



BULLETIN BOARD

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

Volume 31, Issue 4

July/August 2017



ABOVE: Jim Little relaxing after delivering his clinic at the RMMBC on CPR's use of Lidgerwood Ballast Unloaders. Before Jim is a copy of CN Lines v.16, n.3 with an article by Al Lill about Ron Keith. Ron, now passed, had also been a keen modeller of CN maintenance-of-way equipment and many of his construction techniques were based on Jack Work and Gib Kennedy articles in *Model Railroader* magazine many years earlier - in the late '50s and early '60s.

So - the RMMBC weekend of May 5-7 was a huge success. You'll find more coverage on the event inside including some post-event analysis and overview. As usual, the clinic content was wide-ranging and very engaging. With the modellers' group now separated from the public show, I assumed I would be able to take in more of the clinics. Not so. With modelling and prototype interests represented there was something for everyone and inevitable time slot conflicts occurred. Jump inside for coverage of the operating sessions, clinics, layout tours and display room/meet-the-modeller where the craftsmen described their projects during a lunch session. And if you missed it - VTEX 2017 is a go!

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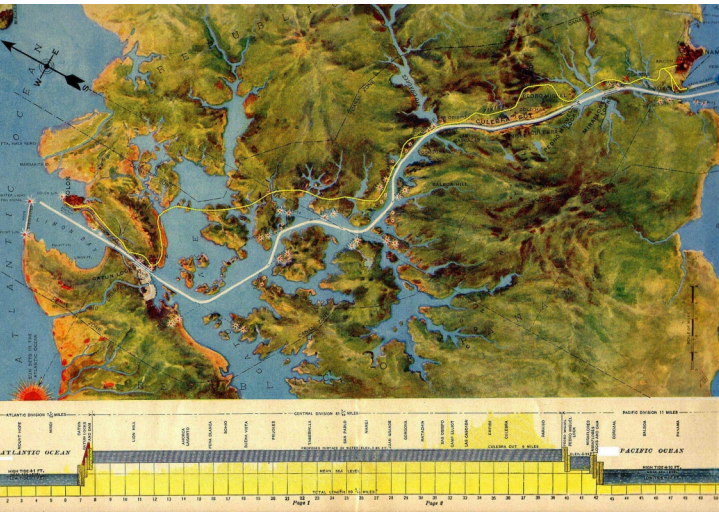
Editorial Comments

The 2nd Railway Modellers’ Meet of BC has come and gone. Roughly one-third of the 7DPNR members showed up at the new event site - the Simon Fraser University campus. So what did you miss if you couldn’t attend? The operating sessions were extremely well attended and exceeded the previous years attendance by a wide margin. Scott Calvert who coordinated the Ops Sessions has more to say about them under Regional News.

I was interested in many of the clinics but one that I missed regarding CPR Lidgerwood Unloaders had caught my attention. I think many clinic attendees are drawn to the industrial archaeology of railway systems. As participants in the RMMBC event, attendees were entitled to downloads of the overhead materials and notes for the presentations for about one-half of the clinics. I eagerly checked online, but unfortunately the history and modelling of CPR Lidgerwoods was not one of them. So - down the rabbit hole I went. I conducted a web search that revealed a fascinating part of the history of this MoW equipment utilization, albeit not CPR’s. Here’s some of what I found. And apologies in advance for the Cole’s Notes brevity of the account of this engineering marvel.

The first formal plans for the Panama Canal began with the French in the last quarter of the 19thC. The builder of the Suez Canal initially believed that a sea-to-sea canal was possible until it was realized that the tidal range in the Pacific was 20 feet compared with one foot in the Atlantic. Faced with the realization that locks would be required and with increasing difficulties with removing spoil from massive cuts, and working with inadequate equipment with huge labour costs, the French elected to transfer responsibility to the Americans.

The project was underway again by 1904. One of the first orders of business was to move the existing and inadequate rail line completed in 1855 that ran across the isthmus from coast to coast some 75+ km. to make way for the canal; and to provide an updated rail line with more capacity to move the massive amounts of materials and labourers. The first line had been cut through swamp and jungle by hand!



LEFT: For context, the railroad map from 1915 shows the re-routed rail line (in yellow) running on fills through the now flooded swamp lands after the canal project completion in 1914. The white line is the navigation route.

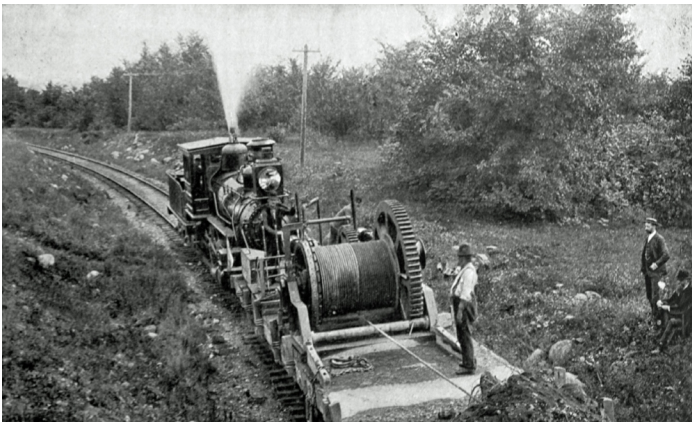
Map courtesy the Central Pacific Railroad Photographic History Museum at cprh.org

The biggest obstacle for the canal builders was the Continental Divide (the Culebra Cut) visible in the hilly (dark brown) part of the relief map above. The lowest point in the saddle between Gold Hill on the east and Contractors Hill on the west was at elevation 334 feet above sea level. With the proposed canal height at 87 feet above sea level, more than 250 vertical feet of material would be removed from this area at the height of land and eventually moved to other sites requiring the fill - several hundred million cubic yards over the project duration.

