

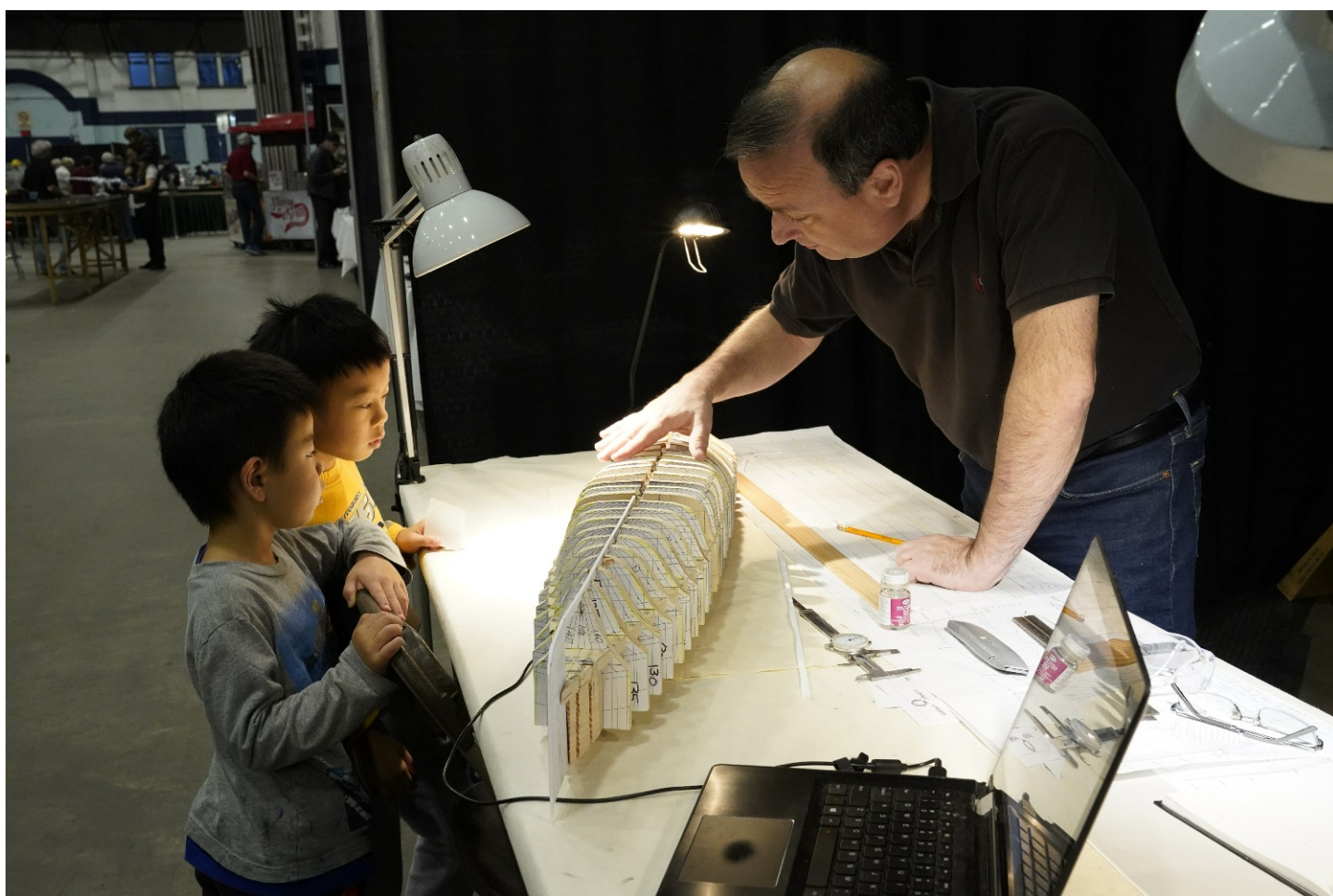


BULLETIN BOARD

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

Volume 33, Issue 1

January/Feb 2019



ABOVE: The Vancouver Train Expo (VTEX) 2018 show is now a great memory for the many volunteers from the 7DPNR who helped with the work needed to ensure the smooth functioning of the show. Once again Doug Hicks coordinated the Craftsman's Corner activities with four two-hour slots on each day. Here, Rob Kirkham has two young enthusiasts fascinated with the steps required to shape the hull and plank the underwater profile of the Canadian Pacific Princess Joan steamship. Rob models the Vancouver waterfront in the late 1940s and had his laptop cycle through archival images of the vessel.

Photo by J. Stevenson

The VTEX weekend of last Remembrance Day was a big success. Many thanks are due, in particular to the Organizing Committee and especially to leader Tom Lundgren for the tireless work and exceptional contributions needed to have the show function so smoothly. Many of you received Tom's synopsis of the event as an email blast shortly after the show. An update is included in this edition of the newsletter to recognize those individuals once again.

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Editorial Comments

VTEX 2018 was a big hit. No question. A number of 7DPNR modellers were present to assist with volunteer activities, to man the Craftsman's Table for two-hour slots and, as in past years, to showcase modelling craft and talent. In a separate area of the show floor, both Phil Holden and Tom Beaton returned this year to demonstrate their superlative tree- and scenery-making skills - a perennial hit with the public.

