

JANUARY 1986

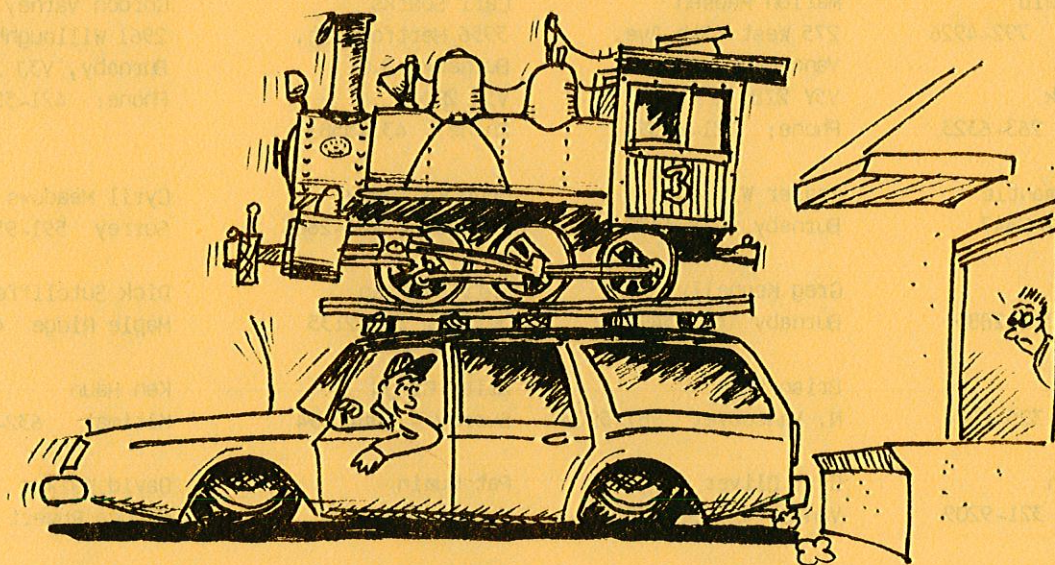


7th Division



BULLETIN BOARD

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



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February 9 at Oakridge

STEAMEXPO News

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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

On the Swap Meet and a new "Workshop" Program

Comments on the upcoming swap meet and workshops will be found in both Carl Sparks's and Hank Menkveld's columns this issue, so we won't belabour their points again here. What will be new to many readers is the new format and policies surrounding what we used to call "clinics", and some comments on that subject will be found below.

Some News from the Standing Committee Front

Serving on the Standing Committee of the 7th Division, as any former member will quickly tell you, is a thankless chore, and no one appreciates your efforts, etc., etc. What is actually more of a concern is the challenge of trying to breath new life into the organization when some of its functions appear to be falling flat. One of the primary jobs of the committee is the arrangement of clinics, or, as they have been recently renamed, workshops. If you are like most of the membership, you never bother to attend them, and frankly, there is no reason you should if they simply hold no interest. One signs up for benefits, not just duties! Various attempts to invigorate, modify, and relocate these functions have gone nowhere, and considerable debate has gone back and forth about what might be done.

A recently tabled set of recommendations (compiled, incidentally, by your newsletter staff) has proposed a number of changes ranging from the new name to better advertising and a focus on multiple subject events, either "three-ring circus" style, where a number of table top demonstrations and clinics take place at once, or a smaller number of traditional presentations, including such things as slide shows, given in succession, rather than for two or three hours, which can be long for the audience, and even longer for the presenter! Coupled with these, and possibly further changes, is a telephone survey of lower mainland division members to ask their opinions and preferences in regard to these functions. It is hoped (fervently) that the measures will turn the workshops into much better-attended functions which are truly enjoyed by the membership.

The two other changes already in place are the location -we now have the new Oakridge Auditorium- and an emphasis on appeal to the public. Especially in such a prominent location, we hope to draw many more passers-by into the events, which will be "admission by donation" for all non-members.

One of the traps one can fall into when publishing a newsletter in Vancouver is that of acting as if *all* our members are living in the area. In fact there are very enthusiastic groups of modellers in the Okanagan, where the Spring Meet is hosted every year, and on Vancouver Island, where another show at Nanaimo's Beban Park is coming up, not to mention assorted small groups and individuals all over the province. Still, news and reviews and anything else we print here tends to have a distinctly Vancouver city slant, and we'd like to change that whenever possible. Granted, *most* of the membership is here, but a newcomer could be excused for thinking we were a city club!