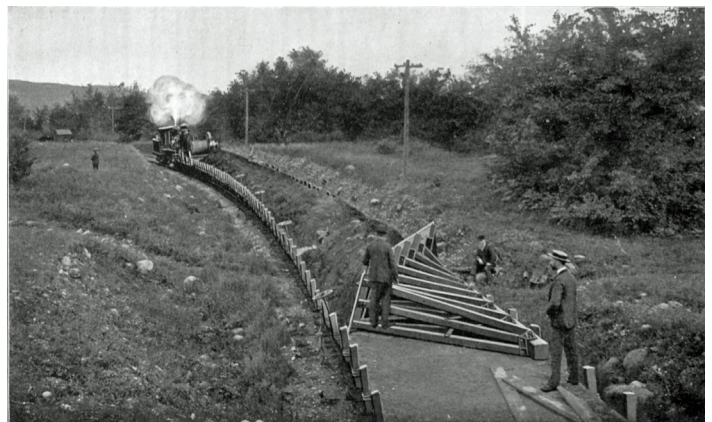
Holes were drilled, filled with explosives and detonated to loosen the rock and rock-hard clay. Steam shovels then excavated the spoil, placing it on railroad cars to be hauled to dump sites. Excavation equipment, in addition to the railroad itself, included steam shovels, unloaders, spreaders and track-shifters.

The Lidgerwood Unloader, manufactured by the Lidgerwood Manufacturing Company of New York City, was an indispensable piece of equipment. Wooden flatcars with a rated capacity of 19 cubic yards hauled most of the spoil, pulled in long trains by full-sized, American-built locomotives. The flatcars were built with only one elevated side that the dirt was piled high against and steel aprons bridged the gap between cars creating a continuous floor. At the dump site, the unloader, a three-ton steel plow weighted with concrete, was hitched to the last car by a long cable to either a 25 ton or 60 ton Lidgerwood winch mounted on a flatcar at the head of the train. Coupled behind the Lidgerwood Unloader winch car was a locomotive providing steam power to the winch. The winch pulled the plow rapidly forward, unloading the whole 20-car train in a single, 10-minute sweep. One of these machines once set an 8-hour record by unloading 18 trains, about 3-1/2 miles of cars containing about 7,560 cubic yards of material. Engineers estimated that 20 of these unloaders operated by 120 labourers did the work of 5,666 men unloading by hand.

So let's get a closer look at the Lidgerwood Unloader in action.



ABOVE LEFT: Locomotive coupled to a Lidgerwood Unloader to provide steam power for the winch drive.



ABOVE RIGHT: View from the tail end of the flatcar load with plow set to deflect spoil to trackside.

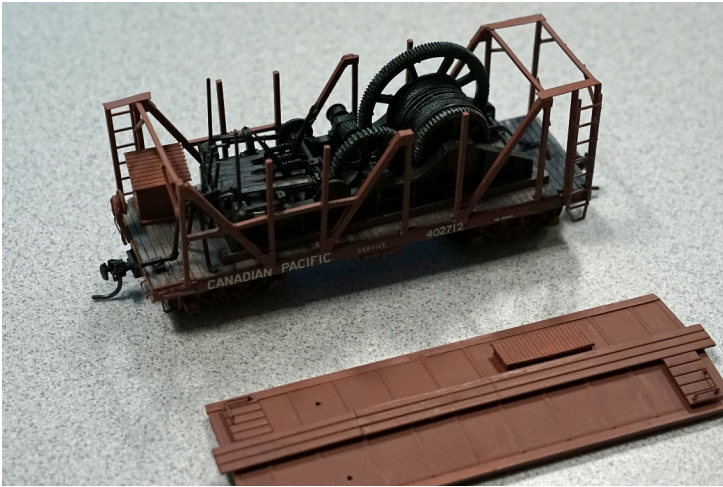
Photos above from the 1903 Lidgerwood Unloader catalogue courtesy the University of Chicago Library

The following link provides access to historic catalogues of some of the Lidgerwood Mfg. Co. Equipment:

<https://catalog.lib.uchicago.edu/vufind/Search/Results?lookfor=lidgerwood&type=AllFields>

Apart from ballast unloading, the winches were also used to re-profile locomotive drivers. How? The winch pulled the locomotive which had metal cutting tools attached to the brake shoe hangers. By this means they

could true the profiles of the driving wheel tires without the hassle of disassembling the locomotive and dropping the wheels. The process took place on a dedicated section of straight track next to or near the roundhouse - the aptly named Lidgerwood track.



