



BULLETIN BOARD

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

Volume 31, Issue 2

March/April 2017



ABOVE: Phil Holden at VTEX 2016 in the Model Craftsman's corner area demonstrating production of coniferous trees, a technique learned from local modeller Tom Beaton. Years previously he became inspired by Tom's On30 logging layout that featured so much treed scenery. Tom has always shared his scenery making techniques at the model train shows as well as in the modelling press; especially TimberTimes, the logging and lumbering history and modelling journal for the hobbyist.

Photo by J. Stevenson

The 1st annual Railway Modellers' Meet was a success because of the contributions of people like Phil Holden, one of those hobbyists that was inspired by an older generation of modeller. Like so many before him, he picked up the mantle and embraced the hobby wholeheartedly. Phil started his HO scale 'Moxy Creek and Western' logging railway in about 2008. See inside for more of the upcoming RMMBC show news and images of Phil's layout.

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Editorial Comments

Some of you (if you participated in the first Railway Modellers' Meet of BC get-together) have begun to receive email notices about the upcoming RMMBC event that will be hosted in completely new digs this year - no less than the Simon Fraser University campus in Burnaby, BC. Once again, the schedule looks exciting and the organizers have put together another fun-filled weekend on May 5-7, 2017. Book your calendars now, complete the registration and get it out of the way. Start dreaming.

But this brings up another very important issue! You'll recall from previous BB Editorials and Regional News submissions that after much discussion it was decided to separate the RMMBC event from the Vancouver Train Exposition. We are at a very critical juncture.

The following comment from our Superintendent prefaces his report in Regional News regarding the urgent need for volunteers for the upcoming public show this fall.

I'd like to comment on the idea that the Modellers' Meet is somehow in competition with the Vancouver Train Expo. Just the opposite is true. By moving the Meet to May, we hoped to accommodate all those folks who could never attend clinics or layout tours in November because they were involved with train show set-up and operations. We're trying for more - not less - and your Board definitely wants both VTEX and RMMBC to flourish.

So - back to modelling. While grabbing photos at VTEX 2016, I noticed a young girl at Phil's Craftsman's Corner display table that was clearly fascinated by his tree-making skill. Phil busied himself attaching Woodland Scenics' foliage material to trunks that he had carved based on a technique learned from Tom Beaton. Very few words were exchanged but the girl remained absolutely transfixed on the process and the product due in part to Phil's focus. Also at the table was a photo album of his layout so that the public could see the effect of the finished work after installation.

Phil's layout was showcased in TimberTimes, Issue 54, December 2013. It is a fictional logging railroad set in the mid-1930s on the West Coast. It is 34 feet long and 30 inches deep - a very long shelf layout. He maintains a Flickr website with many more images from his layout and gave me permission to post some to the BB. See: <https://www.flickr.com/photos/moxycreek/>

Coincidentally, Tom Beaton will be conducting a clinic at the upcoming RMMBC on backdrop painting. Phil's layout uses very similar techniques. If you like the look of Phil's layout, join Tom on Saturday, May 5 at 0930h. See next page for scenes from Phil Holden's HO scale Moxy Creek and Western logging layout.

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).



ABOVE: Logging camp scene on the Moxy Creek and Western with coniferous forest creating visual depth on the shallow layout plan.



ABOVE: Forest detail scene to the right of the camp. Look at both the natural and manmade stumps, the undercover including moss and the variety of tree and bush types.



ABOVE: Shay No.5 with a train of skeleton car log loads drifting through the stump farm below the tail spar.

Photos this page by Phil Holden

Regional News

RIP Vancouver Train Expo?

By John Martin, Superintendent

It is with great regret that I must report the rapidly failing health of VTEX (Vancouver Train Expo).

For many months, you've been reading in the Bulletin Board about the need for volunteers. Many have given their time during the two-day show to manage the main entrance and ticket sales, help with set-up and vehicle control, and the many other once-a-year jobs that need doing. Those efforts have been greatly appreciated. However, despite repeated calls, no one has stepped forward to do the year-round work required to plan, organize and stage the event.

Everyone assumes that, as in the past, things will continue to get done by the usual suspects – that small group within our organization that always come through when they are needed. Now, it seems that group has finally done enough. We've reached the end of the line. Unless there are some last minute efforts to provide life support, VTEX 2017 will be cancelled. If that happens, the likelihood of a show in future years is greatly reduced. Our major opportunity to showcase our hobby to the general public in Vancouver will disappear.

