



BULLETIN BOARD

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ABOVE: Kyle Gardiner in the RMMBC model evaluation room reassembling O scale CP 3299 wood combine (aka the Brookmere Jitney) which can be broken down into undercarriage, body, interior floors, electrical, roof and truck assemblies. CP 3299 was a Popular Choice Rolling Stock winner at TRAINS 2010 and a winner in the Passenger Car category at the 2011 NMRA National Convention in Sacramento, CA. Some models were a part of the show-and-tell portion of this year's meet along with works-in-progress while others were there for evaluation as well.

Photo by J. Stevenson

Merry Christmas and Best of the Season to all. It was a busy four days at the 1st annual Railway Modellers' Meet. Thoroughly enjoyable time was spent exploring the world of model railway operating sessions, attending clinics and soaking up the atmosphere at the VTE public train show in the PNE Forum, the second year at the new venue. One of the perennial challenges of the weekend is to find time for all of the activities of interest which inevitably results in time conflicts. I'm sure you can identify. See inside for more show news.

IN THIS ISSUE

Editorial Comments.....	2
Regional News with a focus on the RMMBC and the VTE	2
Contacts.....	10
Photo Highlights of the Meet and Show.....	11

Editorial Comments

The organizational teams of the Vancouver Train Expo and the Railway Modellers' Meet of BC have put a wrap on this year's activities. By all accounts, both teams are very happy with the results of their efforts. The RMMBC attracted 96 registrants. You'll read more of the summary reports in Regional News. I hope that those of you who participated were sufficiently enthused that you'll be returning in the year ahead as a participant and hopefully also as a volunteer for one (or both) of the two events. As you know, the events have been separated from each other to alleviate the impossible conflicts for the organizational and support teams in both providing a first-class event but also participating in it for their own enjoyment. I can tell you personally that it's impossible to do and see it all even with no obligations.

Last year's modellers' show was light on submissions, but with the new venue this year, many more models were on display in the dedicated evaluation and display room. Insufficient table lighting was a concern for a few but the RMMBC organizers surveyed participants shortly after the event (more than 2/3 of the registrants responded) and will use the feedback to restructure and improve the participant experience for future meets. You'll get a summary report from Mark Dance, the clinic coordinator, in the pages ahead. And lastly, we have more images from both the RMMBC event as well as the VTE in the eVersion-only edition on pp. 11-13 which follows Contacts.

I have an open request to the membership for interesting submissions to myself as editor to ensure varied, high-quality content for the newsletter. We continue to encourage member-supplied content (either original or previously published) so that the Bulletin Board retains its appeal and place as the divisional communications tool. I have stated that I'll travel and interview anyone, including taking or editing photographs for a possible story, as we did with the KMR relocation project.

I have been working with one modeller to bring more craftsman-related scratchbuild/kitbash pieces to you in a future edition. Keep feeding me. Thanks!

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 Peter Mueller, VTEX Chairman

I'm pleased to announce Vancouver Train Expo was a big success by all measures:

- Highest attendance, at about 5,500, up a little over 10 percent

- Best media coverage, with news items on three TV networks
- Generated a surplus, permitting us to pay honoraria to exhibitors
- Happy visitors, young and old
- Happy exhibitors, ready to come back next year

I wish to extend my thanks to committee members Ken Martin, Brian Clogg, Tom Jones and Frank Barnhouse, and I especially want to recognize the herculean efforts of Tom Lundgren and Michael Batten. The volunteers did an awesome job.



ABOVE: A captivated enthusiast at the Canadian Toy Train Ass'n modular layout

Photo by P. Mueller

This show is the 7DPNR's biggest single annual event. We are very grateful to the Division for continuing to support the meet in so many ways. Next year the modellers' meet takes place in May and the show takes place in November, so we can all participate fully in both events.

