

BULLETIN BOARD

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

19th Annual Mid Island Spring Meet

by Rick Lord, photos by Russ Watson

The 19th Annual Mid Island Spring Meet is now history. Sunday April 27th saw 827 enthusiasts pass through the doors of Nanaimo's Beban Park Rec Centre. With blue sky and sunshine outside organizers didn't have to worry about low attendance as almost 100 more people attended than last year. The contest tables squeaked and groaned under the weight of entries. One half of the entries were for G scale, including a grain elevator, a water tower, two snow plows (it snows in Nanaimo?), two trains and two passenger cars. Entries in HO scale were of the C.N.R. prototype with excellent work done on a scratch built steam generator car and an open observation car plus a well done sleeper from an Athabasca kit.

New this year was the opportunity for 7th Division members to visit two operating layouts. An O scale E&N with some On30 logging owned by Ed Warren, MMR, and an HO scale M.E.C. of Marty Phillip's that some members had a chance to operate. Thanks to Ed and Marty for opening their layouts to us.

The popular choice winners were;

Favourite train: Reg Harrison's G scale steam powered Loci pulling a string of log cars

Favourite Locomotive: Richard Slingerland On30 Hondapede

Favourite Rolling stock: Reg Harrison's G scale snow plow

Structures and Displays: Richard Slingerland O scale scratch built Raging Rapids ore bunker



HO CNR 'E' Sleeper by Maynard Atkinson

for donating door prizes;

Charlie's Choo Choo - Courtenay

Island Trains and Hobbies - Nanaimo

Leisure Time Hobbies - Nanaimo

Victoria Scale Rail Ltd. - Victoria

Their continuing support and generosity combined with the organizers donations enabled 38 lucky attendees to leave with a prize. We noticed one very happy ticket holder with a Thomas the Tank Engine set.

Layout: North Island Model Railroaders HO scale
For entering the favourite model contest two modelers each won \$20. This year's winners were John Britt and Ed Warren. We encourage you to share your modeling with others in the hobby. Who knows maybe you will win an award and/or gift certificate. Thanks to Terry Mitchell and Russ Watson for making A.P. judging available. Special thank yous to the following hobby shops



HO model by John Britt

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The door prize raffle of a \$100 gift certificate was won by Grant Stephens of Nanaimo.

Thanks go out to the following for bringing and operating modules or displays:

- C.F.B. Esquimalt Model Railway Club
 - Victoria N Trak
 - Nanaimo On30 the Millennium Mines Railroad
 - North Island Model Railroaders
 - Dick Sutcliffe for bringing and manning the PNR/NMRA booth (There were only 31 members - down from our average of 55 to 60 members)
- Continued on Page 4**

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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 Prevetie 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/Jun
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 Prevetie, 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

7th Division
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<http://www3.telus.net/7division/>
<http://www.infoharvest.ca/NMRA/PNR/>
<http://www.nmra.org>

SUPERINTENDENT'S REPORT

by Scott Calvert

We experience somewhat of a paradox in the hobby of model railroading in that it is a growing hobby in so many respects with a seemingly endless supply of excellent new products to tempt us and an increasing number of magazines and a large amount of info that is available to modelers and yet at the same time, the organization that fostered the camaraderie of model railroading and established standards, etc., for which we all benefit, experiences a continually declining membership.

During the recent Kamloops model railroad meet, I had the opportunity to talk to many people regarding this situation, and one of the fundamental issues and questions was that of value. Many people question the value of the \$83 annual NMRA fee.

"To me, value is a perception more than a reality."

The dictionary defines value as "having worth, importance, or to hold in respect or prize". To me, value is a perception more than a reality. Is value the receipt of tangible items in return for your investment, or is the value of joining the NMRA that of the camaraderie and fellowship that you might not otherwise experience. To me, it is more the later than the former. I find it ironical to talk to so many modellers who enjoy the benefits of DCC or belonging to a SIG, and at the same time question the value of the NMRA. They have forgotten that the existence of DCC standards is a direct result of the efforts of the NMRA, or that the concept of the SIG's was actually spawned by the NMRA, or that the universal standards of so many things in the hobby is the result of the NMRA.

