

BULLETIN BOARD

Volume 19 Issue 2

Mar/Apr 2005



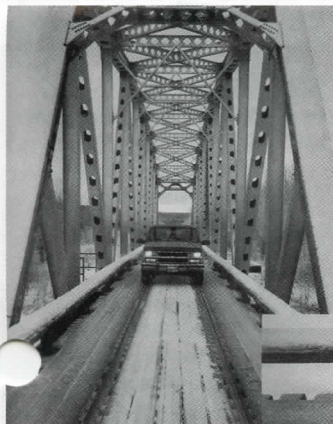
The Official Publication of the 7th Division, Pacific Northwest Region, National Model Railroad Association (Canada)

The BC Rail Fort Nelson River Road-Rail Bridge

By Adrian Telizyn

It is not very often that rail traffic has to give the right of way to road traffic. In Canada, there are three such locations. The province of British Columbia has two of them: at Hansard on the CN Fraser Subdivision east of Prince George; and at Mile 973.4 on the former BC Rail Fort Nelson Subdivision.

The Fort Nelson River Bridge was constructed in 1971-2 coincident with the construction of the Fort Nelson Extension of the Pacific Great Eastern Railway.



My pick up truck shows the proportions of the bridge to give an idea of scale. The big trucks literally FILL the entire space and go across at full tilt, hence all the evidence of abuse on the rub rails.



The bridge is located at the bottom of two 1.5% grades just southwest of the confluence of the Fort Nelson and Muskwa Rivers, about nine miles by road south of town. The southbound grade ends about 3000 feet north of the structure, and it makes for some dramatic

dynamic brake noise as the engineer brings a loaded southbound freight train to a gentle stop. Train days are now Mondays-Wednesdays- and Fridays. The JN (John-Nelson) will arrive around 1630-1800, and the NJ southbound will depart about two hours later.

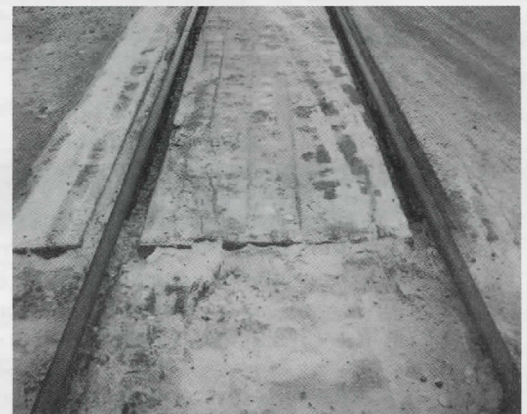


The BCR main shares the right of way with the Clarke Lake Road, which is a heavily traveled petroleum development road (locally known as the SYD-Road) used to access the Sierra-YoYo-Desan oilfields east of town. The structure has three identical spans and is 731 feet long. There is a curve at the south end of the bridge, as the railway ascends a 1.5% grade southbound to Klua.



The deck of the bridge has been planked in using standard BCR crossing plank timbers for its entire length. The bridge also has very large timber rub rails on the sides to keep

vehicular traffic on the deck. As a "close-enough" modelling suggestion, one could use the HO Central Valley Pratt Truss Bridge kit #1902 as a starting point; plank the deck in with dimensional HO stripwood per the photos; and add the stock superstructure.



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 Email: wilmerb@valint.net OR pnrprez@hq.nmra.org

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 \$73 CDN to Steve Prevette, PNR Office Manager, 4214 Hilltop Dr., Pasco WA 99301 USA, Email: <prevette@owt.com>. MasterCard, VISA, American Express, Diner's Club and Discover charge cards accepted. Make your cheque payable to **PNR/NMRA**.

7th DIVISION VIDEO LIBRARY

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

<u>Submission Deadline</u>	<u>Mailing Date</u>	<u>Month</u>
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 1297 Yorston Ave Quesnel BC V2J 3B6 (250) 992-3452 (Voice) (250) 992-3453 (FAX) Email: russwatson@telus.net

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

ALL COMMUNICATIONS directed to the Division should be forwarded to the Superintendent: Scott Calvert 1869 Walnut Crescent Coquitlam BC V3J 7T2
 Email: scottcalvert@shaw.ca

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

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

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

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

NMRA WEB SITES

7th Division
 PNR
 NMRA

http://www3.telus.net/rlink/7division/
 http://www.infoharvest.ca/nmra/pnr/
 http://www.nmra.org

SUPERINTENDENT'S REPORT *by Scott Calvert*

Welcome to the New Year. I hope that the festive season was enjoyable and brought you good health and relaxation (plus, perhaps a couple of train goodies under the tree!).

