



BULLETIN BOARD

The Official Publication of the 7th Division, Pacific Northwest Region, NMRA Canada

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July/August 2015



Anthony Craig handling yardmaster duties at Nelson, BC on Scott Calvert's new CP Boundary Sub layout

Inside Scott Calvert gives us an account of the first few shake-down operating sessions on his CP Boundary Sub v.2 layout in anticipation of hosting events for VanRail Invitational Ops and the modellers' meet at the Vancouver Train Expo later this fall. See p. 3 for details.

IN THIS ISSUE

Editorial Comments.....	2
Regional News.....	3
Superintendent's Report.....	8
Timetable.....	9
Contacts.....	10

Editorial Comments

I'd like to thank those who have taken the time to contribute something newsworthy to this edition. These submissions are always appreciated and reflect the diversity of interests in this great hobby.

On a recent post in the BC-InterioRR@yahoogroups.com Joe Smuin reports that the Brookmere Reunion executive are cancelling the annual get-together. He states 'Many list members, especially those who have followed the CPR in Western Canada for years, will be aware that the old Kettle Valley Division gang used to have a regular get-together every August at Brookmere, BC. This event had been going on since the early 1970s. This, in a sense, marks another real passing. This event began early enough that there were still a handful of pioneers of the very earliest days of KVR operations in attendance. The past five years has seen a sizeable percentage of the former Kettle Valley Division crowd pass on.

Brookmere was a chance for the old folks to have a reunion and the younger crowd to have a glimpse into their heritage. Strange how it should end on the Centennial of the first regular trains, but it was a good run while it lasted.'

The Brookmere story reminds us of the importance of friendship, the value of first-hand observations and the inevitable passage of time. This edition of the BB has an article on the CP FA-2 and FB-2 repaint project in Cranbrook, BC accompanied by images of those units from their first introduction on BC's southern mainline to their current resting place and also of an individual that had direct operational experience with them.

And our other article about modelling operations on CP's Boundary Sub discusses the desire to accurately capture the feel of the working railway. Anthony Craig is a guest operator on Scott Calvert's layout and in his quest for authenticity on his own layout, made a number of trips to the Brookmere Reunion years ago to corroborate information so that operations and every other aspect of his layout would have as close a link as possible to the prototype. For those readers with a web connection and a little time, you are encouraged to go to Anthony Craig's blog 'KettleValley Model Railway' at <http://www.kettlevalleymodelrailway.blogspot.ca/>. You won't be disappointed.

A very big thanks from the modelling fraternity to those railroaders who shared their stories over all these years.

And finally, don't miss Vancouver Train Expo. See the snail mail registration form and info at the end of the newsletter. The registration link is also now live at the event's website. See link in Superintendent's Report.

The views and opinions stated in *Editorial Comments* are not intended to reflect those of the NMRA or regions or divisions thereof. As the editor of the BULLETIN BOARD I welcome your comments and opinions regarding the comments made above or any other statements made in this publication. Send your comments to John Stevenson, Editor (jstevenson@telus.com).

Regional News

Shake-down Ops Sessions on the Boundary Sub

By Scott Calvert

Four years ago operations ceased on the previous Boundary Subdivision layout after hosting sessions for 15 years which included roughly 1000 participants over that time span. That layout was demolished in preparation for the pending sale of the house and subsequent move into a new home. While it was a sad day, it also created an exciting opportunity to design and build a newer and bigger layout – one that was even more focused on Operations.



The design of the new layout progressed over the 16 months it took to design and construct our custom new home here in Coquitlam. With a significant amount of help and input from the “regular” crew, a concept was firmed up early in 2012, and construction commenced about three years ago. Many of the readers had toured the previous layout, and have also seen the beginnings of the new layout during the open houses I have hosted for the last two 7th Division Trains shows, or by attending the clinics I presented on it.

Because operations is one of my primary hobby interests, we elected to construct the new layout in phases due to its size – it is 2 ½ times the size of the previous layout. So, to date, we have focused on building the easterly section of the layout, commencing at east staging and terminating at a modular staging yard temporarily located just west of Castlegar. This represents about 175 of the eventual 500+ foot mainline, and includes connections to three of the linking branch lines. The current length is almost the same as the entire mainline of the previous layout.

Bill Dixon performing Procter / East Staging yardmaster duties

We were able to quickly complete this section to a full operational stage due to many factors; including a lot of help from my regular crew, and by re-purposing components and paperwork from the previous layout. The era for the layout is set in 1960, and we are using a Timetable and Train Order process – like the previous layout, and more importantly – like the prototype employed.

