



BULLETIN BOARD

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ABOVE: Dredge No. 5 from Brian Pate's Klondike Mines Railway. The dredge dug gold-bearing gravel at the left, recovering the gold through a revolving screen washing plant, then deposited the gravel out the stacker at the rear (to the right above). They operated 24 hours per day for up to 200 days in a year in the first half of the twentieth century. Brian's relocated KMR has found new life in Dawson City, YT at the Visitor Information Centre.

Photo by M. Dance

The relocation of Brian Pate's HO_{N3} Klondike Mines Railway is such a fine story of exceptional volunteerism to ensure that this layout lived on into a vibrant second phase of its life. It's now helping visitors to the Klondike more thoroughly appreciate the early years of steam railways in the Canadian North and their role in support of mineral extraction. This issue showcases the move and the Editorial Comments section is devoted to Mark Dance's account of this extraordinary logistical exercise.

IN THIS ISSUE

Editorial Comments.....	2
Regional News.....	6
Contacts.....	13

Editorial Comments

This is the account of the relocation of Brian Pate's HOn3 Klondike Mines Railway (KMR) to Yukon's Dawson City Visitor Centre. For background on Brian's multi-level layout, see a previous Bulletin Board issue: 7DPNR eBulletin v.29 n.6 2015-11 for web links to a walking tour of the layout with Brian as narrator of some of the historic places and structures, as well as a web link to Brian's KMR webpages (also at end of this article).

When a modeller has put in thousands of hours on a layout – and given hundreds of operators countless hours of enjoyment with the layout – there is a respect that inspires and galvanizes people when there's a risk of losing an exceptional modelling legacy.

Brian Pate has made a difference in Pacific Northwest modelling circles. He ran monthly operating sessions on his HOn3 Klondike Mines Rwy – and later his standard gauge CPR layout – starting in 2002, as well as special operating sessions for the local meets of the Pacific Northwest Region of the NMRA, the Operations Special Interest Group of the NMRA. Brian and Scott Calvert co-founded VanRail, the operations invitational group in 2007 and hosted many sessions on the KMR with 2015 being the last year.

A layout of the KMR's standard has, by necessity, many handbuilt components amongst its track, historic buildings, and rolling stock. Switches with moving switchstands were built using a robust pull system to move SPST switches to route power and hold points in place; but occasionally fasteners would come loose and require maintenance. We all age, which makes maintenance more difficult and, given other concerns, Brian and his wife Margaret made the difficult decision to downsize, including selling their family home of 50-plus years. Plans to sell and move to a smaller place were in play by the early summer of 2015 but friends encouraged one last VanRail ops session for the fall of 2015.

I interviewed Mark Dance, a local N scale modeller, who coordinated the move of the KMR 3000 km north to Dawson City, Yukon Territory, the prototype home base of the KMR. He related the following story.

Mark had recently video-recorded other layouts in the Pacific Northwest and when he learned of the plans to scrap the KMR he proposed to Brian that the layout should be videoed for posterity. See end of article.

During a visit to Dawson, Brian and his daughter Sue, a teacher and resident of Dawson City, showed the videos to members of the Dawson City Museum and Visitor Centre and the idea was raised about moving the KMR there.

Dawson City has 1300 residents and over 40 community associations. With all of this industrious volunteerism, they had the will and the organizational skill to assist and it was quickly established that there was interest in saving as much of the narrow gauge layout as possible. Dawson City made the ideal home for the KMR as its model terminus was Dawson, four of the five prototype KMR locomotives are on static display there, and Brian's award winning model of Dredge No. 4 was already on display in their Visitor's Centre.

However, it was clear early on that moving the KMR to Dawson would be challenging. First, the layout was not designed to be removed from the Pate home so would it even survive the deinstallation? Second, where could it be stored while it was prepared for shipment, and finally how could it be installed in a maintainable manner in a corner of the dusty log cabin Visitor Centre so far away from active modelers?

While Brian and Margaret focused their energies on selling the house and downsizing to a retirement home, the formidable task of relocating the KMR fell to a merry band of volunteers who came together to preserve this significant part of Brian's legacy.

