



BULLETIN BOARD

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ABOVE: A scene of the Revelstoke Roundhouse on the Shuswap and Okanagan Railway, the home layout for the North Okanagan Model Railway Ass'n. At the upcoming Selkirk Express 2016, one of the tour bus opportunities includes a side trip to the historic O'Keefe Ranch which houses the club layout.

Photo from NOMRA's website

As you know, the PNR has an annual convention with the host location cycling through the seven divisional regions of the Pacific Northwest and western Canada. This year, the 7DPNR are excited hosts for our very own Selkirk Express convention. See inside for planning updates as well as one member's vacation travel to Chamonix, France last summer. Why report that, you ask? Well, for the railway content, of course. See p. 4. Enjoy.

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Editorial Comments

The Selkirk Express 2016 is a regional convention and meet which hopefully will include modellers from BC, AB, SK, YT, NT and NU, as well as our American neighbours from WA, OR, ID, MT and AK. I hope many of you can come for the scenery and hospitality of the host city, Salmon Arm, in the north Okanagan Valley and for the camaraderie of your fellow modellers. The bus tours have been confirmed and details and additional weblinks are available on the convention's website.

As many of you prepare for your trip, be sure to look at the various websites associated with places that you might visit. And dig a bit. Part of the fun of any trip is the research that you do - so you're better informed and better prepared like any good railroader. There is a link on the Revelstoke Railway Museum's web page to the Virtual Museum of Canada's website.

See: http://www.museevirtuel-virtualmuseum.ca/Search.do?R=VE_2291&lang=en&ex=on.

Use the search function for 'Tough Railroaders: Rough Railroad' for a collection of photographs (all fairly small), but especially of the old boys in video interviews reflecting on their daily experiences on CP's mainline and southern mainline routes. There are comments from a number of old railroaders including some from recently passed Ernie Ottewell, who contributed so much to the Revelstoke Railway Museum. Take your time.

In the past I've encouraged you to help the newsletter by submitting articles on almost anything. We depart normal practice this issue to bring a travelogue segment submitted by John Green. Thanks John.

You may have already noticed some significant changes to the PNR 7th Division website. Brian Clogg, our Webmaster, has uploaded the available back issues of the Bulletin Board under the 'Bulletin Board Archives' tab - for reading and/or download, as desired. The two most recent years can also be accessed - but only in a new 'Members Only' area, requiring you to log in with a password. By now, you should have received an email with instructions about joining. (Please contact any executive member if you experience difficulties.) We think you'll appreciate Brian's work to make this resource available to you.

Our Secretary Bob Leggett advises that the minutes from the 7DPNR 2015 AGM are now posted to the website.

And lastly, Superintendent John Martin encourages you to complete Rene Gourley's Modeller's Meet survey. You should have already received an email request from Bob Leggett on 2016-02-13 to complete this online survey, but if you missed it - contact Bob again - the information is critical to understanding member needs.

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

Selkirk Express 2016 Update

By David Walker, Selkirk Express Chair

Selkirk Express 2016 is around the corner and June 2016 is fast approaching - now just four months away. Early registration ended on January 31, 2016 but the event is still a great deal for all those who still want to attend. The registration form is online for your convenience and a preliminary schedule of events has been added. Should you want a hard copy of the form, contact the registrar through the Contacts page or email at registrar@selkirkexpress2016.ca.

The host hotel is the Prestige Harbourfront Resort in Salmon Arm and bookings can still be made, however there are just a few rooms left for the days before the weekend and none on the weekend. The Promo code is Selkirk Express 2016. We have had some issue with the website bookings, probably resolved as you read this, but you can call the hotel directly at 1-250-833-5800 to book a room. A block of 60 rooms was set aside for the convention. Room Rate information and importantly, additional information on alternative accommodation nearby, is also available on the website.

A ladies tour is scheduled for Saturday June 18. This is a bus tour entitled No Tracks No Trains - an excursion around the region. More information is on the website. We are working on other possible events for the first two days of the conference.

The clinic program is still being organized as of publication date of this edition of the BB. Preliminary information has been posted to the website and self-guided layout tours in the region should also be confirmed shortly.

