] MONEY ORDER [] CASH

[] AFFILIATE 'NO-FRILLS' ONE YEAR \$US 10.00 (NO BULLETIN)
[] REGULAR, ONE YEAR \$US 20.00
[] REGULAR, TWO YEARS \$US 40.00
[] REGULAR, FIVE YEARS \$US 80.00
[] SUSTAINING, ONE YEAR \$US 40.00
[] SUSTAINING, FIVE YEARS \$US 160.00
[] LIFE MEMBERSHIP \$US 400.00
(ALSO AVAILABLE ON INSTALLMENT PLAN DETAILS UPON REQUEST)
[] RETIRED LIFE MEMBERSHIP \$US 200.00
[] FAMILY MEMBERSHIP 1 YR. \$US 4.00 PER NAME,
5 YRS. \$US 16.00 PER NAME AVAILABLE
TO SPOUSE OR MINOR CHILDREN OF REGULAR MEMBER.

PLEASE PRINT PLAINLY

N.M.R.A. NUMBER (IF RENEWING) _____

NAME _____ DATE _____

STREET AND NO. _____

CITY _____ PROVINCE OR STATE _____ POSTAL CODE _____

SCALE (GAUGE) _____ [] NEW [] RENEW

RECOMMENDED BY _____ N.M.R.A. No. _____



PACIFIC NORTHWEST REGION
NATIONAL MODEL RAILROAD ASSOCIATION

PLEASE PRINT PLAINLY

NAME _____ DATE _____

STREET AND NO. _____

CITY _____ PROVINCE OR STATE _____ POSTAL CODE (ZIP) _____

PHONE NUMBER (OPTIONAL) (_____) _____

N.M.R.A. MEMBERSHIP CARD No. _____ EXPIRES _____

PNR MEMBERSHIP No. _____ (IF AVAILABLE)

[] RENEWAL [] NEW

I ENCLOSE _____ [] CHEQUE [] MONEY ORDER [] CASH

[] REGULAR \$US 6.00 \$CAN. 7.75 [] FAMILY \$US 1.00 \$CAN. 1.50 [] LIFE \$US 120.00 \$CAN. 155.00

[] PNR ASSOCIATE \$US 6.00 \$CAN. 7.75 PLEASE REMIT APPROPRIATE FUNDS!
(EITHER CURRENCY IS ACCEPTABLE)

MAIL RENEWALS/APPLICATIONS TO: PNR OFFICE MANAGER, SHIRLEY HEAP
10612 SANTA MONICA DR. NORTH DELTA, B.C.
V4C 1P7

STANDING COMMITTEE MEMBERS

Superintendent:

Hank Menkveld
Chilliwack 792-4926

Steve Stark
Vancouver 263-6323

Brian Freemantle
Nelson 352-2447

Ken Vere
Kamloops 372-2885

John Green
Vancouver 325-6204

Greg Madsen
Vancouver 321-9209

Phil Magnall
Richmond 277-2421

Treasurer:

Marion Madsen
275 West 49th Ave.
Vancouver, B.C.
V5Y 2Z8
Phone: 321-9209

Fraser Wilson
Burnaby 434-6828

Greg Kennelly
Burnaby 437-3499

Brian Pate
N. Vancouver 987-5903

Gary Oliver
Vancouver 874-5716

Tom Beaton
Surrey 596-6572

Clinic Chairman:

Carl Sparks
3956 Hertford St.
Burnaby, B.C.
V5G 2R5.
Phone: 433-5583

Doug Kelleway
Burnaby - 291-2666

Shirley Heap
Delta - 594-2135

Brian Clogg
Surrey - 588-2194

Pat Quain
Vernon 545-4772

Brian Rudko
Vancouver 251-3451

Achievement Program:

Gordon Varney
2961 Willoughby Ave
Burnaby, V3J 1K7
Phone: 421-5085

Cyril Meadows
Surrey 591-9592

Dick Sutcliffe
Maple Ridge 467-4301

Ken Haun
Kitimat 632-6334

David Walker
Prince Rupert 624-6350

Ken Rutherford
Port Alberni 724-4698

The Seventh Division Bulletin Board is the official publication of the 7th Division, Pacific Northwest Region of the National Model Railroad Association, and is published six times a year. It is distributed to all members in good standing.

