



BULLETIN BOARD

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ABOVE: The Railway Modellers Meet of BC provided out-of-town guest Bob McMechan from Cochrane, AB with several Ops Session opportunities. On Saturday evening, Bob ran the Coquihalla wayfreight working lagoon eastbound on Anthony Craig's Kettle Valley Division where the modelling clock is turned back to September 21, 1949.

Photo by J. Stevenson

No doubt about it...the RMMBC was a big success. Jump inside for more from the weekend activities at the SFU campus in early May.

You'll also find coverage of the PNR annual regional convention - Kootenay Express 2019 - hosted this year by the 6DPNR and very ably assisted by volunteers from the 7DPNR. The event venue was situated adjacent to the Cranbrook History Centre in Cranbrook BC, formerly the Canadian Museum of Rail Travel and was an ideal pairing with the modellers meet.

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Editorial Comments

Unusually, this newsletter brings two major model train reports to you; the Railway Modellers Meet of BC on the May 3-5 weekend, and Kootenay Express 2019, the annual regional meet for the Pacific Northwest Region of the NMRA which was held on May 29 - June 2 in Cranbrook BC.

For the regional meet, and luckily with some time on my hands, I decided to drive from Vancouver to Cranbrook along Highway 3A, the Crowsnest Route, to keep travel costs down. It was a long day covering those 835 km, but made so enjoyable by the incredible geography that you pass through en route, and the very light pre-summer traffic. It can be windy and twisty as you snake through sections of the Hope - Princeton highway but most of the road has been superbly upgraded with many passing lanes and excellent pavement. Diverse bio-geographical zones are transited as you cross the Cascade, Monashee and Selkirk Mountains. The many gains and losses of elevation on the eastbound leg remind you constantly of the historic challenges of laying track through and around the many north/south-oriented valleys in the southern reaches of this beautiful province.

And the road route parallels parts of current or former sections of the GN and especially, the CP's southern mainline. Sections include Princeton - Keremeos (GN), Rock Creek - Paulsen Bridge (CP's former Boundary Sub), Yahk - Cranbrook (CP's former Nelson Sub; now Moyie Sub), Cranbrook - Kimberley (CP's former Kimberley Sub). The abandoned sections are now part of an expanding rails-to-trails network for hikers and cyclists.

Room sharing also helped with the budget and so did the opportunity to visit friends in the vicinity after the show was over. So, with all the frugality, I had a little left over for a craftsman kit from one of the vendors.

Both of these events kept your editor very busy. I have good photo coverage of both events and discovered upon my return to Vancouver after the Kootenay Express 2019 convention that a reporter/photographer from the online Model Railroad Hobbyist eZine was present. In Regional News, I'll present the RMMBC organizing committee mini-reports with photos and with some additional coverage on micro modules. And we'll wrap that news section with extensive photo coverage of the Kootenay Express and a link to MRH's Jeff Schultz's online blog.

Hopefully, that'll carry you through the summer and maybe inspire some modelling activity. And as of this issue of the Bulletin Board, there will be no more mailouts; strictly downloads via the 7DPNR website.

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

Victoria Model Railroad Show

By Ted Alexis

Victoria's 29th Railway Show was held on May 5 at West Shore Parks and Recreation Centre in Colwood, just outside Victoria.

Our show attendance of around 1,200 enjoyed the over 18,000 sq. ft. of layouts in all scales, many displays, and both new and used model railroad equipment sales.

The Victoria Model Railway Club's 90 ft. HO scale layout was most spectacular, with many trains running. The Lionel layout was all 'hands-on' with a small layout for children. The local Garden Railway group was at floor height for the younger guests to view head on with lots of bells and whistles. Another big hit was the local Lego's 20 x 20 ft. layout - a crowd pleaser for sure.

I would like to give special thanks to Tom Stephenson from Renton, WA with his wTrak Brio-like layout which provided delightful entertainment for the little folks, and to Robert Turner for his time with the public display on weathering of model railway locomotives and railway cars. Our American friends, Tim Anderson from Ngeeneering and Dave MacMillan from Details N Scale, came this year with their newest electronic sound and lighting displays for all scales.

We had a large N scale layout from CFB Esquimalt and the Victoria OneTrak crews. The E&N Division were on hand with their antique working Speeder and two tables of artifacts from the Canadian Pacific Railway system.

Finally, I would like to thank our dealers for the hourly door prizes, BC Shavers and Hobbies for their annual support and a special shout-out to our volunteers that helped with set-up design and ticket sales.

Donations from the proceeds of the show this year will go to C-Fax's Santa's Anonymous and the Times Colonist Christmas Fund, as well as to travel expenses for the modular groups and special interest displays.