Every year we try something new, to keep the show fresh and exciting, and to attract enough people. This year we experimented with extended hours, resulting in at least 500 paid attendees that otherwise would not have come, 265 of whom came after 3:00 PM on Sunday. The extended hours generated more than

enough revenue to pay honoraria to exhibitors. Some ideas are more successful than others, but if we didn't ever stretch we'd still be at Cameron Recreation Centre, grumbling about everything and watching things slowly deteriorate.

We are looking forward to your ideas and support to make VTEX 2017 an even bigger and better event.

Please contact me at chairman@vancouvertrainexpo.ca

RMMBC Clinic Coordinator's Report

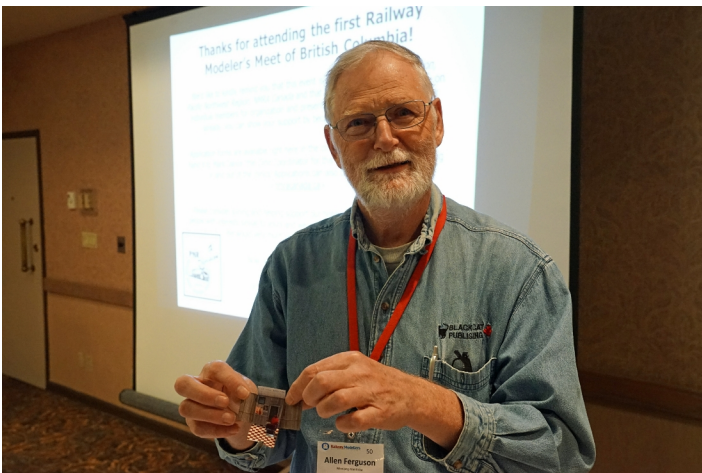
By Mark Dance

Thanks to Rene Gourley and Brian Clogg for gathering feedback from the recent RRMBC attendees. For those of you interested in an analysis of the clinic program, I collated the SurveyMonkey data into a spreadsheet and performed a numeric analysis of the clinics offered and included comments on specific clinics as well as suggestions for future clinics. This was forwarded to the event organizers. Should any of you have an interest in putting on a clinic on these topics in May, please let me know. Highlights of my analysis follows:

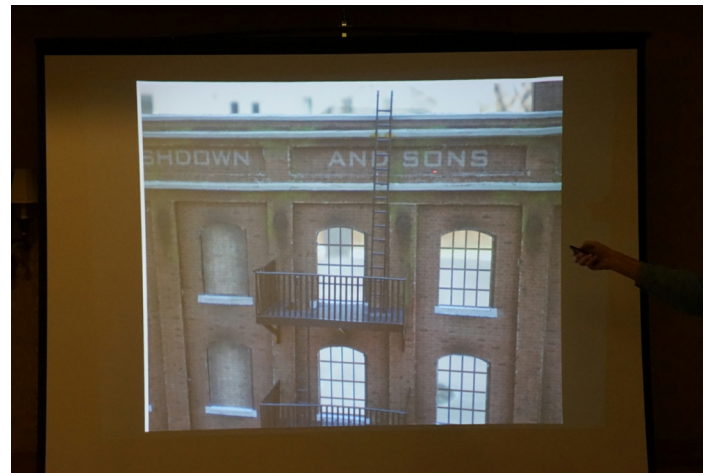
I chose to ignore the weighted average out of SurveyMonkey as it includes those who could not attend, or chose not to attend, in the score. Using a score of 2 for clinics rated 'great', 1 for clinics rated 'ok' and 0 for clinics rated 'could have been better', and then multiplying them by my estimate of the actual attendees for each clinic, the clinics had a rated average of 85%...1.7 out of 2. Very good I would say. All day Friday and Saturday morning attendance across the two tracks was 50 to 60 people.

