



BULLETIN BOARD

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ABOVE: As the Vancouver Train Expo (VTEX) weekend approaches, let's do everything we can to encourage friends and their families to support the show and enjoy time together away from screens during the Remembrance Day weekend. As most of you are aware, there is so much there to engage children of all ages - from tiny tots to teenagers, to the inner kid in you. The Fraser Valley Heritage Railway Society are always present at VTEX with their kid-friendly interactive display (above) that places the viewer at the controls of a mock BC Electric Railway Interurban car.

Photo by J. Stevenson

This issue comes to you after the summer break, refreshed from summer distractions and hopefully looking forward to the upcoming modelling season that helps us through the the shorter dark days of winter; the cold of the central interior and the dreary grey wetness of the west coast.

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Editorial Comments

Recent reports from the VTEX Organizing Committee suggest that there will be a variety of activities to interest both young and/or new modellers. Some of you will be aware that there will be demonstrations of how digital command control (DCC) works, an opportunity to run trains as well as tips and hands-on experience with assembling a starter train set. These activities are interactive and encourage dialogue with the show attendees.

One of the perennial challenges for the modelling community is how to attract and bring new members into the group. Back in mid-summer, John Green, our area representative for Vancouver, Burnaby, New Westminster and Richmond passed on a short note to the editor and suggested reading a blog post from Trevor Marshall. John commented that Trevor had been the keynote speaker at the 'Austin Eagle' regional convention of the Lone Star Region in Texas where he raised some very interesting points about attracting the Millennials - the cohort of young people born in the 1990s.

You'll recall from back issues of the Bulletin Board that I have encouraged the exploration of personal blogs to get rich background discussions on varied aspects of the hobby and we have highlighted several local members' initiatives in the past. I added Trevor's site 'Port Rowan in 1:64' to a list of favourite blogs. He has much to say and as a professional speech writer I think you'll find his post very stimulating.

See: <http://themodelrailwayshow.com/cn1950s/?p=10224>

Another of our local modellers, Scott Calvert, has recently updated his weblog 'Canadian Pacific Railway - Boundary Sub' with the assistance of his son. The blog has tab entries for the following: Prototype, Layout, Operations, Photos and Techniques as well as an overview on the Home page. The What's New section has 50+ entries to date beginning in March, 2012 and this is the place to begin the chronological exploration of the design, construction and operation of the second iteration of this large layout. Look to the bottom of the left frame on the Home page for the link to this section. Recent entries have included photos and an account of building the Salmo Ore Loading Platform in HO scale as well as a trip in late 2017 to photograph and video record, with the assistance of a drone, some of the structures on the abandoned rail line west of Castlegar, BC.

See: <http://www.cprboundarysub.ca/index.html>

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, VTEX Organizing Committee Leader



Vancouver Train Expo 2018 (November 10 - 11) will soon be upon us. The response from vendors and exhibitors has been great. All the floor space has been taken and we have a wait list. The Marketplace will be larger this year with 51 tables vs 37 last year. Unfortunately the modeling challenge was cancelled because no one indicated intent to enter a model, diorama or module depicting a local railway-themed scene.

By the time you read this update I hope to have filled most of the volunteer positions. If you are interested in volunteering to help put on the show please contact me at: chairman@vancouvertrainexpo.ca or go the Vancouver Train Expo webpage <http://www.vancouvertrainexpo.ca>, look for the 'Volunteers' tab near the top, click on it, and select the job you wish to do. We still need a few good people to help put on the event.

I am sure you are aware of the challenge of making a public train show economically viable. The Organizing Committee has taken a sharp pencil to the expense side of the event and eliminated almost all non-essential items. The fee for table rentals has been left unchanged as vendor response indicates that table prices are near the limit of what most are willing to pay. Admission fees have been raised by 20 percent as the only option available to increase revenue apart from increasing attendance.

Increasing public attendance is the key to financial success, and the future of Vancouver Train Expo, as there are too few railway enthusiasts to support an event of this size. This financial imperative is consistent with the show's objective of promoting the hobby, hence the effort to include general public and child-friendly exhibits.

Advertising is, of course, the way to increase public attendance. It is, however, expensive and the Organizing Committee is limited in what it can afford, currently close to 20 percent of the budget. Attendance has risen every year by between 15 and 20 percent since the move to the PNE Forum. Last year's attendance was nearly three times the latter years' attendance at the Cameron Centre, but we need to do a bit better.