On p.44 of the 2nd ed'n of the 1903 Lidgerwood Unloader catalogue, the CPR and the Grand Trunk Rwy, among many other American railways, were listed as early adopters of this technological system. Patented in 1892, the Lidgerwood Unloader had been instrumental in railway cost reduction for more than a decade when decisions to buy 30 from the company to support the Panama Canal project were finalized.

LEFT: Jim Little's HO scale CPR Lidgerwood Unloader with roof removed

Photo by J. Stevenson

You're probably beginning to wonder what else happened at the RMMBC. I'm signing off. As always, don't be shy about sending me content!

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 (VTEX) Update

By Tom Lundgren

As follow up to the update published in the May/June edition of the Bulletin Board, I am happy to report that Vancouver Train Expo 2017 will be held November 11-12 at the PNE Forum.

With the help of 7th Division we have been able to form an organizing committee composed of:

- Tom Lundgren - Team Leader
- Michael Batten - Business Manager
- Brain Dobbin - Operations Manager
- Phil Breden - Creative Manager assisted by George Carroll
- Howard Sommerfield - Registrar
- John Martin - 7th Division Liaison
- Phil Evans - Promotion / Social Media Coordinator
- Brian Clogg - Webmaster

There are still a few positions to fill to round out the committee, however, the committee is stronger than it has been for some time. The focus is now on putting together a better and more interactive event.

Registration for exhibitors and vendors is now open. Instructions and registration forms are available via the website or contact: Registrar@vancouvertrainexpo.ca

Work is underway to identify the feature attractions for this year, exploring a new logo, developing a poster and other promotional material.

Further updates to come. We hope you will attend, volunteer to help put on the event (free admission for volunteers) or simply bring your membership card to take advantage of the special admission rate for NMRA members (\$5). Visit <http://www.vancouvertrainexpo.ca/> for more details.

RMMBC Highlights

By J. Stevenson

The following information is a distillation of post-event reports submitted to the RMMBC Organizing Committee by some of the session organizers: Scott Calvert (Ops Sessions), Mark Dance (Clinics), Rob Kirkham (Model Display), and John Green (Self-Guided Layout Tours).

Scott reports that although we started slightly later than previous years with promoting the event, we exceeded all recent previous years in both total and single evening attendance. Registrations spiked every time I did an email blast and when we did a general event blast. The total number of Op slots filled up in a record eight weeks, and were essentially full almost four weeks before the event, with a few last minute revisions.

Applicants were asked to express their prioritized preference for three layouts for each Ops Session request. Scott was then tasked with analyzing and accommodating these wishes. Just short of one-half of the 90 spots available over the two days went to applicants for their first request layout. Geographically, 58 attendees came from the Lower Mainland, Vancouver Island, Alberta, the Southern Interior, the Kootenays, the Cariboo and Washington State as well as one from outside the above areas. The first two regions represented about one-half of the attendees with the first four all showing increases over the 2016 RMMBC attendance.

The layouts are listed below:

Owner	Layout Name	Scale	Friday	Saturday
Scott Calvert	CP Boundary Sub	HO	X	X
John Green	Coquihalla Valley Railway	HO	X	
Anthony Craig	CPR Kettle Valley Division	HO		X
Gary Hinshaw	Tehachapi Pass Railroad	N		X
Mark Dance	Columbian and Western	N	X	
Brian Morgan	GN Seattle Subdivision	N	X	X
Gordy Mitchell	British Columbia Southern; Grassland Sub	HO	X	X
Brian Clogg	British Columbia Railway; Squamish Sub	HO		X
Mike Chandler	Western Midland Railroad	HO	X	X
Greg Madsen	Spokane and BC	HO	X	X
Al Lill	CNR Point Ellice	HO	X	X

You'll recall from previous Bulletin Board issues that Mike Chandler's place was set aside for learning sessions focused on Timetable and Train Order protocols. Of all participants at the weekend event, approximately 85% were NMRA members and about 60% advised they attended the RMMBC event with ops sessions as their primary motivation. For 13 individuals, this was a first-time event. Further, on a scale of 1-5, attendees rated the availability of these ops sessions at the RMMBC event as 4.8 in importance. *Editor's Note: Well done, Scott!*



ABOVE: Bill Sornsin, the Nelson Yardmaster, calmly manages traffic on S. Calvert's CP Boundary Sub on Saturday evening. As Scott put it in the small pre-read package for would-be operators on his layout, this position is not for the faint of heart.

Photo by J. Stevenson



Look in the distant background to the immediate right of Bill. That's the Nelson Station. Here's a close-up from the Modellers' Display Room.

LEFT: Close-up of the CPR Nelson Station built by MMR Patrick Lawson for S. Calvert's layout. All windows were laser cut.

Photo by J. Stevenson

Rob Kirkham was responsible for coordinating the display room contents and activities. It was a terrific space compared with previous events - well-lit and spacious. The display room was kept open as much as possible during the weekend. RMMBC attendees were treated to a very wide range of exceptional modelling talent - everything from structures including buildings and lineside devices to motive power and rolling stock. Saturday lunch hour was set aside to allow modellers to briefly describe their projects. To effectively capture the scope of the work in short verbal descriptions, the many modellers soon realized a single lunch hour was insufficient and that more time would be required for this activity in future shows. See event images on p. 13 after the Contacts page.