- Attendance died off Saturday perhaps because of the show-and-tell which I think attracted about 20 people. Also the topics which turned out to be of least general interest were *all* grouped at that time...perhaps people bled away to the VTE
- I don't think we can draw any conclusion from comments and ratings about general topics of most or least interest. There were prototype, electronic, layout and construction topics both at top and bottom of interest ratings
- Further, the 'what I would like to see in the future' comments were balanced across the range
- We should definitely assure in the future we have topics in the 'hands-on modeling demos', 'new techniques', 'prototype info', and 'electronics' categories. We should also consider specific topics on weathering, scenery/backdrops and basic ops
- Facilities generally weren't brought up as an issue. One person complained of seats. There were a number of complaints to me at the clinic about cell phone etiquette (ringing and even answering in middle of clinics). I also found the noise during the concurrent session to be quite distracting but no one raised it in the survey that I saw
- My personal win...No AV issues!
- Several regrets about interesting clinics scheduled in opposition to each other...but no suggestions other than to have them presented twice

Editors Note: Thanks to Mark for sharing the survey data redux above with the membership. It helps us appreciate the complexity of hosting an event of this calibre. I'll also use this opportunity to supplement Mark's report with some more of my clinic photo highlights.



ABOVE: Al Ferguson of Black Cat Decals explains his method of using printed images of building facades glued to backing cardboard to create a layered 3d effect with more photo-realistic detail finish in a fraction of the time required for traditional craftsman structure kits or scratchbuild projects.



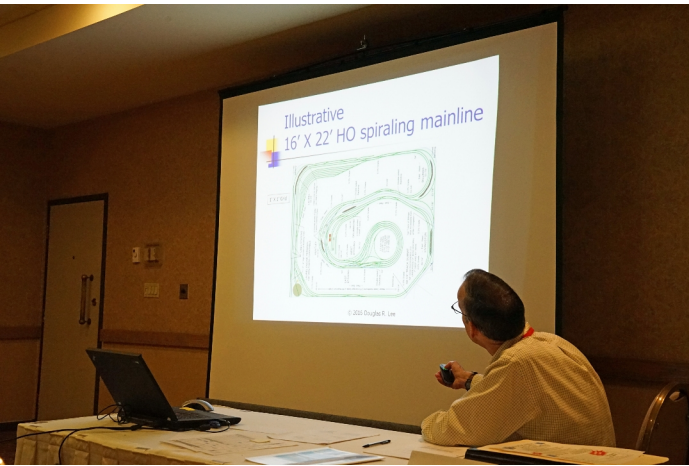
ABOVE: a multi-layered (possibly four) building flat front enhanced with a few detail parts to simulate a fire escape landing with ladders and using printed overhead transparency film to create mullioned windows.

Al's clinic provided a tool list, suggested inexpensive Photoshop-like software, construction methods for walls and windows. Looking closely at the image above left, Al shows how interior detail in his HO scale buildings is also possible with these techniques.

Some additional information and ideas are on Al's weblog. See: <http://www.blackcatdecals.com/category/blog/>



ABOVE: Anthony Craig discusses scenery techniques including planning, scenery forms, webbing, plaster coat, rock casting and colouring, ground cover and line-side detail. See Anthony's weblog at: <http://kettlevalleymodelrailway.blogspot.ca/> for more modelling ideas about rolling stock, locomotives, line-side structures and the history of the KVR.



ABOVE: Doug Lee delivered a comprehensive overview of the John Armstrong method for layout design over two clinic sessions. Doug had excellent overheads to support his presentation and advised interested viewers to see his reference reading list and .ppt presentation for the 'Layout Design Bootcamp' at: <http://www.calgarymodelrailway.ca/mini-meets.html>

RMMBC 2016 Operating Session Report

By Scott Calvert

The first annual Railroad Modellers' Meet of BC (RMMBC) took place Nov 3-6 this year, and by all accounts was a great success. Operating sessions are rated as one of the top offerings at the annual meet held in the Vancouver Lower Mainland area each fall. This year two evening sessions were offered for registrants to participate in. Both were full with a small waiting list. As usual, the host layouts and home crews excelled and I want to personally thank them all for making this yet another positive experience for our guests. This year's layouts included:

● Mike Chandler	Western Midland Railroad	HO
● Scott Calvert	CPR; Boundary Subdivision	HO
● Brian Morgan	Great Northern Seattle Division	N
● Mark Dance	Columbia & Western Railway	N
● Brian Clogg	British Columbia Railway; Squamish Sub	HO
● Anthony Craig	CPR Kettle Valley Division	HO
● John Green	Coquihalla Valley Railway	HO

The Thursday evening session had 42 operating positions and Friday evening had 25 operating positions; which were virtually all filled. The disparity in the number of positions between the two sessions created more than a few challenges for the writer; however, we managed to satisfy requests quite well with 60% getting their first layout choices, and 26% getting their second.

