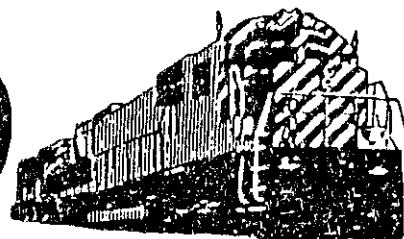


# BULLETIN BOARD

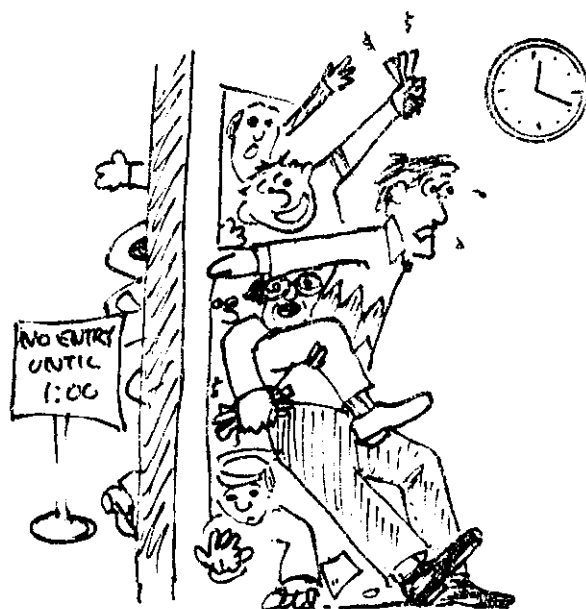


beginners' workshop  
january 10



*Happy  
New Year!*

*Annual Swap Meet  
February 14*



Official publication of the Seventh Division, Pacific Northwest Region,  
National Model Railroad Association.

## National Model Railroad Association

- |                                  |           |
|----------------------------------|-----------|
| ( ) Affiliate (No NMRA Bulletin) | \$10 (US) |
| ( ) Regular, one year            | \$20      |
| ( ) Regular, five years          | \$80      |
| ( ) Sustaining, one year         | \$40      |
| ( ) Sustaining, five years       | \$160     |
| ( ) Life membership              | \$400     |
| ( ) Retired life membership      | \$200     |
| ( ) Family, one year             | \$4       |
| ( ) Family, five years           | \$16      |

Total US funds enclosed: \_\_\_\_\_  
 ( ) cheque ( ) money order

## Pacific Northwest Region

NMRA membership card no. \_\_\_\_\_  
 (if not applying for same now): \_\_\_\_\_

Expiry Date: \_\_\_\_\_

PNR membership no. if renewing: \_\_\_\_\_

- |                                 |                 |
|---------------------------------|-----------------|
| ( ) Regular                     | \$8 (CDN)       |
| ( ) Family                      | \$1.50 per name |
| ( ) Life                        | \$160           |
| ( ) Associate (non-NMRA member) | \$8             |

Total Canadian funds enclosed: \_\_\_\_\_  
 ( ) cheque ( ) money order

Name: \_\_\_\_\_

Family Names: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Prov.: \_\_\_\_\_

PC: \_\_\_\_\_ Phone: \_\_\_\_\_

Mail to: Carol O'Dell  
 220 Cambie Street  
 Suite 102  
 Vancouver, B.C.  
 V6B 2M9

7th Division Associate only: available for two  
 years or until 21st birthday, whichever is longer.  
 (Not a membership; provides Bulletin Board subscription  
 and members' admission rates at Division functions only)

☐ \$8.00/year

If under 21, give date of 21st birthday: \_\_\_\_\_



## 7th Division Standing Committee

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 421-5085

Assistant Superintendent:  
 Greg Kennelly  
 437-3499

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 Mary Ann Kelleway  
 594-7890

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 588-2194

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 734-4271

Honorary Life Member:  
 Fraser Wilson  
 298-4166

The *Seventh Division Bulletin Board* is the official publication of the 7th division, Pacific Northwest Region of the Model Railroad Association, and is published six times a year, in January, March, May, July, September, and November. It is distributed to all members in good standing.

The *Bulletin Board* is solely the responsibility of the editor, and editorial opinions expressed do not necessarily reflect those of the Standing Committee, or the organization's policies.