Writing this editorial in the BB is somewhat like preaching to the converted since those of you who are reading this are already members. However, there may be some of you who are thinking of letting your membership lapse, or know of others who may do so. I would encourage you to reconsider, and I would be interested in hearing your opinions if you are one of these members.

On a general note, my compliments to the organizers of the Kamloops spring meet - they did a great job of creating an affordable gathering. Attendees had the unique experience of being able to ride on the steam train and watch it switch the yard at dusk and dine in a soon to be restored baggage car.

Don't forget that this year's Regional convention is being held in Eugene, Oregon. If you have never attended a regional, consider making this the year you do. They are great value for the money, and usually offer a larger spectrum of activities to choose from.

This issue contains the ballot for the election of the Superintendent (President) and the Assistant Superintendent (Vice-President) for the 7th Division for the next two-year term. I would encourage you to cast your ballot and return it as noted.

WELCOME!

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

Derk TerBokkel

Chilliwack

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

Summer is here along with holidays for many of us and opportunities to travel. We are still fortunate that in the majority of North America we are never too far away from points having rail interest. Whether it be abandoned railway right of ways, rail museums, operating tourist attractions or class-one railway operations, there is usually something for us to enjoy. Although I model circa 1957, I very much enjoy modern railfanning. The thrill of those often two-mile long trains grinding through spectacular scenery still stimulates me to carefully compose the scene and click the shutter just one more time.

Museums are of course where I seek out that 1950's information. Even the smallest communities have some form of museum with varying quantities of rail memorabilia. Commercial publications detail museums and rail tourist operations. One such publication, "Canadian Heritage Railway Guide," is available from North Kildonan Publications - the publisher of Canadian Railway Modeller - for \$24.95 CDN. Check out their web site <www.cdnrwy.com/kildonia.htm> or call them at 204 668-0168.

A few side trips are usually tolerated by the family and can often result in ideas for the layout at home. Always take a tape measure to compliment those photos of that neat little structure that is a must-build for the layout. A few sketches including the major dimensions are very helpful.

Last September, while in Jasper, and after shooting a roll of film on the exterior of the station there, I suggested to Betty that she check out some of Jasper's shops as I attempted to measure the station. The station has been transferred from CN to Parks Canada and has been completely restored, although some interior alterations were made to provide additional office space. After attempting to produce the sketches and determining that I had taken on a rather time-consuming task, I decided to enter the station and seek out some plans. After a couple of conversations and a phone call between staff, I walked out of there with 48 pages of scale drawings used for the restoration at only the cost of a promise that I would send them some photos of the completed N scale model I intend to build - it never hurts to ask!

MEMBER AID

by Bob Gardner, MMR, Coordinator

I'm not getting many requests for aid so if you've got a modelling problem or need some help, please give me a call.

In the meantime, here are some thoughts of my own which I hope you will find helpful.

Operation - Getting Started

As we discussed in our last column, we can have a lot of fun making our model railroads carry out the actions of a real railroad. Your pike doesn't have to be finished (whose is?) or large. Many prototype operations can be performed on a 4' x 8' layout.

To get started, first name the towns (or yards or areas) on your railroad. This gives us a better feel for delivering goods from one place to another. After all, that's our business! Names can be taken from the prototype or made up to suit yourself.

Designating "Eastward" and "Westward" directions also adds to the realism. Then name the various industries or firms (customers). Again, they can be based on real businesses or imaginary firms. Sometimes it is helpful to name them for their location (e.g. Merritt Iron Works, Revelstoke Meat Packers, etc.).

If you haven't got around to building all your kits or scratch-building all the various industries yet, simulate their buildings with simple mockups. One modeler makes simple structures by photographing a building, then, using a computer, printing the walls in color on white yardstick. He then folds and glues them into a simple box and adds a roof. Fast, easy and very presentable. Styrofoam or wood blocks sheathed with building paper can also make easy temporary industries. The simplest industry is a "team track", a simple track where trucks can be loaded or unloaded.