For those who like statistics, close to 30% of the participants were from the Lower Mainland, 17% were from Alberta, and 14% were from Vancouver Island. The balance were from other areas of BC, Canada and Washington State.

The informal post-event email survey again confirmed that the op sessions remain very popular and most respondents indicated a strong desire to participate in two sessions again next year. There was also a keen interest from many to learn more about this aspect of the hobby through clinics and hands-on op sessions. So, we will be looking at how to develop a session that provides that learning experience at next May's meet.

The ops sessions are a great opportunity to try out the world of model railroad operations without feeling too pressured. The host group works very hard to ensure that guests do not feel overwhelmed or intimidated – so, if you have not participated in these sessions, do consider it for next spring. And remember to register early since they do fill up.

The 2017 RMMBC will be held on the May 6-7 weekend and we hope you will consider attending the event and the op sessions. There will be lots to do. Watch the website for more information over the coming months: <http://railwaymodellersmeetofbc.ca/>

Enjoy the following ops session photos from Thursday and Friday evenings.



ABOVE: Dave L has tied on his pusher engine to the rear of Extra 5101 East. Hugh C is the road engineer and they are both easing their throttles forward to lift their train out of Hope on the CPR's Kettle Valley Division. Behind Hugh, host Len T advises them on the finer points of working with pushers on the formidable grades of the Coquihalla Subdivision.

Photo by Jim Little



ABOVE RIGHT: Rob B from Calgary and Scott L from Kingston, ON enjoy operating the Nelson yard on Mark Dances C&W layout.

Photo by Mark Dance



ABOVE: Ken C assists visitor Dave T to work the phone, while Procter yardmaster Don Y (background) works the yard on Scott Calvert's CPR Boundary Sub layout.

Photo by S. Calvert



ABOVE: Crew member Bob G running a freight through the Brodie Wye and into Brookmere yard on John Green's Coquihalla Valley Railway.

Photo by John Green



LEFT: Hugh C (foreground) with Gordon C and Dave L performing switching duties on Brian Morgans GN Seattle Division N scale layout.

Photo by Brian Morgan

Superintendent's Report

By John Martin

This has been a very successful year for the 7th Division and every member should be proud of their organization.

The Nanaimo and Victoria shows, the Selkirk Express 2016 Regional Convention in Salmon Arm, the Railway Modellers' Meet, and the Vancouver Trains Expo all resulted from the efforts of your fellow members and were wonderfully successful. Our membership numbers remain strong and we have some interesting plans for the

future to keep everyone involved and enthusiastic. As always, we would love to see you at every 2017 event, especially those staged close to your home.

On behalf of the Board of Directors and each of our Standing Committee Coordinators, may I wish you and your families a very Merry Christmas and a Happy New Year. We hope Santa tucks some train stuff under everyone's tree.

***Editor's Note:** I received emails from John Martin, Mark Dance and Ken Rutherford re: support for ongoing maintenance of Brian Pate's Klondike Mines Railway (KMR) that was relocated to Dawson City, YT. This is the layout that was featured in Mark Dance's keynote address at the Saturday banquet of the RMMBC.*

John states:

At the recent AGM held on the Saturday night of the RMMBC meet, the BoD passed a motion to provide \$1,000 to the KMR relocation. (As you will recall, the Nanaimo Train Show presented the 7th Division with a cheque for \$500 at our recent AGM and those funds constitute half of the 7th Division contribution you have approved.) The Nanaimo Train Show Committee has very generously matched the donation with another \$1,000, which should see the project through to completion. Thank you for your commitment to this very worthwhile enterprise. The generosity of the Nanaimo group is exemplary and a marvellous contribution to model railroading.