Logistically, the move had to occur after VanRail and before the closing date for the sale of the home – a narrow window between the last week of September and the end of October. And the basement had to be stripped back to studs as a condition of sale. The working group of volunteers coalesced into Mark, Brian Dobbin, Anthony Craig, Al Lill, Doug Hicks and Rene Gourley. Additional assistance on moving days was provided by Colin Dover, Mike Chandler, John Green and Bill Dixon. And finally, in parallel to the KMR project, Scott Calvert worked with Doug Mayer to arrange a permanent home for the Arrowhead standard gauge branch at the Revelstoke Museum (installed by the time bus tours from the recent PNR Selkirk Express came through).

Temporary storage was an immediate concern but Gordie Mitchell committed to storing the modules temporarily once they were removed from the Pate residence, buying the team some time.

A coordination meeting was held first and two working sessions were scheduled per week. Team members also had a key to the home should one of them need access outside of these two sessions and this key came in very handy! It was decided to remove the standard gauge Arrowhead section first – a 9' x 2-1/2' lower level. Then all electrical components were removed and labelled. Structures were removed and hand-packed by Rene who worked a number of hours before and after his regular work obligations.

With Arrowhead removed, scrapping the standard gauge railway had to be completed to provide access to the underside of the KMR. For those present, especially those with fondness for the layout and many operating sessions behind them, the next stage was extremely difficult. Imagine watching an industrial reciprocating saw ripping through a handlaid dual-gauge switch!

The Vancouver team discussed with the staff in Dawson what elements were to be saved and possible configurations considering the available display space.

The remaining narrow gauge railway was subdivided into smaller sections, each just narrow enough to fit the doors in Gordie's home and with their coved hand-painted backdrops retained where possible. Strongbacks were constructed underneath to serve as a frame for the modules once they were cut away from the home's stud walls. In five weeks the KMR modules were extracted and stored, and the remaining layout scrapped back to the basement studs.

But accidents happened on the way!

The elegant model of the Dawson City firehall was dropped and broken but thankfully rebuilt. The Klondike Bridge (a curved pin-connected truss design) had a coil of electrical wire drop from ceiling joists on to it. It shattered, fell to the floor into other waste materials, but most parts were recovered and it was rebuilt. By the end of the project that bridge was broken a second and third time but rebuilt each time. A delicate flume trestle suffered a similar fate and even a beautiful dredge model needed to be repaired (twice) when damaged during

various stages of the project. Thankfully the repaired models are nearly indistinguishable from the originals, even to a modeller's eye!

By January, Sue confirmed that funding was in place but also advised she was leaving Dawson at the end of the school year to retire to a new home on Vancouver Island. Parks Canada, a collaborator with the Klondike Visitor's Association and the Dawson Museum, assigned project manager Anna Claxton, who was detail-oriented with good organizational skills. Her responsibilities at Parks Canada also included the prototype Dredge No. 4 and the sternwheeler S. S. Keno so she was an ideal leader for the Dawson team.

It was decided to use an air-ride climate-controlled truck and Canadian Freightways was chosen. Crates were designed and constructed from 1/2 in. plywood sheeting with 2x4s and 2x2s at the corners and lined with 1 in. blue foam insulation to reduce thermal shock. Weight was now a factor. The Dawson City module fully crated (the largest at 10' x 5' x 3' in size) weighed nearly 500 lbs. with 2/3rds of this the crate alone!

The 90 Below Discovery module contained Dredge No. 5 which was not removable, plus two additional boxes with all of the additional structures and buildings. Each container was fitted with shock detectors for the 2-1/2 day drive to Whitehorse, and then transferred to another truck for the last leg to Dawson City. No drop shocks occurred. Per instructions from Parks Canada, containers were acclimatized for two weeks before unpacking and the arrival of the installation team.

