



BULLETIN BOARD

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

Volume 29, Issue 6

Nov/December 2015



The Saturday op session crew on Mike Chandler's Western Midland RR. Lots of smiles!

Inside we have a report on the biennial VanRail invitational operating sessions chaired by Scott Calvert. In addition, one of those layouts in this year's session, Brian Pate's HOn3 Klondike Mines Railway has had its last run - another fallen flag. The inspiration for and development of the KMR, as well as preservation efforts to save portions of this and another layout, are discussed in the article. See p.3 for details.

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Editorial Comments

This issue arrives late because of a vacation interruption. My spouse and I travelled by VIA aboard No.2 The Canadian from Vancouver to Toronto in one of the 1950s Budd-built Manor sleeper car cabins in very cozy accommodation. The consist included one of the newly refurbished all-bedroom and wheelchair-accessible sleepers - Chateau Denonville followed by the signature sleeper-lounge dome-observation car Kootenay Park where we spent much delightful time with other travellers. Of interest, VIA evidently has the last remaining revenue section accommodation in North America rail systems and a young newlywed couple from London, UK enjoyed two adjacent Manor sleeper sections (one vacant) all to themselves. Service and food were very good and somewhat regionally curated. We remained on time til Saskatoon but from the mid-Prairies eastward we spent significant chunks of time in sidings watching passing freights. The range of commodities and car types was astonishing. Staying on schedule was a challenge even with abbreviated stops. Winnipeg was the crew change stop, now 4-3/4 hours behind, then a medical emergency that saw a patient helivaced out of the Canadian Shield and finally arrival at destination 7-1/4 hours late. We were advised by crew that on occasion The Canadian even gets dumped in the hole for one of MetroLinx's GO Trains!

We also used the new UP Express (Union/Pearson) rapid transit system to get to the airport from Union Station. It was finished in June in time for the Pan Am and Parapan Am Games hosted by Toronto. It has a dedicated elevated spur track and runs on the quarter hour, takes 25 minutes and costs \$27.50 (the ticket pricing is controversial and rumoured to be linked in part to the taxi cab industry's effective lobbying re: unfair competition). The cars were manufactured in Japan by Nippon Sharyo and were both comfortable and practical with excellent leg room and significant luggage storage capacity both above the seats and in dedicated spaces.



The system is highly under-utilized at present; on Sunday, only four other riders shared the car with us.

Imperfect as it is, it was a pleasure to finally take The Canadian and to really get a feel for the vastness of this country. Rail congestion has definitely impacted ridership growth plans. One can only hope that support for this type of rail experience continues as the average subsidy per person on this trip is \$590 as reported in VIA's 2014 annual report.



LEFT ABOVE: The UP Express arrives at Pearson airport

LEFT: Car interior with generous baggage accommodation.

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

VanRail 2015: Vancouver, BC

By Scott Calvert, VanRail Chair

The greater Vancouver area again hosted the biennial **VanRail** operations event on September 11-13, 2015. This was the fifth time we have hosted this gathering, and it was by far the most successful. Many guests stayed at the Accent Inn host hotel and enjoyed great food at the adjacent Ricky's family restaurant where we had a separate room for breakfasts and organizing the carpooling etc.

Thirty-seven operators from all over the western United States and Canada participated in the event, and many of them have attended previous events. While not a fully open event due to the limited number of operating positions, we were able to accommodate everyone that requested a spot this year.

Attendees have the opportunity to operate on three different layouts for sessions that lasted from three to four hours. There was a session on each of three days starting on Friday afternoon. Guests had the chance to operate on some new layouts this year, as well as see progress on future VanRail layouts under construction by Colin Dover and Gary Hinshaw.

Al Frasch's BNSF Pilchuck Division double deck N Scale layout on Whidbey Island near Seattle, WA was again available for a pre-event op session on the Thursday. This layout was featured in the July 2011 issue of the online magazine; **Model Railroad Hobbyist**. Several operators stopped there on their way up to Vancouver for a pleasurable session running this large mainline layout.