This is a critical year for Vancouver Train Expo as the event must demonstrate financial viability if it is to continue. That's where you can help. Tell your friends, neighbours, co-workers and contacts about the event and encourage them to come, or to tell their social contacts. If you have a place to put up posters or want reminders to hand out, we can provide them. Please contact chairman@vancouvertrainexpo.ca or any of the committee members. You can find contact information on the webpage under the tab 'The Expo Committee'.

Come out and enjoy the show! I look forward to seeing there!

Prince George Regional Gathering

By Russ Watson

I hosted a model railway gathering in Prince George on September 16, 2018. The event was held at an excellent venue, The Prince George Railway and Forestry Museum. Please check out their website and plan to visit: <http://www.pgrfm.bc.ca>

Thank you to Pete Futter for acquiring the venue and to museum staff members Kathy and Brian for setting up the venue and providing coffee and goodies!

Fifteen model railway enthusiasts attended: one from 150 Mile House, two from Quesnel and the remainder from Prince George. Clinics on using plexiglass to make lake water, weathering with chalks (with the help of Ken Rutherford's 'Pan Pastel Weathering' clinic presentation available on the Railway Modeller's Meet of BC website <http://railwaymodellersmeetofbc.ca> under the 'Clinic Presentations' tab), scratchbuilding, and today's CN operations in Prince George.

Twelve attendees brought models for the ever-popular Show and Tell, representing N, HO and O scales. An enthusiastic round of discussions on the models took place after a no-host lunch break at local restaurants. An unusual 'model' was discussed - a live potted plant growing at the museum! Brian Wich and Ted Worsfold did their best to discover what plant the company Scenic Express uses for their SuperTrees product, ordered seeds from England and have several plants growing at the museum. The plant is visible on the table below Brian's arms in one of the photos here. They look great!



The O scale model of the Chevron oil tanks was built by Bill Collier using automotive oil filters. Bill sent a letter to Chevron asking them if they would send him Chevron decals for the model. They did and asked him to send them a photo of the finished model. He did and they sent him a certificate for \$50 of gas! A good corporate story especially when compared to past stories of big companies not allowing model manufacturers to produce models of their products.



Unfortunately the owner of a beautiful N scale local layout was ill on the day of our event and was unable to have visitors to his layout as planned.

The day wrapped up about 4 pm. Comments made to me indicate that it was a success. I plan to organize the next gathering in early spring 2019, which may be back in Quesnel, although I certainly do like the museum venue! Stay tuned.

Member Aid Coordinator aka Mike's Corner

By Mike Barone

Member Aid Coordinator is a service supplied by the 7th Division to provide a source for answers to any questions you may have regarding any aspect of the hobby; e.g., information on track laying, why doesn't my engine run, scenery queries, sourcing prototype data and everything in between. Please feel free to contact me at: fmikebarone@gmail.com.

Question

While I'm at Vancouver Train Expo (Nov 10 - 11), I'll be looking at 'previously enjoyed' equipment. What things should I consider when looking at rolling stock and locomotives?

Response

There are several considerations here. I would suggest putting a limit on your spending and trying to avoid impulse buying, probably the hardest thing to do. You should already have firmly in mind certain models or other items to look for. Focus on your modelling goals; i.e., era, location, railway, buildings, bridges, engines, cars, scenery etc.

As to prototype accuracy, most models have a relatively high degree of accuracy to the prototype they are intended to represent. HOWEVER, they may not accurately represent your modelling goals, if you have set any. For the newer modeller, remember these goals may develop over time as one learns the many facets of this hobby so don't worry and don't rush it – just have fun!

Buyers of used equipment should consider the general condition of the model - does it have broken items and are you willing and/or able to do necessary repairs. If changing trucks and or couplers is no problem for you, that's not an important consideration. For a new modeller, this is often one of the first skills learned - one could contact other local modellers for help.

For those not inclined to replace wheel sets, buying metal is generally far superior, though plastic sets are easily replaced. Check that the wheels are NMRA RP25 standard; (go online to the NMRA website and view the drawings in Recommended Practices (RP) to see just what it should look like). *Editor's Note: See following.*

<https://www.nmra.org/sites/default/files/standards/sandrp/pdf/RP-25%202009.07.pdf>

This means the flange will be shallow with a rounded profile. Many older models have deep knife-edged flanges, found mostly on such manufacturers as AHM/IHC (Associated Hobby Manufacturers / International Hobby Corporation), Mantua/Tyco and other older models. If you are not willing to change trucks, avoid these.