Check out the contest on the website and build the Crossing Shanty from Interaction Hobbies. The intent of the contest is to kitbash the shanty into any other type of building except the shanty. If you have any questions email the Contests coordinator noted on the Contacts page of the event website at www.SelkirkExpress2016.ca. Looking forward to seeing everyone in June 2016.

Call for Exhibitors at Vancouver Train Expo 2016

By Tom Lundgren, Promotions and Floor Manager

Vancouver Train Expo 2016 (the 34th) will be held November 5 and 6 (set up November 4) at The Forum, Pacific National Exhibition in Vancouver. If you are interested in displaying your modeling work or operating railway setup, selling railway-related items, have a children's-oriented exhibit, are a manufacturer of model railway items, are a railway historical group or business looking for a chance to explain what you do, now is the time to reserve your space on the 44,000 square foot show floor.

Last year's show, the 33rd, attracted over 5,000 participants. Attendance grew by 35% 2013 to 2014, and the move to the Forum in 2015 saw attendance increase by 67% over 2014. In addition to the general public, close to half of which were families with children, also attending were registrants to a concurrent model railway convention (NMRA PNR 7th Division Meet) and exhibitors. Exhibitors included model railway groups displaying models and operating displays in all scales, retail and private vendors, special interactive displays for

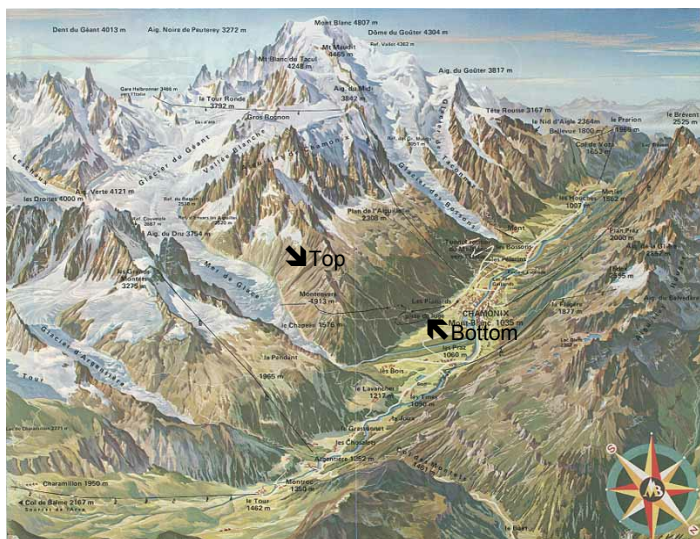
children, manufacturers and the national passenger rail provider VIA Rail Canada. The event was covered by The Vancouver Sun, Vancouver Courier, CBC News, and NEWS 1130.

To view pictures and videos of previous shows, or obtain additional information visit our website at www.vancouvertrainexpo.ca. To inquire about reserving space contact our Show Manager at: showmanager@vancouvertrainexpo.ca.

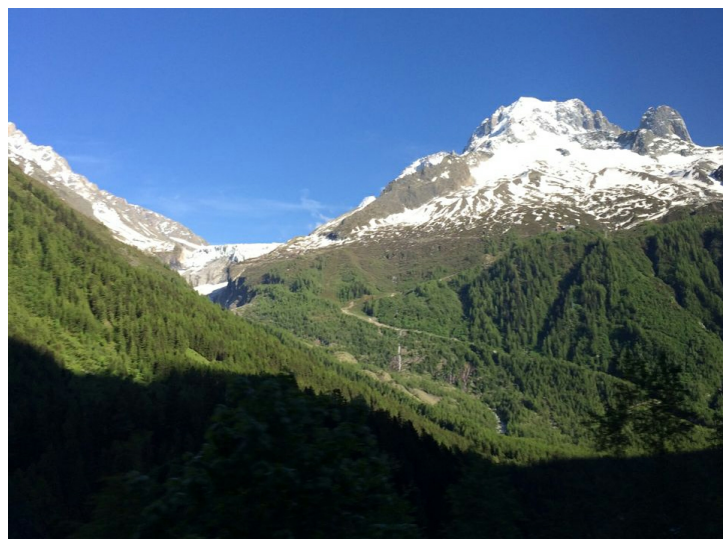
Chamonix and the Montenvers Rack Railway

By John Green (all photos by the author)