The problem is that we can only publish what we receive from other areas. We can't afford to send reporters around the province (though it would be very interesting to do so!), and have to rely on you more remote folks to tell us what you're up to. Occasionally, someone is fortunate enough to run into new acquaintances in the hobby when travelling, such as happened last fall when yours truly was in Vernon. After dropping in on Pat Quain in his hobby store there, I found myself invited to a very well-timed annual barbecue held by the local MR fraternity. Not only was I treated royally by my unexpecting hosts, I met several new faces, renewed many acquaintances and learned much about the interesting activities of this lively group. Drop us a note, send us a treatise, or fire off a scathing letter; we don't care what. If it's legal, we'll print it!

The BB gets a number of change of address cards each year addressed to the editor's office (okay, home). In fact, these should be directed to Office Manager Shirley Heap, whose address appears at the top of the previous page. We can't guarantee the registration of changes if they go to the wrong place!

Phil Magnall

FROM THE SUPERINTENDENT'S DESK

1986 has arrived, and with it, a whole new year for all of us to promote and to enjoy the hobby of model railroading. Henny and I wish everyone the very best for the new year and hope that at least half of your dreams and wishes come true!

The first activity this year for our division was a combination workshop to help those who are new to the hobby. It was an idea that came about after many failed attempts to attract members to our monthly clinics. Even the Wednesday evening shows were poorly attended, to say the least. That is why the Standing Committee decided to open up the events to the general public by means of advertising the clinics (now called workshops) through handbills distributed by local hobby shops.

Sunday, January 12th was the first try at the new system, and, believe me, it worked. Shortly after noon, the first interested parties started to show. Not bad for a 1:00 PM starting time! By 12:45 we could not hold back any more and we started off with a full house. Offered were demonstrations in scenery, trackwork, and kitbuilding both structures and boxcars. There was a repair station for locomotives and the first showing of the 7th Division N-TRAK modules. Also shown were a variety of Kalmbach tape clinics, donated by Creative Hobbycraft of New Westminster; there was real interest in them.

We do not have an accurate total head count, but at one time 79 were counted. All in all, about 100 people must have attended. Thanks to all who helped make our first workshop a total success.

Next up is our annual Swap Meet. Make sure you attend so as not to miss any bargains. Many events are planned for 1986, so make it a habit to read the *Bulletin Board* from cover to cover the day it arrives in your mailbox. Don't miss out on any of the fun.

Anyone who would like to build an N-TRAK module and needs info may drop me a note or call me either at home or at work. Mail to 8030 Winston Street, Burnaby, B.C. V5A 2H5, or phone 420-3313 between 8:00 and 3:00.

There is a mall show planned for September in the Oakridge shopping centre, and it would be really nice if we could show the public a fair-sized N-TRAK layout, something which has been a proven crowd-pleaser everywhere. More about it all, later.

Keep the rails shining and the FUN in the hobby!

Hank

WORKSHOP WORDS

Carl Sparks

A very successful multiple event workshop was held at Kensington Community Centre on Sunday, January 11.

Approximately eighty people (*will you and Hank get your stories straight, Carl?-Ed.*) watched demonstrations of various modelling techniques and had many of their questions answered. Some also took advantage of the repair and adjustment service that was offered.

It was a real pleasure to see so many new faces, especially the ladies and the young people. Several expressed interest in becoming members and received application forms.

Thanks to the efforts of Cyril Meadows, we again have the use of the Oakridge Auditorium for our Sunday meetings. Our first event in the new facility will be the Annual Swap Meet on Sunday, February 9.

Bring the items you can no longer use and turn them into cash to pick up some bargains.

Our March Workshop will be on Sunday the 9th. A multiple subject session similar to the January event is planned. The April workshop is scheduled for the 6th. A number of short, individual demonstrations is planned.



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Hiding Under-Layout Mess

Brian Clogg

If your layout has progressed to the point where scenery has been started and the edge fascia is in place, you're probably wondering what to do about the mess under the layout.