Correspondence and contributions are solicited, and may be sent to: Editor, *7th Division Bulletin Board*, 9300 Ryan Crescent, Richmond, B.C. V7A 2H2. Closing date for each issue is the 12th of each month preceding publication. All other correspondence relating to the 7th Division should be forwarded to the Superintendent.

Editor:  
 Phil Magnall

## Page One: Trains 87 and Money matters

Wasn't that a party?

Whether or not you could attend Trains 87, you are no doubt aware by now that it was a terrific success, with attendance up over 60% from last year. Action at the gate was almost frantic at times as ticket selling teams tried to dole out the correct number of admissions, point out the promotional literature and popular vote ballots, stamp hands for re-entry, nab starry-eyed (or possibly just cheap) visitors who waltzed obliviously past, and answer scores of questions from folks who apparently figured they weren't quite busy enough! The editor's award for sheer endurance goes to **Marion Madsen** and **Brian Clogg**, who held the fort most of the day.

Various local hobby stores, railways, and the good folks who run the Skytrain responded with unprecedented generosity to the call for door prizes, a number of which were worth over \$50. As a new addition to the Trains format, it will probably pay even more dividends in attendance next year as people recall all the great prizes handed out.

If you've been a member of the 7th for a few years, you've probably noticed new names cropping up, often in connection with a new venture such as the layout registry. This year, veteran event coordinator **Cyril Meadows** handed over the reins to **Scott Calvert**, to whom a vote of appreciation is due for his superb organization of Trains 87. An auspicious start in his new capacity, we think you'll agree.

We were pleased to come across **Phil Strange**, down from Kamloops at least in part for the show. Phil is one of the Interior folks active in events like the Spring Meet, and although not a Division member (yet!), is clearly interested in sorting out some of the timeworn complaints and misgivings that cloud efforts to involve more inland modellers. He was armed with his video camera on Sunday, and will by now have presumably given some up-country people who couldn't make it down a chance to see what Trains was like. Phil also kindly offered his video record of the proceedings at the Eugene National for our use, so we may be able to present a look at that event some upcoming Second Sunday.

There can be no denying that model railroading is a potentially expensive hobby, and thus it only follows that it can be a source of conflict between spouses. What else could claim the title of most overworked theme in model railroading magazine cartoons? Stereotypes generally have some roots in truth, or, at least, perceived truth, and most of the long-time hobbyists around town can probably even recollect a divorce or two which arose in part from differing perceptions on the essentiality of a brass locomotive.

In truth, the attitudes wives and covivants (possibly some husbands, but allow us that shorthand) have toward the hobby and its attendant costs range all the way from enthusiastic encouragement through indifference to outright hostility. From behind the store counter we have dealt with both a man who requested a fake under-valued sales slip for his handful of freight cars in order to mollify his wife, and one who casually peeled four 100-dollar bills from his wallet when shown a brass electric locomotive as a joking response to his question "What's new?", his wife browsing books right behind him all the while.

Certainly, one's disposable income is going to influence attitudes to a large degree, but it is somewhat startling to the objective (and possibly naïve) bachelor is to see how many men literally go begging to the family finance manager for an extra twenty to cover some Kadee couplers and a sheet of decals. Much of it contains an element of good-natured kidding, but by no means does all. Some wives are clearly unhappy about where the money is going. Argue as one might that it is cheaper than, say, owning and mooring a hobby sailboat, the fact remains that most people will accept the idea of paying \$20,000 for a boat plus monthly fees far more readily than they will a \$5,000 railway empire and a \$50 a month hobby store habit. It's ironic, but nevertheless true, that what is often touted as a family-oriented hobby can create various degrees of resentment between spouses.

Is there a solution for people caught in this kind of bind? Is it a matter of financial planning and an agreed-upon "allowance", whoever may be controlling the family pursestrings? Can mates who merely tolerate the hobby be brought into it and converted to enthusiasts? Are most of the "long-suffering" husbands in fact spendthrifts? We won't presume to make suggestions here, but instead invite *you*, both husbands and wives, to send in your observations,

opinions, or advice to the *BB*. If you wish to remain anonymous, that is no problem. We'll publish at least part of every letter we receive on the subject. If you are fortunate enough to have a mate who shares your enjoyment of model railroading, don't just shake your head in disbelief; write us instead. Someone might really appreciate it!

