



BULLETIN BOARD

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ABOVE: Former CP 2-8-0 N2b 3716, now an asset of the non-profit Kettle Valley Steam Railway Society, working up the 2.2% grade from the Trout Creek bridge to Prairie Landing as part of the Extra Fare South Tour.

Photo by J. Stevenson

Selkirk Express 2016 in Salmon Arm has come and gone! What a treat. The Thursday bus tour to Summerland's Kettle Valley Steam Railway also included stopoffs at two model railroads: the Peachland Railway Club and Museum and the North Okanagan Model Railway Ass'n at the O'Keefe Ranch. And the Friday bus tour took participants to Craigellachie, the Revelstoke Museum and the Three Valley Gap Museum. See inside on p. 4 for more from the convention and bus tours.

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Editorial Comments

This issue arrives late so that we could incorporate a little preliminary reporting of the Selkirk Express 2016 regional convention hosted in Salmon Arm from June 15-19. In addition, I wanted to share some of my thoughts after a recent revisit to the Myra Canyon and its spectacular scenery to see the trestle rebuild work.

To celebrate my birthday, my spouse and I travelled to the Okanagan for some wine tasting, but more importantly, to cycle the Myra Canyon on the former Kettle Valley Railway (KVR) roadbed. Myra Canyon is located south of Kelowna on Okanagan Mountain on a section of line between Midway and Penticton. When the railway was built, this section, a marvel of engineering achievement, required 18 trestles and two tunnels in order to traverse the deep canyon. This section of the railway was completed in October 1914, and then long after abandonment, became part of the Trans Canada Trail system in 2000 and was later designated a National Historic Site of Canada in 2003.

My father travelled the line in one of the Budd RDCs in 1961 when he was conducting business in Vancouver on behalf of the regional hospital in Trail. Curious about his experience, I eventually travelled most of the Carmi Subdivision by bicycle with a friend in the summer of 2000 over a 4-day period and before the devastating Okanagan Mtn. Park forest fire in the late summer of 2003 that destroyed 12 of the 16 wooden trestles and the decking on two additional steel trestles.

I recall being glued to the news at the time as the month-long fire moved inexorably closer and closer to Myra Canyon. I was following the spread through airborne infrared imagery mapping that was refreshed several times per day. By August 31, the fire had crossed the KVR between June Springs and the Bellevue Creek bridge heading southeast at first, looking like it might bypass the canyon entirely. Then suddenly between Sept. 3 and Sept. 4, the wind shifted in a northeasterly direction and moved 4 km overnight to the canyon edge first involving the trestles near Pooley Creek. By days end, the fire had moved through the KLO Creek trestles as well. Then on Sept. 7, the fire changed direction yet again, burning north to include most of the remaining trestles in the early hours of the morning.

Anyone with any connection to that canyon was absolutely stunned by the destructive power of this wildfire.

I was keenly aware of the phenomenal amount of work and time that the Myra Canyon Trestle Restoration Society ([MCTRS](#)) had invested both before the fire and after. At the time of the fire, the trestles were fourth generation, all built between 1958-1962. The main load-carrying components - the stringers, caps and posts - were cut from select Douglas Fir. From about 1956 onwards, these structural elements were treated with creosote, thereby extending their lives to about 30 years from the former 15-year cycle. The creosote, along with all of the old timbers cast down the embankment during replacement cycles, pretty much guaranteed that when the wood caught fire there would be no stopping it.

Recognizing the cultural and financial importance (through tourism), the provincial government committed to a rebuilding program. Letting of contracts began in 2004 with the original goal to complete the work by 2006, but

winter road access issues for delivery of materials to the site and rock stabilization work set the schedule back so that 2007 became a more realistic target. The canyon was finally officially reopened in 2008.

After a somewhat bumpy ride up the Myra Forest Service road, we arrived at the trailhead parking lot on a lightly overcast Saturday mid-morning in late April this year. To our surprise the parking lot was about one third full. We saw walkers of all ages and cyclists from five years old to their mid-seventies along the route with the vast majority exploring within Myra Canyon. Our plan was to cycle through the canyon and beyond along the railbed to the Bellevue Creek steel trestle and back - about 40 km. Not surprisingly for early spring, we encountered occasional snow on the trail as this section is at about 4150 feet elevation. We also dismounted to bypass a few dozen winter blowdown that had not yet been cleared. Nothing was difficult.