Once you've got some tracks and various industries, try having your road switcher deliver an imaginary load from one industry to another in a different location. Now your railroad is actually performing an important function!

Hint. If possible, try to have the various industries tie in to each other in some manner. For example logs can be delivered from a small logging operation, or somewhere off the layout, to a sawmill. Box cars of sawn lumber are then delivered to a box factory in another town. Boxes can then be shipped to various other industries for further shipping ---- well, you get the idea.

As mentioned before, for more information on running your railroad like the real ones, contact Operations SIG, Box 872, Arlington Heights, IL USA 60006 or our own OP SIG representative, Scott Calvert (see page 2 for contact info, Ed.).

Happy railroading!

Nanaimo Show con't from the cover

- Vancouver Island Garden Railway Club

A big thank you to all who helped setup tables and chairs. Dan Saucier and members of the Mid Island Railway Club, Sheila Kocot and family members who baked the delicious tarts and manned the concession stand, to Victoria Bell and Leanne Lord for looking

after the admissions and door prize table, to Leslie Walerius for doing such a great job of selling raffle tickets and the cleanup crew for their effort at the end of the day.

The 20th (has it been going on that long?) Mid Island show is booked for Sunday April 4, 2004. We look forward to seeing you there. Help us celebrate our 20th Annual Spring Meet in Nanaimo. Plan to bring an entry for the favourite model contest and don't rush away but take a short drive to see the operating layouts of Ed Warren and Marty Phillips and maybe one or two others.

ROSS HERIOT AWARD NOMINATIONS

It is time for all the PNR 7th Division members to do something to recognize an important person in our division. The Ross Heriot Award is a once-in-a-lifetime recognition and goes to the person who has made a major contribution of time and effort to further our hobby. The award is presented at the annual "Trains" show in Burnaby, B.C. Send your nominations to Hugh Clarke, #204 - 2903 32nd Ave, Vernon, BC V1T 2L6 or via e-mail to hughclarke@shaw.ca. Please include the services the person of your choice has performed and when and where they were performed.

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JACK WORK MEMORIAL TROPHY

The Jack Work Memorial Trophy is presented annually to the 7th division member who best exhibits the qualities that Jack Work displayed, namely: imagination, creativity, innovation, artistry, forward thinking, quality workmanship and the sharing of the results of these qualities with the rest of the hobby. The award may only be received once in a lifetime.

The nominee must be a member of the PNR 7th Division for a minimum of two consecutive years prior to the nomination. All nominations must be received by the nominating committee no later than August 1st. All of the modelling that a nominee has completed up to August 1st will be considered during the selection process.

Please contact Russ Watson (contact info on Page 2) prior to August 1st to submit your nomination.

SURREY MUSEUM

Railways Run Through It - The fascinating history of railways in Surrey is illustrated with artifacts, models, train sounds, video clips, art, and a kid-size scale model of a B.C. Electric Railway station. This exhibit has been researched by our Community Exhibition Team, each expert in their field of railway heritage. Lots of hands-on activities for the whole family. On display until August 22.

Surrey Museum & Archives, 6022-176 Street (next to the Ioverdale Fairgrounds), 604-502-6456.

INTERESTING BOOK

Exploring The Kettle Valley by Beth Hill ISBN 0-919591-44-2

Courtesy of the 6th Division "Highball"

Beth Hill combines the history of the Kettle Valley Railway with a station-by-station guide to exploring this abandoned rail line. She leads you to what can be seen, such as the tunnels, the bridges, and even the old snow sheds. From the breathtaking Myra Canyon to the Quintette Tunnels, from Hope to Princeton and Penticton to Midway, from Romeo to Juliet, from the history of the Kettle Valley Railway to the origins of the names, this is the guide to exploring the Kettle Valley Railway. This book contains a detailed station-by-station guide to 55 stops, a listing of more than 60 campsites on the KVR, access maps, plus photographs and drawings.