Phil

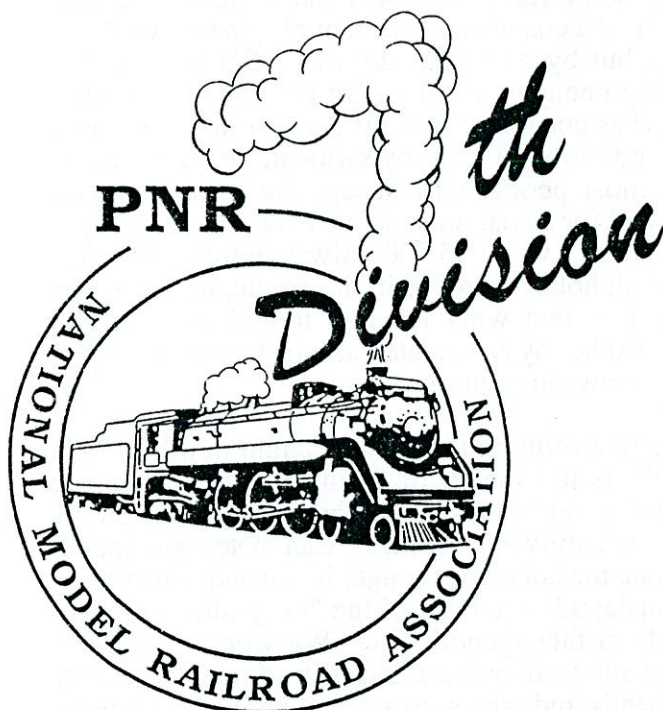
## Official logo designed

For years, the Seventh Division has had a logotype *concept*, but no master artwork for use in all applications, particularly when a large image has been needed for signs, banners, decorations, and the like.

Thus, the familiar image of the steam locomotive coming towards you, its exhaust forming a large "7", has appeared in variety of forms over the years.

Now, a standard version has received the tentative approval of the Standing Committee, and following a minor lettering change included in the final design shown here, it should be formally adopted at the January meeting.

Anyone involved in the production of Division materials on which the logotype is to be reproduced should contact either the Standing Committee or Phil Magnall, who is responsible for the design, for a copy of the original artwork.



## Workshop Words

Carl Sparks

Our January 10 Workshop will consist of tabletop clinics with the new modeller in mind, although experienced hobbyists will also be able to pick up some very useful pointers.

Clinics on the following subjects are planned:

|                                                |         |
|------------------------------------------------|---------|
| Zip-texturing and rock molds                   | HANK    |
| KD coupler installation                        | DICK    |
| Tree making                                    | TOM     |
| Module construction                            | CRAIG   |
| Basic benchwork                                | JOHN G. |
| Car kit construction                           | DAUG    |
| Building structures                            |         |
| Wiring                                         |         |
| Track planning                                 | PHIL    |
| Applying dry transfers / weathering techniques |         |

As you can see, something for everyone has been planned!

February 12 will be the 7th Division's Annual Swap Meet. Bring the items you can no longer use, because they are probably exactly what someone else is looking for. To make it fair for everyone, only sellers will be admitted prior to opening time.

As usual, both events will be held in the Oakridge Auditorium, starting at 1:00 PM.

## Division's video library now operational

Carl Sparks

The 7th Division Video Library is alive and well!

The following tapes are now available to Division members and associates:

1. *Warehouse on Wheels* Operation of a railway yard
2. *SD40-2s in the Canadian Rockies*

3. *Contintal Divide*, a winter's journey
4. BC Rail titles: *Travel the BC Railway* and *Rails to Romance*
5. BC Rail Titles:  
*Mile 63.5; Seton Recovery; 995 Days; Road to the Cariboo*
6. Carl Sparks tapes:  
*The Grand Parade of Steam (STEAMEXPO); STEAMEXPO site; 6060 in the Canyon; Miniature Parade of Steam*
7. Carl Sparks: *Steam in Britain*
8. Carl Sparks: *7th Division Layouts*
9. CN 6060: *Freight to Vancouver*
10. *Snowplows with CN F-7s*
11. *VIA F-units in the Rockies*
12. *BCR Steam, #2860 & #3716*
13. *F Units, Winter in Canada*

There is no charge for borrowing the tapes, but they are available **only to 7th Division members and associates.**

If you would like to borrow any of these tapes, please contact:

Carl Sparks  
3956 Hertford St.  
Burnaby, B.C. V5G 2R4

(604) 433-5583

## From the Superintendent's Desk

Let me continue my introduction of your Standing Committee.