The restoration work is remarkable. I had been interested in the rebuild program for years but very little information was available. Then while researching for this newsletter, I came across a paper presented at the 2007 annual convention of the Transportation Association of Canada (TAC). A comprehensive 15 pp. summary authored by the engineering consulting firm retained for the project is available on the website at:

http://conf.tac-atc.ca/english/resourcecentre/readingroom/conference/conf2007/sessions/e_session006.htm

The objective of the trestle reconstruction was to create new structures that would be authentic and would resemble the appearance of the original trestles. It was recognized that building exact replicas was not required due to design loads being significantly less than railway traffic. Various post configurations were considered and two templates were created: a 4-post, 15-foot span design for greater authenticity and a cost-effective 4-post, 30-foot span design for structures that would not be easily viewed from the opposite side of the canyon and for those that were not located adjacent to undamaged trestles.

See the TAC report and photos for a renewed appreciation of Myra Canyon and the work of MCTRS. Since the reopening, rockslides and mudslides have periodically impacted the trail and/or trestles resulting in temporary closures. Before visiting, especially if you have cycling in mind, be sure to check for trail warnings on the



ABOVE: Your intrepid reporter on wood trestle no. 4. At 150x37 metres, it is the longest and tallest of the wooden trestles and third in height after the Pooley and KLO Creek steel trestles.

Photo by Catherine Atyeo



ABOVE: Wood trestle no. 8 (foreground) 73x21 and steel trestle no. 9 (KLO Creek) 111x48 in the background (dimensions in metres).

Photo by mfoto.ca

MCTRS site. Current information should also be posted at both trailheads to Myra Canyon. Also worth exploring from the MCTRS website home page under the Trail Information tab are Google Virtual Tours of trestle nos. 4-17. Almost as good as being there. Well, maybe not.

Riding or walking - you won't be disappointed! If mobility issues are a concern, the first trestle (no. 18) is reachable within less than 1.0 km from the parking lot on the Myra Station side of the canyon. And be sure to drop a small donation in the drop boxes at each trailhead. Enjoy!

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 Preliminary Report

By John Stevenson and Jim Guillaume, Selkirk Express Bus Tour Coordinator

The convention and public train show are now behind us. The organizing committee deserve our huge appreciation and Superintendent John Martin has asked that we acknowledge them here. Thanks again to:

David Walker	Chairman and Show Vendors
Doug Mayer	Treasurer
Lori Sebelley	Registrar and Show Layouts
Stu Solbakken	Public Show Facility
Ed Parsons	Public Show Facility
Mike Barone	Clinics
Brian Kelly	Show Vendors and Door Prizes
Jim Little	Contests
Donna Hazell	Ladies Program
Jim Guillaume	Tours, Transportation and Layout Tours
Gary Hazell	Program, Advertising and Audio Visual

David Walker leveraged his pre-retirement project management skills and by the end of last year had produced a task list of milestones for each of the organizing committee members that helped bring the convention and show to its very high standard. You'll read a summary of his official report of the convention for the 7DPNR executive later.

Jim and I chatted by phone from his hotel room in Kansas City, MO where, to unwind from his committee responsibilities, he was attending the National N-scale Convention. He advised that Selkirk Express delegates had come from all over the Pacific Northwest and western Canada; Saskatoon, Regina, Lethbridge, Calgary, Edmonton, Toronto, Vancouver and the Lower Mainland, Seattle and environs, Spokane (they'll be hosting next year's regional convention), as well as California. Undoubtedly, we missed some.

Tour bus participants liked the advance clinic orientation on Wednesday evening so that they were better able to appreciate the travel days ahead. The tours took us significantly south (Summerland) and east (Revelstoke) and although they involved a little seat time in the coach, they were very rewarding experiences. Hospitality at all of the museums was very good and we were able to spend some unstructured time as well as participate in a small

guided tour at Three Valley Gap. Then, to cap it off, there was the surprise ice cream and fresh fruit stop at the D Dutchman Dairy.

Tom Price, the guest speaker at the banquet on Saturday night and formerly with Canadian Pacific, entertained with his historical anecdotes of the '*Race for the Boundary*'. Clinics appeared to be very well attended. Jim Little worked with Jack Hamilton in the Contest Room in support of the Achievement Program judging and announced the winners of various categories at the banquet. It was stated that from preliminary figures, a few thousand plus participants came through the turnstiles at the Shaw Centre in Salmon Arm for the public show over the Father's Day weekend, sufficient to ensure break even or better status after expenses.

The visiting layouts on display at the public show and vendors were also greatly appreciated. The track signals (with the underlying logic system that was described in one of the clinics) of the Edmonton-based La Ba Ja

layout operates per the prototype - not a surprise since the clinician responsible for the talk and the signal installation has also been a signalman on both CN and CP.