The camaraderie at these gatherings is a very important and pleasurable part of this great hobby, and over 60 guests and host crew members enjoyed gathering at Scott and Margot Calvert's home on Friday evening for some socializing. Phase 1 of Scott's new HO CPR Boundary Sub layout was on display and had been operated on all three days of the event as well.

The first set of op sessions took place on Friday afternoon which allowed out-of-town guests the morning to arrive here by car, or plane. This format means that most visitors only stay here for two nights, thereby keeping their costs down. Saturday morning was the second op session followed by a couple of layout open houses in the afternoon for visitors to tour.

Saturday evening we all enjoyed two different presentations;

- Jim Providenza from Santa Cruz, CA discussed various aspects and solutions for freight car forwarding sessions systems and model railroading dispatch systems. His presentation was upbeat and inspired some good debate amongst the group.
- Local railroad historian Bill Galovich presented a historical look at Canadian Pacific mainline station buildings in British Columbia. It drew heavily from the Cyril Littleberry collection; a pioneering railfan photographer from back in the 1920s.

Sunday morning was the third op session which lasted until around 1pm. This gave those guests who were flying sufficient time to take an afternoon or evening flight home and save the added costs of another hotel stay and meals.

Like many of these operating events, each layout offers some of its own character and unique features. Following are the operating sessions layouts that were offered this year;

- Scott Calvert's new CPR Railway; Boundary Sub ver.2 HO layout; phase 1
- Mike Chandler's proto-freelanced HO Western Midland Railroad
- Brian Clogg's extensive HO British Columbia Railway; Squamish Sub
- Anthony Craig's highly detailed HO Kettle Valley Railway double deck layout
- Mark Dance's beautiful and creative N scale Columbia & Western RR
- John Green's HO scale Coquihalla Valley Railway – a new addition to the event
- Brian Pate's outstanding HOn3 Klondike Mines Railway**
- Brian Pate's prototypically based HO CPR Railway; Shuswap Sub**
- Al Frasch's enjoyable BNSF Pilchuck Division double deck N Scale layout

**See the separate article in this issue of the BB for more on the 'last run' for Brian Pate's remarkable layouts. More info on these two interconnected layouts can also be found on: <http://www3.telus.net/KMR/>

We appreciated all the positive feedback from the attendees, and have committed to hosting another **VanRail** event in September 2017. Feel free to email the author at scottcalvert@shaw.ca if you want more information on the event, or wish to be added to the invitation list. If you want to read more about the event, the website is: <http://www.vanrail.ca/>



ABOVE LEFT: SP prototype dispatcher, Rick Kang performing the dispatcher duties on Brian's KMR layout. Rick kept everyone on their feet with his wonderful knowledge. Rick did considerable homework before undertaking his assignment on this and Scott's layout.



ABOVE RIGHT: Larry pilots 951 eastbound through the tunnels at Clanwilliam, while Extra West 81 waits on the siding on Brian's CPR layout. Regular crew member Bill is in the background.



ABOVE: Yardmaster Duncan switching between through trains arriving and departing at Brookmere yard on John's CQVR layout.

LEFT ABOVE: Someone said that yards are like kitchens; everyone gathers there. On the right is Rich switching Garibaldi and Ron is turning the Squamish Switcher, while on the left yardmaster Jarrett is working with Norm who has the North Vancouver Switcher in town on Brian's BCR layout.

LEFT: Nelson yard is busy on Mark's layout with the yard crew; Jarrett and David, engineer; David, and a railfan captured in this shot.

Last Run for Brian Pate's HOn3 Klondike Mines Railway

By Scott Calvert

Brian Pate's HOn3 Klondike Mines Railway is a wonderful example of a model railroader capturing an interesting prototype railway in a limited space while achieving exceptional modeling quality and operational capability. Due to a recent move, this layout and the lower deck HO scale CPR Shuswap Subdivision have been removed and no longer exist.

Brian discovered the KMR while visiting his family during a trip to Dawson City. He saw a photo of the KMR tracks running down Front Street, and started asking questions. (See photo 1). There are three of the four original locos preserved under cover, and lots of rail and switch stands and old car bodies in the bush if you know where to look. This one photograph and the subsequent research inspired Brian to choose the KMR for his next model railroad.