KEEPING IT SIMPLE

Courtesy of the 6th Division "Highball"

A model is made of individual components all related and connected. Sounds a bit too simple? Not really. Even the most complex diorama is a series of sub-assemblies that will eventually join together to form the whole. It is with this in mind that I approach all of my projects. In many cases the various components are constructed months part, but what blends and ties them together?

Colour And Weathering: The colours all fall within a narrow range of tones. They are never bright, nor do they

stick out. That is not to say they are dull or boring! The weathering blends the colours. The various diorama elements appear to be about the same age. The weathering is done in such a manner as to enhance, not overpower the scene. A beautiful model will be remembered or judged by its most dominating visual feature. It is a mistake to make this a bunch of brightly coloured springtime flowers, or a shiny new vehicle right off the showroom floor. While these may be very prototypical, they do not translate well into miniature. Not everything in the "real world" looks good reduced to scale! Subtlety will always be my number one rule of thumb!

Notice the way the colours are natural and blend smoothly from background forest to foreground rusty tank and wood.

The Modelling Philosophy: Every modelling project requires a goal from the outset. This can vary from modeller to modeller or even between projects. The best goal is to finish the project! It may help to look at the modelling process as three distinct levels of craftsmanship. Each plays an important role since every aspect of construction will be affected by the level. While these are very different from one another, they can actively be mixed within a single project.

Contest Quality: Do not let the name fool you. Many modellers raise their standard to this level for every project and kit they build, regardless of whether or

continued on Page 8

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TIMETABLE

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

June 21-22, BOISE ID, Great American Train Show, Western Idaho Fair Expo, 5610 Glenwood Rd., 11 - 5, Adults \$7, kids 12 and under free. www.gats.com

JUNE 21, (SAT), BREMERTON WA, Bremerton Northern Model Railroad Annual Swap Meet at Knights of Columbus Bldg, 2515 Burwell, 10am-4pm. Info: - Eric Rudolph, (360) 895-4629.

June 26-29, CASCADE LOCKS OR, SP & S Convention, Best Western Columbia River Inn, Info: (503) 257-8855, Email: bcbarney@msn.com www.trainweb.org/railsnw/spshts/

June 28-29, SPOKANE WA, Great American Train Show, Spokane fair & Expo Center, 404 N. Havana. Expo. 11am-5pm. Info: www.gats.com

July 13-19, TORONTO, ON, MAPLE LEAF 2003, NMRA National Convention, International Plaza Hotel & Convention Centre, 655 Dixon Rd, Toronto, ON. Info: Email: info@ml2003.com Registrar Email: registrar@ml2003.com www.nmra.org

July 26, (SAT), PORTLAND OR, 2nd Annual Rose City Garden Railway Society Summer Tour w/ 8 home layouts, 10am-7pm. Info: - (503) 499-6483.

August 6-10, Eugene, OR, (see below)

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

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 20-21, 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, 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, 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 2002, 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 2002, 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

PNR CONVENTION DATES

August 6-10 - EUGENE, OR - 2003 PNR 'Tunnel Country' Convention, Eugene Hilton Hotel & Convention Center, Convention registration is \$75.00 (\$115.00 CDN) before May 1, 2003 (\$95.00 US after 5-1-03). Additional information can be obtained from the convention registrar Dave Kleger, Registrar, 2154 Golden Garden St., Eugene, OR 97402-6107, telephone: 541-689-2536. www.tunnelcountry2003.com