The Bulletin Board is solely the responsibility of the editors, and does not necessarily reflect the opinions of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: The Editors, 7th Div. Bulletin Board, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. All other correspondence relating to the 7th Division should be forwarded to the Division Superintendent.

EDITORS: PHIL MAGNALL & BRIAN RUDKO

It will soon be that time of year again when modellers from all over the division (and a few from beyond) gather for the biggest annual public show in town. Trains '85 will be held at the Cameron Recreation Centre, located on Cameron Street in Burnaby, just in behind the well-known Lougheed Mall at North Road and Lougheed. Doors will open for exhibitors shortly after 7:00 AM, with public admission beginning at ten o'clock. The show wraps up at 5:00 PM, giving exhibitors an hour to pack things up. This is the big one - don't miss it!

EDITORIAL

BRIDGING THE CREDIBILITY GAP



About a month from now, the 7th Division's biggest public show of the year, Trains '85, will be underway. There will be working layouts, scale buildings and locomotives, dioramas, models that placed in the Richmond Regional contests and ones that took national awards in previous years, and lots and lots of collections of one sort or another. What there will be perhaps two or three of is what I sometimes refer to as the "altruistic" display; one that is there not to gain its owner the oohs and ahs of impressionable bystanders, but rather to teach the curious something about the basics of model railroading. How to make scenery, wire a loop, or weather a boxcar; what HO_{N3} and O and TT mean; the different ways you can make trees; what brass detail castings can do for a model; that sort of thing. It's understandable that so few are around - not many people are going to hunt you down to thank you for the enlightenment - and yet they are one of the most important types of exhibition in any public event.

There's a credibility gap between the guy who has always had a hankering to take a crack at the hobby but never seems to get started and the character in the crest-covered vest with his prize-winning Denver & Rio Grande diorama in HO_{N3}. To the former it seems incredible that *he* could ever produce something as wonderfully detailed and weathered as that. He doesn't even know how to put up mountains or where you get that funny looking track, so what's the use in trying? I've heard people dismiss involvement in the hobby because they wanted only to model Canadian Pacific and "could never do painting and decaling" to produce the cars and locos they would need! Yet so many of the effects we "veterans" achieve in our modelling are based on simple tricks or techniques that one might wonder why we seem to be reluctant to share them at times. Things like using rock molds, weathering with chalk pastels, or simply explaining what all that alphabet soup about train sizes means.

So how about it, gang? If only a few of us were to take the initiative and throw together a card or plywood display with a little electric typing on a Letraset title, we could cover virtually all of the answers everyone wants to know but is afraid to ask for. They could take the form of step-by-step processes demonstrated by models at different stages of construction or finishing, before-and-after versions of identical models, or just organized collections designed to make sense out of some esoteric aspect of model trains.

By taking some of the mystery out of our hobby, we can encourage people to give it a whirl as well as providing examples of what experienced modellers can do; we can inspire beginners to move beyond playing with toy trains to the world of scratchbuilding, car/card operation, following a prototype, electronics, and so on. Consider it enlightened self-interest; if we don't get more people interested and active, some of us may well see the day when model railroading is as obscure a pastime as collecting buggy whips.

Phil Magnall



WESTWOOD HOBBIES & CRAFTS

#15 WESTWOOD MALL
3000 LOUGHEED HIGHWAY
COQUITLAM, B.C. V3B 1C4

JERRY LEWIS

464-8633

Hobby Shop 3 - Floors

H.O. & "N" GAUGE MODEL TRAINS. All Makes of Track, Switches, Cars, Accessories. REPAIR SERVICE.
RADIO CONTROL MODELS. Cars, Boats, Airplanes.
KRAFT AUTHORIZED DEALER & SERVICE CENTRE.
PLASTIC MODELS. All Makes of Cars, Boats, Airplanes, Trucks.
CRAFT SUPPLIES. Artist Materials, Cake Decorating, Candy Making, Candle Craft, Clock Works, Wood Carving, Craft Books, Doll Parts, Macrame, Tote Supplies, Lamp Frames, Wedding Supplies, Classes.

CREATIVE HOBBYCRAFT STORES LTD.
43 Sixth Street, New Westminster, B.C. 525-6644
3038 West Broadway, Vancouver, B.C. 733-7114

FROM THE SUPERINTENDENT'S DESK

For the 7th Division, the new model railroad season started off with the now traditional Cornfield Meet. Again it turned out great, with the weatherman being very cooperative by holding off with the rain till after the big meal, and giving us a fantastic show of thunderclouds and lights.