Our hardworking secretary is **Mary Ann Kelleway**, who looks after paperwork such as

typing minutes and correspondence. She is ably assisted by her husband **Doug**, a long-time member of the Committee.

Dick Sutcliffe looks after our advertising through handouts, notices in the hobby shops, and the media. **Scott Calvert** has just taken over show and convention co-ordination duties from **Cyril Meadows**, who has handled the chores for approximately 20 years! (*Thanks and well done, Cyril.*)

**Phil Magnall** needs no introduction. He is our able Bulletin Board editor and has done a fantastic job in the last four years.

**Carol O'Dell** is our membership co-ordinator. You can send your renewals, both NMRA and PNR, to her, and save the hassle of remitting to the USA.

**Steve Stark** is the Committee's only lawyer, and naturally, our legal advisor. He puts in a good deal of time representing our interests at all levels of the NMRA and government.

The rest of the members have no specific position or job but willingly pitch in anywhere they can help. On the Lower Mainland, this includes **Tom Beaton, John Fysh, John Green, Dave Love, Hank Menkveld, John Moore, Brian Morgan, Norm Starr, and Craig McCulloch.** We also have one honorary life member in **Fraser Wilson.** Out-of-town members are **Brian Freemantle** of Nelson, **Pat Quain** of Vernon, **Ken Vere** of Kamloops, and **Ken Rutherford** of Port Alberni.

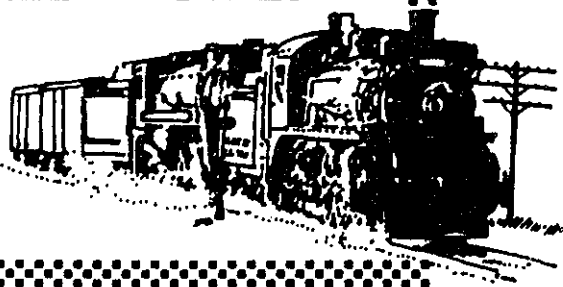
The Standing Committee is a dedicated bunch, and I hope you will support them by taking part in the various activities on which its members spend so much time.

Our Trains 87 Show was a tremendous success, and I want to thank all who participated, especially **Greg Kennelly, Scott Calvert, John Fysh, Phil Magnall, Brian Morgan, Craig McCulloch, and Dick Sutcliffe**, who were instrumental in planning and overseeing the show. Thanks also to **Bente Beaton**, our faithful coffee and cake girl.

Well, that's it for now. A very happy New Year to you all.

Gordie

## MAIL CAR



Thank you for your November **Page One**. Crystal ball contests are fun because you never know the winner until long after the game has been forgotten! Let me cross swords as follows:

You suggest that N scale and modular railroading will grow because of the trend toward smaller homes and apartments. I think you have your demographics backwards - a look at construction statistics and a perusal of the Lower Mainland will show that many of today's young marrieds are moving into houses two or three times the size of a generation or so ago. Given all that space (and smaller families), the scale of choice has to be HO (*which is what we said - Ed.*) with its better availability, broader choice, and, in the train set category, better reliability.

Conversely, the people moving into apartments and smaller homes are the empty nesters and newly retired, very few of whom will take up the hobby because the "industry" has, strangely, has ignored an obvious target of people with lots of time and, often, disposable income.

You further suggest that scratchbuilding will decline and you are probably right - at least in respect to rolling stock. Who wants to scratchbuild an N scale loco after seeing what Kato-san produces?