Because Dawson City had no local modellers, and therefore no resident layout maintenance skills, the original plan was for a static display of the KMR but with loco sound and lights. Brian Pate and the Visitor Centre staff argued for as much automation as possible to maintain public interest so a compromise was reached to permit an engine to shuttle back and forth on the 90 Below Discovery section using a Tam Valley auto-reverser.

On their arrival, the Parks Canada team unpacked the modules and constructed framing to mount them on. The layout height was dropped to 44-45 in. from the former 62 in. but now provides a better overview of the trackplan, the sternwheeler S. S. Keno and other historic structures and bridges.

In April, the installation team of Mark, Anthony and Brian Dobbin flew to Whitehorse and then drove to Dawson in a borrowed car to save money. The first install visit saw the team spend seven days working from 10-12 hours most days. They experienced exceptional hospitality from the locals. It seemed the whole town knew and were excited by the new addition in the Visitor Centre and a great many dropped by to offer encouragement or bought the team drinks at the local establishments.

On this first visit, Anthony worked on getting the benchwork straight and ensuring the train-shuttling section was operational. Brian installed the DCC system and other electrical components including the battery-powered elements of the Homestake Gulch module. Mark worked on scenery, backdrops and reinstalling buildings, including their lighting. The turntable did not operate as was initially hoped (it will require a different control board for the public to use it simply). Otherwise, by the time the install team was done, all modules and models were back in working order – including all the lit switchstands – just as Brian had them in his home. It was recognized at that time that the layout needed a transparent covering to protect it and that the lighting was inadequate but plans were made for the local Dawson teams to finish the work before public display in May.

Well, – the best laid plans....

May came around and the Vancouver team received an email requesting a second visit to construct clear lids and to install lighting as the local resources to do this had been reassigned. Ideally this would take place ASAP so the KMR could be on display during most of the 2016 tourist season. So Anthony and Mark spent two busy

weeks preparing, including designing removable covers, adequate display lighting and ordering the requisite materials for delivery to Dawson. Another longer visit with more long days and the layout was left ready for the public, looking like the splendid jewel it is, in a protective, well-lit case.

Dawson's population of 1300 rises to 2000 in the summer with the arrival of miners but, significantly, the Visitor Centre sees up to 60,000 visitors per year each of whom will be exposed to Brian's beautiful models!

What will these lucky visitors see?

Entering the Visitor Centre you walk into a mock saloon. Two smaller plexiglass-enclosed modules, free-standing and moveable on castored wheels, are ahead. One is the KMR's Homestake Gulch trestle with separate battery power for locomotive lights as well as sound and display lighting. The locomotive and freight cars are wired to the trestle to prevent accidental dislodgement. The second display case holds Dredge No. 4. To the side of the saloon bar is an entrance to a satellite room with the approximately 20' x 20' footprint layout.

Inside is the KMR. On entering, you first see the painted mahogany backside of Dawson City with the riverfront structures and the sternwheeler S. S. Keno visible to all, then 90 Below Discovery with Dredge No. 5 and the flume with a train shuttling back and forth – activity that draws a visitor in. Continuing into the KMR display, a truss bridge formerly hidden by scenery in the basement is now showcased, then the barge under construction at Bear Creek, the Klondike Yard with locomotives burbling and the roundhouse and turntable. Around the corner towards Dawson is the reaction (cable-tethered) ferry over the Yukon River, the S.S. Keno, and city buildings with incredible details: horse-drawn fire engines, passenger train at station, a stiff-legged derrick, bank building, cold storage building and others.

Brian Pate, the Dawson Museum and Visitor Centre are all delighted with the results, knowing that most high-calibre layouts are destroyed when they can no longer be maintained. And Dawson now has another attraction for its lifeblood tourist industry.

What made this feat possible was exceptional teamwork in and between Vancouver and Dawson City. Thanks to good luck, creativity, hard work and great energy, 95% of the initial goal was achieved in a very professional manner.

Brian had shared so much of his layout through ops sessions and had built so much goodwill that finding volunteers to assist in the relocation project was easy. The high quality of the layout and its important social and historical value, as well as the public interest aspect, demanded that a preservation exercise be undertaken.