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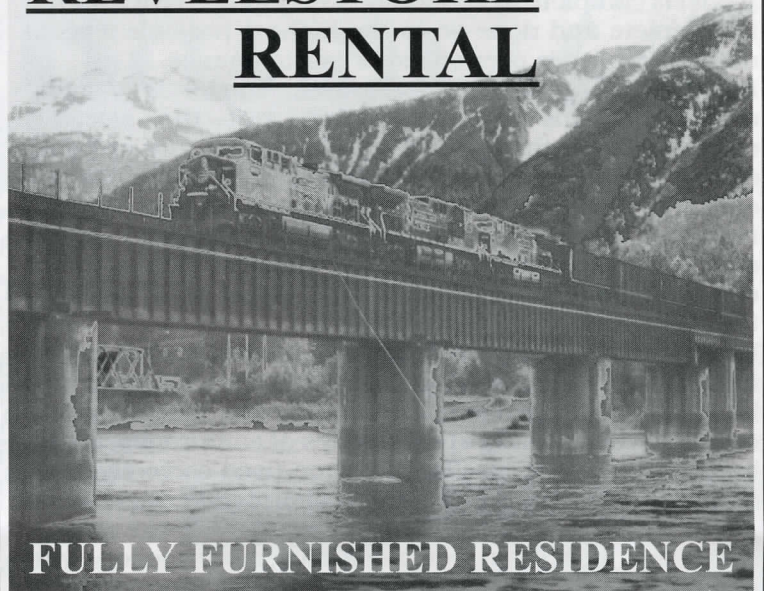
EXPLORE THE KVR?

Are you interested in exploring the old Kettle Valley Railway line between Princeton and Hope with me this summer (most likely the weekend before, during or after the August long weekend)?

About 5 years ago a group of us from the Abbotsford and Dewdney Allouette clubs went on an expedition. We all met in Hope for breakfast. Then headed for Princeton but stopped at the Copper Mountain Open Pit Mine where we were able to take photos of the old Copper Mountain line trestles across the river. Then we headed up to the old town site at Allenby where we found some interesting old buildings and ruins hidden in the trees (we even located the old turntable). When finished, we then went back to Princeton where we parked the cars and went for a walk thru the tunnel and followed the line up to an old siding that crossed the river to get to what we believe was a coal mine (some of us crossed the Tulameen River to check it out and on the way back decided to go for a swim - it sure was nice). We then continued on to Coalmont where we had lunch in the old Coalmont Hotel and drove up to Blakeburn Mine where we found the old tram line towers. Then our journey continued on to Tulameen and we made it to Brookmere, where we saw the water tower and remains of the turntable pit, just before the sun went down.

It was a great day and I would love to do it again, or maybe we could explore the Coquihalla this time. If you are interested, please contact me at 604-533-1570 or at darren_brkich@shaw.ca

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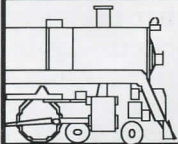
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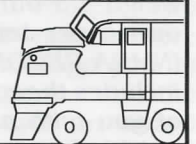
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"Keeping It Simple" continued from Page 5

not it will ever be entered in a contest. A contest quality model is complete in every way. Every single visible detail is complete and done so to the highest possible level of detail. Nothing is overlooked or left to chance.

Foreground Quality: A foreground model is visually complete. It is highly detailed, but the selective completion of the details suggest that any missing details are also present. If the most visible bottles on a cluttered shelf are individually painted, then so are the rest! The actual quality of modelling is identical to that of the contest model, it is in the smallest details that a compromise is made to save time. (Most of us fall into this category.)

Background: The background model lacks many important details making it suitable only where it will be obscured from view. Short cuts can be taken and construction is made up of a series of compromises. The background model is effective when used correctly.

Make It Interesting: If all of this sounds like there is no way to make your models interesting, you are wrong! Even the most basic element can be modelled with character. For most of us, wood is the foundation of most structures. Wood can be given depth with the use of wire brushes. This brings out the texture and adds instant age. Colouring the wood with a variety of stains to achieve random natural colours will greatly enhance your models. The detail castings we so love, can also be finished with texture and character in mind. In addition scenery can be made using several layers to create a more natural ground cover. All of this add up to a well detailed, complete diorama and that is the point!

