



BULLETIN BOARD

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

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ABOVE: No restraining barriers here! Lots of enthusiasm and busy hands at the wTrak module at Vancouver Trains Expo!

MERRY CHRISTMAS and SEASONS GREETINGS to ALL

Inside we have a report on the newly minted Vancouver Trains Expo chaired by Peter Mueller. In addition, you'll find a scratchbuilding article by Kyle Gardiner of HO scale CNR U-1-e Mountain-type No. 6049. For the CN railfans that receive CN Lines and recognize this project from a past issue, please forgive the poaching exercise to bring Kyle's talents into the spotlight again. Big shout-out to Al Lill. See p. 7 for details.

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Editorial Comments

A very big thanks to the organizing committee of Vancouver Trains Expo (VTE)! Every year that I attend the annual Lower Mainland train show, I come away with many great memories. I'm constantly amazed by the varied ways in which this hobby appeals to so many different people. This year's show moved to new quarters - to the PNE Forum. You'll get the summary report details from the event chairman inside this edition of the BB. The event was favourably reviewed in the Vancouver Sun. Floor manager Tom Lundgren, when interviewed by the reporter, focused on the need to promote the hobby to the next generation; through the children and their parents and to encourage alternatives to excess screen time.

Our outgoing Superintendent Russ Watson was quoted separately as saying "I'm sure that seeing the happy and sometimes intense expressions on the children - who all love model trains - is almost enough gratification for the hard-working organizing committee members to make them want to do it all over again next year." Let's do everything we can as members, including more volunteerism, to support those efforts.

Which brings me to the wTrak module. From start to finish of each show day, Tom Stephenson's wooden railway module was busy - oh so busy! Think Brio- and Thomas the Tank Engine-like. He uses modular railway tables based on a standard 18 x 48 in. box raised 16 in. above the floor, to which track is affixed. The fabric trees are durable, safe and easy to manufacture - same with almost everything else on the module. All designed for the pre-school crowd. His website at: <http://www.wtrak.org> offers fabrication ideas, and resources, many of which are free and which provide support and encouragement for the casual hobbyist - to assist a pre-school or after-school daycare, for example. Well done! And every departure of the WCRA MiniRail ride-on train around the centerpiece 1937 Hayes bus on loan from the BC Transit Museum was nearly full. VIA Rail - pay attention!

This year the Contest Room for 7DPNR members was mostly empty, possibly accounted for by the uncertainty associated with the move to the new venue. As of press time, vote counts and judging results were unavailable. A few members however did submit some exceptional modelling projects. Unfortunately there isn't room for photos of all entries from the contest room, show floor or clinics in the BB, but highlights have been included.

Rene Gourley gave an excellent clinic 'A Tale of Two Turntables' and brought his manually turned turntable for his Canada Atlantic Railway to support his presentation. See images on the next page. During the clinic, he referred readers with further interest in his clinic presentation overheads, to his website:

<https://pembroke87.wordpress.com/2015/11/08/turntable-clinic-at-vancouver-train-expo/>

Elsewhere on his site, Rene describes through no less than 76 blog posts - the entire design/build process. You get a real dose of modelling reality and iterative problem solving by digging in to these accounts. With further reading in the weblog, you'll also get a feel for how engaging an out-and-back shelf layout can be.

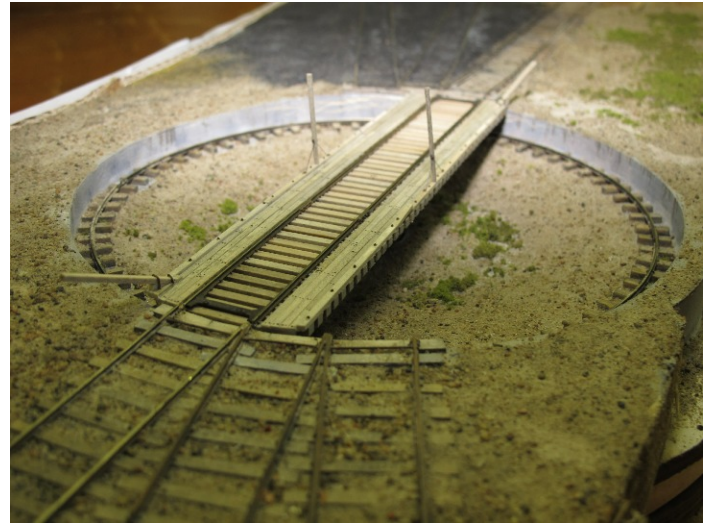
Also of note, Anthony Craig brought in his model of the truss bridge crossing the Tulameen River near Princeton. Very fine work. Again see images next page.