Without fail, the young kids had fun. Most of the parents did as well - however a few looked a little short of sleep. Tom Stephenson's w-Trak Brio-like layout was always busy. Gordon Hall's 'Thomas and Friends' never had an empty space at the locomotive control stations and John Walter's Run-a-Train booth with both N and HO scale trains looping around the bare plywood table always seemed to have someone at the throttle. Other child-friendly exhibits included the West Coast Railway Association Minirail and the Canadian Toy Train Association's layout. The Greater Vancouver Garden Railway Club (GVGRC) always has operational live steam locomotives on hand and, as in previous years, some excellent youth ambassadors for the hobby.



LEFT: Tor, a quietly confident young lad, is checking the butane-fuelled firebox flame while building boiler pressure prior to departure from the staging track on the modular GVGRC's layout.

He related the story of Ruby (his first serious and second hand live steam locomotive that he and his father acquired to further his knowledge and satisfy his curiosity). We discussed more elaborate locomotive kits, the tools and assembly methods required to prepare them and where he was on the skills acquisition curve.

And the Vancouver LEGO Club hosted by enthusiastic builder/hobbyists was in the running once again for the coveted People's Choice layout award, but was ousted by the Vancouver TrainGang's NTRAK layout in a squeaker of a contest. Counting shelf-style layouts, there were more than a dozen on hand with a wide range of modelling scale and track gauge, indoors and outdoors, live steam, and of course the wooden track for the toddlers and ride-on minirail - something for every interest.

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 Leader (President LMTES)



In 2018, the Lower Mainland Train Expo Society (LMTES) was incorporated as the legal entity for Vancouver Train Expo. 2018 attendance was 5,600, down about 6 percent from 2017 (5,900) perhaps due to the fine weather over the weekend and the historically significant Remembrance Day on Sunday. In perspective, however, attendance by 2:00 PM on Saturday (2,176) exceeded the attendance over the entire two days at Cameron Center, and overall attendance is close to three times what it was prior to moving to the PNE Forum.

As I reported in my post-event summary, the Committee's efforts at cost cutting and the increase in admission fees produced a financial improvement sufficient to offset all losses since the move to the PNE Forum, and add a little to our cash reserves. We don't have sufficient funds to meet the pre-show cash requirements but we are far better off compared to 2018 and the loans required will be much smaller. Some stats and highlights:

- Attendees seemed comfortable with the new admission price.
- Exhibitor space, and the Marketplace, were fully allocated by mid-September.
- 60 volunteers stepped forward to fill the required 130 shifts.
- 330 admission passes (name tags) were given to exhibitors and vendors
- Vancouver TrainExpo's NTRAK modular layout won the *People's Choice Award*.
- The judging committee (Jim Little MMR, Mike Barone, Rene Gourley) for the new *Modeller's Choice Award* selected Top Link Railway Association VANGOG for its fine modelling work.
- Almost all comments from participants have been positive.

Four years' experience staging the event at the PNE Forum demonstrates that:

- There are sufficient vendors and exhibitors to fill the available space.
- Sufficient numbers of the general populace will pay to attend.
- Financial viability is achievable.
- The 'Achilles heel' is the capacity of the Organizing Committee.

The members of the LMTES held the first Annual General Meeting of the Society on January 13, 2019, during which the following Directors and Officers were elected:

- Phil Breden – Director (VTEX Creative Manager)
- Brian Dobbin – Director and Secretary (VTEX Operations Manager)
- Tom Lundgren – Director and President (VTEX Leader)
- Howard Sommerfield – Director Vice President (VTEX Registrar)
- Don Thicke – Director and Treasurer (VTEX Business Manager)

In addition the following members round out the Organizing Committee:

- George Carrol – Assistant to Creative Manager
- Phil Evans – Promotion
- John Martin – 7DPNR Liaison

A decision was made to initiate organizing VTEX 2019 for November 9 - 10, the dates the Forum is available to us (as well as November 8 for setup). There will not be a conflict with Remembrance Day this year.

The challenge of Organizing Committee capacity, the 'Achilles heel', remains. The committee needs to renew itself with capable people willing to do, and accept responsibility for, the almost year round organizing work that is the business side of the event. While knowledge of model railroading is an asset, business, promotion, marketing, logistics, creative and human/public relations skills are more important. I have been told that my criteria for committee members is too demanding and scares people off. Perhaps, but to use a railroad analogy, all four wheels, all four bearings, both axles as well as the rest of the components of a truck have to be up to the task or very bad things happen. If you are interested, or know someone who might be, let me know.

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

When I was looking at the various metal wheel sets from various manufacturers, I noticed that there seems to be four or so distinct sizes: 28", 33", 36" and 38". In terms of code, I believe I'll be using Code 110 wheel sets. I was just curious as to what the difference is between those sizes.

Response

This question was recently received from a new member of our local club who is also new to model railroading. While the information might be elementary to experienced modellers, there are probably many people who are not overly familiar with the concepts. Perhaps a little primer is in order.