Inter-action Enterprises, a local Salmon Arm company producing kits in multiple scales, had an engaging display booth and also provided kits for one of the clinics.



LEFT: Inter-action Enterprises garage kit. Note the Winnebago from television's 'Walking Dead' series.



LEFT BELOW: Mort Spelman busy at work. There was good interaction between the public and Mort who could be heard enthusiastically describing the hobby from a structure craftsman's perspective.

descriptive tags are placed liberally round the layout's perimeter security barrier, mounted on posts near the scene to facilitate viewer orientation. See p.8.

The Golden City Railway group had their travelling layout on hand to showcase Rossland BC and the mining industry of the West Kootenays particularly in the late 1890s as well as street scenes from the '40s and '50s. Many of the city's historic buildings and scenes have been modelled and are recognizable from images that you can see at the Rossland Museum. Those images with

Superintendent's Report

By John Martin, Superintendent

As I write this in mid-May, we know that the Nanaimo train show was quite successful and that a number of attendees took out new memberships. I'd like to welcome them and wish them a long and satisfying association with us. Kudos to the Nanaimo organizers for a great show.

Both the Victoria train show and Selkirk Express 2016 in Salmon Arm will be history by the time you read this and, because of enormous effort by the people involved, they will undoubtedly have been enjoyable and rewarding. Well done!

On a personal note, this will be (or will have been) my first regional convention and the first time I've been to such a large NMRA gathering; just the geographical area of the Pacific Northwest Region alone is extremely impressive. Delegates from many of our western provinces and the northwestern states will be attending. Hosting the entire Pacific Northwest Region is no small feat and the 7th Division is very grateful to David Walker and his committee (whose names will be found elsewhere in this BB) for all the work they have done to stage the 5-day event. Our sincere thanks to everyone involved.

You'll see a 'Call for Nominations' on this page. We need a new Secretary and would be delighted if it was YOU! Please give some consideration to offering a few hours a month to help keep your group running well.

It is also time to seek nominees for the Ross Heriot Award and the Jack Work Award. Both of these prestigious awards are described in the Policy Manual (see <http://7divpnr.ca/documents>). Please give some thought to the subject and help the 7th Division recognize suitable candidates. Rene Gourley is the Jack Work Memorial Trophy Coordinator and John Green is the Ross Heriot Gold Spike Award Coordinator.

Enjoy your summer.

Call for Nominations - 7th Division

Elections for the positions of Secretary, Treasurer and Member-at-Large are required this year. Voting will take place at our Annual General Meeting in the fall. The two-year terms begin 01 Jan 2017. Please send nominations by 01 Sep 2016 to Assistant-Superintendent Dan Rowsell acting also as the Nominating Committee Chairman. His contact information appears on the last page of this Bulletin Board and on our website.

Secretary: RJ (Bob) Leggett has completed three terms and has decided not to stand for re-election.

Treasurer: Larry Sebelley has offered to serve again.

Member-at-Large: Ken Rutherford has offered to serve again.

Nominations are open for all three positions and can be made by email or letter to Dan Rowsell. Nominations need not be seconded.

Selkirk Express 2016 Report

By David Walker, Chair

The convention and public train show are now in the past and were both very successful. The weather was very cooperative for both events which showed off our great region here in the Shuswap. Attendance for the convention truly exceeded our expectations with 164 full fare registrants and 71 companion/youth registrants for the convention. Attendees came from WA, OR, ID, CA, and AZ in the United States and from MN, SK, AB and BC in Canada.

99 registrants took the trip to Summerland for the KVSr steam train ride and visit to two layouts, 77 went to Revelstoke and 34 took part in the No Tracks! No Trains! Just Fun and Games Mystery Tour.

Our clinics expanded from just Thursday and Friday to include Saturday and Sunday morning and were extremely well attended. Many attendees partook in railfanning in the region as well as visiting many of the other attractions that are in the Salmon Arm area.

The contest and display room was packed with all forms of structures, rolling stock, engines and pictures. The response shows there is still a great amount of modelling being done in our region.

The Saturday banquet was a sellout with a waiting list for people wishing to attend. Tom Price's topic on the Race to the Boundary was very insightful and provided a glimpse into railroads and industry in the early 1900s along the Washington/British Columbia border. For a number of us that have lived and travelled through the region, it provided information about the ruins we see and why they existed in those locations.

The Public Train Show set for the Shaw Centre was successful in attracting people from Kelowna, Kamloops, and our surrounding area that includes Revelstoke, Vernon, Salmon Arm and other communities. Rough estimate on the number of attendees to the show is about 2300 people.