Well - to all those people that are wondering about the status of the Lenz system failure that my layout experienced during the Trains 04 layout tours, I am happy to report that it was the main command unit that failed, and Lenz immediately replaced the unit by a direct exchange at Central Hobbies. I am very impressed with the direct and prompt communication with the Lenz folks down south, and the speedy resolution of the problem. It is always unfortunate when a problem like this occurs, but it was nice to have the timely response from both the manufacturer and distributor. The new unit is installed and the layout is running just fine. It is no longer a giant diorama!

The PNR will be soon convening an e-meeting to discuss a few items of business, including the need to revise the PNR bylaws to align with the recently approved NMRA bylaws. The PNR bylaw revisions will go to a member vote thereafter. I received my first e-version of the BB last issue, and this method of receiving the BB works really well. I would encourage any members to consider this option of getting the BB. Not only is it quicker, it saves the Division money by reducing both the production and postage costs. This is becoming a common method of alternate distribution for newsletters in many organizations.

I am sad to report that Russ Watson has submitted his resignation as the BB editor effective after the completion of the May/June 05 issue. Russ has done an awesome job on the BB for 6 years, and has brought it to a standard that rivals many regional newsletters. I want to extend my thanks personally, and on behalf of the 7th Division to Russ for the countless hours he has invested in the BB. Consequently, the Division will need a new person, or persons to volunteer to assume the role of the editor of the BB. If you are interested, please contact myself, or Russ to discuss this great opportunity further.

I wish to offer the condolences of all Divisional members to Hank Menkveld for the loss of his wife Heni earlier this month. For many years Heni was a regular at most of the Divisional activities. She will be missed by family and friends.

Don't forget to send your registration form, in soon for the 7th Div - Gold Pan express meet in Quesnel this Easter. It will be a great opportunity to see a different area of the province for many of us. They are looking for early commitments to help with their planning and finances, so if you are considering attending, send your registration in as soon as possible.

Cheers for now.

EDITOR'S DESK *by Russ Watson*

As Scott mentioned, I have submitted my resignation as the BB Editor effective with the July-August issue. The May-June issue, my last, will complete six years of Bulletin Board issues with me as the editor- that's a pretty good run. And with the very competent help from Gary Hazell and Bob Gardner, I'm proud to say that with the exception of the July-August 1999 issue, every issue has been sent out on time. I sign with mixed feelings though, it has been a rewarding and enjoyable experience and I have enjoyed working with you.

If you have any interest in taking on the editors job but have

reservations about doing so, please contact to chat about what is required before you make a decision to submit your name to Scott. I would be glad to discuss the process with you.

Betty and I plan to spend the month of May in Victoria awaiting the birth of our 5th grandchild. I will risk missing the birth though by taking VIA Rail to Winnipeg from Vancouver on May 17th to attend Golden Rails, 2005, which promises to be a great event. Later in the summer Betty and I will pull our travel trailer up to the Yukon and Alaska for about 6 weeks. We hope to travel more often in the future, which is the primary reason I am resigning as the editor.

Some of you received an email from me in mid-January requesting that if you are planning to attend this years Spring Meet, Goldpan Express 2005, in Quesnel, March 25-27, that you send in your registrations as soon as possible. We had not received sufficient numbers at that time to indicate that the meet would financially break-even. We stated that if we did not receive 60 registrations by February 15th, we would have to cancel the meet. As of this writing, January 28th, we have received a little over half of the minimum 60. As you read this, we will be close to making a decision and we are very hopeful that Goldpan Express 2005 will happen and will be a success. We may be panicking unnecessarily as we have had lots of feedback from experienced meet organizers telling us that a large majority of people wait until a week or two before the meet to register, so we will be very careful in making our decision. Please don't hesitate to send in your registration regardless of the doubt I have created, your money will be refunded in full if the meet is cancelled. You may also contact me now to determine whether the meet is still a go or not.