My spouse and I enjoyed a three and a half week bus tour around France in mid-summer, 2015. One of the stops on the tour was Chamonix, the site of the first Olympic Winter Games in 1924. We took a ride on the Montenvers Rack Railway to visit some illuminated man made ice caves. The rack railway starts from Chamonix and, in a short time, brings you close to the foot of the Mer de Glace ‘Sea of Ice’, France’s largest glacier measuring 7 km long and 200 meters thick. This historic site marked the start of Alpine tourism in the 19th C and offers a panoramic view of famous peaks such as Les Drus and Les Grandes Jorasses and Mount Blanc. In the golden years of classic mountaineering in the Alps in the 1950s, ascents of the north faces of the first two peaks above and many others were considered bold standard-setting achievements. Access for the climbers then, as now, was also by this same rack railway.



ABOVE: Overview of the Chamonix Mont Blanc area with top and bottom of the rack railway highlighted.



ABOVE: Montenvers Rack Railway grade ascending the Mont Blanc massif.

The following technical details about the railway have been extracted from Wikipedia:

The Montenvers Railway or Chemin de fer du Montenvers is a rack railway line in the Haute-Savoie region of France. The line runs from a connection with the SNCF, in Chamonix, to the Hotel de Montenvers station, at the Mer de Glace, at an altitude of 1,913 m (6,276 ft)

The line is 5.1 km (3.2 mi) long and has a rail gauge of 1,000 mm (3 ft 3 3/8 in). It is a rack and adhesion railway, using the Strub design to overcome a height difference of 871 m (2,858 ft). Except for the terminal

stations, which are operated in adhesion mode, the line has a gradient varying from 11% to 22% and is equipped with rack rail. The line is electrified using centenary at 11,000 volts and 50 Hz AC, and service is provided by six electric railcars and three diesel locomotives. Trains run at 14 to 20 km/h (8.7 to 12.4 mph) and take 20 minutes for the journey.

The first section of the line opened in 1908 and the line was completed in 1909. The line was worked by steam locomotives until it was electrified in 1953. The line includes several bridges, snowsheds, and one long curved tunnel.



ABOVE: On the ascent and into a siding for a meet. Note the rack between the rails and clean ballast work.



ABOVE: Rack steam locomotive used by this railway from 1911-1953 on display at the station bottom.

After our arrival at the upper station Gare Montenvers, the site of the historic Grand Hôtel constructed in 1880, we travelled down towards the ice caves using a gondola, which at one time stopped at the top of the glacier. However, over the past 30 years the glacier has shrunk significantly - so from the bottom of the gondola lift you descend another 440 steps to visit the man-made ice caves/grottos. New grottos are created each year as the glacier moves inexorably up the mountain valley.

After visiting and exiting the man-made ice grotto, we stopped and looked up, and yes ... it was quite an energetic walk back up to the bottom of the gondola. For the really enthusiastic folk who like more exercise, there is an additional path that leads all the way back from the bottom to the top of the gondola. On the stairs, there are plaques at five-year intervals to show how much the glacier has receded and shrunk since the installation of the gondola ride ... stark evidence of global warming. Yes, we stopped a few times on our way back up to enjoy the view while groups of young children and their leaders ran past us. For additional information and more images of the ice grotto, see <http://www.chamonix.com/montenvers-mer-de-glace.81.en.html>



ABOVE: Gondola access to the walkway connecting with the ice caves identified by white covering at valley bottom.



ABOVE: Engineered walkway from the gondola base to the ice caves elevation seen from the bottom.

Remembrances

Two members of the 7DPNR group have passed in the last several months.

Hugh John Mackenzie (November 12, 1930 - December 8, 2015)

It is with great sadness we announce the passing of our father, husband, and grandpa, Hugh Mackenzie at the age of 85. Hugh had a short battle with cancer and after a period of home care, moved to the Invermere Hospital where he passed away peacefully with family and friends. Hugh was born in Toronto, Ontario. He graduated from Ontario Agricultural College (now University of Guelph) with a B.S.A. Degree in 1955; he then attended the University of Toronto earning his B.S. Degree in Mechanical Engineering in 1956. Hugh joined International Harvester in Hamilton, Ontario in 1956 as a Test Engineer and then transferred to the design group to work on windrowers. From 1957 to 1967 he was Product Engineer in charge of tillage design. From 1967 to 1974 Hugh refused to stand behind his work as the Engineer in charge of manure spreader development!!! In 1975 Hugh was appointed Chief Test Engineer at Hamilton and held this position until transferring to J.I. Case in Hinsdale, Illinois in 1981. After going to Hinsdale, he became deeply involved in Reliability Engineering for Axial-Flow combines and continued in that activity until his retirement in 1992.