Car Weighting: Proper car weighting formula for a typical 50 foot HO scale car should be one ounce plus one-half ounce per actual inch of model, making the car weigh 4.5 ounces. An easier formula might also be one ounce per ten scale feet. (Source: Iron Horse Trains). *(NMRA RECOMMENDED PRACTICE RP-20.1 Car Weight, includes the calculations for all modelling scales. For those of you with access to the Internet, the practice may be quickly located from within the "Standards and RPs" link in the "Technical DEPT" section at www.NMRA.org. Yet another reason to join and support the NMRA or renew your membership. BB Ed.)*

BUILDING WITHOUT SCREWS

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

Enroute south looking for sunshine in January last year, we stopped in Florence, OR, to visit with Bob Crippen, and to help him start his model RR. He showed me new uses for the pneumatic brad nailer that worked really slick. We hung eight sections of 4 X 8' Masonite for a backdrop and planned benchwork that did not use screws. We used brad nails instead, shot from an air powered brad nailer.

To hang the backdrop, we located the studs and marked their locations. Then we cut $\frac{1}{2}$ inch plywood into 4" X 16" pieces, which we nailed through the drywall into the studs with 2" brads. The brads go in so tight that I could not pull them out. The plywood pieces were nailed tightly to the walls, two per stud.

To curve corners, we cut $\frac{1}{2}$ inch chip board on a band saw with curves and hung them in the corners. They were supported with pieces of chip board nailed to them vertically, then nailed to the studs in the corners. They were very solid, but I did run one 2" sheetrock screw through them into the stud to be doubly sure they would hold.

The Masonite hard board was then hung on the plywood nailing strips using 1" brads driven as fast as we could pull the trigger on the brad nailer. It went incredibly fast and ended up tightly attached to the wall. Extra attention was given to joining edges with the hope that there would be no movement possible making sealing the joints permanently, more possible. No hole drilling. No screw driving.

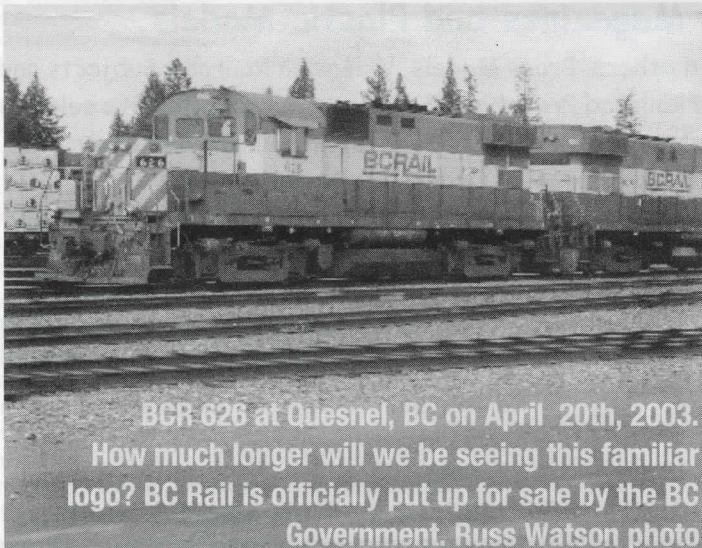
After finishing the backdrop joints with tape and drywall mud, and painting the sky and other backdrop scenery, will come benchwork construction. Again, this will be done with the brad nailer and carpenter's yellow glue. Two-inch nails will be used and will drive tight without splitting end grains or the need for pilot holes and screws. Time for construction will be significantly less. The resulting structure will be as strong as benchwork done with more traditional techniques.

Brad nailers work well to fasten Homasote roadbed to subroadbed too. Ask the PSMRE gang at the state museum in Tacoma how well it worked and what time it saved on construction.

Brad nailers are available by a number of manufacturers. We used a Senco model that accepts up to two-inch nail strips. Price is in the low \$100 range. The brads come on strips and can be purchased in quantities of 1,000, 5,000 and greater. They are much cheaper than sheet rock screws.

Air was provided by my adjustable pressure, 1 $\frac{1}{2}$ HP compressor. We used 60 PSI pressure. Other less powerful units would probably do just as good a job.

I have been building model railroads for thirty years. The brad nailer is the best labour saving device for construction I have found since the hot glue gun. Try it. You'll like it.



BCR 626 at Quesnel, BC on April 20th, 2003.
How much longer will we be seeing this familiar logo? BC Rail is officially put up for sale by the BC Government. Russ Watson photo