As editor of the Bulletin Board, I want to send out huge thanks on behalf of all members to all the volunteers and to the hardworking public servants at Parks Canada and the Dawson Visitor Centre for an exceptional undertaking.

Some of you may be planning to attend the PNR 7th Division annual Railway Modeller's Meet in November (concurrent with Vancouver Train Expo 2016). If you would like to know more about the Klondike Mines Rwy and its relocation project, consider attending the Saturday evening banquet. In addition to the food, drink and camaraderie, Mark is going to provide a slide show and talk about the fun and games the teams experienced!

The KMR relocation project was funded by gifts from Parks Canada, The Yukon Government, The Klondike Visitor's Association and the Dawson City Museum to a total of approximately \$20,000 (not including the many, many hours of labour from all involved). This amount is about twice the original estimate owing to the

As a teaser for Mark Dance's keynote address at the RMMBC banquet running concurrently with the VTE on November 6-8, enjoy these photos by Mark capturing moments of the KMR relocation story.



ABOVE: Brian Pate's basement showing the Dawson City section stripped of fascia, base and structures.

ABOVE R: Some of the moving crew (L to R): John Green, Brian Dobbin, Mark Dance, Anthony Craig, Mike Chandler and Colin Dover preparing to leave Gordie Mitchell's place where the KMR was kept during temporary storage.



RIGHT: Mark and Brian watch as a Canadian Freightway's forklift operator prepares to transfer the carefully packed 500 lb. Dawson City module load from U-Haul to the carrier's air-ride climate controlled trailer.

BELOW: One of the many beautifully detailed scenes of the Dawson City section showing the S. S. Keno dockside on the Yukon River. The prototype is a block down the street from the Dawson City Visitor Information Centre.



BELOW: The relocated HOn3 KMR at the Dawson City, YT Visitor Centre. The layout has been reduced to the narrow gauge section and lowered for viewing by visitors. Since this early installation photo, display lighting has been improved and a plexiglass cover/container has been added. Dawson City is behind the backdrop in the foreground. 90 Below Discovery and Dredge No. 5 is in the left background.



second longer trip to complete the KMR for public display. The result is that there is no budget left in the near future to spend on promotion or other things like high quality signage.

Should any reader be inclined to help support the KMR in its new public role, please feel free to contact Alex Somerville (Dawson City Museum Director) at asomerville@dawsonmuseum.ca.

Donations to this cause are very much appreciated.

Interesting links:

KMR web site and photo tour: <http://www3.telus.net/KMR/>

YouTube video: walking tour of the KMR <https://youtu.be/ZVJiasLDZqY>

YouTube video: riding tour of the KMR <https://youtu.be/r6NTJtVQRmI>

YouTube video: the KMR in Dawson City https://youtu.be/n3TH8YEcs_s

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 Update

By Tom Lundgren, Show Manager

Organizing for Vancouver Train Expo continues. The response from commercial exhibitors has been great with most of the regular tables and about half of the premium tables spoken for. Sixteen hobbyists and non-commercial exhibitors have registered for far. There is still lots of room for hobbyists and non-commercial exhibitors. Registration forms are available from the website: www.vancouvertrainexpo.ca or contact: showmanager@vancouvertrainexpo.ca

Advertising for the event is getting underway with posters starting to go up, reminder cards printed and ready for distribution. New posts are going up weekly on Facebook Vancouver Train Expo. There is still a need for one or two more members on the Organizing Committee. If interested contact: publicity@vancouvertrainexpo.ca

Selkirk Express 2016 Final Update

By David Walker, Chair

I wish to thank all the participants, volunteers, clinicians, home layout owners, layout groups and vendors that made the Selkirk Express 2016 an outstanding success. We are slowly winding up the paperwork and getting our reports together. A final report on the event, with the good, the bad and the ugly, along with learnings will be presented to the PNR and the 7th Division by mid-October 2016. For those planning future events the report, along with other reports from previous conventions, are available from the PNR.