Images from the ops sessions, the clinics, and the modellers display room are available online at the RMMBC's website. See <http://railwaymodellersmeetofbc.ca/>. We'll also include several in this issue of the BB.

Having mentioned the Point Ellice layout once before in the March/April 2017 issue of the BB as a teaser for the recent ops sessions, I wanted to add that the portion of this layout that includes the car ferry Canora and the car slip was written up years ago in the Narrow Gauge and Shortline Gazette in two separate articles by Brian Pate. If interested, look for back issues from March/April 1978 and July/August 1980.



The car ferry and slip were award winners at contests in the past. If you're a modeller at heart, reading these scratchbuild articles really sheds light on the incredible scope of this undertaking.

LEFT: Kent Cavaghan switching the CN Point Ellice layout yard tracks. Current layout caretaker Al Lill provided great support to the two operators, one of whom was a rank beginner.

Photo by J. Stevenson

The RMMBC clinics (18 in total) were very well received. Mark Dance coordinated this aspect of the meet and reports that, based on post-event surveying, more than 95% found the clinics interesting with slightly lower responses to engagement and usefulness of presentation media. These last two items are highly subjective and affected by a number of variables. Geoff Gooderham's 'Resin Casting Made Easy' was the best attended workshop. In addition, Geoff deserves special notice for providing an exceptional handout describing in fine detail all of the tools, supplies, products and techniques that he so ably demonstrated in his available time.

From a participant's perspective, the rooms at the SFU campus were exceptional relative to previous venues that this and previous incarnations of this meet have been hosted in. The use this year for the first time of a live video feed to the whiteboard at the classroom front, providing a macro view of the visual field the presenter was highlighting, was a welcome addition. Clinics such as Max Magliaro's 'Scratchbuilding Steam Locomotives in N scale' really benefited from the technology, even if the work shown is a very small part of a whole project. Ken Rutherford and Mark Dance were easily able to showcase fine work and technique in 'Weathering Your Fleet', Ken with the use of PanPastels and Mark with his approach to bulk freight car weathering using similar materials. Later, Mark's scenery workshop on rock work made good use of the macro view video.

Five of the clinics focused on the prototype. See more about them at the RMMBC's website.

Pacific Northwest Region President's Award

By Jack Hamilton, President and Shirley Sample, Vice President, Pacific Northwest Region

The Pacific Northwest Region President's Award is presented annually to honour a member of the Region who, through signal service to the hobby of model railroading, has made the most significant contribution to the benefit and betterment of the Pacific Northwest Region. This is the senior award presented by the Region and honours the recipient for their service to their fellow National Model Railroad Association members.



The President's Award honoree for 2017 is Larry Sebelley, from the 7th Division.

Larry has been a major player in the activities of the Region and his home Division since reentering the hobby in the year 2000. He has served for many years as the Convention Committee Chairman for the Region and as our Assistant Treasurer for Canada. He is also the Treasurer for the 7th Division.

Larry has been involved in assisting other divisions to prepare for and present our annual convention and he has been a principle player in conventions conducted by the 7th Division in Chilliwack and Salmon Arm.

Larry is one of the prime movers in the establishment of the Coldslop Free-mo organization and serves as Treasurer for the group. Through his energies and efforts the Coldslop group has represented PNR and NMRA at numerous public activities and events. Larry has also been instrumental in introducing the Free-mo concept to other modellers and those considering entry into the hobby. Larry is the face and heart of model railroading to many in the British Columbia area and throughout PNR.

ABOVE: Larry Sebelley with Jack Hamilton, PNR President

Model Railroad Association Larry Sebelley is presented with the Pacific Northwest Region Presidents Award for 2017. Congratulations and well done!

In recognition of his exceptional meritorious service to the Pacific Northwest Region and the National

Quesnel Model Railroad Gathering

By Russ Watson, 7DPNR Northern BC and Yukon Area Rep

As the area rep for the 7th Division Subdivision of 100 Mile House north to and including the Yukon, I organized and held a one-day model railroad gathering in Quesnel on April 29, 2017 in our Quesnel Railway Station. I invited every model railroader that I had an email address for, which amounted to 40 people! I

decided to invite members and non-members. As Jason Shron in a recent NMRA magazine discussed, we have great potential to encourage those already in the hobby to join the NMRA.

A total of 12 people attended: four from Prince George, one from Lillooet (technically out of my area but that didn't matter to me - I told everyone to bring their friends and in fact anyone passing through Quesnel was welcome to attend) and the remainder from Quesnel. I had never met two of the Quesnel folks! Three of the attendees were NMRA members including me, all from Quesnel.