The dimensions given all refer to the diameter of prototype wheels which we, as modellers, try to emulate. Since circa 1900, 33" wheels became the de facto standard for freight cars and 36" for passenger cars. In the 1970s, some high capacity freight cars started to use 36" and 38" wheels to spread the weight and some container cars used 28" to lower the height of double stacks. Unless you are modelling these specialty cars (for which you will need to do some research to confirm wheel size), 33" for freight and 36" for passenger cars will work well. Be aware, however, that some model manufacturers used grossly undersized wheels with large flanges; AHM/IHC being particularly notable, based on European standards. Simply replacing the wheels on such models with the correct size is not done without some necessary modifications - not only to the trucks, but to the coupler height as well. For the vast majority of North American model brands this is not a problem, since you will most likely be replacing wheels of the same size.

Code 110 is defined in the RP25 'Wheel Contour' NMRA model standard and refers to a wheel tread width of .110" in HO scale. The Recommended Practices (RPs) were established many years ago to improve manufacturer's equipment compatibility and periodically are updated. You will also find a Code 88 or Proto 88,

with a tread width of .088", much closer to the scale width of a prototype wheel which is actually slightly less than .088". These closer-to-scale wheels require very precise track work, so until you have developed the necessary track-building skills it is best to stay away from them. And lest you wonder how such a small flange keeps the wheels on the rails, it's not the flange, but the shape of the tread and the rounded fillet at the tread to inner flange face interface that does the work. The rounded edge of the flange simply serves to prevent it from picking poor track joints.

Thanks to Zac Johnson for the question and hope it gives new modellers a better understanding of wheels.

Longtime Member Profile

The Recollections of Roger Behn; NMRA Member # 006829 00 since early 1952

By Jim Guillaume

In December 2017, I was advised by our Membership Coordinator that one of our 7DPNR members, Roger Behn, was going to be celebrating 66 years of continuous NMRA membership in 2018 and I was asked to interview him. I had the privilege and pleasure of meeting Roger and his wife of 63 years, Marion, at their home overlooking Shuswap Lake in the North Okanagan in November 2018.

Born just outside Liverpool, England in May 1930, Roger was raised overlooking the Liverpool and Manchester Railway mainline from Liverpool. He shared vivid memories of the rail line perched above his bedroom window supporting a constant line of coal trains heading to the Liverpool docks, and of a beautiful 1935 4-6-0 passenger train polished black with a bright stainless-steel banded boiler, that came and went. He told of the time his school was moved to the Lake District northeast of Liverpool due to the dangers of World War II. To attend there, he had to travel to his new school via the L&M Railway and then transfer onto the famous LMS (London, Midland and Scottish) Railway during middle school.

After World War II, Roger was drafted into the British Army and served from 1949-1952. He had been a member of the Merseyside Model Railroad Club and his first introduction to the NMRA was at a division meet held in York in 1952. Roger and his father had gone to the meet mainly to visit the famed York Railway Museum (now the National Railway Museum) but a chap at the meet was promoting a new American organization called the NMRA. Roger joined and has been a member ever since. Shortly after, he immigrated to Canada and pursued both a diploma course at McGill University's Faculty of Agriculture and his future bride at McDonald College in Montreal.

Building a Life in Canada

In 1955 after college and marriage in Montreal, Roger and Marion loaded up a 33' x 8' house trailer behind their trusty Jeep and headed off to Vancouver via Montana's Yellowstone National Park. Imagine the new immigrants' shock on the morning they came face to face with a black bear while heading to the public facilities.

Upon arrival in Vancouver, Marion worked for the Red Cross blood services in Vancouver. Roger worked at MacMillan-Bloedel's plywood division on Marine Drive and Boundary Road in Vancouver. The foreman assigned him the job of pushing a broom because he was so well educated. He worked at Stirling Shipyards as a mechanic's helper repairing Caterpillar diesel engines and after repairing the engines, he was required to

remove the tail shaft from the bowels of the fishing boat. In one spot, he remembered the paint crew had painted right over a leftover herring fish that was stuck to the bulkhead and he found this quite humorous. Roger also had a job at Household Finance Company lending money to people.

Roger took these jobs to finance his return to university to obtain his teaching credentials. Unlike most of his fellow students in a European history course, he brought real-life experience to his studies since he had lived through the effects of both the First and Second World Wars. In the meantime, between his first and second university years, Roger and Marion became parents to a little girl. These were busy times.

After graduation from UBC, Roger taught in Surrey for a year and then in Kamloops for another year while his family remained in Vancouver. He had planned to return to the coast but was offered the position of teacher-librarian at Chase. Roger and Marion discovered there were no houses to rent or purchase in Chase so they rented in Sorrento and then moved into a motel in Chase until the house that Roger was building was suitable to live in. That house was opposite to the Canadian Pacific Railway mainline and they are still living in that home. Marion worked for CIBC in Chase and Roger remained in the Chase school system for 30 years. "I'd often tell my students that it took them only five years to get out of school but it took me 30," Roger says smiling.

He retired in 1995 but continued making important contributions as a librarian throughout his working life, having set up and been elected Chairman of the Board of the Thompson-Nicola Library Society until the society was taken over by the regional district.