Since I have a fair number of locos, freight cars and structures from the previous layout, it was easy to ‘populate’ the new one quickly and get up and running. After due consideration, we elected to retain the LENZ DCC system as used on the previous layout, but enhance it with the CVP wireless throttle system to give us more extensive capabilities. Currently we can run 8 wireless throttles and several tethered throttles. So far, this combination has worked well.

Because operations is THE priority, most efforts have been directed towards achieving that goal as promptly as possible. So, there have been minimal efforts invested in building structures, installing any scenery, or equipment weathering and enhancements – even though these are some of my other favourite modelling areas. So, with all that pre-planning and efforts behind us, it was time to actually test the physical capability of the layout and equipment, the operations methodology, and of course, how they all worked for a real ops crew! That meant it was now time to run a real op session with a crew. This is the best part of the process, because it provides critical, constructive and essential input on how well the theory holds up to reality.

With this in mind, the first priority was to ensure the layout and equipment performed well from a technical perspective, because if it doesn't, operating sessions will not be enjoyable for the visitors nor the host.

Therefore, we had 2 test op sessions that were intended to simply run various trains on the layout and observe any problems. These were very productive and helped me continue to work on the technical aspects in preparation for the first formal op session; held on May 3rd and the second one on May 21st. Each session was attended by a guest crew of 7 people in addition to me. The first session yielded lots of constructive feedback from the crew and my own observations which benefited the second session.

Brian Pate guiding Extra 8901 east over the swing gate at room entrance - engineered and constructed by Ken Catlin



As a result, I am confident that the layout will be ready for additional op sessions over the course of the summer in preparation for the invitational **VanRail** (<http://www.vanrail.ca/>) operating event that will be hosting here in greater Vancouver in September, and also for the op sessions that I coordinate for the annual 7th Div. fall meet every November (<http://www.vancouvertrainexpo.ca/>). Several more sessions will be hosted over the next few months that will include new operators to gain even more insight through the eyes of newbies, and also to implement further enhancements and address issues that still need work. Some current priorities include additional work on the performance of the loco fleet, increasing the fleet of freight cars, and implementation of a communication system on the layout.

L-R standing: Mike Chandler, Anthony Craig, Ken Catlin, Bill Dixon, Brian Pate, Scott Calvert and Mark Dance with John Green in front



It would be remiss of me not to give credit to the many folks that have contributed to the rapid progress of the layout to date, including but not limited to; Ken Catlin, Rene Gourley, Brian Pate, Mark Dance, Bill Dixon, and Anthony Craig. Apologies for anyone I neglected to include here.

A few photos are included to give a visual context of the layout and show it in action with the crews. Further info can be seen on the website (www.cprboundarysub.ca).

For those interested in a more detailed understanding of operations, please see the Operations Special Interest Group (OpSIG) at (<http://www.opsig.org/>) for an excellent bibliography of reference books and especially magazine articles, as well as a helpful series of .ppt presentations under OPS 101.

Canadian Northern Pacific Last Spike Centenary Celebration Update

by Dave Emmington

The Canadian Northern Railway Society, the Canadian National Railway Historical Association and the Kamloops Heritage Railway Society are pleased to sponsor a celebration in Kamloops, BC on June 19-20, 2015 to commemorate the driving of the last spike on the Canadian Northern Pacific Railway in British Columbia.

ITINERARY - Revised May 9, 2015

19 June - Kamloops

- 10:00 KHRS Shops Guided Tour / Steam-up of #2141 (**From City Centre Victoria St, take 10th Ave north under CPR underpass, turn left to 7th Ave, turn right. Turn left on gravel lane before crossing track, drive west under Red Bridge, park on right**).
- 12:00 Lunch (you're on your own)
- 13:00 Train consist moves to Lorne Street Station platform
- 13:30 Opening Presentation / Ticketed Passengers board Special Excursion Train
- 14:00 Train departs Lorne Street Station
 - Last Spike re-enactment
 - Photo run-by
 - Re-board train, train proceeds to Kamloops Jct. and returns to Kamloops
- 16:00 Train arrives back at Lorne Street Station / Passengers disembark
- 16:30 Free time: displays set up in Lorne Street Station; Kelly's Caboose open for extended hours (models, railroadians, and antiques) including a 10% discount on purchases; or just enjoy the sights of Kamloops
- 19:00 An evening buffet catered by the Fric &Frac Tap House has been arranged at the adjacent Senior's Centre Hall, registrant cost is \$25. Following dinner Mr. Barrie Sanford, recognized railway historian will speak. Mr. Shawn Smith of the Canadian Northern Society will present "Canada's Third Transcontinental".
- 23:00 Night Photography Session - KHR 2141 led by Jeff Robertson with special lighting near the heritage Lorne Street Station. CN will provide a diesel locomotive, CN 2141. (NOTE: For best results participants should bring a camera capable of taking time exposures with a cable release and a tripod.)