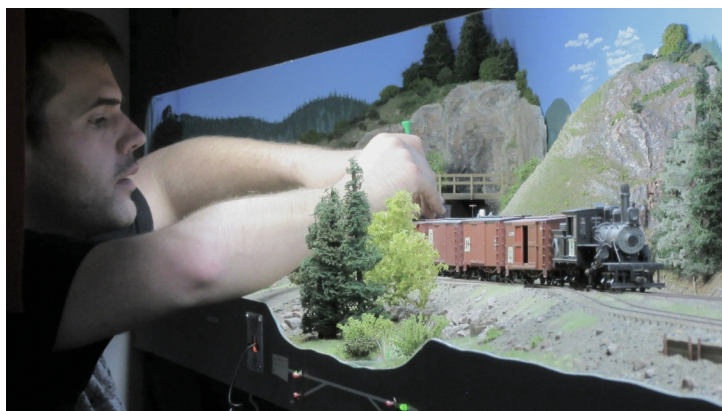


ABOVE: Russ Watson building an electrostatic grass applicator as a CN freight rumbles by 20 feet behind him!

I had one of the 7th Division publicity panels on display with sample NMRA magazines and Rail Pass and NMRA membership forms. I gave a good plug for NMRA membership and how the heart of the NMRA is at the local division level. And I mentioned that non-members are able to attend three NMRA-sponsored events, such as the one they were attending today, but must become members to attend additional events.

We started the event with an around-the-room intro with folks telling us where they were from and what areas of model railroading they were interested in and whether they were building a layout or not. Then

Jarett Dumas of Quesnel hosted a Digitrax DCC forum while I did a demo in a room upstairs on improving the look (weathering) of plastic flat car decks. We broke for lunch and afterwards conducted a meet-the-modellers session. I was very pleased with the quantity and quality of the models on display and the great discussions.



ABOVE: Samuel switches Adrian's Corner on Russ' NCR.

Next up was a clinic on scenery strategy that I presented, a clinic on operations presented by Jarett Dumas and we ended the day with a clinic on building an inexpensive electrostatic grass applicator from a \$3.50 Bug Zapper. I was able to build the unit in about 45 minutes and we gave it away as a door prize.

I asked for feedback on the day and the main points were: 1) don't have clinics happening at the same time because folks want to be able to attend both of them (we only did that once with the first clinics of the day), 2) a summer event wouldn't be well attended and 3) the 40" TV worked well and the facility was great. So

the next gathering will be October 14th, the weekend after Thanksgiving. You're all welcome to attend!

We downloaded the Scenery and Operations clinics from the members-only Edutrain section at nmra.org and of course I mentioned that those clinics are another membership benefit. If you haven't had a look at the members-only section I suggest you do. You're able to watch and rewatch the clinics as many times as you like. And for our event purposes it is a great source.

After supper we had optional activities: an open house at the Quesnel Model RY club and two operating sessions/open houses at Jarett's HO CN layout and my On30 North Cariboo RY (NCR) layout. Six people visited and three operated at each layout.

A friend of mine in Grand Prairie, Alberta (whom I invited, as he often visits Quesnel) came up with the idea of using the station. So I met with the city and Cory Clark, the Rocky Mountaineer Station Manager, and they were all onside with us using the station. And for free! The city told me to work with Cory as the main contact. The city took control of the station in 2004 when CN took over operations of BC Rail, and have leased the main floor to Rocky Mountaineer since they started their seasonal service from North Vancouver to Jasper, overnighing in Quesnel, about 10 years ago. Cory was excellent to work with and I thank him very much! What a great location for model railway events! The facility will accommodate about 20-25 people for the one-day events.

From myself and the attendees, I wish to thank Jarett Dumas for his clinics and overall help. I didn't secure any new memberships, however if we can continue to provide quality local activities, I'm sure they will come. If nothing else, I feel motivated to get back to working on my layouts!

Victoria Model Railway Show

By Ted Alexis, 7DPNR South Vancouver Island Area Rep

Our 27th Annual Victoria Model Railway Show was held on May 28, 2017 at West Shore Parks and Rec. Centre in Colwood. We heard nothing but praise from who all that attended. There were 1,100 attendees, the number as last year.

The show displayed 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 HO 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 OneTrak Club. The Lionel layout brought back many memories of being a youngster with our first trains under the Christmas tree. The Millennium Mines was a great hit again with such detail. I would like to thank Tom Stephenson for his hands-on Brio-like wTrak layout which was a big hit with the smaller children. *Editor's Note: see more of that in the 2016-01 edition (v.30 n.1) of the BB.* This year we added a Speeder and crew and artefacts from the E&N Division - another big hit generating many questions about their use on the railways around North America.

We would like to thank our many dealers for attending and providing door prizes. Donations this year will be going again to C-Fax's Santa's Anonymous and 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 Tom Carr and Dick Sutcliff for assisting at our NMRA booth. All net profits were given to nine groups for their participation and the 7th Division. Next year's show will be held May 29, 2018 at the same location.

Superintendent's Report

By John Martin

Great to learn that the Vancouver Train Expo (VTEX) will go ahead this year. It was seriously in doubt until (thankfully) a few people stepped up to help perform the major planning and organizational tasks. When the call goes out, please give some thought to volunteering for the many jobs required during the show. You'll be doing a service to our hobby and you'll probably enjoy it too.

On behalf of every member of the 7th Division, our deepest thanks to the organizers of the highly successful 2nd annual Railway Modellers' Meet.