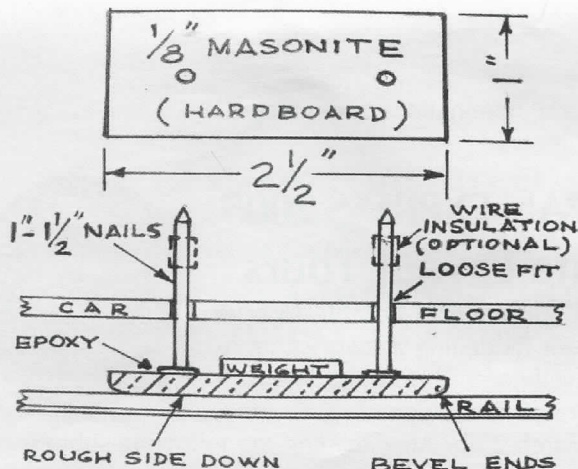
For all of you travelling north to Quesnel for Goldpan Express 2005, we have arranged two stops along the way that are really worth your time. Please read the article on Page 4 of this issue for the details. Please make an effort to stop; I know you will be glad you did.

I look forward to seeing many of you in Quesnel in March!

MEMBER AID *by Bob Gardner, MMR, Coordinator*

The Member Aid Program is available to attempt to answer your modeling questions. There is a large body of model railroading expertise in the Division so don't hesitate to contact me by fax, phone, or email at the numbers listed on page two.

In the meantime, member (and snow-plow builder "extraordinaire") Ron Keith sends in this tip for a track-cleaning pad that can easily be fitted to the floor of a box car. This is a one-hour project that can help improve your operation by continually buffing the tops of your rails.



continued on page 4

"Member Aid" continued from page 3

It consists merely of a scrap of hardboard with two nails glued to the smooth side. Scraps of electrical insulation or shrink-tubing can be fitted to the nails to prevent the cleaner falling off when the car is lifted. The sketch dimensions are for HO scale but the same principle can be used for other scales.

I use one of these cars in my work train that precedes every operating session and as an express baggage car in my heavyweight passenger train. The Salmon Arm club assigns one of these cars as the first car in every train.

After a few hours of operation the pads can easily be rubbed clean with an emery board or coarse sandpaper.

Blacken the sides of the board with a felt marker to camouflage it. An extra fixture that can be added is a small magnet to pick up loose spikes and debris.

Thanks for the tip, Ron!

Important NMRA Info

Please include a reminder to all members to submit nominations for PNR Member of the Year to me by April 1st, 2005.

Refer to Switchlist issue 249 page 9, or the PNR website for the criteria for nomination, and process to submit nominations.

Thanks

Dick Sutcliffe

PNR MOY coordinator.

Also a note to Canadian members.

The revised NMRA regulations require NMRA (Canada) to have an elected executive.

The May issue of Scale Rails will have a ballot to elect the Canadian Trustee. Please be sure to vote.

The balance of the executive will be elected from a list of nominations sent directly to Canadian member(s), but we still (need) to generate that list. As NMRA (Canada) nominations committee chair I am ready to accept nominations and/or volunteers for the nomination list. It would be nice to have several candidates from the West, to offset the influence of Central Canada.

You may submit nominations to me, with a statement of qualifications, and identify yourself including your NMRA member number. Mailing address is 12140 230th St., Maple Ridge, B.C. V2X 6R5. Email address is in the committee list on page 2.

Dick Sutcliffe

NMRA (Canada) nominations committee chair

ras1@uniserve.com

GOLDPAN EXPRESS 2005

En route Layout Tours

We are very fortunate to be able to offer some excellent modelling at two locations for those travelling north through Williams Lake on their way to Goldpan Express 2005 on Friday, March 25th. After reading the following submission, I'm sure you will plan to take time to visit these operating layouts. For security reasons we ask that you contact Russ



Watson for the address of the 150 Mile location (my full contact info is included on page 2). Many Thanks to Ken Schwartz, Ryder Cheyne and Dave Ross for making the arrangements and opening their layouts to us. Ryder submitted the following.