Here are some of the highlights from the event. Attendance for the convention truly exceeded our expectations with 164 full fare registrants and 71 companion/youth registrants for the convention. The breakdown for the full

fare registrants is as follows: 108 Canadians (34 AB, 68 BC, 5 SK, 1 MB) and 55 from the United States (29 WA, 14 OR, 2 AZ, 3 CA, 6 ID, 1 MT). We also had one international attendee in Paul Hobbs from New Zealand. We truly were an international event.

105 registrants took the trip to Summerland for the KVR steam train ride and visits to two layouts and 71 made the trip to Revelstoke and Three Valley Gap. The July/August issue of the 7th Division Bulletin Board had an in-depth story on both of these tours as well as the Train Show. 34 companions took part in the “No Tracks! No Trains! Just Fun and Games Mystery Tour” and the feedback from the participants was that a great time was had by all and the weather cooperated during the tour. The tour went to Margret Falls Park on the lake, Sunnybrae Winery for some sampling and a High Tea lunch at the R J Haney Heritage Park in Salmon Arm.

Our clinics expanded from just Thursday and Friday to include Saturday and Sunday morning and were extremely well attended. There were 23 clinics spread over the four days with a slide show on Wednesday night for those attending to show off their railfanning photography. Jim Guillaume gave a brief overview on the Kettle Valley trip on Wednesday night and Doug Mayer provided background on Thursday evening about what to see and historic sights on the Revelstoke trip.

The Burger and Beverage night was a sellout at 290 people and it was an excellent event allowing many people to network and just relax. The banquet was fully subscribed with 232 people attending. Tom Price’s talk on the Race for the Boundary focused on the region around Grand Forks, Greenwood and Phoenix BC that was hotly contested by both the Great Northern and Canadian Pacific because of the large copper deposits. He described the classic boom and bust of the mining industry just along the BC/WA border.

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 with 77 entries. Following is a list of the contest winners and those attendees that received Merit awards at the show.

CONTEST RESULT SUMMARY

DIESEL & OTHER

1st	Sandy Webster	Southern Pacific GP40X
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PASSENGER CAR

1st	Brent Ciccone	KVR 1ST Class Passenger Car
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FREIGHT CAR

1st	Rene Gourley	Vermont & Province Line Boxcar
2nd	Jack Tingstad	CC&W Flatcar #12
3rd	Rene Gourley	GN Gondola

CABOOSE

1st	Ed Schaenzer	Logging Caboose
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STRUCTURE

1st	Ed Schaenzer	Oil Derrick
2nd	Greg Kujawa	Texaco Gas Station
3rd	Bob Parrish	Interurban Platform

DISPLAY

1st	Mort Spelman	Hot Rod Shop
2nd	Mort Spelman	Machine Shop
3rd	Dale Sproule	Rosebery Barge Slip

SPECIAL CONTEST

1st	Bob Jekel	Traffic Control Centre
2nd	Jack Hamilton	Crossing Shanty
3rd	Jack Hamilton	Salmon Lips Traffic Control Cntr

PHOTO: PROTOTYPE B&W

1st	Alex Birkoff	ATSF 811 Driver
2nd	Alex Birkoff	Overhauling SP 4449
3rd	Rich Thom	OJ Class 2-10-2 China

PHOTO: PROTOTYPE COLOUR

1st	Rich Thom	Last Plow Run Over Cumbres
2nd	Rob Badmington	North Thompson River Crossing
3rd	Rob Badmington	CP8531 West of Cambie

PHOTO: MODEL B&W

1st	Ed Schaenzer	Blow The Whistle
2nd	Ed Schaenzer	New Decking
3rd	Ed Schaenzer	Anoth Load of 'Pickles'

PHOTO: MODEL COLOUR

1st	Ed Schaenzer	Loco With Gypsy Winch
2nd	Ed Schaenzer	Local Delivery
3rd	Dale Sproule	Rosebery Night Run

RAILROADIANA

1st	Kristy Webster	Chatterbox with Patches
2nd	Margo Calvert	Locomotion Quilt

NEEDLEWORK

1st	Margo Calvert	Cross-stitch Storage Box
2nd	Harriet Sparrows	Smiling Cat

Achievement Program Kudos

The following members have been recognized for their superior skill and craftsmanship in modelling through the NMRA Achievement Program.