The BULLETIN BOARD will keep you all informed about clinics and other happenings in the Division. Please read it from beginning to end, so you will not have to miss any of the fun.

At the last standing committee meeting it was decided that the N scalers on the committee will construct four corner sections of the N-TRAK modular layout. We hope that this will encourage other N scalers to build a module and bring it to our future shows. N-TRAK has created a lot of interest in our hobby wherever it has been shown. So let us not miss a chance to attract new members.

We are also in the process of building a small portable layout in N scale and a similar one in HO scale, to improve the quality of our public shows. Both these projects were started by Tom Beaton.

It would be nice if you could bring some of your models to the monthly clinics to show others what you have done, or even what you are working on. The committee will be supplying a MODEL OF THE MONTH certificate. Judging to be done by popular vote.

Bring a friend or a neighbour's son or daughter to our clinics if they show any interest at all in our hobby. Let us not forget that it is our responsibility to see the membership grow.

The first clinic of the new season was a great success. Bob Gordon showed how to prepare for painting and how to paint both brass and plastic locomotives. He also answered many questions from the floor. The attendance was 26. There was room for many more. It was good to see some new faces amongst the regulars. We hope to see more of them.

If you have interest in a special aspect of the hobby that you would like to see demonstrated at a clinic, let us know and we will try to arrange it. Clinics are for everyone to get a new or other look at doing things. So participate as much as you can and enjoy our great hobby to the fullest extent.

Happy Railroading

Hank

N-CON IS BACK!

The second annual N-Con N scalers' convention will take place October 26 and 27 in North Vancouver. Last year's efforts were so well received that a bigger, more active event has been planned this year. As well as clinics, which this year are divided into two series, basic and alternative (more advanced), there will be pulling, hill-climbing, and switching contests, and popular vote competitions for the best diesel loco, steamer, passenger train, freight train, individual freight and passenger car, structure, and scenicked display. As a small encouragement, organizers have pegged admission to the convention at \$2.50 if you arrive empty-handed and \$2.00 if you bring something - ANYTHING - to show!

The only activities on the Saturday will be an evening of open house - type layout tours. A map of the locations can be had by pre-registering by mail to : 412 Lyon Place, North Vancouver, B.C. V7L 1Y7, or from Pacific N Scale, in person, until closing time on the 26th. Sunday, registration begins at 9:30 AM with activities starting at 10:00 AM, at the YWCA Cloverly Centre, 440 Hendry, North Vancouver (the same location as last year).

There is a special request to be passed on: due to mail delay, advertising of N-Con '85 did not make it into the Switchlist last month, putting a large hole in the convention operators' plans to attract a number of Washington State visitors. So, if you have any N Scaling friends down there to whom you will be talking, the word is: PLEASE PASS ON THE NEWS!

van

HOBBIES INC.



MODEL RAILROAD SPECIALISTS

**Ron J. Small
Phil J. Crawley**

**Phone:
327-3210**

**5616 Cambie Street
Vancouver, B.C. V5Z 3A8**

MAIL CAR



Editors
9300 Ryan Crescent
Richmond, B.C.
V7A 2H2

A small glitch managed to get into the August, 1985 issue of the Bulletin Board. On the last or rather next to last page (#8) you call CP 6503 an Alco S4. This is incorrect as she is an MLW S3! Check with The Canadian Trackside Guide or CP Diesel Locomotives. I thought I'd better pass this information on to you!

Paul J. Smith
Victoria, B.C.

Well, you see Paul, if we didn't throw in something like that every now and then, no one would write us so much as a postcard. Here, with a single incorrect digit (it is an Alco product built by MLW), we've gained a 61-word contribution to the newsletter! In the hope that we can actually get an article or two out of our readership, we are planning a short feature on Canadian National's 3-foot gauge wood-burning Royal Hudsons which served briefly in the Cascade Tunnel while painted Northern Pacific blue.



Planning to come to STEAMEXPO next year? If so, you won't be alone! So far, hundreds of people have been added to the mailing list for the Pacific Express, the Official newsletter of this steam locomotive spectacular. People who don't want to miss out on what's coming to Vancouver and what they'll be doing once they're here! Each month, the Pacific Express brings you news and pictures of participants, in-depth background on locomotives, event plans, Expo 86, and other B.C. rail attractions. If you're coming, get going and subscribe now!