Next year - our 30th year - we may move the show to late September if West Shore (our venue) changes the acceptable uses of the facility. Stay tuned - we are working hard with Juan de Fuca Recreation Centre - however the curlers are very protective of their ice time. We are asking for Sept 27, 2020 if agreed, or May 25 or there about for our second choice if the other fails.

Railway Modellers' Meet of BC on May 3-5

By Marc Simpson, Promotion

The 2019 Railway Modellers Meet was a resounding success. Over 122 people were registered, and the response from attendees in an online survey was overwhelmingly positive. Feedback was that many people thought this was one of the best meets yet.

The clinics were well attended, there were plentiful models, photos and other materials on display. The off-site operating sessions, 3D CAD clinic and Arduino class were fully booked and the addition of vendor displays was very well received by attendees.

Based on feedback from meet attendees we're going to continue to improve the meet experience for everyone.

Among the ideas for 2020 are more hands-on clinics and classes, better sound and visuals for the clinic rooms, and more presentations on new techniques and tools to improve our modelling and overall experience.

The RMMBC organizing committee is also planning on continuing the keynote presentation and the great clinic lineup that has become an important part of the meet program. We'll keep everyone up to date on things as they develop. The committee will be aiming to bring you a compelling program of some of the best our hobby has to offer. We hope to see you at the 2020 RRMBC May 1-3, 2020.

See event photos at: <http://www.railwaymodellersmeetofbc.ca/>

RMMBC Operating Session Report

By Scott Calvert

We were very excited to once again have numerous Greater Vancouver area model railroad layouts available to host prototypical operating sessions as part of this year's **Railway Modellers Meet of BC** which took place on May 3 - 5. All RMMBC paid registrants are entitled to participate in either one or both operating sessions; you just need to sign up in advance through the event registration process.

The sessions were offered on both Friday afternoon and Saturday evening. Nine different layouts were offered with a total of 79 operating slots being available to attendees. The layouts were both N and HO scale and offered a wide variety in size, prototype and operations strategies. As for past events, the demand for this year's sessions was very high and we were unable to accommodate all requests, so I would encourage you to register early for 2020 if you wish to participate in these extremely popular sessions.

These sessions are specifically designed by the host team to adapt to ALL skill levels, from novice to expert, with the objective that everyone enjoys the experience and has FUN. The sessions are a great opportunity to try out the world of model railroad operations without feeling too pressured. The host group works very hard to ensure that guests do not feel overwhelmed or intimidated – so, if you have not participated in these sessions, do consider it for next spring.

On behalf of the RMMBC committee and the participants I would like to extend our collective thanks to the layout host teams. Without the dedication and hard work of the layout owners and their crews, these sessions would not be as successful as they are.

For further information regarding the operating sessions, check out the event website at:

See <http://railwaymodellersmeetofbc.ca/node/1482> where you will find photos of many of the sessions.

***Editor's Note:** The following two pages have a few photos from my experiences at the weekend ops sessions.*



ABOVE: John Green, trainmaster for the Coquihalla Valley Railway confers with guest crew and Brookmere yardmaster Burr Stewart from Seattle, WA about duties on the upper level yard. The CQVR is operated using Time Table and Train Orders with time kept on either a 4:1 or 6:1 fast clock.

All photos by J. Stevenson



ABOVE: Dick Sutcliffe, the Juliet Logger engineman waits in the siding at Portia for superior scheduled first, third and fourth class trains. By the session end, after several more extended delays in other sidings, Dick was finally able to offload his manifest.



ABOVE: Anthony Craig, host crew and station operator for Manning, Odlum and Portia works inside the helix connecting Brookmere Yard with Hope.



ABOVE: Saturday evening host crew and guests gathered for a pre-session group photograph. Anthony Craig's Kettle Valley Division also operates on Time Table and Train Orders. Both hosts of the Ops Sessions that I attended had advance contact with their guests by email and provided pre-reading material in the form of attachments or in the case of Anthony, suggested reading from his webblog.

All photos by J. Stevenson



LEFT: As an Engineman with a pusher assignment on the second trick, my head Engineman and I were kept waiting temporarily while Station Operator David Rees-Thomas (left) from Saturna Island awaited clearance orders from Brian Dobbin, the assigned Dispatcher.

Brian also very ably dispatched at John Green's house the previous day so that RMMBC Ops Session attendees could experience the simulated pressures and problem solving of the prototype railroad.

Editor's Note: Hats off to the hosts and their hard working and supportive/understanding crews!

RMMBC Layout Tours

By John Green

I would like to thank to all the layout owners and their helpers for opening their layouts for visitation on Friday evening. We were blessed to enjoy a nice spring evening for this activity. The guest counts were lower than last year, perhaps due in part to some delays with the service in the dinner gathering that preceded this self-guided layout tour. To be fair to the restaurant it is hard to estimate how many guests will attend a dinner event like this.