Immersing Himself in the Hobby and Railfanning



As a model railroader, Roger joined the Vancouver Model Railroad Club which at the time was located in the turret of the old CN Station, now Pacific Central Station. He tried to model at home on what he generously described as a test track because he'd bought a Varney Docksider engine while in Montreal. He contributed to a girder bridge model on the Vancouver club layout constructed out of cardboard and varnish and painted to appear to be metal. He has attended two NMRA national conventions: one in Vancouver and one in Portland plus several regional conventions including the one in Salmon Arm in 2016. At the Portland convention, one of the extra fare trips was to a property that had a 7-1/2" gauge layout that you could ride on.

LEFT: Roger started his outdoor layout in 1992 and later scratchbuilt a 1/3 scale gas-powered model, shown here, of an engine that ran on the 60 cm gauge Ffestiniog Railway in Wales; his favoured prototypical railroad.

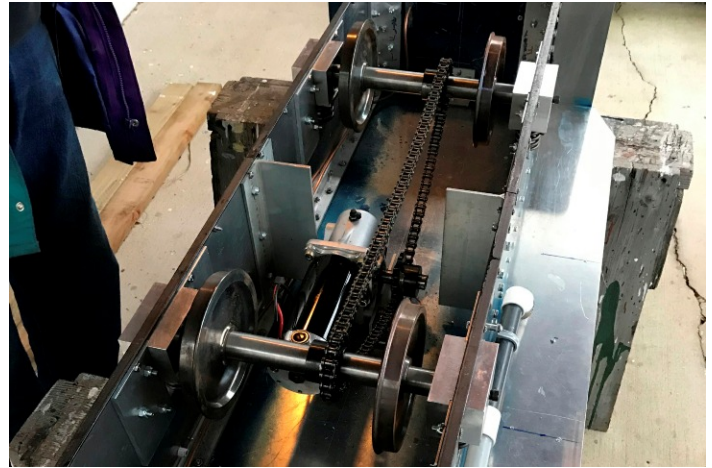
He transported that engine to the Burnaby Lake club layout on numerous occasions while visiting his daughter in Abbotsford.

Photo by J. Guillaume

He also has a small G scale switching layout in his home but his outdoor layout is his passion. His track plan encircles his home complete with passing sidings and hand built custom turnouts.

RIGHT: Roger's current project is an electric powered locomotive using modified motors from electric wheelchairs with 12-volt car batteries for power. In this bottom-up photo, note the springs below the journal boxes providing sprung axles.

Photo by J. Guillaume



As a young man in Montreal, he had an old aunt that told him about a railway he'd never heard of...the PGE. He had to find out about that railroad. As rail fans, Roger and Marion spent many enjoyable hours exploring and photographing the PGE. They even witnessed the manual laying of ties near Ambleside Park in West Vancouver as the PGE renewed the line from North Vancouver to Squamish. One Sunday, Roger and Marion were invited by the PGE operating crew of a lash-up of two 50-Ton diesels used for construction on the line to join them in the cab for a ride. He got to move the engines one way and Marion drove it in the opposite direction. "I recall that Marion's brake application was much smoother than mine," he says smiling.

Changes to the Hobby

Living in the North Okanagan with little contact with other modellers, Roger knows that there have been changes to different products and techniques but isn't too aware of current trends. He feels that the biggest change to better models came when kits changed from wood and paper to styrene plastic kits. And he recalls a time when the only decent locomotive was an expensive brass model from Japan, Korea or China. Max Gray, for instance, imported O gauge 44-Tonner locomotives to Seattle in the 1950s. And rail improved from Mantua's Gauge 2 extruded aluminium rails system that he used for an outdoor O gauge layout to the flex track of today.

As a longtime member, one of Roger's main recommendations to his fellow members is to get involved in the organization. "By getting involved you meet new people, share ideas and enjoy all the many benefits that the hobby can bring you," he says.

Roger served as the Superintendent of the 7DPNR for one term. He was also acquainted with and met pioneering modelling innovator Jack Work from Nanaimo.

Roger laughingly recalls that, when he was Division Superintendent, he took it upon himself to contact members that hadn't renewed their membership to encourage them to do so. "Sometime later I overheard a conversation between two students about how they had got a call from someone who sounded like a collection agent and wanted them to renew. Of course it was me and that was what I did for a living at the time - but they didn't have any money."

I am humbled to realize that Roger, at 89 years old, is still accomplishing much more than I am by continuing to actively build riding locomotives to run on his outdoor layout that surrounds his home. A big thanks to Roger and Marion for sharing years of wonderful memories and reflections about their life together, and about the world's greatest hobby.

Nanaimo Model Railroad Show

By Ken Rutherford

The Nanaimo Model Railroad Show will take place March 10, 2019 at the Beban Park Recreation Center from 10:00 am to 4:00 pm. There will be the usual model railroad layouts, swap-n-shop tables and displays. This is a significant one for us as the 35th anniversary year that a show/meet has been held in Nanaimo.

History

It all started in 1982 with a NMRA members meet organized by Ken Rutherford and Rick Lord with clinics and display tables. We had over 30 members show up from around Vancouver Island and the Lower Mainland. This was at the same time that the Lower Mainland members were having gatherings at the Oakridge Shopping Centre. The following year we held another gathering with a larger room to allow more displays and clinics and more members showed up. As the meet grew we moved to yet larger facilities to allow for sales tables and modular layouts. About the fourth year we opened the show to the public and it has been a public show ever since.