20 June – Kamloops

- 08:00 Meet at KHRS Shops (address above)
- 08:15 Depart KHRS Shops by private (car-pooled) vehicles for railfan tour of the scenic Thompson Canyon between Ashcroft and Spences Bridge, including what is believed to be the location of the last spike 13 January 1915 near Basque BC.
- 16:00 Return to Kamloops KHRS Shops
- 17:30 A barbeque will be available at the KHRS Shops. Cost \$10.

Please note: The cost for food is payable when you receive your event package at the KHR office.

The modest non-refundable registration fee of \$25 includes handouts, a guided tour of the KHRS shops, steam-up of #2141, a train ticket, dinner presentation, participation in a night photo shoot, and guided railfan tour of the Basque area. You are still responsible to organize and pay for your own transportation, lodging and meals.

Because the event is scheduled for just a few days after the June 15 publishing date for the email edition of the BB, please contact the registrar below if you haven't registered yet and are still interested.

CNoPR Last Spike Centenary Celebration c/o Les Kozma
228 Warwick Road, Edmonton, AB T5X 4P9
lkozma@telusplanet.net (780) 405-4021

Registrants may pick up their train tickets and registration packets on 19 June, beginning at 09:00, at the KRHS Office near the CN Lorne Street Station in Kamloops. Train tickets that are unclaimed by 13:00 will be made available to the general public on a first-come, first-served basis.

Editor's Note: As of May 22, the railfan tour was full, but last minute cancellations may occur. Regarding the following story, the BB ran a progress update on the paint project in Vol.28 No.2 March / April 2014 ed'n.

CP FA-2 4090 and FB-2 4469 Repaint at Cranbrook's Canadian Museum of Rail Travel

By Hugh Mackenzie

The repainted CP FA-2 4090 diesel locomotive sits in its stately fashion on the tracks located at King and Van Horne in Cranbrook, BC. Directly behind it rests the FB-2, 4469 unit, also repainted. The *Paint the Train* project, carried out by the Rotary Club of Cranbrook Sunrise, is truly a testament to the fruition of the efforts of volunteerism in our community. After three years of undertaking the *Paint the Train* project, all of the dedicated work carried out by committee members, volunteers and local painter Kim Wasylowich, proprietor of locally owned Riemann Painting, brought the project to completion last fall.

Originally, the innovative locomotive, built in Montreal in 1952 by Montreal Locomotive Works, arrived in Cranbrook in 1954. The first man to drive the big diesel unit in Cranbrook, Peter Twarowski, now resides at Joseph Creek Village. Peter, then a fireman for Canadian Pacific Railway, clearly recounts the first day the engine came to Cranbrook. The CP Yardmaster, Charlie asked me: "Would you turn this unit around. I said, Charlie, I've never been in one before. Charlie said to me, neither have I. So, I got in with my 5-year old son Lloyd and turned it around."

The FA-2 engine now rests proudly in its space at the King Street crossing Elko station, after being restored from a worn out appearance to its current gleaming state with fresh coats of durable epoxy paint and precision detail work on lettering and emblems. The final detail work was done by Rick Janzen, owner of Streamline

Studios based in Calgary. His extensive experience in train restoration projects include the hand painted lettering for a train engine on display at Heritage Park in Calgary. Also, Rick's hand painted signs are featured on numerous Hollywood production sets. Rick recreated and painted the Beaver crest on to the nose of the Alco FA-2 engine.

Peter Twarowski with son Lloyd at Crowsnest, BC in 1954

The Cranbrook Sunrise Rotary Club is planning to hold a celebration later this year in order to commemorate the restoration of the 4090 and 4469.

The dedication will be held on Tuesday July 14, 2015 at the CMRT's Royal Alexandra Hall at 7:00 pm. If you have an interest in attending and because the event is by invitation only, please contact Allan Davis at advis@shaw.ca for further information.

Peter Twarowski with son Lloyd at Cranbrook, BC in 2008 before the restoration work

Peter Twarowski with son Lloyd at Cranbrook, BC in 2015 with the freshly painted FA-2 and FB-2



Superintendent's Report

by Russ Watson

Once again a warm welcome to all of our new members. Please don't hesitate to contact any of our members with your questions or suggestions. Contact information for our executive members is listed in this issue and a full standing committee contact list is available on our website 7DPNR.org and is also included in each Jan/Feb issue of the *Bulletin Board*.