Finally, the Virtual Layout Tour (VLT) was attended by about 40 people and 60% said it was “good and possibly equal to a (physical) layout tour”, while an amazing 20% said it was “excellent and possibly better than a layout tour” according to survey results posted by clinic program and layout tour coordinator Mark Dance. If continued, many helpful survey response suggestions reinforced areas for improvement. The last issue of the BB featured Brian Pate’s KMR layout. In addition to the KMR, this year’s inaugural VLT also showcased Mark’s Columbia and Western as well as Brian Clogg’s British Columbia Railway and Anthony Craig’s CPR Kettle Valley Division. The link below takes you to Anthony Craig’s ‘Pushers in the Coquihalla’ and you can pick the remaining ones on Mark’s YouTube channel for these 25+ minute tours, if you missed them at the show.

https://www.youtube.com/watch?v=N_42kIkaIcA



ABOVE: Rene Gourley warming the crowd up with tales of Superman at his turntable clinic presentation



ABOVE: Close-up of the finished turntable on the Canada Atlantic at Pembroke, ON



ABOVE: Truss bridge over the Tulameen River by Anthony Craig for his CPR Kettle Valley Division



ABOVE: Narrow gauge industrial locomotive from the 7D PNR Contest Room

More Scenes from Vancouver Train Expo 2015

All show photos by J. Stevenson



ABOVE: N scale PGE-BCR Modellers Group display of member layouts modelling different eras and subdivisions



ABOVE: Individual display close-up of N scale BCR Squamish Subdivision



ABOVE: Brian Rudko's On30 scale micro-layout (his third) with working dump tram car; a 3 ft. square footprint inspired by Carl Arendt at www.carendt.com. If you like this, go to the website for several hundred more layout designs - the creative possibilities are rich.



ABOVE: Log train from the 7D PNR Contest Room

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

Vancouver Train Expo 2015

By Peter Mueller, VTE Chair

We just completed a very successful Vancouver Train Expo, with 5,000 participants. On November 7-8, we hosted 4,500 members of the public, about 120 NMRA members and about 350 exhibitors, vendors and volunteers. That's over twice the attendance we had just two years ago.

This year we moved to the PNE Forum, with almost 50,000 square feet of exhibit space, plus clinic and contest rooms - almost double what was available at Cameron Recreation Centre. Thank you to all the participants and volunteers especially.

Exhibitors loved the ability to drive in to the hall for setup and takedown. Handicapped people and folks with child strollers loved the easy access and wide aisles. Everyone loved the trains and the antique bus.

The show committee, on the basis of extensive community consultation, feel that it's vital to the health of the hobby to attract new blood, and the best way to do that is to attract families with small children. Therefore we've worked hard to encourage family-friendly exhibits like wTrak, Lego, WCRA MiniRail, Gordon Hall's 'Island of Sodor', and Toy Train Operating Society as well as the traditional modular layouts. Check out the videos via our website to see how successful we were.

We believe the best value to the model railroad community is a combined show and meet, with vendors of new and used goods as well as the layouts. The disadvantage of the combined show/meet is that the same guys run around doing all the work, and they don't have time to enjoy the clinics. What do you think we should do? We haven't had enough volunteers to run a traditional layout tour, or prototype tour, so we focus on the key activities. If you want more stuff, you need to step up and volunteer.