Present

The show still offers a venue with 5-6 operating layouts, approximately 80 sales and display tables and annual attendance between 800 and 1,000 - depending on weather!

Future

As the organizers age, our health and those of family members start to become a priority so we are putting out a call for an individual or group to step forward to take on the show. We think that it is important to keep this great hobby available to the public and with less access to retail hobby shops, the show offers access to the second hand and retail sales available for the modellers.

If you have an interest in taking on the show, please see me at the show or contact me through the information below. We have the ability to offer financial support for the show to continue. If possible we would like to see the show stay within the patronage and support of the NMRA. If no one steps forward, this may be the last show.

Show contact information:

Ken Rutherford 250 724-4698 email kj.rutherford@shaw.ca or
Rick Lord 250 724-4205 email rblord@telus.net

Vancouver, Burnaby, New Westminster and Richmond Sub-Division Mini-Meet

By Tom Carr with assistance from John Green (Vancouver, Burnaby, New Westminster, Richmond) Foreman

The 7DPNR Executive has encouraged a series of local 'Sub-Division Clinics' throughout our operating area. Tom Carr has kindly organized a mini-clinic day for Saturday March 2, 2019 to be held at the British Columbia Society of Model Engineers Clubhouse located in Confederation Park in North Burnaby with four clinics – two of these clinics are hands-on participation and a hot lunch will be included. All Vancouver area NMRA members are invited to attend our 2019 Spring Mini-Meet.

While this event is being mostly subsidized by the 7DPNR, there will be a charge of \$10.00 per person payable at the door. If you want to attend - **pre-registration is required!** Please advise John Green by email at (greenjohnca@yahoo.ca) or telephone (604) 322-8990. First come first served. If there are more than 20 registrants, consideration will be given to arrange a second session at a later date.

Date: Saturday, March 2, 2019

Location: BC Society of Model Engineers (BCSME)

Confederation Park

120 N. Willingdon, Burnaby, BC

(Enter off Penzance Dr.)

Time: 10:00 AM to 3:30 PM

Registration and Coffee starts at 9:30 AM

Registration Fee: \$10.00 (Includes lunch and all clinic materials)

Registration Deadline: Saturday, February 23, 2019

Maximum Participants: 20

Show and Tell

All mini-meet participants are invited to bring something they are working on; a model, a track plan, whatever you wish. At various times throughout the day you will have an opportunity to show it to us, share ideas, get feedback, etc.

Clinic Timetable

Creating Water Features

By Robert Berbeck

Time: 10:00 AM to 11:00 AM

Each participant will receive a water feature base, the size of a small pond. Robert will take participants through painting the pond base to produce their desired colour of water and applying the resin 'water' to create the pond. At the end of the day participants will have a water feature sample they can take home and use as a model for one on their layout. **NOTE:** The finished pond must be allowed to dry until the end of the mini-meet before being moved.

Making Deciduous Trees

By Tom Carr

Time: 11:00 AM to Noon

Using a combination of natural products, coloured ground foam and coloured pigments Tom will take participants through the process of scratchbuilding deciduous trees for a variety of seasons. Each participant will receive a selection of bare 'trees' to work with and at the end of the clinic will be able to take their finished trees home and 'plant' them on their layouts.

Lunch

Time: Noon to 1:30 PM

BCSME's famous 'Train Crew Lunch' will be served to all participants at noon. Following lunch, a brief shop tour and complimentary train rides around the 6-1/2 acre site will be available for all participants (weather permitting). Here is the lunch menu:

Crock Pot Chili and Baked Beans with Wieners
Fresh Buns
Fruit Platter
Vegetable Platter
Dessert Platter
Tea or Coffee

Introduction to DCC (Digital Command Control)

By Victor Gilbert

Time: 1:30 PM to 2:30 PM

This clinic is targeted at the beginner or someone wanting to convert from DC to DCC with little or no knowledge of DCC and is only a starting point. The components of a DCC system will be explained, while not focusing on any specific brand. Each of the components, Throttle, Command Station, Power Station and Decoder, will have its function explained. The use of configuration variables (CVs) and how to program them will be explained, as well as the different modes of programming CVs (Ops mode versus service mode or 'Programming On The Main' versus the Programming Track). While this clinic is meant for beginners, a shallow dive into the technical aspects of how DCC puts signal on the track and data is transmitted will be at the end, as well as brief mention of Java Model Railroad Interface (JMRI) and its benefits.

Introduction to JMRI (Java Model Railroad Interface)

By Victor Gilbert

Time: 2:30 PM to 3:30 PM

This clinic's focus is to discuss JMRI and how it can assist in the aspects of managing and running a layout. Decoder Pro and Panel Pro will be discussed, along with Speed Matching and Locomotive Consisting. **NOTE:** Participants in both afternoon clinics are encouraged to bring any HO or N Scale locomotives they would like to try out or have questions about.

All clinic presenters will be available to chat and answer questions following the final clinic presentation.