Here's the whole team: Rene Gourley, Chair; Larry Sebelley, Treasurer; Brian Clogg, Webmaster and Registrar; Mark Dance, Clinics and A/V; Scott Calvert, Operating Sessions; Rob Kirkham, Model Displays; Lori Sebelley, Venue and Banquet; Doug Mayer, Meet Booklet; Marc Simpson, Promotion; and John Green, Self-Guided Layout Tour.

I've just returned from the Pacific Northwest Region convention in Spokane, where the 5th Division staged an entertaining and worthwhile event. The big focus in our Region this year is on doing everything possible to provide LOCAL things that interest and engage each individual member – that's YOU, dear reader. We've started work on a plan to present clinics and events closer to your home, so that everyone has access to both the educational and the social benefits of NMRA membership. Please drop me a note if you have any ideas or suggestions. *Editor's Note: think of Russ Watson's initiative in the Quesnel area highlighted earlier.*

For the record, people sometimes wonder where their membership dollars go. One place they do not go is paying for travel, hotels and meals for your executive. Not one dime gets spent sending delegates to conventions and meetings. We take our responsibility to properly manage your money seriously.

As we look forward to summer, I'm hoping you'll still find a few hours to enjoy model railroading. Have a good one!

AGM – Advance Notice

The 7th Division Annual General Meeting will be held in Vancouver on Saturday November 11, 2017 in conjunction with the Vancouver Train Expo. (Exact time and place to be announced.) Hope to see you there.

Email Address Update Request

During recent email distributions from the Executive, approximately 10% were returned with a bounce-back message to the sender suggesting invalid email addresses. We can't reach some of you with important and informative news. How can you help? All recipients of the Bulletin Board newsletter should poll their 7DPNR friends and confirm that they have received emails with links to the newsletter on the 7DPNR website if that is their choice. The last issue went out in the third week of April.

In addition, Jim Guillaume, Secretary will work with regional area representatives to update the contact information, including physical addresses, email addresses and phone numbers and share this information with the Registrar.

Please contact either Jim or Brian Clogg, Registrar with any updates. See the Contacts page on p. 12.

RMMBC Bonus Content for eReaders

Editor's Note: You'll notice that we packed a bit more in this issue (12 pp instead of the usual 10 pp) so that we could bring more of the RMMBC event to you including my Editorial Comments ramblings. If you're receiving the print version, the next page with Contact info is the last, otherwise keep reading beyond p. 12.

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. The Bulletin Board is published bimonthly in both print and electronic versions. We strongly encourage migration to the eVersion. Please advise the Secretary of any change requests.

Deadlines for material input are: January 31, March 31, May 31, July 31, September 30 and November 30. Publication dates will normally follow two weeks later; e.g., the Nov 30 deadline results in a mail out or webmail download on or about Dec 15 and will be considered the bimonthly issue of the following two months; i.e., January/February.

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 website: 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) may occasionally have extended content.

More from the Modellers' Display Room at the recent RMMBC

Rob Kirkham coordinated the display room and was able to provide additional comment on some of the models.



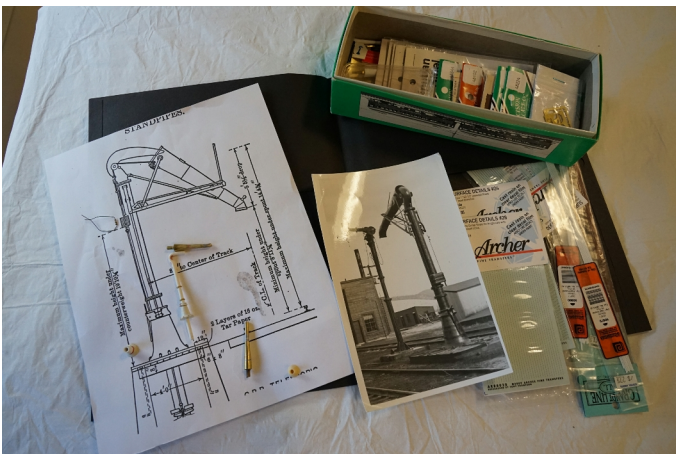
ABOVE: Rene Gourley and Tom Beaton recognize Takahiro Yuasa's modelling skills after Takahiro describes his work.



ABOVE: Takahiro Yuasa's CPR 4-6-2 Pacific. Generally, he re-works the frame and motor to create a very smooth drive. On some models, not necessarily this one, he has included ball bearings in the frame for the driver axles. He usually makes the cab doors and roof hatches open and close on working hinges.

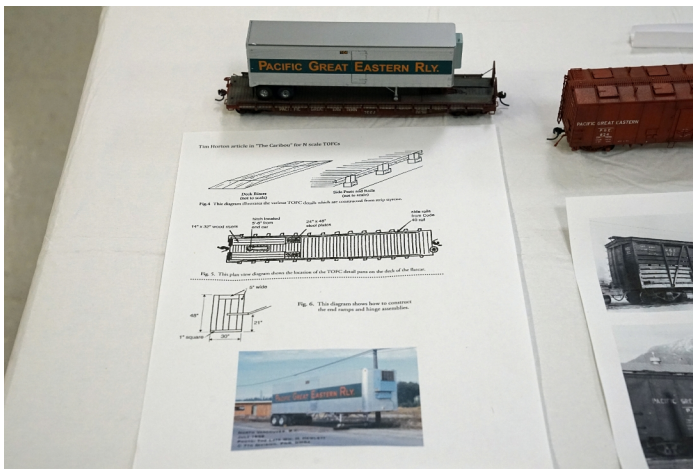


LEFT: Tom Beaton's O scale scratchbuilt structure inspired by a classic kit: Wicked Wanda's. Tom's in-progress work showing individual board construction and age/distressing of some components.