Hugh and Carolyn raised their family in the lovely town of Ancaster, Ontario from 1960 to 1981. Then as empty nesters, accepted a work transfer, and moved to Naperville, Illinois. After retirement Hugh and Carolyn moved to Post Falls, Idaho to be closer to their daughter's family in Invermere. In 2013 they made their final move to beautiful Invermere.

Hugh had a passion for steam locomotives and the railway in general since the age of 17 when he travelled across Canada by rail for a summer work position on a farm on Vancouver Island. He was a member of Ontario Rail for many years, helping refurbish old steam locomotives. He was also a 'model railway nut', as his family would say. He loved history, the outdoors, and working out at the gym.

Hugh was known for his wit and somewhat dry sense of humour, both of which were very present until his last days. Please honour Hugh with a shot of scotch whiskey with a little splash of water, some friends, and a joke!!!

Hugh is predeceased by his parents John and Katherine Mackenzie who immigrated from Alness, Scotland. Hugh is survived and will be sadly missed by his loving wife Carolyn Mackenzie of 58 years, his son David Mackenzie (Toronto), his daughter and son-in-law Kathy and Daniel Zurgilgen, his granddaughter Emily Zurgilgen, and many other extended family members and long-time friends.

Special thanks to the extraordinary people who supported Hugh and his family with their knowledge and compassion – Dr. Gooch and staff including Dr. Mantha, Invermere Hospital Staff, Home Care Staff, Lambert-Kipp Pharmacy, Hospice Society, and countless friends. The family will be privately celebrating his life.

Ernie Ottewell (August 4, 1926 - January 20, 2016)

William Ernest Ottewell passed away peacefully at Queen Victoria Hospital on January 20 at the age of 89 years. Ernie requested no formal service so a tea will be held in the spring. In lieu of flowers, memorial contributions may be made to the Revelstoke Railway Museum P.O. Box 3018, Revelstoke, BC, V0E 2S0.

Thanks to the doctors, nurses and all staff at QVH and to the Homecare Ladies and Meals on Wheels who enabled Ernie to keep his independence.

Ernie was born August 4, 1926, in Edmonton. He spent most of his life in Revelstoke. Throughout his life he had a thirst for knowledge whether it be gardening, volunteering, reading, building his house, or modeling steam engines. Ernie started his railway career in 1943. Some of the highlights were having the honour of running the first full train through the Macdonald Tunnel in the Rogers Pass. He was the engineer on the 1201 for the 100th anniversary of the Last Spike. He was heavily involved with the Revelstoke Railway Museum since its inception, bringing out steam engine 5468 from Montreal. Ernie was predeceased by his wife Winnifred and sister Marge. Ernie is survived by Karen (Dave) Bradbury, Bill Ottewell, Janice (Dan) McNutt and grandchildren Sam and Jodie, as well his partner Joyce Rasmussen who shared his later years.

Upcoming Event

26th ANNIVERSARY - VICTORIA'S ANNUAL
Model Railway Show 2016

Sunday, May 29th
10 am - 4 pm

Location: Juan de Fuca Recreation Centre
1767 Island Highway, Colwood
Free Parking - BC Transit Bus Route #50

Hourly Door Prizes!
Operating Model Railroads - Lego & Brio
Commercial & Individual Sales & Displays
For More Information: Ted Alexis ph: (250) 595-4070

Admissions

Adults	\$7
Family	\$14
NMRA/PNR Members	\$6
Children (8 and under)	FREE

and accompanied by an adult
Supporters of C-Fax Santa's Anonymous, the Times Colonist Christmas Fund.

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Contacts

Editor's Note: *As we have space limitations again, I'll reserve the right to publish just our short list. If you need to refer to the complete list that includes additional appointed positions as well as all area representatives, see it at the 7DPNR.org website which is always current. If you can't access that weblink, 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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For all other subdivision rep and appointed position contact info, please go to our web site: 7DPNR.org