The fascia on the Cariboo Western is mostly curved, as I feel it it is more visually interesting, but I wanted a curtain system that would be sturdy yet allow me to work under the layout. My wife suggested aluminum I-beam curtain rods, and I found they worked quite well. The rods can be curved to follow the edge of the layout and the curtains simply pushed back to work underneath or to retrieve something when necessary. Clips hold the rods in place from above. I drilled a hole in the fascia board and fastened the clips with a machine screw, hung the rods from the clips, then pushed the sliders along the rod and hung the curtains from them. The rods bend much like flex track and splicers allow you to join two or more together.

By the way, my wife thought I was being so generous when I suggested we buy new living room drapes, but I had my eye on the old ones!

Immortalize Yourself in Brick!

...and help out a good cause

Imperial Oil Limited has asked the *Bulletin Board* to acquaint its readers with a unique program it is handling aimed at raising funds for the B.C. Heritage Trust. Esso is the official petroleum supplier to EXPO 86, and as a sponsor, is helping to rebuild the historic CPR roundhouse for use as a theme pavilion. In the process, they are selling the bricks being used to pave the Roundhouse Courtyard for \$19.86 apiece.

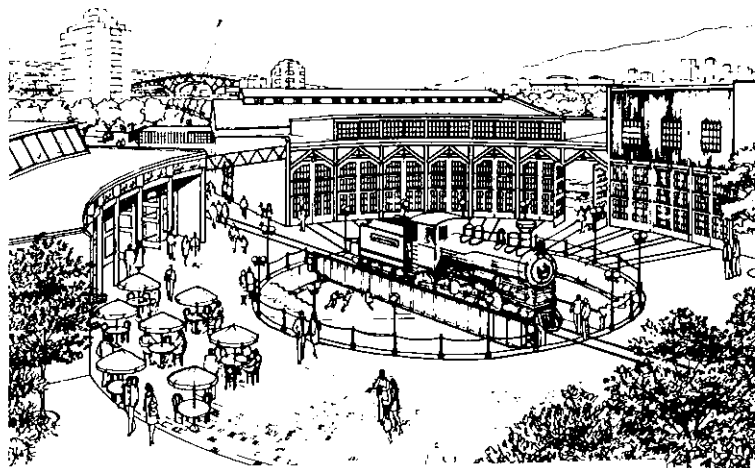
Each brick will have the purchaser's name (or that of anyone else he or she wishes) engraved on it, after which it will be permanently laid in the courtyard for all to see.

The money raised is fully tax deductible, and will be used to help restore #374 and in other worthwhile B.C. Transportation Heritage projects, through the BCHT.

To purchase a brick, enclose a cheque made out to Esso Heritage Bricks, (or, if you prefer, your Visa, Mastercard, or Esso credit card number with expiry date and your signature), along

with your name, full address, phone number, and name to be engraved on the brick. Names may be a maximum of 21 letters long, including spaces. Send to:

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Artist's conception of the new courtyard. Strange locomotive with bent siderods will actually be #374.

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A Few Facts About STEAMEXPO

In May of this year, the largest gathering of North American steam locomotives ever to assemble in the diesel era will take place at STEAMEXPO. An official Special Event of EXPO 86, it will see about two dozen working locomotives from all across the continent, and some from abroad, participating in the once-in-a-lifetime event.

STEAMEXPO has captured the enthusiasm of a great many railfans and modellers, but at times, it seems that almost as much misinformation as accurate data is going around! People have been heard to comment that they thought the whole show had been cancelled for some reason or other; nothing could be further from the truth! Even the latest issue of the PNR's regional newsletter unwittingly disseminated an assortment of erroneous "facts" about the dates and locomotives involved. So, in order to attempt a little straightening out of the details of the event, we present the following up-to-date information:

When does STEAMEXPO take place?

May 23 to June 1, 1986.

Where is it going to be held?

In the CN railway yards south of Terminal Avenue in Vancouver. Note that this is NOT on the EXPO 86 site, where no trackage remains.

What is this Grand Parade about?

At noon on May 23, all the engines will assemble on the Burrard Inlet waterfront yards of CP Rail. This will be the premier opportunity for railfans to photograph and film the fleet in action. From there, they will proceed to the display yard.

Is Burlington Northern prohibiting steamers on its lines, and if so, how will locos get to Vancouver?