LEFT: Mike Barone's in-progress model of a specific type of water stand-pipe used by the CPR to serve steam locomotives. Mike advises that the CPR used two different designs, with this particular version being less common. Lucky for him, it is the one he needed for his modelling area. Mike is doing his own research to locate drawings and photos for these standpipes, and is fabricating brass and styrene parts to make this very precise model.

All photos this page by J. Stevenson



ABOVE: Close-up of Bob Thompson's HO scale PGE TOFC flatcar with load. Photo by Bob

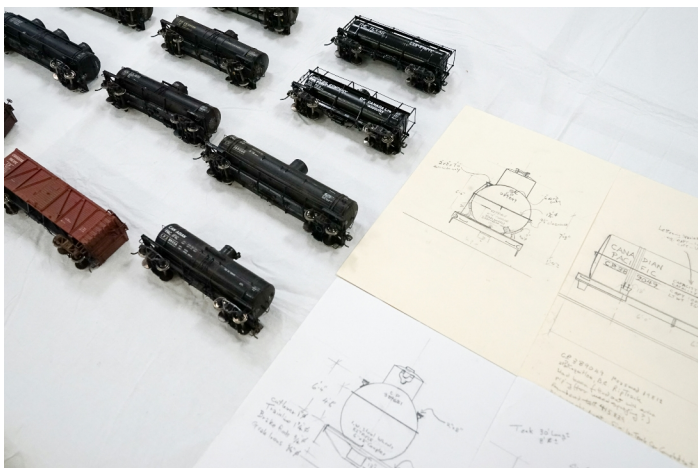
LEFT: PGE TOFC flatcar with article excerpt by local N scale modeller Tim Horton that inspired this project.

Photo by J. Stevenson

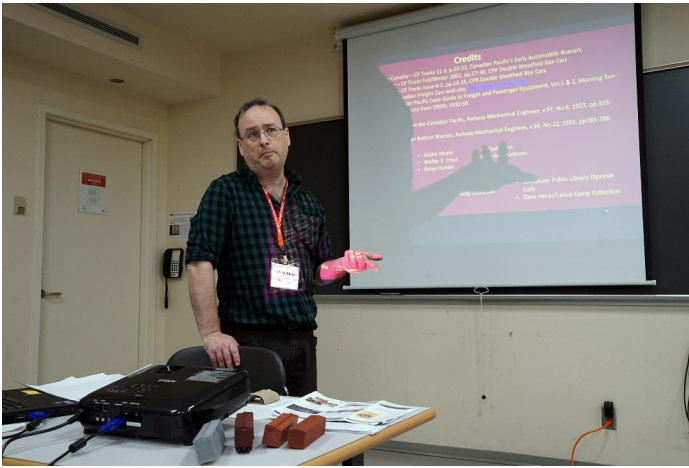
Bob Thompson from North Saanich provided the following details about his project:

I'm pleased that folks liked the model! The car started out as a Lifelike P2K AAR 50 ton flatcar kit decorated for PGE. I used an article by Tim Horton in an issue of the 'Caribou' on making an N scale PGE TOFC as a guide in modifying the HO car. As per the prototype, the guard rails are rails (code 40) soldered to posts of brass angle which were then glued into the stake pockets. The fifth wheel and bridge plates are Details West castings and yes, the prototype had both bridge plates at one end rather than staggered at opposite ends which became standard practice later on. Weathering is pastel chalk. The trailer is an older Athearn model modified to more closely resemble PGE's early 35 ft. trailers. The wheels were moved all the way to the back and the hitch was moved farther forward. Mud guards were added. The landing gear has rear facing braces added and an axle spanning between the wheels. The reefer unit is from A-Line and the decals are from ORO, a short-lived outfit from Winnipeg which made a number of PGE decal sets. There is a narrow door on the right side that was simulated by scribing its outline, carefully removing the corrugations, and adding a couple of hinges from thin styrene. I did the flatcar several years ago and finally did the trailer just a couple of months ago.

Editor's Note: Thanks Bob for the detailed construction background! To the RMMBC event organizers: maybe we can suggest a similar short summary write-up (possible 250 word upper limit) from future modellers upon submission of their projects to the Model Display Room? It would enhance the viewer experience and provide me with more interesting and descriptive photo captions in the Bulletin Board.



LEFT: Anthony Craig's display of (mostly) tank cars accompanied by excerpts of field notes capturing essential car dimensions as drawn on site, car location and date, with dimensional data stencil and font locations.