Call for Nominations: Ross Heriot Memorial Gold Spike Award

By John Green

I hope that the next presentation of the Ross Heriot award will occur at the 7DPNR's RMMBC event just before the opening keynote speaker session on Saturday May 4, 2019. I look forward to receiving nominations of worthy members who meet the award requirements. Since my last report, there have been no new nominations received. Names submitted in the past to a small committee of previous recipients of this honour are held back for future consideration.

Since the award was first presented in 1968, it has been made to 43 individuals and not awarded in nine years. In some years the award has been made to two people in the same year. A list of previous recipients of this award and the Jack Work Memorial Trophy is available on the 7DPNR website at <http://7divpnr.ca/node/4>

The award is presented annually to the individual or individuals in the PNR 7th Division who has 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. The award is a once-in-a-lifetime presentation and candidates are nominated by their peers.

The nominations need not be complicated documents. Send an email to John Green (greenjohnca@yahoo.ca) or Superintendent John Martin, containing the name of the person being nominated and a few lines of supporting text. A snail mail letter or hand delivery works too.

Call for Nominations: Jack Work Memorial Trophy

By Rene Gourley

The 7th Division is fortunate to count Jack Work among its former members, as he was one of the true pioneers of the hobby. His exacting approach to railway modelling is evidenced in many of the layouts in the province to this day.

The Jack Work Memorial 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. The award may only be received once in a lifetime.

Anyone can nominate one of their peers for this prestigious award. It's easy: simply send an email to Rene Gourley (rene@proto87.org) or Superintendent John Martin to get the ball rolling.

Superintendent's Report

By John Martin

Happy New Year to you, on behalf of the Board of Directors and the membership of the 7th Division.

This year, why not enjoy more of the benefits of your NMRA membership?

Please consider attending the Modellers Meet (RMMBC) on May 3-5. It's an opportunity to learn and see what others are doing right here in BC. We've upgraded the lecture rooms to improve your view and the event includes layout tours, operating sessions, clinics, and a renowned guest speaker. It's a pretty good deal – right here in your own back yard.

Don't put RMMBC off until next year and don't stay home because you think it's designed for more serious modellers – it's intended for you! There is something there for everyone and it might motivate you to finally open that box of stuff that you've been saving for years. Try it – you'll be very welcome. See the latest at:

<http://www.railwaymodellersmeetofbc.ca/>

There is probably a mini-meet taking place this spring near you. Email or phone your subdivision rep (or me) to find out where and when – then drop in and enjoy it. The 7DPNR is even covering the cost in 2019!

Don't forget the Nanaimo (March 10) and the Victoria (May 5) train shows, both worth your time.



LEFT: Jim Guillaume, 7DPNR Secretary and Lori Sebelley discuss business while staffing the 7DPNR table at VTEX. The Kootenay Express 2019 conference was very visibly promoted at the show and the adjacent booth was staffed regularly by members from the Canadian Pacific Historical Ass'n.

Lori is the Kootenay Express event Registrar and also responsible for advertising.

Kootenay Express 2019 is the Pacific Northwest Regional Convention, hosted this year by our neighbours in the 6DPNR (Alberta, Saskatchewan and the Northwest Territories) in Cranbrook on May 29 to

June 2. The Cranbrook History Centre is home to the Canadian Museum of Rail Travel which has improved and expanded since you were last there and access will be free to convention guests for the duration of the convention.

See more at: <https://www.kootenayexpress2019.ca/>

All these activities are yours through your NMRA membership. I urge you to attend RMMBC and at least one other event in 2019.

Railway Modellers' Meet of BC on May 3-5 | Registration Open!

By Marc Simpson, RMMBC Promotions

The long wait is over; registration for the 4th annual Railway Modellers' Meet of British Columbia (RMMBC) is now open! Operating sessions, clinics, layout tours, model displays and more are on the schedule this year. There are also a few new additions to this year's schedule that you won't want to miss. See the website for up-to-date info:

<http://www.railwaymodellersmeetofbc.ca/>

The 2019 RMMBC Keynote Address will be presented by well-known author and layout designer Lance Mindheim. Lance models urban industrial switching railroads and presently has three layouts. The 'main' layout is based on CSX's Downtown Spur in Miami. He writes frequently for the hobby press and is the owner of a custom layout building and design firm. See more at: <https://lancemindheim.com/>. Lots of info here!



LEFT: Lance enjoys model railway photography as part of the hobby. Here is a scene from his HO scale Downtown Spur layout taken with an iPhone 6S Plus. The Cuba Tropical Produce shot is one of many on his Flickr photo pages accessible through his website.

Lance will also be presenting several clinics, so you'll have more opportunities to catch him through the weekend. Don't miss this opportunity to see and hear one of the thought leaders of model railroading today.

Dr. Geoff Bunza will be presenting a hands-on workshop on how to use Arduinos and their applications in model railroading. This workshop will feature a special 'Make and Take with the Masters' showing modellers how to combine small Arduino controllers, LEDs, Servos, and other items to create many different working features for your layout. This hands-on workshop will have very limited spaces available, so register early to ensure your spot. There is an extra charge to cover the cost of the parts you will be using, and you'll need your laptop and a USB drive.