Bob Flegel	Rossland, BC (7)	Structures, Scenery, Electrical
Don Young	Trail, BC (7)	Structures, Scenery, Electrical
Dick Hawkshaw	Chilliwack, BC (7)	Scenery
Larry Sebelley	Chilliwack, BC (7)	Scenery
Harry Southern	Cheminus, BC (7)	Scenery
Dale Sproule	Calgary, AB (6)	Prototype
Charlie Comstock	Hillsboro, OR (2)	Official, Volunteer
Russ Watson	Quesnel, BC (7)	Official
Dirk Kruysman	Roseburg, OR (1)	Volunteer
Suzy Madsen	Anmore, BC (7)	Volunteer
Gary Thurow	Cheney, WA (5)	Volunteer

Congratulations to each of the recipients and our thanks for their continued support and participation in the Achievement Program.

The Public Train Show at the Shaw Centre was successful in attracting people from Kelowna, Kamloops, and our surrounding area that includes Revelstoke, Vernon, Salmon Arm and other communities. The 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 who helped. Without their participation the event would never have taken place.

Introducing the Railway Modellers' Meet of BC

By Rene Gourley

Well that was fun! I hope you made it to the Selkirk Express back in June. Even so, I suspect that by the time November rolls around you may be ready for some more clinics, displays, tours and other meet activities.

Ah, November. The rains bring with them the annual frenzy of model train activity that for decades descended on the Cameron Recreation Centre in Burnaby, and last year morphed into the Vancouver Train Expo (VTE) at the PNE Forum. The VTE is getting to be a major event, handled by a small group who fervently understand that Vancouver needs a major model train show. Last year, the organizers themselves were stretched to breaking to organize clinics and tours along with a host of vendors and a dozen or more layouts.

This is where a small group of us have stepped in to support, creating a separate event: The Railway Modellers' Meet of BC (Yes, I know it rolls off the tongue doesn't it?). This year's meet will take place at the Atrium Inn, a few steps away from the VTE on November 3-6.

Where the VTE is focused on promoting and celebrating the hobby, the RMMBC is about advancing the practice of railway modelling here in BC. It is a forum where modellers can meet, exchange ideas and enrich their involvement with the NMRA and special interest groups (SIGs). The two goals are related, but not the same.

We have noticed that the VTE consumes almost everyone related to the hobby for the weekend. Either you are staffing a display or volunteering at the door or perhaps delivering your own clinic. The weekend is too busy for more than fleeting exchanges, and so, in order to allow some breathing space for meet activities, this year they will overflow to the Friday.

Perhaps you vaguely recall filling in a survey back in February. The second question on this survey informed the types of activities we plan to offer: clinics, operating sessions, model displays, self-guided layout tours and participation from SIGs were clearly important. Contests, prototype tours, the banquet and bussed layout tours appear not to be as important.

Despite its declining popularity, we're still going to offer a banquet as we believe it is important to provide a venue for delivering awards and making important announcements. The third question in the survey revealed a clear preference for the banquet on Saturday evening.

The final question in the survey dealt with the admission cost. Only a small number of respondents replied that they felt it was too expensive. This is promising as the meet is designed to break even.

There was an extra comment section, which contained interesting input, but the only clear trend was that some respondents were a little perplexed by the first question. That question asked whether the meet should continue on the same weekend as the show, and a number of comments indicated confusion over what was meant by the meet versus the show. The result was that about half the respondents indicated they would be most likely to attend if there were no change, apart from overflowing into a weekday as we plan to do. A third of the respondents would prefer a weekend at a different time of year, while a quarter would come no matter what.

As an organizing committee, we discussed this result at length together with the demographic data. In the end, our decision was shaped by two points: the ambiguity evident in the comments, and the fact that most of the organizing committee work during the week. For us, overflowing to a weekday is not easy.