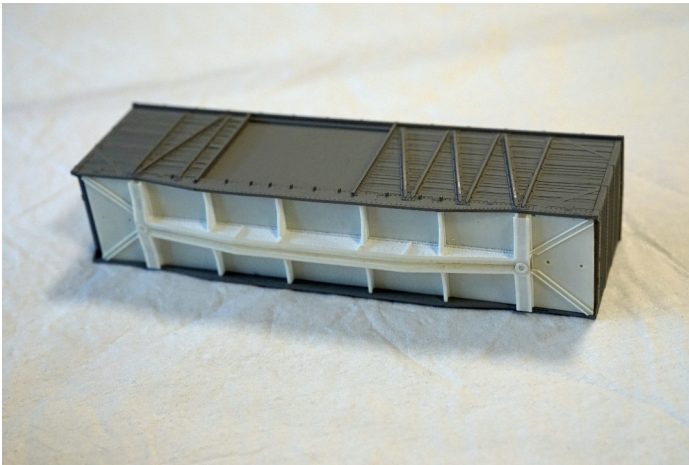


Rob Kirkham presented a clinic titled 'CPR's Box Car Transition, 1908-1928' with a few models from this era to support his talk including the one below which was also on show in the model display room.

LEFT: Rob does his best hand-shadow impression of a stegosaurus while answering questions from the audience.

BELOW: CPR automobile boxcar 3D printed by Shapeways

Photos by J. Stevenson



Rob comments that this is an early test print from Shapeways of a 3D printed model. It copies a series of automobile boxcars constructed for the CPR in 1923 and 1924; series 297500-297779 and 297800-298099. These were re-built and re-numbered over the years, with the door width being increased. I developed the 3D drawings of the car with the assistance of field measurements obtained by Steve Hunter and, more recently, on my own trip to study a preserved car at the Southern Ontario Railway Museum in Smiths Falls. Research was helped along by Jonathan McConathy (who wrote an article in CP Tracks on the auto-boxcars).

The master is being used by Pierre Oliver of [Yarmouth Model Works](#). They are bringing out a resin kit for the cars. To me, these are one of those signature Canadian cars from the steam and steam/diesel transition era.

Editor's Note: I provided the hyperlink for the convenience of our readers. See website for a photo of the completed model. Further information on the site notes: The kit is the first in our product line to have the pattern fully developed in CAD and 3D printed. The kit features a one piece cast resin body casting, a laser cut running board, photoetched ladders and other details, Tahoe Model Works arch bar trucks and custom decals from Black Cat Publishing. The kit is designed in such a manner to allow the modeller to build this car with one of three different door sizes. Well done, Rob!

I wanted to add a few more images from the clinics. Look on the next page.



ABOVE: Geoff Gooderham discusses the nuances of mold making and resin casting in his clinic 'Resin Casting Made Easy'. Geoff had a captive audience. The macro view video feed is focused on the small box frame to the right of the pink paper above. That frame encloses the master sides for an N scale CP heavyweight sleeper visible on the screen above. Silicone rubber is poured in, allowed to cure and when removed becomes the master mold for the second phase involving the resin casting.

LEFT: CP heavyweight baggage car. Geoff sells his resin kits locally in Vancouver through Central Hobbies.

Photos by J. Stevenson

And finally ... what about the layout self-guided tours? Here's John Green's report.

This year we had four layouts on a self-guided tour with a core of three layouts in the Kitsilano and Point Grey neighbourhoods of Vancouver plus an outlier layout in southeast Vancouver. Special thanks are due to this year's layout hosts:

Host	Scale	Railroad	Guests
Mark Dance	N	Columbia and Western Rwy	50+
Mark Culham	HO	Cascadia Railway	57+
Gary Hinshaw	N	Tehachapi Pass BC Railroad	40+
John Green	HO	Coquihalla Valley	20+

Some of the layouts had 20-plus guests at one time, thanks to all who participated. There were more tour participants this year - about 60 of 111 registrants - which is significantly more than in November 2016 when only 26 of 96 registrants participated. I believe that the higher attendance level this year was because there were no other meet activities scheduled for this 7:30 - 10:00 pm Friday evening time slot. I hope that there were no navigation issues experienced by those traveling between layouts after dusk.

On Tuesday evening May 16, the layout owners and their helpers participated in a Superintendent's Tour. This provided an opportunity for all the tour hosts and the helpers to also see all the tour layouts. We finished up at John and Sharon Green's for a visit and refreshments.

More self-guided layout tours are planned for the next RMMBC meet which is scheduled for May 4-6, 2018. The area to be toured is still to be determined. If you are interested in opening your layout for a future tour please contact John Green at greenjohnca@yahoo.ca. Thanks.





ABOVE: Bridge at MP 20.7 of the Coquihalla Subdivision on John Green's CP's Kettle Valley Division. The prototype was just over 400 ft. and is selectively compressed to 147 ft. The model bridge was completed in 1997 by George Massey, long-time operator on John's layout, and was entirely scratchbuilt using stripwood, Grandt Line nut-bolt-washer castings and staple wire.

PREVIOUS PAGE: John Green explaining the subtleties of helix operations to self-guided layout tour guests.

Photos by J. Stevenson

Well, that's it for the RMMBC Spring Event this year. There is so, so much more to see. Join the NMRA, help support the event, check out the RMMBC's website, get inspired and we'll see you next year. And enjoy the summer - we've waited a long time for it!