Dr. Bunza is a well-known modeller who has written numerous articles on scale animation and lighting effects in the hobby press. Dr. Bunza primarily models the New York Central, the Great Northern Railway along with Maine narrow gauge in HO_n30. Dr. Bunza received his Doctorate from MIT along with three other degrees in electrical engineering.

This year we'll have a full selection of clinics running in three theatre-style presentation rooms. These facilities promise excellent sight-lines in a comfortable university classroom facility setting. This year's planned clinics include presentations on electronics, 3D printing, modelling techniques, prototype and model railway operations, and much more. Visit the clinics page on the RMMBC website to see the developing variety of clinics on offer at this year's meet.

The ever popular operating sessions are returning for 2019, with sessions on both Friday afternoon and Saturday evening planned for a number of top tier local model railways. **Register early!**

This year the layout tour will visit layouts in the Surrey and Langley areas. The RMMBC website will have more details on the layouts on this year's tour once the details on each layout are available.

The Display Room is a popular part of the meet, not least for its ability to bring us together, put names to faces, and inspire creativity in the hobby. It is meant to be wide open to any of the many ways we like to enjoy this fabulous hobby. You don't need to be a craftsman or even a builder to participate. We welcome all levels of hobby fun. This year bring photos, models (finished or in progress), or a display of unusual tools and techniques - even project research. Basically, if it's part of the hobby, we're interested to see what you are working on.

As in previous years, there will be inexpensive, comfortable on-site accommodations available for RMMBC attendees. Simon Fraser University (SFU) has a wide range of room types available at very reasonable prices. The rooms are a short walk from all the on-site meet activities, so take advantage of this option, both for out-of-town registrants as well as those from the local area who might prefer to stay on-site during the event. As well, the SFU Campus offers a wide range of dining options, so you won't have to venture far from the meet.

Editor's Note:

The latest issue of Model Railroad Planning 2019 has hit the newsstands and your local hobby shop. Back in the September/October 2016 edition of the Bulletin Board we ran an article about saving Brian Pate's HO_n3 Klondike Mines Ry. layout and relocating it to Dawson City, YT, home of the prototype. You probably even saw the story in the Switchlist - the PNR's regional newsletter. The author, Mark Dance, one of our local members and a clinician at this year's RMMBC, also submitted it to the hobby press. On pp. 56-62 of MRP, this re-worked article contains new photos and remains a very inspirational story. Congratulations Mark!

Unless otherwise identified, all photographs in this edition of the Bulletin Board are by J. Stevenson.

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.

For the calendar year, the five publication dates will be December 15 (January/Feb), February 15 (March/Apr), April 15 (May/June), June 15 (July/Aug) and October 15 (Nov/December). Publication means the .pdf file is available for download from the 7DPNR website on or around that date and members will be notified by email. Mail out of the print edition will be reserved for exceptional circumstances.

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.

7th DIVISION EXECUTIVE

SUPERINTENDENT (President)

John Martin 604-594-9719 (Delta)

Email: jamartin@jdmartin.ca

ASSISTANT SUPERINTENDENT (Vice President)

Dan Rowsell 250-384-2972 (Victoria)

Email: drowsell@shaw.ca

SECRETARY

Jim Guillaume 250-550-5106 (Coldstream)

Email: yxshops@hotmail.com

TREASURER

Larry Sebelley 604-858-5717 (Chilliwack)

Email: sebelley@shaw.ca

DIRECTOR AT LARGE

Ken Rutherford 250-724-4698 (Port Alberni)

Email: kj.rutherford@shaw.ca

APPOINTED POSITIONS

MEMBERSHIP COORDINATOR and WEBMASTER

Brian Clogg 604-588-2194 (Surrey)

Email: bcclogg@shaw.ca

BULLETIN BOARD EDITOR

John Stevenson 604-837-4851 (Vancouver)

Email: jstevenson@telus.net

ACHIEVEMENT PROGRAM REGIONAL COORDINATOR

Mike Chandler, MMR 604-526-5078 (New Westminster)

Email: mikado1@telus.net

MEMBER AID COORDINATOR

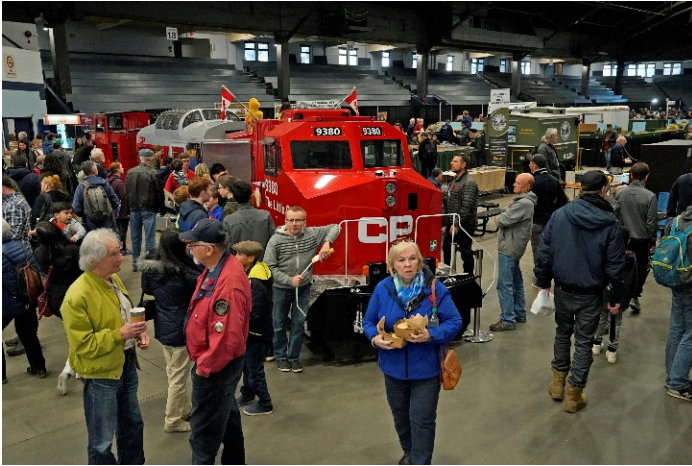
Mike Barone 250-367-6134 (Fruitvale)

Email: fmikebarone@gmail.com

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

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.**

More from VTEX 2018



ABOVE LEFT: Canadian Pacific was on hand with their newest award-winning mini-train, 'The Little General', a 1/4 scale model of a GE AC4400 locomotive, powered by a Kubota tractor which pulls the dome car and a caboose. Stationary for the train show, it was staffed by CP's volunteers and was a big hit throughout the weekend.