Check the couplers. Kadee has become the de facto standard in the hobby. They are cast metal and are very reliable. There are a number of plastic copies, but my experience is that they are not as reliable. Kadee couplers can be distinguished by the tiny coil spring in the side and a dull black colour - other brands do not share these characteristics. If you don't recognize the coupler design, it will be one of the early models and you will want to replace it. Couplers are best mounted to the car body, not on the trucks (referred to as Talgo) as these have poor backup characteristics, again necessitating a new truck and coupler installation.

Consider your own layout. If you have relatively sharp curves (18" radius, #4 switches or their equivalent in other scales), you will have far fewer operating problems with cars under 50' scale feet. Longer cars (such as full-length passenger cars and most modern era cars) should be operated on correspondingly larger radius curves and switches.

Locomotives - Generally locomotive models from the last 30-40 years have been operationally quite satisfactory with RP25 wheels, Kadee compatible couplers, and good can motors. Ask the seller if it can be run on a test track (some will be able to do that for you). Avoid engines with deep flanges and especially rubber traction tires as these tend to cause the engine to skip and jump rather than run smoothly when under load. Rubber reduces the number of wheels available for electrical pickup, causing more problems. These conditions plague manufacturers such as AHM, early Bachmann and Tyco. Be aware that AHM locomotives had 3 pole motors which do not give you smooth slow speed.

If you are considering using DCC on your layout, all North American engines manufactured in the last 15 or so years are designed for this option. Earlier models can be converted with little difficulty, though you may need help or consultation with someone more experienced.

Canadian Pacific Railway on the Revelstoke Division, Volume One Book Review

By Robert Turner, Victoria BC

by Douglas R. Mayer, published by the Revelstoke Heritage Railway Society, P.O. Box 3018, Revelstoke, BC. V0E 2S0 (250-837-6060). 28 (11 x 8.5 inch) pages, softcover. \$19.99 plus tax and shipping. For orders in Canada the total is \$25.25; to the USA \$27.35 Canadian.

The Canadian Pacific Railway's mainline through the western Rockies, the Purcells, Selkirks and Monashee Mountains in British Columbia, which became the Revelstoke Division, has been one of the most interesting and challenging sections of railway in Canada. Since the opening of the transcontinental railway in the 1880s, it has featured severe grades, harsh winters with massive snowfalls, heavy traffic requiring frequent trains that often operated with helpers, and always impressive engineering with spectacular bridges, snow sheds and tunnels. The Revelstoke Division has featured some of the CPR's most interesting locomotives from solid, workhorse 2-8-0s, the CPR's powerful 2-10-4 Selkirks and Royal Hudsons to an array of diesels including just about everything from 1950s F units to the most modern diesel power. As well, the division's infrastructure was fascinating, especially during the steam and early years of the diesel era which began in the 1950s. Revelstoke was a major division point with a large roundhouse, station, hotel, fuelling and watering facilities, and many related structures. It was a base for rotary snowplows and piledrivers. Elsewhere there were helper stations with smaller engine houses, bunkhouses and other facilities.

Doug Mayer, a long time NMRA member and modeller, has selected a fascinating range of photos and maps, for this first book in what is planned as a series of similar volumes, to illustrate some of the features of the division in different eras. Most photos or maps are presented one to a page with a lengthy, well written caption that provides insights into the locomotives, structures or facilities shown and often provides background information on the operation of the railway. The photos also show how dramatically the railway has changed through the years. The last group of photos within the book document the cab of P2k 2-8-2 No. 5468, which is preserved at the Revelstoke Railway Museum. Fittingly, one photo shows the late Ernie Ottewell, retired CPR engineer, who was one of the key people in the acquisition of the locomotive for display at the Museum and who spent many hours as a volunteer explaining the operation of the engine to the public.

For modellers of the CPR, and mountain railways, there is lots of useful and informative material in the photos and the extended captions. Many details in the scenes are identified that otherwise might not be recognized by anyone of a younger generation or not closely familiar with the day-to-day operations of a railway in the steam era, long gone from the CPR in the BC and Alberta mountains.

I enjoyed reading this informative book and learned a lot about the Revelstoke Division and how it operated. It is an excellent resource for anyone wanting to model the CPR and one of its toughest divisions. The proceeds from the book go to support the excellent Revelstoke Railway Museum. See <https://www.railwaymuseum.com/>

Editor's Note:

Robert Turner is a highly respected local transportation historian, photographer and heritage consultant having written hundreds of articles and authored many books focusing on western North American railways and steamships.