Mark adds:

I just got off the phone (2016-11-13) with Alex Somerville of the Dawson City Museum (and a sponsor of the KMR up there).

I informed him of the \$1K from NMRA and \$1K from the Nanaimo show and he was thrilled. We spent a bit of time brainstorming about how the \$2K could be used to drum up matching funds and he and I will speak again on Wednesday. The \$2K should be enough to cover finishing the Homestake Gulch module (battery-powered, wheel-around module to be positioned near the entrance of the Visitor's Centre by Dredge #4 and directing people to the KMR display) and provide professional posters and plaques to explain the KMR and its history. I also asked him to turn his mind to the money needed to maintain the display annually and whether we could approach the WP&Y, Yukon government and Parks Canada for matching funds that might be even further leveraged through existing matching programs. We shall see...

We also talked about cross-promotion of the KMR with the Dawson Locomotive shelter and the WP&Y in magazines like Trains ... the KVA recognizes rail tourism as a distinct niche. I'd like to get some cycles from their marketing people spent on this.

Finally I asked Ken Rutherford, Director at Large for comment and background on the Nanaimo model railroad group and how they came to choose this project.

Ken states:

It is with great pleasure that Rick Lord and I are able to provide \$1,000 towards the finishing of Brian Pate's HOn3 Klondike Mines Railway display in Dawson City, YT. The funds are from the annual Nanaimo Model Railroad Show which we coordinate. A brief history follows.

The event started in 1982 as a NMRA meet and was held in Nanaimo even though we both live in Port Alberni. As a member of the Division's Standing Committee, I wanted to provide the members on Vancouver Island with a forum so that we could meet each other, create some friendships and learn some modelling skills at the same time. The first event was very successful with about 50 attendees both from the Island and some venturing across Georgia Strait from the Lower Mainland. This led to another meet the following year. In 1984 it was suggested to us that we should share the hobby with the general public and so we held our first full show with modular layouts and table top clinics instead of a meet. The show has been profitable most years and we have been able to make annual donations to the 7th Division. The total contributions to date are \$10,159.

We really believe in the hobby and enjoy creating the opportunity and providing the venue to share it with the public. One of the main objectives of the first get-together was to meet new friends and enjoy some time with old friends and that still applies today. Educating the public on the hobby is also important and we continue to do that. We have kept a small surplus of funds over the years to allow us to support railroad-related projects - both model and prototype. Most of this support has been with the railroad in Port Alberni.

We have known Brian Pate for many years and recall watching him build track work for his layout or build prototype box cars from scratch while he talked with the public at TRAINS shows in Burnaby in the 1980s. It was also a pleasure to visit and operate his layout during some of the meets. When we heard that his layout was going to Dawson City we thought that it was so neat that it would be preserved, even if it was only a portion of it. Hearing recently that the museum was short funds to complete the display, we did not hesitate to offer our support to see it finished. It is now a bucket list item to get to Dawson City to see the railroad once again. I hope we'll see you there.

Banquet Night Awards



ABOVE: A very deserving Mike Chandler accepts the Ross Heriot Golden Spike Award from John Green.

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



ABOVE: A delighted Mark Dance accepts the Jack Work Memorial Trophy from Superintendent John Martin.

The trophy is presented annually to the 7DPNR member who best exhibits the qualities that Jack Work displayed, namely: imagination, creativity, innovation, artistry, forward thinking, quality workmanship and the sharing of the results of these qualities with the rest of the hobby. Candidates for this once-in-a-lifetime award are nominated by their peers. The award is based on modelling accomplishments and the sharing of appropriate model-building techniques and methods.

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.'