1- Museum of the Cariboo Chilcotin. A working HO diorama (7 x 9) of the P.G.E. station and yard representing the late steam era. A full passenger train showing Consolidation # 51 that operated between Williams Lake and Quesnel in the 40's and 50's is modelled. Also represented are modern era stock and locomotives showing progression through BCR and BC Rail eras. The yard is built from reference to archival photos and includes a section of Williams Creek.

Also on display is a non-working diorama, HO scale, including a rail spur with chip and lumber cars to illustrate the importance of the forest industry in the Interior. It has representation of logging, ranching, silviculture, recreation, manufacturing and house construction, all using standard HO components and scratchbuilding.

The museum will be open 11.00 - 4.00 pm on Friday. 114 North 4th Ave. It is across the street from the Fire Hall. Website www.cowboy-museum.com. (Ken will be on hand to provide a presentation and answer questions, Ed).

2 - A 15 ft x 15ft x 9ft freelance HO layout based on Canadian practice. The era is steam, diesel transition. The layout is 3/4 finished. It features some long runs through mountainous scenery and two towns, with a large yard and loco service facilities. Ranching, sawmilling, and mining are represented. An interesting feature not often seen is a military loading spur complete with military equipment.

3 - A 4ft x 8ft 1900 period layout. Loosely based on a mountain division of the Southern Pacific just after it had absorbed a small line. A western style town, stockyard, and grist mill are featured. The layout is 7/8 finished.

Layouts 2 and 3 are located at a private residence in 150 Mile House, about 10 minutes south of Williams Lake and will be open from 11:00 to 4:00 pm on Friday.

Nanaimo Spring Model Railroad Show

by Ken Rutherford

Sunday, April 3, is the date for the 21st annual Spring Model Railroad Show in Nanaimo. As in the past, we will have operating layouts, swap & shop tables (\$20 / table, contact Ken Rutherford) and door prizes. We will again have a favourite model contest with every entrant in the contest eligible to win twice. Not only do we offer plaques to the winner in each category, we also have two drawings for \$25 gift certificates from a Nanaimo hobby shop. I'm sure some of you have been working on some interesting models this winter and you should be proud to share them with your fellow modellers. The individual categories for the contests are: train - a complete train of any type or length, locomotive - steam, diesel, or any other self propelled unit, rolling stock - passenger car, freight car, caboose, maintenance of way, structure/diorama - building or bridge in a scene or stand alone.

While the contest is open to anyone, the voting is done only by NMRA members who attend the show. Rick Lord and I have enjoyed putting these shows together for you but it's your participation that makes the show fun. I hope that you will again

come and enjoy the show and maybe leave a winner. If you would like your model judged for points under the NMRA Achievement Program, this can be arranged at the show. Show times are 10:00 am to 4:00 pm, with admission \$10.00 per family, \$5.00 per adult, \$4.00 per senior, \$3.00 per NMRA member and \$1.00 for children (6-12). The location is the same as past years, the Beban Park Rec. Centre on Bowen road. For information contact Rick or myself (see the timetable Page 6 of this issue contact info).

FN Bridge continued

A set of flashing red lights connected with a track circuit is located at both ends. Occupancy by an approaching train trips the lights, and once the train has come to a complete stop, it may proceed if the way is clear.

To quote the BCR timetable: "Mile 973.4: Trains approaching the highway entrance to the Fort Nelson River Bridge must STOP, proceeding when the bridge is seen to be clear."

In November 2004, a new high grade river crossing was opened behind the Fort Nelson Airport. The bridge is strictly for road traffic and does not have any clearance restrictions for oversized oilfield loads or any dangerous switchbacks at the south end, as the old rail crossing does. The road crossing is still in service for the near future. The bridge planks are scheduled to be removed in the spring of 2005, ending a unique chapter of operations on the former BCR Fort Nelson Sub.



SVMRA Newsletter No. 14

On August 4, 2003 our Skeena Valley Model RR Association railcar clubhouse in Terrace was opened to the public for the first time. This event was to help the city of Terrace celebrate its 75th birthday. Some 500 people saw our HO-scale operation and in total left donations amounting to \$140.

Some Terrace ladies who have taken an interest in our trains were good enough to set up a coffee-and-cookies table outside the car and earn

some money for us. Both ends of our car now have well-constructed wood stairways. In October 2002 we painted the cars roof with black Rustoleum paint.