The show committee works hard. Many thanks to Andrew Robertson, Brian Clogg, Ken Martin, Michael Batten, Tom Jones and Tom Lundgren, who pour their hearts into putting on a great event for you. We have a job opening! Ken Martin, our treasurer, is promoted to Secretary; thus we're looking for a new treasurer. Please contact Peter Mueller at chairman@vancouvertrainexpo.ca.

Ross Heriot Memorial Gold Spike Award

By John Green

It is my pleasure and honour to be able to present the Ross Heriot Memorial Gold Spike award again this year.

This award was first made in 1968, and is usually presented annually to the individual or individuals in the PNR 7th Division who have made a significant contribution to the Division. It is in appreciation of their 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.

I am sure that there are many individuals who have assisted their fellow members over many years but are not known to me... so I would encourage you to think of those who have served faithfully, and send me a letter or

email recognizing their achievements, contributions, and involvement. There is a list of the previous recipients of this award on the 7th Division website. See <http://7divpnr.ca/node/4>.

This year's recipient has been an active member of the Division for more than 40 years. Among his many contributions to the 7th Division, some particular highlights come to mind.

- he served as a member of the 7th Division standing committee for many years beginning in the early 1970s
- he served as our divisional Superintendent about 20 years ago
- for several years he coordinated the Ports Canada Display where members of the 7th Division set up and operated model trains in the lobby of the headquarters of the former British Columbia Railway building
- he headed a committee to recognize and celebrate the 100th Anniversary of the founding of the PGE, centered at the West Coast Railway Park in Squamish

A great fan of the Pacific Great Eastern Railway, his wife has been heard to say that Greg has been working on a PhD on PGE for many years.

I hope you will all join me in acknowledging Greg Kennelly as the 2015 recipient of the Ross Heriot Gold Spike award!!



LEFT: Greg Kennelly receiving the Gold Spike Award from John Green on 2015-11-25

Brian Dobbin photo

Thank You!!

A sincere and heart-felt 'thank you' to the members of the 7th Division for the honour you have bestowed on me by naming me as the 2015 recipient of the Ross Heriot Memorial Gold Spike Award and my apologies for not being present at either of the two events this year at which the award would normally be presented. As the saying goes, there are times when 'life gets in the way'. In years past, when others were being honoured with the award, I have listened in awe as the recipient's contributions to the Division in particular, and the hobby in general, have been itemized. Never did it cross my mind that my own small (as I saw it) contribution would be regarded in the same light as that of many who have been previous recipients. To say I was flabbergasted at being honoured as this year's recipient would be a gross understatement! Greg Kennelly

Craftsman's Corner

Modelling CNR Class U-1-e Mountain-type No. 6049 in HO

By J. Kyle Gardiner



ABOVE: CNR U-1-e No. 6049 model on Kyle Gardiner's layout - Al Lill photo, October 2014