BN will not allow steam engines on its tracks, but, along with the Union Pacific, has agreed to transport by flatcar, free of charge, any locomotive than can feasibly be handled this way. Larger locomotives coming from the western US will likely arrive via UP, Spokane International, and CP Rail lines.

Can I get a complete daily program of what will be going on at STEAMEXPO?

Not yet. There will be special events happening, but it is too early to plan them as the final roster of participants is not yet available. Look forward to excursions, entertainment, night photography sessions, and other functions.

How can I keep up to date? Is there a mailing list?

Not a free list. You may, however, subscribe to the *Pacific Express*, a four page newsletter focussing on the event, for \$6.00. Subscriptions are for 12 issues up to May, and include all back issues published to date.

Is there any memorabilia or souvenir material available?

A full colour, 12 x 20 inch 1986 calendar, illustrated with 12 of the participating locomotives, is available from hobby stores or direct from STEAMEXPO for \$8.95 plus tax. It also shows the dates of all the Specialized Periods and Special Events of EXPO 86, including STEAMEXPO, in easy-to-read pictogram fashion.

If I have friends coming, is there any way I can help them with accommodation through STEAMEXPO?

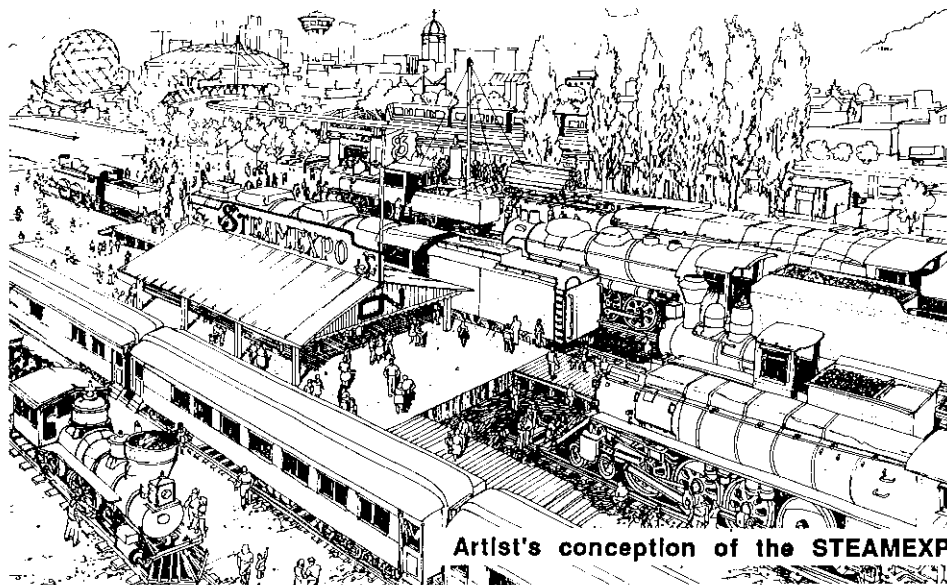
Gray Line of Vancouver is offering an economical, unguided package for STEAMEXPO which includes rooms plus passes for a Royal Hudson route boat/train trip, a city tour, Expo passes, and a steam excursion. Information is available from STEAMEXPO or Gray Line.

What about old #374 and the Royal Hudson? Will they be there?

#374 will never steam again; it is becoming a display on the restored CPR roundhouse turntable on the Expo site. The Royal Hudson will be at the event; another steamer will substitute for it on the run to Squamish.

Who do I write, and where, for a calendar, newsletters, or other information?

Write to: STEAMEXPO, Box 34105, Station D, Vancouver, V6J 4M1.



Artist's conception of the STEAMEXPO site.

Contest Modelling- Why Bother?!

Scott Calvert

"Contest modelling? Why bother? I can't build prize-winning models! And the judging isn't fair!"

How many times have we heard these statements and others like them?

One thing that is generally consistent in railway model contests is the lack of entries, even at the regional and national levels. I find this quite disappointing as I'm sure many other modellers do. So many of them, though, have a great fear of a CONTEST. Why? Entering your models can have several advantages if you are willing to accept the constructive comments and suggestions you'll receive.

The primary advantage to participating in the contests is that your modelling skills and abilities can improve greatly. This is not to say your models will become more complicated or time consuming, but rather that they will become more realistic and better constructed. Appreciation of the prototype is another significant benefit, especially since we are building representations of a real thing. One realizes how important it is to study the prototype in an effort to model it more accurately and realistically. There are also "social" advantages, including the opportunity to meet other modellers and the enjoyment of participation, as well as the ego boost when you receive a ribbon or award!