Structures may well be a different story. Kit prices are rising well beyond the point of diminishing returns, and for reasons that cannot be explained solely by exchange rates or normal inflation. A kit I bought two years ago for \$4.98 is now on the shelves at \$16.80. Bits of material in boxes the size of cigarette packs are priced in double digit figures. The value is so obviously not there that I predict scratchbuilding will increase. Anyone who can do a reasonable job on a kit has the talent to scratchbuild, and rising kit prices will give them the nerve to try.

How about comparing notes (say December, 2003) to see whose crystal ball was the least murky?

Jim Stevens

*Sure. Shall we say 1:00 PM on the 15th, at the Broadway White Spot? - Ed.*

The NMRA membership will be asked to vote on, among other things, proposed modular standards for all scales in 1988. While I applaud the efforts of those involved in preparing these standards, I am extremely concerned with those pertaining to N scale, and in particular, MRP-1. The proposed standards for maximum mainline grade of 3% and minimum main radius of 17 inches are *not* NTrak standards. NTrak has no grades on the mainline and has a mainline radius of 22 inches. Further, there is no reference to that fact in the proposed standards.

Should these recommendations be accepted, no NTrak modules would conform to NMRA standards. One of the major drawing cards of National, Regional, and Divisional conventions for the last 13 years of the NTrak layout would not meet NMRA standards. If these proposals are adopted, the majority of NTrak members may either decline to renew their NMRA membership or not apply for membership on the basis that the Organization and, in particular, its modular standards, have no relevance. It seems pointless to accept standards that the majority of people to whom the standards are directed will ignore. The NMRA cannot afford to alienate such a large section of the model railroading community.

As one who has been involved with NTrak since participating in the NTrak layout at the 1974 convention in San Diego, I am opposed to the adoption of the proposed N scale modular standards. They should be defeated and replaced with the NTrak standards.

The Seventh Division PNR endorses these comments.

Steve Stark  
Director, Seventh Division, PNR  
(Life Member)

*As a fellow NTrak member, your editor agrees with*

*Steve's sentiments. There is also the very real possibility that newcomers would blithely build modules to the new standards, if adopted, only to find out later they could not partake in the many big NTrak shows. The NTrak way is time-tested, its grade and radius policies the result of long experience. As the man said: "If it ain't broke, don't fix it!" - Ed.*

## Figures tell the story of Trains 87

A quick look at the vital statistics generated by Trains 87 gives an indication of how well the whole show came off. Instead of the 1100 to 1200 visitors seen in recent years, the official attendance was 1919, which broke down into 1098 adult, 345 child or senior, 100 family, and 53 PNR/NMRA admissions.

There were no less than 28 commercial and 34 display tables present, with some latecomers actually having to be turned away. Larger premises are definitely in order for next year.

There were 12 separate donors of door prizes whom we would like to acknowledge here:

CP Rail  
CN Rail  
BC Rail  
BC Safety Council  
BC Transit  
Ambleside Hobbies  
Pacific N Scale  
Railway World  
Van Hobbies  
Gary's Train Centre  
Creative Hobbycraft  
Tom Beaton

If you weren't around for the awarding of the four "Most Popular" plaques, the winners were:

Train: Brian Morgan's N scale switcher cut  
Display: the TraiN Gang's NTrak layout  
Model: Tom Beaton's O scale store  
Photo: John Green's shot of CPR #1208

## Just a reminder dept.

Yes, I know that the Spring Meet is still a few months away, but it is not too early to give some thought to nominating a deserving person for the Ross Heriot Gold Spike Award. In a Division as large as ours, with so many active members in the Interior, on the Island, and on the coast, it should not be difficult to come up with a name. If you know of a member of the 7th Division you would like to nominate, send me a brief letter stating why you feel he or she should be the next recipient of the Gold Spike.

Hank Menkveld  
Co-ordinator, Ross Heriot Gold Spike Award  
10689 McSween Road, RR #3  
Chilliwack, B.C.  
V2P 6H5

## CP Rail introduces '2nd generation' unit train

Phil Magnall

A revolutionary new unit coal train design planned by CP Rail challenges some basic assumptions about the operation of long trains. Using basically "off the shelf" technology, the new trains will consist of 120 hoppers with three radio-controlled locomotives spliced into the consist every 30 cars. A single 3,000 horsepower unit on the front will control the nine slaves for a total of ten engines. Self-steering trucks, such as are found on Vancouver's Skytrain, will be installed on each car to increase wheel life approximately threefold to one million kilometres before regrinding is required.