Doug Mayer has been involved with the NMRA since 1979, is our 7DPNR area representative for the Revelstoke, Shuswap and Thompson subdivision, and will be at VTEX to promote the book and sign copies. He offers the following short biography:

I have no formal training as a writer. In fact, if you told my elementary and high school teachers that I wrote a book, they would probably be quite surprised. I was born in New Westminster in 1952, had a typical '50s childhood, and like many other kids of our generation, received a Lionel train set one memorable Christmas. Other than a period of about 10 years starting in my early teens, I have been involved in the hobby of railway modelling ever since. My father's work as a sawmill millwright brought us to Clearwater in the BC Interior in 1969 where I later graduated from high school. After several years I went back to school to pursue a career as an electrician, starting an apprenticeship with BC Hydro and completing it in 1982 in Terrace. In 1988, my wife Carol and our two boys moved to Revelstoke which we now call home. While I have lived all over BC, this is where my train will finish its journey. Part of the reason for moving to Revelstoke was to pursue my interest in the CPR and the research I've conducted since has led to writing this book.

Superintendent's Report

By John Martin

RMMBC Survey

Thank you to those who took the time to reply to the Superintendent's questions about the Modellers Meet (RMMBC). Every answer was helpful in letting us know what you want out of the NMRA in BC.

Local Contacts

There are now extensive 'Privacy Laws' that restrict the exchange of information. (They are also a convenient excuse to avoid accountability – but I digress.) If you are sitting in Kelowna, for example, and wonder if there is anyone in the local area that shares your interest in the hobby, we can't send you a list of every member in your vicinity. However, you are most welcome to contact your local area representative. See:

<http://www.7divpnr.ca/about us>

He/she will let other people in your area know you want to be contacted and will also tell you about any local area clinics or workshops that are planned.

Superintendent's Comments

You do not need to be an expert model railroader to donate one or two hours of your time to the Division – and it's the best way to learn what you want to know. Volunteer just one hour to staff the NMRA table at the train show or just two hours to help sell tickets. You'll meet other modellers with similar interests. Attend a local clinic in your area. (If there isn't one offered, e-mail your area rep and ask for one.) Tell us what you want to learn or see demonstrated.

Many of you are on the sidelines. Please don't feel intimidated because you can't scratchbuild a steam locomotive – most of us can't do that either. The best way to get motivated to unpack your cardboard box full of train stuff is to get involved with other modellers. Isn't that why you joined the NMRA?

Annual General Meeting

The 7th Division AGM will be held in Vancouver at 7:30 PM on Saturday, Nov 10, 2018 in The Atrium Inn, (2889 East Hastings St.) during the VTEX 2018 train show (at the PNE Forum). The meeting room will be on the main floor this year. All NMRA members are invited – that's you!

Remembrance

By John Green



Gladys Gooch passed away earlier this year. She and her husband Don had been members of the 7DPNR for 18 years, and they served on the TRAINS Committee for 13 years from 2000-2012 organizing the annual TRAINS shows based at the Cameron Recreation centre in Burnaby over the Remembrance Day weekend. Gladys served as TRAINS Committee treasurer, and provided much of the operational knowledge that kept the meet running at the Admissions desk. Bob Leggett, our 7DPNR past Secretary remembers Gladys with these thoughts.

‘Several years ago I decided a good way to help the TRAINS Committee during the train show was to work on the Admissions desk. Gladys, because of her duties as treasurer, was usually there and I got to know her quite well. After a few shows I noticed a pattern evolving and it became my favourite memory of her. Soon as the show got going every few minutes one volunteer after another would come up to the desk ‘Where's Gladys, I need...’, ‘Gladys, can you...’; and on and on it went for the rest of the show. She was only one volunteer among many – all working hard to put on the train show – however, for some reason I felt she was the glue that held the whole thing together. The hobby will miss her.’

Long time TRAINS Committee member Dick Sutcliffe recalls the donation of a lathe to the BC Society of Model Engineers in memory of late committee member John Moore by Don and Gladys Gooch. ‘This is indeed another loss to the volunteer group of the 7DPNR. Last Saturday I was using the Emco lathe in the BCSME shop that Don and Gladys donated in memory of John Moore. Memories of their good works are all around us.’

ALL ABOARD

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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 web link, 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 (except for the early fall edition) in both digital and print versions but we strongly encourage migration to the eVersion. Please advise the Secretary of any change requests.

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Deadlines for material input will be two weeks prior to publication but this is somewhat flexible according to circumstances.

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: Postal costs limit most mail-out print editions to 10 pp. though we push that to 12 pp. or more for a special edition. Those receiving the print-only edition will have the BB end with this Contacts page, whereas the eVersion (available online at the 7DPNR website) 'may occasionally' have extended content - extra pages with more pictures and links to additional reading or resources. **If you received the BB as a download via the website, you've got the full content.**