Some modellers claim they have little time to construct "static" award winning *displays*. While I realize a lot of prize winning models never make it onto a layout, all my models are to be incorporated in mine. To me, there is no better place to show off your efforts than in the setting for which they were built.

For those who don't enjoy the competitive nature of the contests, participation in the NMRA achievement program may be the answer. Here, your model is judged against a relative point system and not against other models. There was an excellent article authored by Myron Smith which discussed the program in the June and July 1985 issues of the *NMRA Bulletin*.

I was fortunate enough to be a contest judge at the 1985 PNR Regional Convention in Richmond, and found it a rewarding experience. Several people entered models for the first time, and I was pleased to see some receive awards for their efforts.

A final option for those who are still reluctant to participate is simply to display your work. I'm sure the organizers of any convention would gladly accept models submitted strictly for display purposes. The number of models at the Trains '85 public show indicates there are significantly more modellers out there than the quantity of convention contest entries would lead one to believe.

In consideration of what I have said, I hope some of you who have never done so will try participating in a model contest. The only thing you have to lose is some wall space for those ribbons!

Our First Rock Castings

or

How the finer points of a new technique came to light

Gordon Varney

Seeing Hank Menkveld's clinic on scenery at Trains '85 brought back memories of my first experience at rock mold casting. It occurred in the late 60's on my old Cariboo Northern layout

My good friend Dave Johanneson and I read up on all the latest procedures and installed the rough scenery base using wire screen.

We made several excellent rubber molds from rocks in our rockeries, and finally summoned up enough courage to tackle the terrible task of actually casting from them.

We had read that there were two methods of applying molds: dry and wet. We decided that for our purposes, the wet method would be best, and proceeded accordingly. We mixed up a batch of plaster of Paris, poured it into the dampened molds, and set them aside to partially set up.



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"Looks about right to me," I said to Dave, and with his approval, I picked up the first mold, positioned it over the screen base, and dropped it into place. Disaster struck. When the semi-solid plaster hit the screening, it passed right through, ending up in beautifully extruded little hexagons all over the floor. Dave looked at me and we both started to laugh.

We had just learned the hard way that chicken wire was *not* the screen to use for a scenery base!

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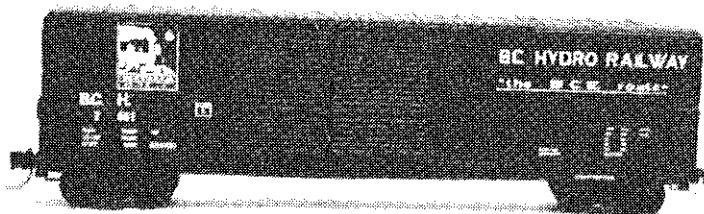
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Idea look familiar? B.C. Hydro Railway is painting the STEAMEXPO logo on several boxcars, reminiscent of the Gold Spike Convention promotion program.

In the last issue of the BULLETIN BOARD we described the initial steps taken to develop a craft train building kit. In that article we described the steps from the choice of a prototype to the building of a mock up.

Once the mock up is complete, the final decision must be made whether or not to continue with the model or scrub it. Lets assume we will continue.

The next step is to estimate the quantity of kits we will require for the first release. This is difficult to estimate, for if sales are underestimated we will not be able to supply all dealers and if we overestimate, we will have kits in stock which tie up money in the company.

At KANAMODEL we attempt to produce a 6 month supply at a time, but our growth has been such that we have never been able to do that, as our runs are often sold out on the first release.

When we have decided how many kits to make, the production time must then be estimated, so that we will be able to advise our dealers and wholesalers when to expect delivery.

At this point we must then "source" our supplies of raw materials, and order them in a fashion so that they will arrive at the right time. Sometimes our suppliers will deliver late, and of course this creates problems. As an example we ordered wood from our supplier in the eastern US for our current release (The CN Station). We had anticipated producing in the first week of December. The factory was backed up and as a result had to fly the shipment out to us. Unfortunately the Seattle airport was fogged in for about 10 days and the shipment finally arrived at our Blaine office on Christmas eve.