The Organizing Committee consists of the: Team Leader, Business Manager, Operations Manager, Creative Manager, and Communications Manager. Working under those positions are the: Volunteer Coordinator, Head Cashier, Traffic Foreman, Set-Up Foreman, Children's Activity Co-coordinator, Craftsman's Corner Coordinator, Webmaster, and Social Media Coordinator. Only three of these positions are currently filled – three people can't put on the show.

If you would be willing to help by serving on the core organizing committee, please call me (John Martin) at [604.594.9719](tel:604.594.9719). I have detailed job descriptions that you can read before making a commitment.

Without YOU, the show will cease to exist. Really!

Railway Modellers' Meet Moving to May

By Rene Gourley and the RMMBC Organizing Committee

What's that, "May, you say?" Yes, as we mentioned last year, the Modellers' Meet is moving to May to better complement the Vancouver Train Expo in November.

Following the November meet we issued a survey of all participants. We take this very seriously and listen closely to what our attendees tell us. The feedback was uniformly positive giving us comfort that we are doing most things pretty well. We also had some excellent suggestions for improvement, and as a result, we have an even more exciting and valuable program coming together for you!

First off, we have found an improved venue at Simon Fraser University.

The timing of our meet puts us between school terms, making the classrooms and dorms available. Not only does this choice result in a nearly endless supply of rooms designed for giving clinics, but also, remarkably inexpensive accommodations.

Dorm rooms start at \$39, and there are a small number of hotel-style rooms for \$95 and \$120. **Don't delay: SFU will hold these prices only until March 1st. Book your room through our website.** At this price, even local attendees may consider staying onsite to take advantage of more networking with fellow modellers.

The committee cast a wide net and developed an expanded program of what we believe will be very high-quality clinics that directly address what attendees said they were interested in learning about. In addition to informative clinics on a range of prototype and modelling subjects (including a dedicated CPR Special Interest Group set of clinics), there will be clinics demonstrating techniques like scenery-making, weathering and backdrops. We have set up a strong lineup of clinicians from across Canada and the US. We're looking forward to a lively and engaging modelling track at this year's meet.

The Operating Sessions have proven extremely popular over the years, and as in November, we will be running two Ops sessions. One of the layouts will be hosting a session specifically for teaching Timetable and Train Order operations. We have several new layouts coming online this year, giving more capacity than in previous years. Even so, we expect these sessions to fill up early - another reason not to delay.

For those who prefer to focus on their modelling, we are arranging a Make and Take modelling event opposite one of the Ops sessions. We're hoping to see these finished models alongside the rest of your models in the display room in May 2018.

To give us more evening time for our modelling events, we are planning a networking luncheon and no-host dinners prior to evening events. Because the evenings are bright in May, one of those evenings will be a tour of the layouts west of Boundary Street in Vancouver.

Details of all of this will be available on our website by the time you read this. The meet is May 5-7th, and the registration form and accommodations are on our website, <http://railwaymodellersmeetofbc.ca/>.

We hope you will join us in Burnaby for three days of camaraderie, education and great model railroading!

Sincerely,
Your RRMBC Committee

2017 RMMBC OPERATING SESSION Report

By Scott Calvert, Op Session Coordinator

We are very excited to have numerous Greater Vancouver area model railroad layouts available again to host prototypical operating sessions as part of this year's Railway Modellers' Meet of BC. The event will take place on May 5, 6 and 7. In fact, for 2017, several new layouts are offered for your consideration, and there is a record capacity of operating positions available. All RMMBC paid registrants are entitled to participate in operating sessions; however, you must sign up in advance through the event registration process.

The sessions will be offered on both Friday afternoon and Saturday evening. Registrants need to indicate on the registration form which session(s) they want to register for. You are welcome, and in fact, encouraged to sign up for both sessions – we have an increased capacity over 2016 so should be able to accommodate everyone.

In addition, in response to our survey feedback, we will be offering Timetable and Train Order (TT&TO) learning sessions that are specifically designed and targeted to folks that have little knowledge on how this prototype operating strategy actually works. These sessions will combine some ‘classroom’ time with actual hands-on train running experience – without the stress of an actual full blown op session. There will be numerous home crew mentors to help everyone have fun and learn about this popular operation methodology. There is a place to indicate interest in this opportunity on the registration form. Please remember that these sessions will be offered during the same time slot that the regular operating sessions. Space will be limited for these learning sessions; therefore, out of town attendees who are essentially quite new to operations will be afforded priority if space fills up. If you already have some basic knowledge of TT&TO, this offering will probably not be for you. Depending on how these sessions are received, enhanced operations sessions may be offered in 2018.

For further information regarding the Meet, check out the event website; <http://railwaymodellersmeetofbc.ca/>

This year’s event promises to be bigger and better than previous years – so, why not join us!