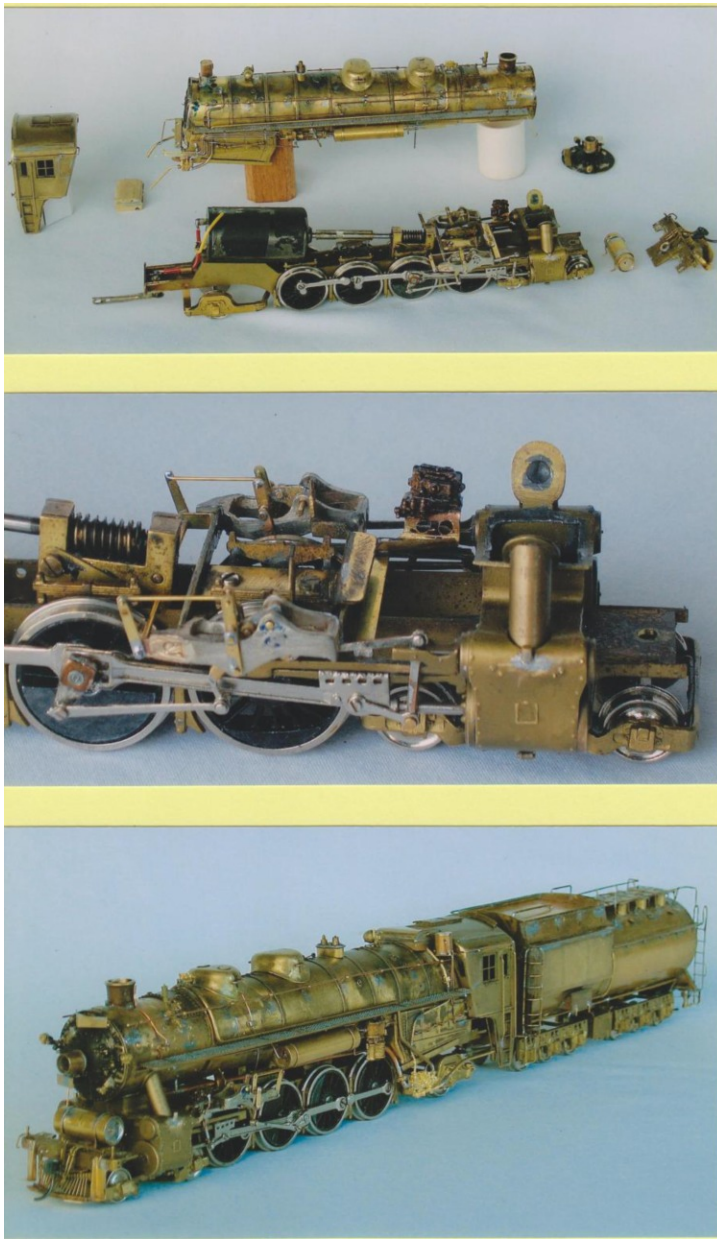
The inspiration for building this brass HO scale model came from the cover photo and article on the CN Mountain-type (4-8-2) in *CN LINES* Vol. 10 No. 2 (Western Royalty - The CNR's U-1-d/e Mountains by Ken Skoylan). The U-1-e class was chosen because it had not been imported as a brass model, and so promised to be unique. The U-1-e class also had interesting Vanderbilt tenders and generally beautiful lines. The No. 6049 was selected because it was a coal-burning Western Region locomotive that stayed in service through 1958 and was not converted to oil-firing. There were many changes over the years since this class was built in 1930. I modelled the locomotive as it appeared in October 1957 when it was assigned to Winnipeg, MB.

The reference material I utilized included OSHOME drawings, sharp photographs from the Dave Shaw collection of No. 6048 fireman's side and No. 6050 engineer's side, plus the *CN LINES* photos, including the one of No. 6049 itself. I assembled information for some time prior to building the model in 2003 and 2004 and would like to thank *CN LINES* steam editor Mike Barone for his assistance. There are also several good photos of the U-1-e class in *Across The Canadian Shield - CNR Main Line Railroading in the mid 1950s* by Alan Lill and Robert Wanner (CNSIG 1998, out-of-print). Bob Wanner photographed this class as far east as Oba, ON on the Central Region in spring 1955. He spotted No. 6049 on the *Continental* (Train 3) at Armstrong, ON on April 29, 1955.

Locomotive Construction

Years before, I had acquired a badly abused Hallmark Wabash M-1 Mountain for parts, and this seemed an opportunity to put it to use, by building a CNR 4-8-2 from it. The Wabash M-1 and the CNR's Mountains had

very little in common, so this proved to be a challenge. The tender was scratchbuilt. In retrospect, it would have been just as easy to scratchbuild the locomotive as well, but I got too far into it before coming to that realization! I wound up using the Wabash chassis, boiler shell, and cab shell, all of which were considerably modified. Construction was soldered brass.