This created another problem in that our Die Cutter was closed for the holidays, and thus the entire project has been delayed for over 6 weeks.

After the stock of materials has been ordered, the next step is to book advertising. This must be done up to 4 months in advance.

At this time, two complete kits are made up hand out containing the materials exactly as the builder will get them.

The first kit is then constructed step by step and the instruction sheet is made up, as each step is completed.

Also during this stage photographs are taken of the various steps to be used in the final instructions. The drawings are done at this time too.

The second kit, now complete with a draft of the instructions, goes to a modeller who has not yet seen the kit under construction. He then builds the kit and makes any changes necessary in the instructions, to make them more explicit.

Photographs are then taken of the completed model in a layout setting. These photos will be used for labels, and advertising.

Our graphic arts people then complete the type-setting and the label and instructions then go to the printer.

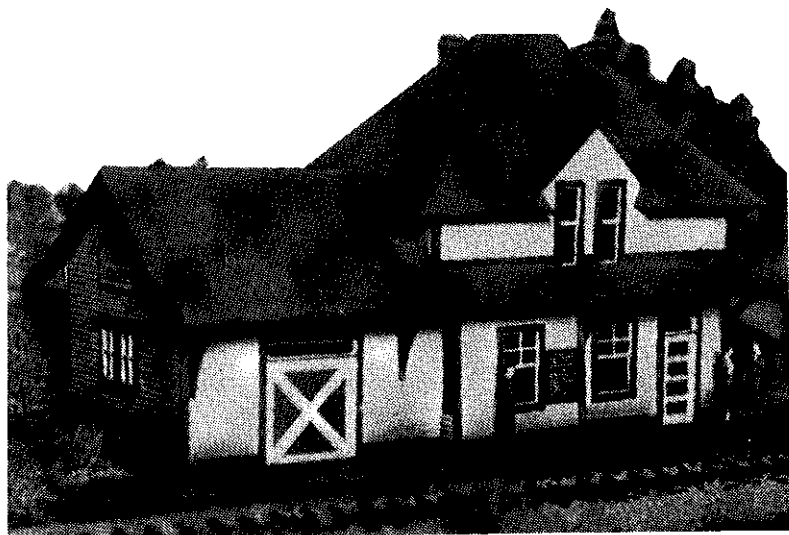
While all of the above is going on, we are busy casting the metal parts to go into the kit. Also the required wood is being cut and colour-coded.

As these parts are being completed they are packaged into bags or bundles as the case may be.

Once all components for the kits are ready, they are then packaged, and shipped to our customers.

If everything has gone according to plan, and no unforeseen problems have arisen, only 6 months has elapsed since the first steps were taken to make the kit. If however problems occur, it can take up to a year to get a kit to market. In the case of our popular CP #9 station, almost 15 months had elapsed from the time of the first drawings to the first shipment.

In the next issue, we will discuss the costs of producing a craft train kit, and where your money goes when you buy one.



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CN STATION

This station is known as a Group 3 Station and was first used by the Canadian Northern.

Many are still in use today.

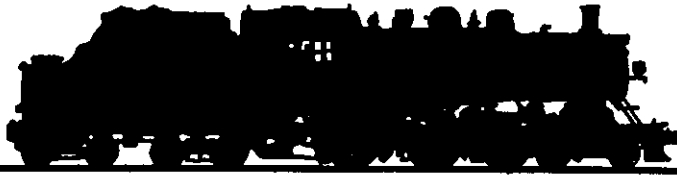
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7TH DIVISION TIMETABLE

9



Feb. 9, 1986

Annual 7th Division Swap Meet. Oakridge Auditorium, Oakridge Centre, 41st Avenue and Cambie, Vancouver. 1 - 5 PM.

March 9, 1986

7th Div. Workshop: Multiple Subjects. Details as above.

March 29 & 30, 1986

7th Div. Spring Meet: Kelowna.

April 6, 1986

7th Div. Workshop: Subjects TBA

April 20, 1986

Vancouver Island Train Show: Beban Park Recreation Centre, Nanaimo

June 15, 1986

7th Div. Annual General Meeting. Details TBA

WCRA EXCURSIONS

March 1986: Winter BCR trip to Lillooet.

April 1986: Vancouver-Nanaimo-Victoria and home circle route via bus and E & N Railway.

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