Room preparation commenced in 1996 and the framing for this complicated and innovative double deck layout proceeding for a few years. Great progress was made over the next several years, with numerous sections of the KMR line being completed into the early 2000s.



LEFT: One of the seeds for Brian's inspiration - this 1908 summer scene looking down Front Street in Dawson City. The ferry tower is straddling both the street and the KMR tracks.

Photo by Frank H Nowell

The HOn3 KMR layout hosted regular operating sessions starting over 10+ years ago, with the lower deck standard gauge CPR Shuswap Subdivision being added into the ops mix several years afterwards. These layouts were regular participants at the 7th Division PNR/NMRA annual operating

sessions every November during **TRAINS**, as well as every biennial VanRail invitational ops events since 2007. In addition, Brian hosted many regular operating sessions on both the KMR and CPR for the local members. It is estimated that there have been many hundreds of guests visit these superb layouts during these operating sessions and open houses. The last KMR ops crew assignments were recorded on the sign-up sheet seen in photo 2 to the left.

JOB	DESCRIPTION	STARTS FROM	CALL TIME	SIGN UP
Klondike City Yardmaster	(+KC Switcher)	KC	0630	John M
Sicamous Yardmaster	(+RS Switcher)	RS	0630	AL
VW&YR Train #204:	Sulphur Springs Turn	GR	0630	Don T.
KMR Train #403:	Bonanza Turn	KC	0700	Clive
VW&YR Train #2:	The Sourdough	RS	0700	Dawn
KMR Train #401:	Dawson Switcher	KC	0710	Bill
KMR Train #102:	Dawson Morning Local	SS	0715	Don
KMR Train #402:	Bear Creek Turn	KC	0900	Don
VW&YR Train #202:	Klondike City Transfer	RS	1230	John
VW&YR Train #3:	The Gold-Panner	KC	1400	Don
KMR Train #103:	Sulphur Afternoon Local	DC	1700	Dawn
KMR Business Special		KC		KANG
Dispatcher				

Virtually the entire layout was constructed by Brian and most scenes and structures were based substantially on the prototype using exhaustive research of archives and fieldwork in the Yukon. The configurations of many of the scenes replicated the prototype almost exactly, and many of the buildings achieved merit awards and accurately reflect the conditions in 1949. See photos on the following page. All track, including the extensive and very complicated dual gauge track at Sicamous was all handlaid.

There are two major preservation efforts underway to transport sections of both layouts to new homes. The section of the HOn3 KMR from Dawson City to just before Grand Forks will be transported next spring/summer and be set up as a static display in the Dawson City Visitor Reception Centre, which is run by the Klondike Visitors Association with Parks Canada as a collaborator.

<http://dawsoncity.ca/plan-your-trip/visitors-centre-info/>

By the time this issue of the BB is published, the HO yard at Arrowhead and portions of the HO Revelstoke roundhouse and turntable area will have been removed and been transported to Revelstoke. Some or all of these sections are hoped to be amalgamated into the HO model railroad layout at the Revelstoke Railway Museum.

<http://railwaymuseum.com/>



ABOVE: Train 401 enters Dawson City through the legs of the ferry tower



ABOVE: looking down Front Street in Dawson City with many of the historic buildings accurately modelled



ABOVE: KMR #5 with Train 401, the Dawson Switcher, crossing the skewed pin-connected truss bridge across the Klondike River, between Klondike City yard and Dawson City



ABOVE: Train 102 passes under the siphon at Fox Creek and then by Dredge #5 working in Bonanza Creek below

Brian's layouts operated for the last time at this year's invitational **VanRail** operations event held from September 11-13. Many folks who joined his sessions have participated in several of them since the first VanRail held in 2007. During the VanRail evening social gathering at the author's home, we took advantage of the opportunity of having many of his friends there to celebrate with a cake featuring an image of #102 northbound on the Homestake Gulch trestle. We all wanted to say a big thank you to the Pates' for their endless hospitality in sharing their home and wonderful layouts to so many visitors.

See photos of the trestle and the celebrant on the following page.