Subscriptions in Canada: \$6.00 (CDN)
in the U.S.: \$6.00 (U.S.)
Other Destinations: \$10.00 (CDN)

All subscriptions are by first class mail.
12 issues include all back numbers to date.

KENSINGTON CLINIC REVIEW

Carl Sparks

The first clinic of the 1985-86 season, held September 15, was very well received.

Bob Gordon gave an excellent presentation on painting locomotives, and although he kept saying it was easy to get good results, it would take a great deal of skill and patience to match Bob's beautiful finishes. All those present owe Bob a vote of thanks for a very professional job.

If you were unfortunate enough to have missed this clinic, and wish to see a video tape of it, contact Carl Sparks at 433-5583.

The next clinic will be held at Kensington on October 6. This will be a participation workshop building a wooden tunnel portal, and will be presented by Gordon Varney. Gordon's kits are truly first class, so don't miss this one. Bring your tools and enjoy!

(604) 545-4500

24-HR. ANSWERING SERVICE

QUAIN'S TRAINS

100% MODEL RAILROAD SUPPLIES

PAT QUAIN 3102C - 32nd AVENUE, VERNON, B.C. V1T 2L9

PGE SLIDE SHOW COMING UP

The October 16 evening slide presentation will be based on the collection of the late William H. Hewlett. Greg Kennelly will narrate the show of Pacific Great Eastern slides taken in the late 1950's.

Bill Hewlett was the 7th Division's first Master Model Railroader in the NMRA Achievement Program. His first love in railroading was the old PGE and his own Cariboo Central Railroad featured sections of that road modelled to scale. The photographs in this collection show many of the prototypes for Bill's scratchbuilt models, and were donated to the 7th Division by his widow, Mrs. Dorothy Hewlett.

PACIFIC N SCALE



- Quality N scale trains
- Structure kits
- Detail parts
- Low prices on quality Japanese models
- Our own chip car kit!



1135 Lonsdale, N. Vancouver
980-8818

Dealers: contact our wholesale branch, C&S SCALE INDUSTRIES at the above address.

GOIN' HOME TO MILWAUKEE

Brian Freemantle

Having survived hours of criss-crossing Milwaukee and its suburbs, sitting through many clinics and sampling Bratwurst, I can say, "I survived a national convention."

"Goin' Home '85" the theme of the fiftieth anniversary convention of the National Model Railroad Association, saw over 3000 people, including at least two from Australia and a few from Germany, arrive in Milwaukee for the July 28 - August 4 event.

The most logical way to travel to a convention of model railroaders is by train, so I began by boarding Amtrak's Empire Builder at the former Burlington Northern station in downtown Spokane, WA. I took advantage of Amtrak's All-Aboard excursion rates and made the round trip for \$250 (U.S.) plus meals. Budget constraints meant 35 hours by coach but the extra legroom and legrests in the long haul coaches made them quite comfortable. The lounge car, with its expanse of windows and supply of "Bud" and "Bud Lite" helped the hours go by.

Continuous welded rail made the trip smooth and uneventful. The only delay encountered occurred while we were crossing North Dakota at 75 m.p.h. and an air hose broke. There was a hiss of escaping air and a quick smooth stop. After a delay of 20 minutes, accompanied by some clanging and banging at the end of the coach, we were on our way again.

The worst part of the whole trip was the few hours near the end of Milwaukee Road track. I almost got sea-sick as the car pitched up and down with every length of rail. Thank goodness it was only three or four hours!

Milwaukee is a relatively clean city whose downtown core has not been allowed to deteriorate beyond saving. The new buildings, or most of them, do not conflict with the older buildings of brick and limestone. Many of these older buildings have been refurbished and a number of them have been joined together by an arcade, similar to Pacific Centre, except above ground. Extensive use of skylights, plans and white materials and paint give it a very light and airy feeling and make it a pleasure to visit.

The convention was held at the Milwaukee Exposition - Convention Center and Arena, "MECCA", only two to five blocks from the major downtown hotels. The main hall of MECCA had more than enough room for all the exhibits and the Super Hobby Shop. Modular groups had a strong showing, with N-Trak, HO and S scales all being present.