More Modelling Work from the Display Room at the first RMMBC



ABOVE: Scratchbuilt CP wooden trestle using prototype plans, field measurements and photographs. The concrete abutments and piers are wood blocks covered with plaster, sanded then painted with acrylics and stains. Timbers are scale size and the stringers are laid out to prototype standards. Modelling and documentation by Scott Calvert.

Photo by J. Stevenson



ABOVE: Russ Watson scratchbuilt this On30 flatcar and gondola from home-cut scale lumber, brass wire and commercial detail parts. Scale drawings for a 3 ft gauge Sierra Nevada Wood and Lumber Co. 28 ft flatcar and a 3 ft gauge SP gondola provided the reference dimensions. Russ had his article published in the modelling press.

Photo by J. Stevenson

North Island Model Railroaders

By Bill Bergen

The North Island Model Railroaders held their 20th Annual Model Railroad Show in conjunction with the Campbell River Museum on January 28-29, 2017. This is a fundraiser for the museum and has the largest attendance of all museum events. Since the inception of this event in 1998 well over 14,000 people of all ages have come through the doors to enjoy the trains.

This year we broke the record with attendance of 623 on Saturday and 529 on Sunday for a total of 1,152 folks coming through the doors to enjoy the trains, which operated on a 14' x 32' modular layout. The previous record was 1,000 people in attendance. It is encouraging to see the large increase in the 2017 attendance for a small show with no vendors tables.



The show consisted of the North Island Model Railroaders modular layout, a Garden Scale operating point-to-point layout, a Lego demonstration layout and a Courtenay-based radio-control heavy equipment group. As usual with this model group, much interaction with the audience took place to answer questions on many subjects such as DC versus DCC control systems, scenery methods, trackwork, and wiring.

LEFT: North Island Model Railroad modular layout at the Campbell River Museum Fundraiser.

Photo by Bruce Harvey

At one point a very eager eight-year-old girl was introduced to the controls and ran one of the mainline trains for well over 90 minutes. We also have a 12' switching layout with outside controls so young people can operate this section under the guidance of one of the club members. As a bonus to the successful weekend, the Campbell River Mirror newspaper ran a large front page photo of the layout with further coverage inside the paper.

Vancouver Island Model Railroaders Update

By Ken Rutherford

33rd Annual Nanaimo Model Railroad Show

April 2nd is the date for the Nanaimo show at Beban Park Rec Centre Auditorium, 2300 Bowen Road. As in the past there will be operating layouts in HO, N, and O scales, 30-plus vendor tables for sellers of new and used equipment and supplies. We also have display and clinic tables. When you read this there may still be a few tables available (contact Ken at kj.rutherford@shaw.ca) if you need to thin your basement hobby shop. Doors open from 10:00 to 4:00.

In addition, there will be a NMRA meet-and-greet in Room 3 of the Beban Park Rec Centre. This will be an opportunity to meet members from around the Island and possibly from your hometown whom you have not

met before. We will be setting up a table to display any models or projects that you would like to share. The meeting will take place from 1:00 to 2:00. Hope to see you there.

More from the first RMMBC

One of the upcoming attractions during the Ops sessions to be held on the Friday and Saturday of this year's RMMBC Meet is the opportunity to participate in the mock operation of the transferring of railway cars to and from Vancouver Island via the Canadian Northern Railway's steamship Canora. Originally built for passenger service, the CNoR abandoned that revenue source and opted for freight service between Port Mann on the Fraser River and Cowichan Bay, Ogden Point and Point Ellice on Vancouver Island. The Canora was capable of handling up to 24 average-sized freight cars in its day. Given the vessel's three-track configuration and the overall length of less than 300 feet, many of those cars were likely 36 footers.

Al Lill is the current caretaker of the Point Ellice / CNoR Canora module originally built by Brian Pate. Al was present at VTEX 2016 switching the layout and seemed to have interested and attentive parties throughout the show. Canora went into service in 1918 and was broken up and dismantled in Victoria's inner harbour in 1972.



During a quieter moment in the show, Al pulled some of the upper deck covers away to reveal delicate and accurate interior details of the staterooms, kitchen and pantry etc.

If you're interested in an Ops session that features a unique part of our local rail-marine history sign up soon. You'll be able to further appreciate the rigorous modelling and can ask to see these hidden Easter eggs.

LEFT ABOVE: Al Lill points out some of the intricacies of switching the freight cars into the centre section of the car ferry deck. Rails ran the length of the main deck from bow to stern between the marine steam engines and the vessel had wide end ports for loading and landing the railway cars.



LEFT BELOW: View of the ferry slip at Point Ellice on Vancouver Island with Canora docked and ready for loads.

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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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 occasionally have extended content.