I want to thank all the people who attended Selkirk Express 2016 to make it a successful event as well as the organizing committee and all the other volunteers. Without their participation the event would never have taken place.

2016 Victoria Model Railway Show

By Ted Alexis, 7D PNR South Vancouver Island Representative

Our 26th Annual Victoria Model Railway Show was on May 29, 2016 at West Shore Parks and Rec'n Centre in Colwood. Our attendance was the same as last year at 1100 people. We heard praise for a great show from many of those attending.

The show displayed some eight sectional and modular layouts for public viewing in the hope we can get first timers to enjoy the greatest hobby in the world.

Some of the main attractions were the large N Scale layout from CFB Esquimalt and a large HO layout from the Victoria Model Railway Club. We had the Lego Group, Vancouver Island Garden Railway Club and the Victoria OnTrak Club. Again, the Millennium Mines was a great hit again with such detail. This year we added a Speeder and crew from the E&N Division of Esquimalt. The Speeder catalyzed conversation with the public curious about their use on North American railways.

We would like to thank our many dealers for attending and providing door prizes. Also a thanks to Tim Anderson from Ngineering and David Mackinnon from Detail N Scale rolling stock of Washington State. Donations this year will be going to C-Fax's Santa's Anonymous and the Times Colonist Christmas Fund for the needy.

In closing, I would like to thank Mark Giles our floor planner, Fred Madil, David Tomljenvich and Ray Konrath with set-up and reception. Also we would like to thank Supt. John Martin, Tom Carr and Dick Sutcliff for assisting at our NMRA booth. All net profits were given to 13 groups for their participation as well as the

7D PNR. Next year's show will be held May 28, 2017 at the same venue. Mark your calendars now. Also, our insurance of \$3M was purchased through the hosting venue's operating society for a nominal fee. See you next year.



ABOVE: Jim from the Calgary Free-mo group demonstrating the horn on the diesel switcher with new enthusiasts accompanying their grandparents on Father's Day.



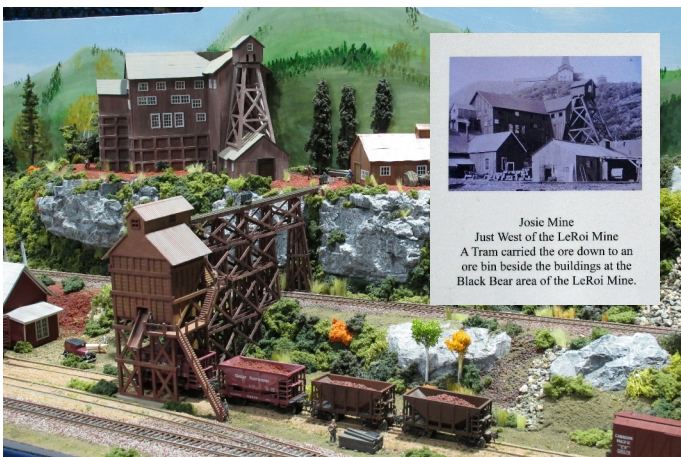
ABOVE: The firehall scene from the North Okanagan Model Railway Society's layout at the historic O'Keefe Ranch.



LEFT: Diplomats for the Kamloops Heritage Railway.

LEFT BELOW: The Golden City Railway Modellers scene of Josie Mine and the ore tram and bin with overlaid context info. Another of the modular HO scale layouts that was very popular with the public.

BELOW: Mount Rainier N-Scale N-Trak modular railroad with excellent example of scenic compression and fidelity. Continuity from module to module was achieved by having all backdrops painted by resident artist Diane Powell.





ABOVE: Arrowhead Landing diorama at the Revelstoke Railway Museum. This module was formerly a part of Brian Pate's KMR layout which was recently dismantled. This section was donated to the museum. Thanks to Scott Calvert and Doug Mayer for their volunteer efforts.



ABOVE: Arrowhead Landing diorama close-up of the barge landing slip and flat cars used as idlers to load freight cars. Note that sternwheeler SS Minto was built by local modeller Patrick Lawson to replace the original that Brian had built and was passing on to his family.



ABOVE: CP steel-sheathed caboose 437336 at Craigellachie with bus tour coordinator Jim Guillaume demonstrating his brakeman skills.



ABOVE: Oil derrick by Ed Schaenzer wins a Merit Award in the Contest Room.



ABOVE: Coaling facility, turntable and roundhouse on Bob Gardner's CPR Coquihalla Subdivision.



ABOVE: Bob Gardner, gracious host for one of the self-guided layout tours, at his work bench.

Contacts

Editor's Note: Due to space limitations, we continue to publish 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.

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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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