The clinics were held in the meeting rooms at MECCA, which are the best I have seen for that purpose. They covered everything from kitbashing HO vehicles to bashing diodes. Dave Barrow of the Cat Mountain and Santa Fe, and Allen McClelland of the Virginian and Ohio

described operation on their railroads and how they follow prototype practice. For me, among the most interesting clinics were the layout design forums conducted by the Layout Design SIG and John Armstrong's discussion of layout design. Bill McKeen, of McKeen Models, gave an often funny description of how and why particular prototypes are chosen for production as plastic kits and what has to be done before a plastic model is put on the market. There were also a number of historical clinics, which were basically slide shows of a particular aspect of a railroad's operation or equipment. I avoided most of these since I am more interested in modelling techniques than how the Chicago and North Western operated its "400" passenger trains.

The layout tours were somewhat of a disappointment to me though I did take in only four of the 12 tours offered. Barely half of the layouts I saw were completed to the point that the benchwork was hidden. Jim Hediger's Ohio Southern and Brian Hotz's Rio Grande-Panoramic Division were the best of the layouts featuring modelling of a specific prototype. Hediger has the advantage of his layout is used as a test bed by Model Railroader Magazine, which supplies all the materials. Les Knoll's Riverdell and Midland is a newly detailed Pacific Northwest logging and mining railroad which features computer control. Mike Carlson, the editor of the NMRA Bulletin, will have a great club layout when he is finished.

At the moment his model of the Denver and Rio Grande Western consists of benchwork three and four levels deep filling a room 84 feet long and 18 and 19 feet wide by 10 feet high. Mike is an architect and designed the house to go around the layout.

While the clinics and layout tours are important for learning techniques, and the model contests give modellers a chance to display their modelling prowess, the most important aspect of conventions is the fellowship and new friends. It is by attending conventions that you get to know modellers from all over the United States and Canada. Modellers who had been names in the model press became real people for me, because I attended a national convention.

The turnout for the model contest at the national level isn't much greater than it is at the regional level. While some excellent models were entered, there weren't very many. The display category was the most popular. I think it indicates a trend in that modellers are more prepared to put their efforts into a complete scene that can be used on their layouts than into a highly detailed model in which much of the work is hidden and can only be appreciated if the model is partially disassembled. The contests also demonstrated that as modellers, we are becoming pretty good photographers. The greatest number of entries were in the prototype photo category.

All in all, I would have to say it was worthwhile going to Milwaukee. While Boston is too far away for 1986, Eugene in 1987 is quite close!

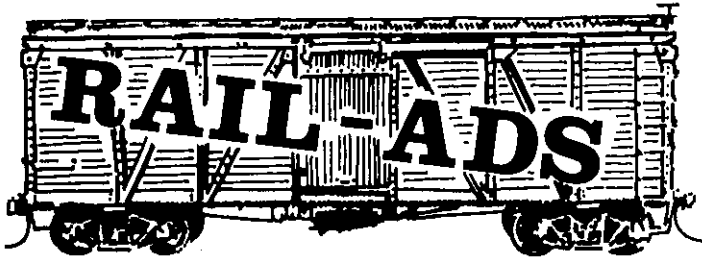
Dry Transfers Made Easier

Phil Magnall

In recent years, dry transfer lettering has become extremely popular with modellers, particularly the CDS line out of Ottawa with its largely Canadian content. Dry transfer logos and roadnames are quick, clean, need no Solvaset, and have no carrier film to try to hide later, so it's no surprise that they are well-liked. They do, however, have one problem water-slide decals do not: they invariably break up or end up misaligned when applied over ribs, grab irons, door hardware, etc., especially if the transfer is a stripe or large logo such as BN, CN "wet noodle", or CP multimark. These difficulties can often be avoided by first applying the transfer to a piece of decal paper, and then soaking it free and using it as you would a regular decal. Decal paper does not have a lacquer carrier film, but merely a layer of water-soluble glue, so the transfer retains its film-free appearance. Note that this technique may not be suitable for heavy-duty mechanics and oil rig roughnecks! The decal/transfer is only ink and glue, and while it can be easily prodded into position, it will not withstand as much abuse as a normal decal. Let the lettering dry, apply a drop of Solvaset if it hasn't tightly followed the model's contours, and that's it! Needless to say, if you try it out with a block-style "CANADIAN PACIFIC RAILWAY" transfer, you will end up with 22 individual, free-floating letters. For hard-to-position markings and big one or two-piece logos, though, it's hard to beat, and I wouldn't try pinstriping a CNR coach any other way!