So, while the RMMBC will coincide with the VTE in November 2016, we will be shifting to a new location and the weekend before Mother's Day for 2017 and beyond. It's a bit of a risk, but we believe both the VTE and the RMMBC will be better with the separation. We hope you will join us to find out.

To find out more about the 2016 event, or to register, please visit <http://railwaymodellersmeetofbc.ca/>

Superintendent's Report

By John Martin

Somewhat unseen during holidays and the fine weather, many people are hard at work this summer on your behalf in the 7th Division. VTE (**Vancouver Train Expo**) 2016 occurs Nov 5-6 at the PNE Exhibition Forum building in Vancouver. Organizing and staging an event of this size is a considerable undertaking for a small committee of volunteers. I hope you'll help out a little if you're asked. Mark your calendar and check it out at: <http://www.vancouvertrainexpo.ca>

The **Railway Modellers' Meet of British Columbia** is taking place this year in conjunction with VTE starting Thursday Nov 3rd and running through Sunday the 6th at the Atrium Inn, 2889 East Hastings – right near the PNE. The emphasis is primarily on modelling, as the name implies, with many interesting clinics, layout tours and operating sessions. Registration is now open and I urge you to reserve a spot soon to avoid disappointment. Full information and registration is at: <http://railwaymodellersmeetofbc.ca/>

Our 7th Division membership are tech pioneers! With Canadian postal service interruption a possibility, we organized electronic balloting for the Pacific Northwest Region (PNR) elections. There were 27 ballots received by post and 31 by e-mail. I'll admit that's not fantastic participation (only 18% of our members voted in what was essentially an election by acclamation) but the balloting itself went perfectly. Electronic elections are now a fact of life – the PNR board voted to go that route completely next time around – and 7th Division is considering doing the same.

Paper ballots will still be accepted – but email is a far cheaper method. Almost all of us can get to a computer somewhere/somewhat - even at the local library or a friend's house - and your executive does not want to waste your money.

You'll read elsewhere about the marvellous job done by a crew of 7th Division people to preserve and relocate several parts of Brian Pate's model railroad layout. A significant section of the Klondike Mines Railway went to the Visitor Centre in Dawson City, and the Arrowhead Townsite section of the CPR standard gauge layout went to the Railway Museum in Revelstoke. The project spanned over 14 months and various members logged hundreds of hours on the job. The volunteers involved worked to ensure Brian's layout would live on and are a credit to the model railroading community. They should be very proud of their contributions.

Brian Clogg is constantly improving and adding to our website. The extensive 'Bill Hewlett' photo collection will soon be available in the Members Only section. Visit <http://7divpnr.ca/>

Finally, we are always looking for ways to make your NMRA membership even more valuable to you. If you have any suggestions, comments, or (heaven forbid) complaints, please let me know at: jamartin@jdmartin.ca

Last 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.

And finally, here's this year's poster welcoming the public to the VTE and informing modellers of the upcoming RMMBC.



34th
VANCOUVER
TRAIN EXPO
A Model Railway Exhibition

FIND US ON FACEBOOK!
vancouver Train Expo

CONCURRENT: NMRA PNR 7th DIVISION MEET, OPERATING SESSIONS, LAYOUT TOURS, CLINICS & BANQUET.
Registration Required. Visit www.railwaymodellersmeetofbc.ca for details.

NOVEMBER 5 + 6, 2016

PNE FORUM | **SATURDAY 10am-6pm**
2901 EAST HASTINGS ST, VANCOUVER, BC | **+ SUNDAY 10am-5pm**

MODEL RAILWAYS • CHILDREN'S ACTIVITIES
DISPLAYS • DEMONSTRATIONS • VENDORS

Photo by Timothy Horton



PUBLIC SHOW: Adult: \$10 • Youth (6-15): \$5 • Under 6: FREE
Families: \$25 • Seniors (60+): \$8 • NMRA members: \$5
more info at vancouvertrainexpo.ca

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.

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

SUPERINTENDENT (president)

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APPOINTED POSITIONS

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