We had some rail cars and buildings that did not meet our requirements, so

we sold them on eBay and made \$260. Except for the Kitimat yard, all track is laid. Turnouts are electrically-operated Shinoharas - 25 of them have Tortoise switch machines and these are provided with a (blue) frog-energizing wire. The remaining 22 turnouts in the Terrace Yard have twin-coil machines. Train control is by Digitax DCC.

Our railroad features a huge gorge made mostly of Hydrocal and Styrofoam, spanned by two truss



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TIMETABLE

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

FEB 19-20, CALGARY AB, SUPERTRAIN 2004, Calgary Model Railroad Society Annual Model Railway Show, Big 4 Building, Stampede Grounds, 9am-5pm. Info: -

www.calgarymodelrailway.org,
supertrain@calgarymodelrailway.org.

MAR 5-6, SASKATOON SK, Prairie Rail Workshop 20th Annual Model Rail Show, Wheatland Center, Praireland Exhibition, Sat 10am-6pm, Sun 10am-4pm. Info: - Ron Lambert, (306) 652-2366, prairierailworkshop@sasktel.net,
www.prairierailworkshop.com.

MAR 12, (SAT), CALGARY AB, Calgary Model Railroaders Society Spring Mini-Meet & Flea Market, Best Western Hospitality Inn, 135 Southland Dr. 9:30am-4pm. Info: - Jeffrey Burk, (403) 272-5546, eve.jeffb@boltsupply.com,
www.calgarymodelrailway.org

MAR 13, (SUN), BURNABY BC, 23rd Annual Western Rails. Cameron Recreation Center, 9523 Cameron St. 9am-4pm. Info: (604) 540-4483.

MAR 25-27, 2005, QUESNEL BC, Goldpan Express 2005, 7th Division Interior Spring Meet, Quesnel Senior Centre, Modular Layouts, displays, contests, Layout Tours, Proto Tours, Info: email Bill Bernath <bbernath@quesnelbc.com>, or Russ Watson, (250) 992 3452, email: <russwatson@telus.net>

APR 9-10, MOOSE JAW SK, Thunder Creek Model Railroad Club Model Train Show, Moose Jaw Western Development Museum, 50 Diefenbaker Dr. 9am-5pm. Info: - Ted Dowdy, teddowdy@hotmail.com, or Jackie Hall, (306) 693-5989, wdm@sasktel.net.

APR 24, (SUN), HELENA MT, 25th Annual Helena Railroad Fair. Civic Center, Intersection of Neill & Benton, 9:30am-4pm. Info: - Helena Railroad Fair, PO Box 4914 Helena MT 59604-4914, (406) 443-1578, rfair@mt.net.

APR 3, (SUN) NANAIMO, BC - Vancouver Island Spring Model Railroad Show. Beban Park Rec Centre (2300 Bowen Rd), 10 - 4, family \$10.00, adults \$5.00 per adult, seniors \$4.00, NMRA members \$3.00, children (6-12) \$1.00. Layouts, Swap-n-shop, Model Contests, Sales Tables, Info: Ken Rutherford (250) 724-4698 Email: kj.rutherford@shaw.ca or Rick Lord (250) 724-4205

APR 29-MAY 1, ESSEX MT, 17th Annual Essex Express Railfan Weekend, Izaak Walton Inn. Info: - (406) 888-5700, stay@izaakwaltoninn.com, www.izaakwaltoninn.com.

MAY 20-23, EDMONTON AB, Spiketenial 2005, PNR 6th Div Spring Meet, Snow Valley Ski Chalet, Whitemud Drive & 119th St. Info: - www.emraonline.ca. Registrar, Mark Johnson, Registrar@emraonline.ca.