Website

If you are interested in learning more about this model railway, here are a couple of websites to consult:

- Brian's own website; <http://www3.telus.net/KMR/>
- **VanRail** website; <http://www.vanrail.ca/> (look under Operating Layouts and 2015 tabs)

- YouTube videos:

https://www.youtube.com/watch?v=ZVJiasLDZqY&feature=player_embedded
https://www.youtube.com/watch?feature=player_embedded&v=r6NTJtVQRmI

Editor's Note: the YouTube videos above shot and produced by VanRail participant Mark Dance capture the final days of this fallen flag. The first is a walking tour of the HOn3 KMR and the HO CP Shuswap Sub with historic narration by Brian Pate and a very symbolic lights-out final scene. The second is a track-level tour shot with a train mounted Looxcie HD camera. **Don't miss this!**



ABOVE: Margot and Scott Calvert (standing) with Brian and Margaret at the VanRail social



ABOVE: Celebration Cake

BELOW: Train #102 passing slowly over Homestake Gulch trestle south of Grand Forks



Ross Heriot Memorial Gold Spike Award

By John Green

There have been no additional nominations received for the Ross Heriot Gold Spike Memorial Award. After due consideration by a small committee of previous recipients of this honour, I am pleased to advise that there will be a presentation of the Ross Heriot Award at the TRAINS 2015 banquet later that evening.

Since the award was inaugurated in 1968, it has been presented to 40 individuals and not awarded in 9 years. In some years the award has been made to two people in the same year. A list of previous recipients is available on the 7th Division website.

“The award is presented annually to the individual or individuals in the PNR 7th Division who has made a significant contribution to the division. It is in appreciation of his/her unselfish devotion of time and effort to further the aims of the NMRA, the PNR and the hobby of model railroading through assistance and service for the benefit of all model railroaders within the division.

The award is a once-in-a-lifetime presentation and candidates are nominated by their peers.”

I look forward to continuing receiving nominations of additional worthy members who meet the award requirements.

Selkirk Express 2016 Update

By David Walker

Here is an update on the Selkirk Express 2016 which is fast approaching and just eight months away. Plans are proceeding with the event scheduled for June 15-19 with a public train show on June 18-19. The host hotel is the Prestige Inn in Salmon Arm and bookings can now be made. The promo code is; Selkirk Express 2016. A block of 60 rooms has been set aside for the convention, so book early. Room rate information is on the web site.

The clinic program is being developed and should be posted on the website by January 2016. Check out the contest on the website and build the Crossing Shanty from Interaction Hobbies. If you have any questions e-mail the contest coordinator noted on the contacts page of the website.

There is one correction to the prototype tours. Due to scheduling difficulties the trip to Kamloops is not available and in its place we are offering a trip to the Kettle Valley Steam Railway in Summerland, BC. Take a trip behind former Canadian Pacific 2-8-0 Engine 3716 on one of the last remaining sections of the Kettle Valley Railway, which was completed in 1915.

Future shows we are planning to attend are Vancouver Train Expo (Nov 6-8) and of course SUPERTRAIN 2016 in Calgary (Apr. 16-17, 2016). Drop by our booth and discuss the event with us.

The registration form is on the website. Should you want a hard copy of the form, contact the registrar through the contacts page or e-mail at registrar@selkirkexpress2016.ca.

Visit the website at www.SelkirkExpress2016.ca. Hope to see many of you in 2016 in Salmon Arm and the beautiful Shuswap area.

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*.

Dan Rowsell of Victoria responded to my email plea asking for someone to run for Assistant Superintendent agreeing to do so - thank you Dan! Nominations for Superintendent and Assistant Superintendent may be made during the election process at our Annual General Meeting (AGM) to be held at the Vancouver Train Expo on Sunday, November 8th at 2 pm. As I write this in mid-October we have Jim Guillaume of Coldstream for Superintendent and now Dan Rowsell for Assistant Superintendent.

This is my last Super's Report as I will finish my second term following the AGM. My annual report will also be included with our AGM minutes to be posted on our website: <http://7divpnr.ca> where all of our important 7th Division documents are available.