LEFT: Photos of Kyle's brass model prior to painting. Note the working Baker valve gear in the middle photo by Kyle Gardiner, 2004

The Hallmark Models Wabash 4-8-2 frame was shortened to conform to the CNR U-1-e dimensions, the gearbox was reworked to secure the idler shaft, and the motor remounted to maintain clearances. The crosshead guides were strengthened and more securely aligned by soldering in a new cross member across the frame rails. The Walschaerts valve gear was discarded, and a prototypical Baker gear built from scratch except for the modified Precision Scale frames. The valve gear links articulate. A cast lubricator was installed. Pilot and trailing trucks were made using the Wabash side frames, and located to give correct wheelbases. A CNR-style pilot was built using parts from the Wabash pilot, and making steps, footboard, and frame to suit. The pilot is secured by a screw threaded into a scratchbuilt air reservoir on the pilot deck.

The cab was unsoldered from the boiler, stripped to a shell and shortened 12 inches. The extra cab windows were filled in with brass, corners rounded, and the front fitted to a shortened boiler with a relocated backhead. New drip rails, roof vents, handrails, wind deflector and skirts were installed. The cab was remounted with screws hidden behind the steam turret cover and to a new cross member behind the firebox. Commercial brass numbers were added.

The boiler shell was stripped, holes filled with solder, and then detailed with many castings and scratchbuilt parts, and plumbed, all to match prototype

photographs. New running boards and steps were made, and soldered to the shell using brass pins to maintain strength and alignment. The safety tread was achieved by soldering fine screen to the running boards. New sand and steam domes, pop off assembly, and steam turret cover were fitted and secured from below with machine screws. The boiler/cab assembly is mounted to the frame via a screw through the cylinder block, and two screws at the rear of the frame. The smoke box is sprung into place and secured by the hand railings, which separate by the forward stanchions.

The locomotive was weighted through the smoke box to provide even balance over the drivers. It is a powerful 'runner' and reliably negotiates 22 in. radius track.

Tender Construction

The tender is scratchbuilt from brass, the only commercial parts being the trucks and couplers, brake cylinder, steam/air line connections, and tool box lid. Rivet detail was embossed using a drill press and punch. The tank



shell was wrapped around brass bulkheads. The water fill hatches, walkways, and all detailing was made from brass bar, rod and shim stock. Ladders were made by drilling the rails to accept the rungs. A false bottom is installed in the coal bunker, and covered with commercial “coal”. Being scratchbuilt, it has the best fidelity to the prototype. It does include an item of license though- the addition of the ladder on the fireman’s side that appears in a photo on p. 14, *CN LINES* Vol. 10 No. 2 of No. 6048. I added it to No. 6049 just to add to the unique flavour of the model.

LEFT: Kyle Gardiner photo

Details and Conformity

The details on the model of No. 6049 include pretty well all of the prominent features shown in the prototype photographs. The addition of all of this detail was a significant part of this project. Many of the detail pieces were scratch built, in an effort to get better representation of the prototype and to limit commercial parts (and cost), but mostly because I enjoy the challenge of building them. Some examples are the tender walkways and ladders, water fill hatches, stoker access hatches, the articulating Baker gear, the running board ladders, reverse gear linkages and rigging, steam turret cover, blow down condenser, and myriad piping. Close inspection is necessary to appreciate the detailing extent. Similar care was taken in the final finish. Lenses, jewels, raised numbers, etched number board, cab instruments, wheel treatment, and mild weathering all contribute to the final effect.

Steam appliances and piping arrangements follow references in *Steam Locomotives Cyclopedia, Vol. 1*, the photographs, and my own steam power engineer experience. I made detailed sketches and notes of each component in the project.

The locomotive matches the drawings and photographs well, but there are small dimensional differences that were hard to avoid in HO scale, particularly when using some of the original Wabash parts. Nevertheless, many scratchbuilt parts were employed, and commercial ones modified, to maintain close conformity with the prototype.

Finish and Lettering

The model was completely disassembled and was then washed in acetone to remove remaining machinist’s dye, then washed in Varsol to remove anything that didn’t come off with the acetone. It was airbrushed using Floquil paints, then dry brushed and selectively lightly weathered. Lettering is provided by CNSIG/Microscale decal set 87-1019. CNSIG raised brass cab numerals and an etched CNR number board were also used.