Nominations for our election this year are now being accepted. The positions of **Superintendent** and **Assistant Superintendent** will be elected early this fall. The 2-year terms start on December 1st. The election ballots will be snail mailed to all members in good standing with the Sep/Oct *Bulletin Board*. Thank you to Ken Rutherford for agreeing to complete the tasks of Nomination Chair and Returning Officer. Please submit all nominations to Ken using his contact info in this issue.

I am experiencing a huge change in my life as my wife of 42 years is divorcing me. It's not something I expected and certainly not at this stage in my life. When I took over as the Assistant Superintendent in Nov 2010, I said that I would let my name stand the following year for Superintendent and for two terms if elected. My second term ends on November 30th and I will not let my name stand for the next term. Unfortunately Assistant Superintendent Tom Car is not able to let his name stand for Superintendent as he expected, so you must find someone for the Superintendent's position. Tom is willing to let his name stand for Assistant Superintendent as long as a new Superintendent is found. Please consider stepping forward to let your name stand or talk to our members to seek their nominations.

Thank you very much to MaryAnn and Doug Kelleway for their work over the past couple of years in distributing the hard copy *Bulletin Board* issues to those members who prefer to receive them that way. We are now down to under 50 copies per issue being printed and snail mailed out. Once again if you would like to try receiving the full-colour BBs by email, please send a note to our Membership Coordinator Brian Clogg asking to be put on his list to receive it electronically. And a big thanks to Lori and Larry Sebelley for volunteering to take over the task of the printing and distribution of the hardcopy BBs, starting with this issue.

After serving the 7th Division as the Achievement Program (AP) Chair for six years, I recently decided to step down from that position. Thanks very much to Mike Chandler, MMR for agreeing to take over from me effective immediately. Mike is easily the most qualified active member we have to fill this important position and I am very pleased that he is serving in this role. I know that Mike will do an excellent job. Please direct all AP enquires, suggestions and comments to Mike.

We were all shocked and disappointed to hear recently that our new NMRA Pacific Northwest Region (PNR) President, Michael Highsmith, has resigned as president. He indicated that his poor experiences in dealing with members of the NMRA Board of Directors (BOD) and others largely over NMRA insurance issues were the reason for his resignation. The vice president is unable to take over. It is up to the PNR BOD (the seven division superintendents) to find replacements.

As of January 1, 2015, the NMRA no longer facilitates the purchasing of NMRA liability insurance for NMRA sponsored events for coverage of over and above the \$1 million each-occurrence coverage that it provides for free each year. For the past few years we have been purchasing an additional \$1 million of coverage through NMRA headquarters for some of our 7th Division sponsored events, because the venues have required that level of coverage. Despite our best efforts to go through our Canadian NMRA Director Fred Headon and discussions

with other NMRA BOD members requesting that the annual NMRA policy coverage be increased to \$2 million, the NMRA BOD decided not to do that. They said that not enough events throughout the NMRA require the \$2 million each-occurrence coverage, so the cost of increasing it for the entire NMRA could not be warranted. So if you are organizing a 7th Division sponsored event and the venue requires more than \$1 million liability insurance coverage, you will have to buy it from a private company or in some cases through the venue. You may be able to use the annual NMRA policy with a private company top up.

I still receive occasional enquires from members about their NMRA memberships. Please direct all membership enquires to our membership Coordinator Brian Clogg using his contact info on the contact page in this issue. Brian does an excellent job in all regards involving membership issues.

The next 7th Division sponsored event is the ***Vancouver Train Expo*** being held in the Pacific National Exhibition (PNE) Forum on Nov 6-8, 2015. Please check out the event website bctrains.org I urge you all to support this event by registering to attend the full NMRA PNR 7th Division meet and by spreading the word about this great new event. The event is always looking for volunteers and I know that Peter Mueller peter@muellerlacourt.com would be happy to hear from you in that regard. If we want the meet portion to be viable and as such continue to be a part of the Vancouver Train Expo in future years - the clinics, layout tours, contests, awards banquet, etc. - we need to have many more of you register, please plan to register. Registration forms will be included in a future BB and on the event website once they have been created.