JUNE 19, (SUN), FORT STEELE BC, Fathers Day the Steam Railway, Fort Steele Heritage Town. Info: - www.fortsteele.bc.ca

JUNE 17-18, FIELD BC, Spirals Railfan Classic, Field community Hall, 8pm. Info: Dave Chornell, Box, Site 7, RR8 LCD 2, Edmonton AB, T5L 4H8: -

Jul 3-9, CINCINNATI, OH, Cincinnati Limited. NMRA National Convention, Sponsored by the Cincinnati Div 7 of the Midcentral Region. Cincinnati Convention Center. Info: info@nmra2005.com www.cl2005.com

Aug 3-7, SPOKANE VALLEY, WA, Historic Spokane 2005. PNR Convention Mirabeau Park Hotel, 1100 N Sullivan Rd. Info: - Jerry Quinn, signaljq@aol.com or Shirley Sample,
SEP 17-18, EDMONTON AB, 2004 Great Edmonton Train Show, Mayfield Inn Trade Centre, 16615 - 109th Ave. 10am-5pm. Info: - Jim Baker, (780) 430-7595, jimbaker@clarica.com,
www.mmrf.ab.ca.

SEP 25, (SUN), VICTORIA BC, NMRA, PNR, 7th Div, Vancouver Island Subdivision, 15th Annual Victoria Model Railway Show, Cedar Hill Recreation Centre, 3220 Cedar Hill Rd. 10am-4pm. Info: - Ted Alexis, (250) 595-4070 or David Tomljenovich, (250) 652-1894.

Aug 7 (Sun), SPOKANE VALLEY, WA, Train Show & Swap Meet in conjunction with Historic Spokane 2005, Mirabeau Park Hotel, 1100 N Sullivan Rd. 9:30am-3:30pm. Info: - Bob & Shirley Sample, P. O. Box 314, Elk WA 99009, (509) 292-8332

APR 23-24, MONROE WA, Great Western Train Show, Evergreen State Fairgrounds, 10am-4pm. Info: - (702) 252-0334, www.gats.com.

OCT 29-30, SALEM OR, Great Western Train Show, Oregon State Fairgrounds, 2330 17th St NE, 10am-4pm. Info: - (702) 252-0334, www.gats.com.

NOV 12-13, VANCOUVER WA, Great American Train Show, Clark County Fair Grounds 17402 NE Delfal Rd. 11am-5pm. Info: - www.gats.com.
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E & N Snow Problems

by Ed Warren, MMR, CRC

The E&N has been closed to traffic since the 15" of snow we got on Vancouver island on Jan 7th. The problem was mainly fallen trees on the line, and lack of equipment, as RailAmerica does not have a plow or Jordan Spreader like the CPR did. Yesterday (the 10th) they tried to run the Via RDC but it only got 2km from Victoria before derailing on ice in the flangeways of a level crossing in Esquimalt. Yesterday the hirailer trucks went past clearing the debris off the line. A few minutes ago I heard a diesel horn, so grabbed the camera and ran up to the level crossing and snapped a few pictures. I didn't have time for fancy composition, but they look pretty neat, with GP 38 #3870 running light, blasting through the drifts and ridges along the road at speed.

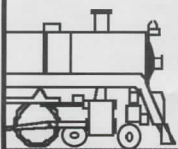
O Scale Modelling

by Ed Warren, MMR, CRC
Here is a photo I took with my digital camera, a Canon A95, 5 megapixel, that gives very nice resolution. The picture was done with room light- mostly cool white florescent- and the flash turned off. The model of Courtenay station is scratch built from styrene and wood, using measurements and plans drawn from the prototype. The siding is Evergreen Novelty siding, a good match for the prototype. The windows are all scratch built from styrene, as no accurate commercial castings were available. The 1:43 Preiser figures are purchased in bulk, unpainted. The trunk, and /or legs are run through a band saw to shorten them. Each blade kerf knocks about 3 scale inches off their height, and makes them better suited to 1:48 scale. Otherwise they would scale 6'6" to 7 feet tall. The figures are reassembled with styrene cement and hand painted in batches. The baggage cart is a Grandt Line kit. I use operating switch stands on my P48 layout of the E & N, and the one in the foreground is scratchbuilt from brass square tubing and wire.

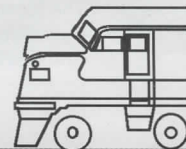


VMRA continued from page 5

bridges and a steel trestle. This area has consumed many hours of work and it is not done yet. We recently began work on the dock at Prince Rupert. Overall our scenery is about half finished. As we meet only one evening per week, progress is slow, but it never stops. Ken Haun



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