This longer wheel life will allow CP to dispense with use of the thick rims found on standard wheels which allow for several re-turnings, thus saving some 450 kg, or one-half ton, of weight per car. A like reduction in weight will come from the use of rigid drawbars in place of couplers between cars, which will be permanently joined in 10-car blocks. It is felt that with adequate power, the 40 feet of slack that would normally occur in a train of this length is unnecessary. It has long been conventional wisdom that slack allows an engine to slowly pick

up the load when starting, but it also means that cars at the rear of the train endure a lot of abuse when they suddenly decelerate or accelerate as the slack runs in or out.

*Source: The Province, November 10, 1987, p.62 "CP Rail plans...", Mark Wilson.*

## Sheesh! dept.

Further proof that some people read only the Timetable: several SC members inform us they were phoned by people asking if there really was a mid-week afternoon Workshop. Guys, I think you can be pretty sure that if a Second Sunday Workshop is dated on anything but a Sunday, it's a misprint. *And if you'd only read the fripping column inside your newsletter, you'd see the correct, and believable, date.*

C'mon, eh?

## News from the mighty Skeena: Ken Haun sends us a newsletter

Ken Haun, of the Skeena Valley Model Railroad Association in Terrace, sent us a copy of that group's newsletter recently. This is an active group, something made all the more impressive by their relative isolation and small number (16 members)! To excerpt from the newsletter:

"During the last year work continued on both the HO and N layouts. Three HO staging tracks were laid in the shop, and all the block wiring was completed...The first transistor throttle was built by Dave Moffat...and worked perfectly the first time. ...Steve Lake built a second one. (Both are)the design described in the January 1986 issue of *Model Railroader*.

"On the N scale layout all the benchwork was completed. By September, about 40% of the track was laid. ...The layout design includes 12 staging tracks...

"An HO raffle layout was begun in April. The hard-shell landforms are now ready for paint. All our raffle layouts take longer to build than we expect.

"In May we suggested to Terrace Travel Ltd. that our club could hold a raffle, having a VIA Rail train ride as the prize. A return trip to Edmonton and its famous mall was proposed. The project has...been approved. We will build a small N-scale layout with a VIA Rail train running on it, for display in Skeena Mall."

Unfortunately for the SVMRA, its club premises, where they have enjoyed free rent since 1985, are being demolished (actually, it is probably gone by now), leaving them looking for a new place to rebuild both HO and N layouts.

We wish them luck, and we'll pass on any word of future developments.

**Not yet a member?  
Know someone who should be?  
Now is your opportunity  
to get in on the fun of  
the 7th Division**

With the creation of 7th Division Associate status, anyone can "try it out" without the expense of joining the NMRA!

If you have never been a member of the 7th, or have not been for 5 years or more, you can enjoy all division level benefits such as free or reduced event admission, video library access, the *Bulletin Board*, and special members-only events for up to **two years** - or, if you're one of our younger enthusiasts, until your 21st birthday as a Division **Associate**.

The cost ? **Only \$8 a year**. When your allowable term is up, we hope you'll be enthused enough to become a regular member. See the membership form inside the front cover!

**What a deal!**

# COLOUR-CODED OPERATION ON YOUR RAILWAY

*(The last of our old stock of preprinted articles!)*

George Carroll

For those of you who have not yet tried a more formal approach to operation, I would like to suggest that you consider the following reduction of a well-known system. This system, derived from the Ed Ravenscroft "Colour Coded Tacks" method introduced in the 1960's, has many advantages including ease of installation, no paperwork, and the capability to operate casually without having to ensure that everything returns to its former position.