Thank you to Gary Hazell for being my proxy at the Pacific Northwest Region (PNR) annual Board of Director's (BoD) meeting in Portland in August. I haven't received the minutes yet however I can report that Shirley Sample is our new PNR President. Don Locke continues as Vice President.

I do hope to see many of you at the Vancouver Train Expo at the PNE Forum building being held Nov. 6-8 and of course at our AGM. The committee is working hard to make this event the biggest and best ever so please support the event by registering. Please visit <http://www.vancouvertrainexpo.ca> for all of the details including the registration form and online registration. 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. In order to help ensure that the meet portion of the event continues it is very important that you support this event by registering and by offering your assistance to organize the event or just volunteer for an hour or two during the event.

And lastly the next NMRA Pacific Northwest Region (PNR) Annual convention, *Selkirk Express 2016* is getting closer and will take place June 15-19, 2016 in Salmon Arm. Please visit

<http://selkirkexpress2016.ca/index.html#> and plan to attend.

Happy modelling!

Introduction to the Incoming Superintendent

By Jim Guillaume

This past May at a meeting of the organizing committee for the upcoming Selkirk Express 2016, discussions were centering on the PNR 7th Division leadership changes that were about to take place. As I listened I

reflected on the fact that I had been a model railroader for over 40 years but had only occasionally stepped up to the plate to be a leader within the NMRA and I decided that I needed to give back to this great hobby in some form.

I said to Gary Hazell, a former 7th Division Superintendent and current board member for the Selkirk Express 2016 convention that I felt that I would be interested in letting my name stand for election at the upcoming 7th Division AGM in November. That evening I got a phone call from our current Superintendent Russ Watson and we talked at length about the NMRA, NMRA Canada and the 7th Division PNR. Russ told me that another member was going to let his name stand but when he heard that I was interested, he withdrew. I had hoped then and still hope that someone else will let their name stand so that we could have an election and thus grow the ideas and communications that will rejuvenate our division and thus improve our community.

I am 65 years old and have been an active model railroader for the last 41 years. My career path first took me to Saskatchewan from British Columbia as a member of the Royal Canadian Mounted Police and later as a corporate pilot in government service. For 15 years I've been employed full time as a pilot with WestJet Airlines in Vancouver, but have recently been able to go into a part time employment there.

How did I get my start in model railroading? It has been a long journey and one that I have enjoyed immensely! My parents bought me my first Marx train set in 1956 and expanded my set to include Lionel trains in the 1960s. It wasn't until 1971 that I bought my own Bachmann N Scale train set at a hobby shop in Richmond, BC that I invested my own money in this hobby. My first actual layout and contact with the NMRA was in Saskatchewan in the late 1979. At the time, I attended several 6th Division PNR meets and later joined the Regina Model Railroad club. I really enjoyed that time with the modelling community there. However, due to the politics within the NMRA at the time, I let my membership lapse.

It wasn't until many moves, jobs and years later, that I was encouraged to revisit my membership with the NMRA in 2010. It really had become a different organization and one that I felt I could proudly support.

I am still collecting N Scale and am primarily modelling the CPR/Kettle Valley Railway in southern British Columbia during the transition era. I have completed the conversion of two of the bedrooms in our home into one train room with an attached office area. The bench work is complete for an L-Shaped layout with track being laid down at the current time. My two grandsons (2 and 4) are interested in helping me out but are still a bit young to work with N Scale. We may have to have some HO track somewhere soon I think.

I have been a member of the North Okanagan Model Railroad Club for the last two years and have really learned a lot from a very experienced group of modellers within our club. I feel privileged to call them my friends and I look to them for modelling guidance and encouragement.

If you find yourself reflecting, as I did, that you would like to give something back to our hobby after having received so much from it, I would encourage you to give thought to letting your name stand for election this coming November at the annual general meeting of the 7th Division PNR during the Vancouver Train Expo. I believe you won't regret it.

Editor's Note: due to space limitations for this issue of the BB, see past issues for Contacts. I'm officially putting this issue of the BB to bed and counting down the few remaining days until Vancouver Train Expo!!