ABOVE RIGHT: VIA Rail staffed a booth all weekend and were on hand to discuss fares and products and generally encourage rail travel. My spouse and I travelled The Canadian back in the fall of 2015 and it was a most memorable trip.

BELOW: Manned by two enthusiasts, this small end-to-end switching layout by the British Model Railway of Victoria group was a fine example of modelling possibilities in a small space. James Powell picks the coupler pockets to separate the cars from the locomotive tender. If you're interested in this layout concept, come to the RMMBC this year for Lance Mindheim's clinics.



Vancouver TraiNgang NTRAK Layout



ABOVE LEFT and RIGHT: Scenes from the Vancouver TraiNgang NTRAK modular layout, the winner of this year's 'Popular Choice' layout award; a row of crew bunkhouses and snowsheds undergoing construction and maintenance near the logged slope of the stump farm below the spar tree. Some locomotives were being controlled with a smartphone app. See more about them at: <http://www.vancouvertraingang.ca/>

BELOW: Dan Janelle, the Wiring Coordinator for the club, and one of the newer members of the 32-year-old group led them through the extensive year-long conversion of the layout wiring from DC to DCC using a Digitrax system. Setup and takedown times for the revised travelling layout were reduced significantly and reliability also improved. Dan's professional experience with electrical distribution system's sub-station design helped immeasurably.



Scenes from VTEX's Marketplace



ABOVE LEFT: Marc Simpson (also the RMMBC Promoter) is always on hand with his extensive collection of railway photos. He's in discussion with Mike Barone, the 7DPNR's Bulletin Board 'Mike's Corner' author on the right.



ABOVE RIGHT; Dave Manzer's Book and Railroadiana Sales table is regularly stocked with hard-to-find book titles and other treasures as he is frequently assisting families with estate sales from longtime collectors. Rare titles are common and other finds are frequently tucked under the table. Be sure to take your time. Dave is often supported at the table by Rick Ruegg.

BELOW: Len Thompson of Len's Lens with his partner and able assistant. Some beautiful work in his portfolio.



Warning: Kids at Play



ABOVE: Rapt attention at Gordon Hall's 'Thomas and Friends' control stations.

BELOW LEFT: What better place than Dad's shoulders to view the turnback loop on the Victoria Model Railway Club's HO scale layout with big sweeping prototypical curves to showcase the long inter-modal double-stacks and the Rocky Mountaineer.

BELOW RIGHT: Eye level is always the best vantage point on the Pacific Northwest TT Modellers layout.



Scenes from the Mainland Modular Railway Society's layout



ABOVE: One of the MMRS club members brings his train to a crawl to create a lakeside photo opportunity for the onboard railfans.

BELOW: Lenny's Chat & Chew diner is a time warp slice of the late 1950s. Small town scenes like this bring the layout to life and instantly evoke nostalgic memory.



ABOVE: Attention to land forms and geology as well as the erosive effects of weather inspire the creative modelling work required to create a very believable scene around this mountain rockshed.



Merchant Showcase



ABOVE: Rick McPhee of Monashee Laser Engineering with his wife. Specializing in structure and rolling stock kits, the website <https://monasheelaserengineering.ca/> is up and operational and in active development. Kits are offered in O, S and HO scales, and contain mixed construction media including 3D-printed detail parts. Both CPR and CNR stations are currently available and the product line is expanding.

'Canadian Pacific's Western Depots' by Bohi and Kozma is an excellent resource for CP stations but be forewarned, the cataloguing system in use in the book is the authors' construct and so a CPR No. 5 Standard Station seen below is referenced as a Type 12. It is one of the more prolific buildings seen predominantly in Saskatchewan and Alberta but 13 were built in BC between 1903 and 1912. Only a few remain now, including the local museum at Midway. Great looking kits.





ABOVE: This year, the VTEX event team created a new award. The Top Link Model Railway Association layout was selected as VTEX's 'Modeller's Choice' recipient. Chosen by the judging committee, a group of excellent modellers from the 7DPNR, this layout is always a delight. In the foreground is Nettlewood Parkway Station and one young lad is clearly fascinated by the miniature world. Scenes on the other side of the layout are very detailed.

Based on British standards, the layout track gauge is the same as HO but the rolling stock and locomotives are slightly larger; i.e., British OO scale is 1:76 whereas HO scale is 1:87. The layout uses DCC by Digitrax and Java Model Railroad Interface (JMRI) for layout control by computer with wi-fi throttles on smart phones and tablets.

Want to know more about JMRI? There is a dedicated clinic at the RMMBC this year. Don't miss it.

So...that's it for this year's event. With all that goes on there is always something of interest for show attendees. That's why the gate attendance remains strong. As a membership, let's continue to support the organizing team and this significant public event to enable it to introduce and showcase what so many call the the world's greatest hobby.

I'm signing off till next issue.