The basics of the system are: (1) a waybill which travels with the car, simultaneously giving a general and specific destination; (2) a simplified method of identifying the destination. The waybill has a pre-gummed label, such as produced by the Avery company. These labels come in a variety of sizes, shapes, and colours, and are sticky on the backside. The label thus adheres to the car - any car, locomotive or other item - and is easily removable without damaging the surface of the car. Spare labels can be held on an order board. The second feature of the system, identification, is also an integral part of the label; the label is coloured, and also carries a letter or number. A typical system would have each general destination colour coded, and each switching location carrying the more specific letter or number. It is possible for an industry to have two separate codes. For example, a small layout with three distinct switching locations (yard, larger centre, and smaller centre) might use yellow, pink, and green. Each separate location would be designated Pink A, B, C, or Yellow 1, 2, 3. Assignment of cars to industries is done via the order board. After a selection of the appropriate car for the location, the matching label is placed on the car. Generally the label is removed at the end of an operation cycle. When the car has no label, it is free and can be assigned to a new location. The actual operation consists of matching appropriate colours and letters on cars with the industries. It is easy to add extra tags to denote other events: extra movements of whole trains, hotboxes, deadheading motive power, passenger train switching and so on. Should one want to operate casually, the cars can be moved around at random without affecting any of the administration. In fact, a random re-distribution might just make the next operations more challenging!

There are a number of advantages to this system. First, one only needs to be barely literate and reasonably colour sensitive to distinguish what goes where. Second, the labels are small enough to be unobtrusive, yet are easily legible. Third, the labels remove easily leaving no defacing marks or glue; neither are holes necessary. Fourth, any elements in the system can be altered without affecting any of the other parts. e.g. additions or deletions of industries or rolling stock. Fifth, there is no paperwork to maintain, and casual operation will not interfere in any way. Sixth, there is considerable opportunity to develop special situations and random happenings for additional intrigue in the operation cycle.

If you are looking for a low technology, high reward system, the colour coding approach will offer the rewards of easy installation and productive switching.

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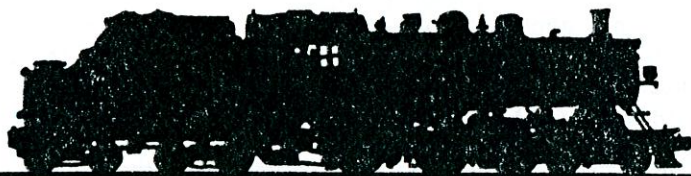
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980-8818

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at the above address

## 7TH DIVISION TIMETABLE



January 10, 1987

7th Division Workshop: Beginners' tabletop clinics. See *Workshop Words* for details. Oakridge Auditorium, Oakridge Centre, 41st & Cambie, Vancouver. 1:00 PM to 4:00 PM

February 12, 1987

7th Division Workshop: Annual Swap Meet. Note: Sellers only before 1:00 PM. Time and location as above.

March 6, 1987

"Rollin' Rails" Operating models railroads and equipment show. Frances Anderson Recreation Centre, 700 Main Street, Edmonds, Washington. Admission: \$1.50 (under 12 free). 10:00 AM to 5:00 PM. Information: Roger Ferris (206) 283-0637

May 20-22, 1988

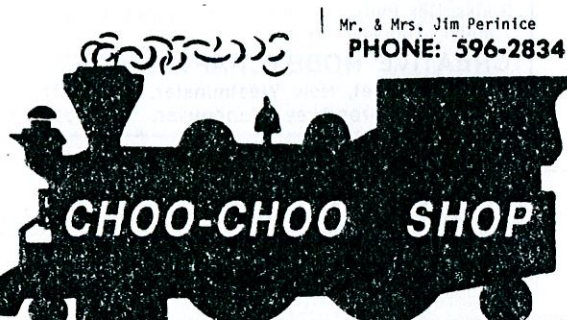
Golden Rail '88: 6th Division Spring Meet in Calgary, Alberta. Full convention fare; contests, clinics, layout tours, prototype tours, displays, etc. For information contact Bob Hadlow, 11 Edgeridge Way NW, Calgary, AB T3A 4G8

*APRIL 1/2 Spring Meet; Vernon*

**AMBLESIDE HOBBIES**  
1425 Marine W. Van



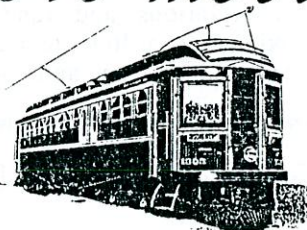
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