* * * * *

Waterslide decal paper is available at Behnsen's Graphic Supplies, 1016 Richards, Vancouver for \$2.62 per 20 x 26 inch sheet.

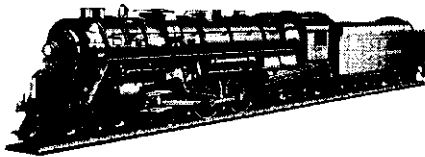


Rates for Rail-Ads are:

\$1.00 for 1-20 words; \$2.00 for 21-40 words, etc. Commercial rates on request. Send to: Rail-Ads, 9300 Ryan Cres. Richmond, B.C. V7A 2H2.

FOR SALE

Portable, finished O scale switching layout w/buildings, autos, details plus loco & cars. 2 sections, 13' in total length. Built by prof. model maker as hobby project. Phone 277-2421.



PHONE 936-1915



RIPTRACK HOBBIES LTD.
MAIL ORDER SPECIALISTS

TED HOUGH

837 WESTON STREET
COQUITLAM, B.C. V3J 6A1



AMBLESIDE HOBBIES

HO & N TRAINS

115-1425 Marine Drive
W. Vancouver
922-3512

mann-made products of canada p.o. box 240 port moody b.c. v3h 3v5

DIGIPAC Command Control/Signals

Get started with our minimum DIGIPAC configuration. All components necessary to operate two locos on the same section of track under independent control. Additions can be made as required. Dash IIc (32+ Channels/4-Wires) 3250 Starter Set \$ 524.95

DIGIPAC Signal Systems

Get started with our 3-block Configuration (except Signal Heads). Additions can be made as required. 4471 Set for LED's \$79.95 4472 Set for GLOW's \$89.95

Send \$1.00 (refundable with first order) for our New 1985/86 Catalog.

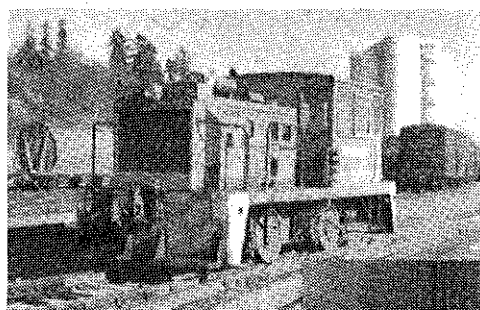


Inexpensive Thinner for Model Paints

If the high cost of Scalecoat and Floquil paint thinners is putting a strain on your painting budget, there is an economical alternative. While both these brands are formulated to exclude the use of household and each other's solvents, there seems to be a common ingredient in the form of xylene, a fast-evaporating thinner used by professionals who wish to thin paints yet have them dry very quickly. Floquil bottles advise that they contain xylene, while Scalecoat refers to "xylol". Both brands thin quite nicely with xylene and show no signs of the particulate suspension that can occur with something like regular lacquer thinner.

One source of xylene is Cloverdale Paints and Wallpaper, who sell it as Clova Thinnner #11. One litre costs only \$2.59! Compare that with the price of even the "economy size" can of Diosol.

Because the thinner does not contain any "petroleum distillates" unique to each brand of paint, the experienced painter may notice minor differences in drying time (faster) or amounts required for thinning to airbrush requirements. In any case, the price makes it worth a little experimentation!



Two four-wheel Plymouth diesels spend their days shunting grain hoppers around Pioneer Grain Terminal on the North Vancouver waterfront. They're usually hidden by long lines of freight cars, but photographer Larry Russell caught them out in the open one day.

NI CON '85 IN

Vancouver's Second Annual N-Scale Convention

- Clinics
- Displays
- Prize Draws
- Open House Layouts



PULLING-

SWITCHING-

CLIMBING-

COMPETITIONS

!!