Unfortunately I have had to cancel my planned attendance at the 2015 NMRA National Convention - ***Portland Daylight Express*** - in Portland, Oregon, August 23-29. Those of you that have attended a National know how fantastic they are so I don't need to encourage you to attend I'm sure. However if you have never attended a National Convention I urge you to attend this one as it is relatively close geographically to the 7th Division. A link to the details is in our 'Timetable' on our website 7DPNR.org

I haven't had a recent update, however the next NMRA Pacific Northwest Region (PNR) Annual convention, ***Selkirk Express 2016*** will take place June 15-19, 2016 in Salmon Arm. David Walker is the chair of the committee and is looking for portable operating layouts. So if you or your club would like to participate please contact David. We will all need to help make this meet a success and David is also looking for volunteers - particularly during the event - for setup, etc. There are a lot of little jobs that need to be done that don't require a large time commitment, so I hope you will contact David with your offer to help during the meet. David's email address is mcwalk@telus.net. Please visit the website <http://selkirkexpress2016.ca/index.html#> there is much more to come, but it's a beautiful site!

Until next time

Timetable

August 23-29, 2015. The **NMRA 2015 National Convention** is at Expo Center, 2060 North Marine Drive, Portland Oregon, USA and the Convention Hotel, DoubleTree by Hilton Hotel Portland is at 1000 NE Multnomah Street, Portland Oregon, USA

November 6-8, 2015. **Vancouver Train Expo** is at Pacific National Exhibition, Forum building, 2901 E Hastings St., Vancouver, BC.

For up-to-date event listings for the PNR 7th Division, jump to 7DPNR.org

Call for Nominations

Two 7th Division two-year term positions are expiring effective December 1st, 2015. They are Superintendent and Assistant Superintendent. Nominations may only be made for 7th Division members in good standing and with their approval. Please send nominations to Ken Rutherford, email: kj.rutherford@shaw.ca or phone: 250-724-4698 not later than July 15th. Election ballots will be included in the Sep/Oct Bulletin Board.

Contacts

The **BULLETIN BOARD** is the official publication of the 7th Division of the Pacific Northwest Region, National Model Railroad Association, Canada. It is distributed to all members in good standing. Bulletin Board is published bimonthly in both print and electronic versions. We encourage migration to the eVersion.

Deadlines for material input are: January 15, March 15, May 15, July 15, September 15 and November 15. Publication dates will normally follow one month later; e.g., the Nov 15 deadline results in a mail out or email distribution on Dec 15 and will be considered the bimonthly issue of the following two months.

Contributions of Letters, Articles, Event News, Plans, Photographs and Art are encouraged and welcomed and should be sent to the BULLETIN BOARD Editor.

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. Artwork should be supplied in the appropriate size. There may be an additional charge to complete artwork that is not camera ready. Please email your artwork to the Editor and remittance can be discussed and finalized with the Treasurer, payable to the '7th Division PNR/NMRA.'

7th DIVISION EXECUTIVE

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Email: jstevenson@telus.net

For all other subdivision rep and appointed position contact info, please go to our web site: <7DPNR.org>

 Vancouver Train Expo A Model Railway Exhibition	Mail to: 15440 99a Avenue Surrey, BC V3R 9H4	
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Meet Registration

Name		Name on Tag	
NMRA No.			
Family Names			
Address	No. and Street		
	City		Province
	Email		Postal Code

Payment	Registration before Sept 1, 2015	\$45	
	Registration after Aug 31, 2015	\$55	
	NMRA Member Discount	- \$5	
	Family Name Nos.	x \$5	
	Banquet Nos.	x \$45	
	Total Payable		

Interest in Participation and Group Affiliation

Please indicate preferences with a checkmark.

Operating Session __, Volunteer __
LDSIG __, OPSIG __, CN __, CP __, PGE/BCR __, GN __, Other _____

Please make cheques payable to TRAINS (address above)

See p.2 for Additional Information

Vancouver Train Expo's 2015 Meet Registration

November 6-8 2015 Vancouver, BC

Mission: to provide a show that is interesting and interactive while encouraging and displaying best practices of model railroading through clinics, tours, contests and vendors.

Additional Information:

Registration: includes admission to the train show an hour before the public, admission to clinics, and the right to: sign up for operating sessions on local layouts, enter contests, receive layout tour maps, buy banquet tickets and to attend the prototype tour.

NMRA Members: *qualify for a discount*, so please provide your number.

Family Members of the prime registrant: can register for an additional nominal amount per name. Please provide their names. This includes all basic registration activities. This applies to spouse and children of the registrant. Family members do not get an NMRA discount since they are already getting a discounted admission.

Layout Tour: a self-guided tour of selected layouts. All registrants will receive a tour package with descriptions and a map.

Banquet: is a catered dinner with a railroad theme speaker, awards and door prizes. Any registrant or vendor may purchase a ticket.

Prototype Tour: is a group tour of a local facility. The tour this year has not been decided.

All registrants and family members may attend the operating sessions. Layouts are assigned by the coordinator in advance of the meet.