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

Editor's Note: Beginning with the 7DPNR eBulletin v.30 n.5 2016-09 edition of the BB, we added additional newsletter content beyond the postal-cost limited 10 pp mail-out print edition. That means extra pages with more pictures and links to additional reading or resources usually. Those receiving the print-only edition will have the BB end with this Contacts page, whereas the eVersion (available on the website in the Member's Only section) will have extended content occasionally.

More of the RMMBC and VTE weekend

All photos by the BB Editor. Try using the zoom function in the .pdf reader for high fidelity enjoyment!



ABOVE LEFT and RIGHT: Front and back views of Hugh Clarke's HO scale CPR 100 Ton Coaling Plant at Field BC in the Evaluation Room.



ABOVE: Rene Gourley's Canada Atlantic roundhouse takes shape.

In the clinic sessions, Rene discussed his experiences with a Cricut Cutter, a computer controlled die-cutting machine. The walls are layered paper interleaved to capture the look of the plank siding of the original. The shed in the foreground has a board and batten effect and was also constructed with the Cricut. The internal wall components used traditional HO scale wood construction to achieve a more realistic wood-frame structure.

For more detail and background, see Rene's weblog at: <https://pembroke87.wordpress.com/2016/09/>



ABOVE: From the self-guided layout tours on Sunday of the RMMBC weekend, here is Rene Gourley's shelf layout in Proto:87 - the Pembroke, ON branchline to the Canada Atlantic Railway.

The scene above shows two beautifully crafted scratchbuilt models set in front of mock buildings in the early stages of modelling the hilly topography of Pembroke. The turntable and roundhouse will be installed to the right of the scene above.

I strongly encourage you to read Rene's weblog for more info about the painstaking and meticulous work that has been undertaken to date.



ABOVE: Scott Lamoureux, a guest clinician from Ontario related his experiences in crafting the N scale Cisco Bridge over the Fraser Canyon for his one-room layout space. This involved careful selective compression and scene planning plus scratchbuilding the bridge using styrene, brass and both custom-etched and commercial parts.



ABOVE: Rob Kirkham had his in-progress Heatley Avenue Depot at the show-and-tell. Rob is modelling the Vancouver waterfront near the Ballantyne Piers and takes us on his journey to accurately capture some of the elemental structures of the area including the local history as well as his scratchbuilding experiments.

The depot above is at least the fourth iteration or greater and Rob shares everything in his very enjoyable weblog at: <http://saltrails.tumblr.com/page/4>



ABOVE: From the self-guided layout tour is a rich scene from Kyle Gardiner's free-lanced HO scale Pacific National Rwy. Several of the more elaborate of his many line-side scratchbuilt projects are visible; these two after structures at Fife BC. A CP section house is tucked behind the trees.

In the background is the lime tipple. The original was demolished by Teck Cominco in 2016 - a photo of the prototype is visible to the left. And a 40,000 gal enclosed water tank - essential for our northern winters in the days of steam is depicted as an in-progress sheathing project.



ABOVE: Marc Simpson shows us the inspiration for a kitbash of a HBM&S storage shed in the show-and-tell room.

Marc was also visible in the Marketplace at the VTE with his railway photos and was the voice of the RMMBC email news blasts that we received to keep us updated as the weekend approached.



LEFT: the Fraser Valley Heritage Railway Society are always present at the VTE. They have a kid-friendly interactive display that places the viewer at the throttle of a mock BC Electric Railway Interurban car.

Harry Taylor is a Director of the Society and one of the friendly faces to share the love and commitment to the restoration and operation of these pieces of the Lower Mainland's transit history. If you haven't ridden BCER 1225 yet, get that on the family to-do list for next year.

See them at:

<http://fvhrs.org/car-1225/>



ABOVE: The Greater Vancouver Garden Railway Club are always on hand at the VTE. Several of the members run live steam on the layout. Doesn't that image capture the wonder of it all? See more of them at: www.gvgrc.ca

Okay, that's a wrap. Merry Christmas and a Happy New Year from all of us at the 7DPNR!