☆

- Popular Vote Contests:
- Steam Locomotive
- Diesel and Other Locomotives
- Passenger Train
- Freight Train
- Passenger Car
- Freight and Non-Revenue Car
- Scenicked Display

Layouts: Saturday Evening, Oct. 26

Convention: Sunday, Oct. 27

Registration From 9:30 AM

\$2.50 per person or

\$2.00 with display or contest entry

10 AM - 5 PM

YWCA Cloverly Centre, 440 Hendry,
North Vancouver, B.C.

INFO: (604) 980-2121

CHEAP ... but not too nasty

by #77600

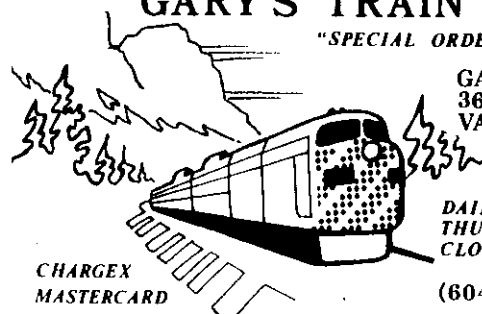
A good base colour for paved roads and streets comes out of a spray can of grey automobile primer. For a really traumatic experience, try painting the centre lines and crosswalks with a fine brush. But, for a perfect, and perfectly simple, job, use a ruler, a Speedball pen, and drafting ink - white or yellow.

Your railroad is not prototypical; it's your very own, and you would like to give it a name and a customized decal logo, but that's too expensive? Try "kitbashing" an existing decal and put a name to it - or vice versa. Examples: a little simple surgery will convert "S00" to "SOC" (South Okanagan Central?). Or, "PGE" to "PGF" (Pacific General Freight?) (Or *Phoenix & Grand Forks* - Ed). That should keep you busy for awhile, but don't convert "GT" to "CT" - that's mine!

"TRAINS ARE OUR BUSINESS"

GARY'S TRAIN CENTRE

"SPECIAL ORDERS A PLEASURE"



GARY OLIVER
365 E. BROADWAY
VANCOUVER, B.C.
V5T 1W5

DAILY 10:30-6
THUR. & FRI. 10:30-9
CLOSED SUN. & MON.

CHARGE
MASTERCARD

(604) 874-5716

7TH DIVISION TIMETABLE

9



7TH DIV.
SWAP MEET
JAN.?

Oct. 16, 1985

7th Div. Evening Presentation: Family-oriented slides and/or films. Church of Christ the King, 4550 Kitchener (at Willingdon), Burnaby, 7:30 PM.

Oct. 27, 1985

N-Con 85 N-scale convention: YWCA Cloverley Centre, 440 Hendry, North Vancouver. Registration 9:30 AM. Activities 10 AM - 5 PM.

Nov. 10, 1985

"Trains '85"; Annual 7th Div. Public Show. Cameron Recreation Centre, Burnaby.

1986

PNR Convention, Lethbridge, Alberta.

Nov. 20, 1985

7th Div. Evening Presentation: Colorado Narrow Gauge Slides. Church of Christ the King, 4550 Kitchener (at Willingdon), Burnaby, 7:30 PM.

Oct. 27, 1985

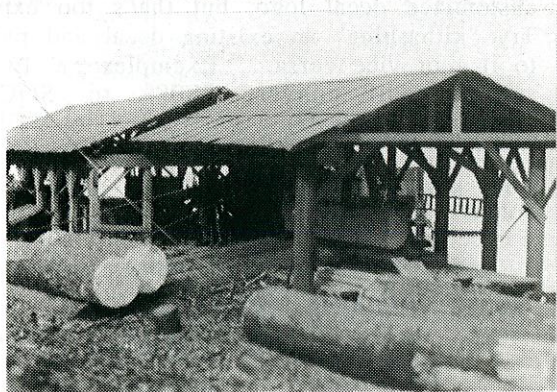
Narrow Gaugers' Meet: Issaquah, Wa. Call for Info: Tom Beaton, 596-6572.

WCRA EXCURSIONS

Oct. 18 or 19, 1985 (2 trips): Lillooet Excursion on BCR. \$49, OAP \$45.

Nov. 7, 1985: CPR last spike ceremony trip to Craigellachie 2 options of rail and/or bus travel.

For information, call: 325-0923, 524-0638, or 943-9923.



Destined for greater things...

these are two of a series of photos of Tom Beaton's bolt-by-bolt replica of a small sawmill headed for publication in the commercial press. It's done in O scale.