Drivers are factory blackened, but the tires were painted antique white by hand, employing liquid mask to protect the treads. The same paint was used to hand paint the side stripes on the running boards and cab. The pop valves, whistle, and bell are natural brass, protected during painting by liquid mask. Paint was scraped off

down to brass to highlight some details, for example the lubricator sight glass, smoke box studs, brake shoe pins, and marker light lens screws. Jewels or lenses are used to represent lighting. Coal is modeled by gluing commercial scale coal to a brass false floor in the tender. The cab interior is CNR green, and the backhead is hand painted to simulate various gauges and controls, including the power reverse wheel, throttle lever, and air brake turret.

Most of the model is overcoated with a 1:1 mix of gloss and flat clear-coat, to meld in the decals, protect the finish, and importantly, to give a sheen characteristic of well maintained passenger equipment of the period.



ABOVE: Fireman's side of Kyle Gardiner's model of CNR No. 6049. Note the stoker access door unique to the U-1-e Class below the monogram on the scratch built tender. - Al Lill photos above and below, October 2014



LEFT: The Engineer's side of Kyle Gardiner's model of U-1-e No. 6049

Editor's Note: Combining a scratchbuilt tender with heavily modified components from a non-CNR brass import, this model's planning and construction required more than 270 hours of effort.

Regional News cont'd

Superintendent's Report

By John Martin (jamartin@jdmartin.ca)



The 7th Division has been fortunate to have had Russ Watson as Superintendent for the past four years. He has done an excellent job of leading the organization for the benefit of our entire membership and we are very grateful for his contributions and efforts. Russ has served us well and we owe him a sincere vote of thanks. You will still be seeing him at various NMRA events and might take the opportunity to say hello and thank him personally.

As you may know, Jim Guillaume volunteered to take the position of Superintendent beginning Dec 1st, 2015 and wrote an informative article in the Nov/Dec 2015 issue of the Bulletin Board to introduce himself. Jim recognized the need for an experienced and active model railroader to lead our group and would have been an excellent candidate.

Unfortunately, because of a very serious family medical situation, Jim has had to step aside. We wish him the very best and hope he will return in an active role at some time in the future.

A call for a volunteer to be the new Superintendent was sent out this Fall and the results were somewhat disappointing. No one answered. A number of members have already served extensive terms on the executive of the 7th Division or are currently filling one or more positions on our board or various committees. In fairness, they have already 'done their bit'. That left an opportunity for others to come forward.

We were still in need of a suitable Superintendent for 2016.

In the absence of a more experienced and qualified volunteer, we now find a complete newcomer in the job – yours truly. I have met very few of you and was even out of the country during this year's annual meeting. Nevertheless, I was 'elected' as Superintendent by acclamation. The world works in strange ways.

By way of introduction, I'm married, a father of three, and grandfather of seven with fond memories of his first Lionel train set in 1953; I still have it. I retired after 10 years in the RCAF and 30 years with Canadian Pacific Airlines and its various successors. (Perhaps employment with CP will earn me a little credibility?)

My home 'layout' consists of a number of cardboard boxes of HO and O scale inventory ranging from lowest grade swap meet junk to high-end equipment purchased with grand intentions – sound familiar? I recently joined the NMRA to try to expand my meagre knowledge of all aspects of model railroading.

Looking forward, I'm committed to doing my best to keeping the 7th Division running smoothly – relying heavily on the advice of the Board of Directors and the Standing Committee chairmen. I hope you'll take a moment of your time to send me an email about anything that you feel could be improved in our organization. I promise to answer every message and I hope to meet you soon. Finally, if you believe you are more qualified than I (you certainly are) and would enjoy serving as Superintendent in 2016-17, please call, write, or drive to my front door. I await your arrival.

A very Happy New Year to you on behalf of all of us at 7th Division, PNR NMRA.

Contacts

Editor's Note: Normally, we publish the full contact list once a year in the first issue of the new year. As we have space limitations again, I'll reserve the right to publish just our short list. If there is any need for the long list it is always current on the 7DPNR.org website, and includes additional appointed positions and all area representatives. If you can't access that link, call a member friend for assistance.

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 strongly 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.'

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