This year we had the opportunity to visit five layouts in several scales and gauges in Surrey and Langley. This year the most visited layout recorded 42 guests on a tour window of five hours for some layouts. The average number of guests was 26. Pictures of these layout can be seen on the Railway Modellers Meet of BC website.

See: <http://railwaymodellersmeetofbc.ca/node/3>

The layouts on this tour included John Shortreid's Fraser Valley and Pacific Railway, where members of the Vancouver Garden Railway Society operated steam powered locos and others on G gauge tracks that permit trains of various scales to operate. This outdoor layout can handle electric, battery, and live steam locomotives at a very comfortable height level. The layout is built on numerous wooden posts set in patio concrete support blocks and is covered by an aluminum sheet known as Diebond (foam core sandwiched between two sheets of thin aluminum) for a long lasting layout. Because this layout requires daylight for operations and viewing, this layout had a different visiting window from 6:00 - 8:30 pm.

The following YouTube link from 2015-06-15 debuts this layout:

https://www.youtube.com/watch?v=fxiDI2Ey7wI&index=68&t=0s&list=UU2P5MeGnRM_2ZnHJmiWFfnA



ABOVE: Layout owner Blair Sturgeon (left) receives guests and discusses design ideas and progress over the past three years. The very shallow upper deck and excellent construction and wiring methods were notable.

Photo by J. Stevenson

Gordon Hall had a multi-deck O gauge / O scale layout which included a historic slot car race track from Grand Prix Hobbies. Gordon also opened his layout on Saturday evening – when a few guests showed up.

Blair Sturgeon debuted his 'AT&SF Ratachapie Subdivision' which is constructed in HO scale, occupying three rooms.

This extensive layout is based on the Raton pass area of the Santa Fe Railroad c1960s early '70s and is very loosely set between the stations of Raton, NM and Trinidad, CO, an area that is referred to as 'Raton Pass'. Blair noted that to help with elevation and for fun he included a reverse Tehachapi Loop in the layout, hence the fictitious name of 'Santa Fe - Ratachapie Sub'. Trains are operated using Digitrax DCC with Simplex and Duplex radio!

Mark Horne has constructed a large multi-deck O gauge / O scale layout with all kinds of details, somewhat south geographically, of the majority of layouts on this tour. 'Mark's Addiction' is an ambitious new layout which occupies a 1,200 square foot area in a custom-designed home. This model railroad is set in the mostly 1930 - 1950 era, however some modern motive power and rolling stock occasionally slip in. Trains which appear on this layout are from the New England states, the Pacific Northwest and Canada. This layout has been constructed over the past few years. This is an ongoing project that truly makes optimum use of the owner's hobby time.

Brian Clogg has been working on his prototype-based British Columbia Railway Squamish Subdivision for over 30 years. This layout is a depiction of the British Columbia Railway Squamish Sub as it was in 1982.



ABOVE: 7DPNR Secretary Jim Guillaume and layout tour host Brian Clogg relax during a quieter moment on the Friday evening tour. Although much of the scenery has yet to be completed, the Cheakamus Canyon area behind Brian is stunning. Brian has been a longtime member of the VanRail Ops Sessions as well and they can operate 11-12 trains per session. His passion is the operations side of the hobby and he regularly hosts monthly sessions.

More details about Brian's layout (and a webpage link) can be found on the following page.

Photo by J. Stevenson

Over the last eight years, the latest revision is to change from freelancing to modelling the Squamish Sub. There is interchange with Canadian National at Lynn Creek yard in North Vancouver. The north end of the railway is not modelled but would be all trackage beyond Lillooet. The mainline is 450 feet long, with total track in excess of 1,300 feet. This model railway is designed for operations and operating sessions are held regularly.

For a detailed visual orientation to this layout, see an interview with Brian and walking tour conducted by videographer Mark Dance on YouTube and posted 2015-11-08.

See <https://www.youtube.com/watch?v=JbaYdNzwtDA>

Additional photos can be seen on Brian's website at: <http://www.cwrailway.ca/>

Editor's Note: *On the home page of the website above and under the Cariboo tab, you can find all back issues of The Cariboo, the publication of The British Columbia Railway Historical & Technical Society. By c2000, this group had morphed into the PGE/BCR SIG Society. The journal is no longer published and these scans are posted with permission. This was an active railway preservation and modelling group dating from 1990 - 2009 with contributions from many local participants. In addition, you'll find an all-time Index to The Cariboo.*

Modellers Rooms for Display, Contest or Evaluation

By Rob Kirkham

We had two large sunlit rooms for the displays this year, allowing room for a lot of models without crowding. I never count them up, but I think it was about the same sort of numbers as last year. More to the point, there was some very interesting original work this year, notably the lake and barge display by Mike Pagano and a neat N scale micro layout by Brian Rudko. Together they brought another level of action to the display room.

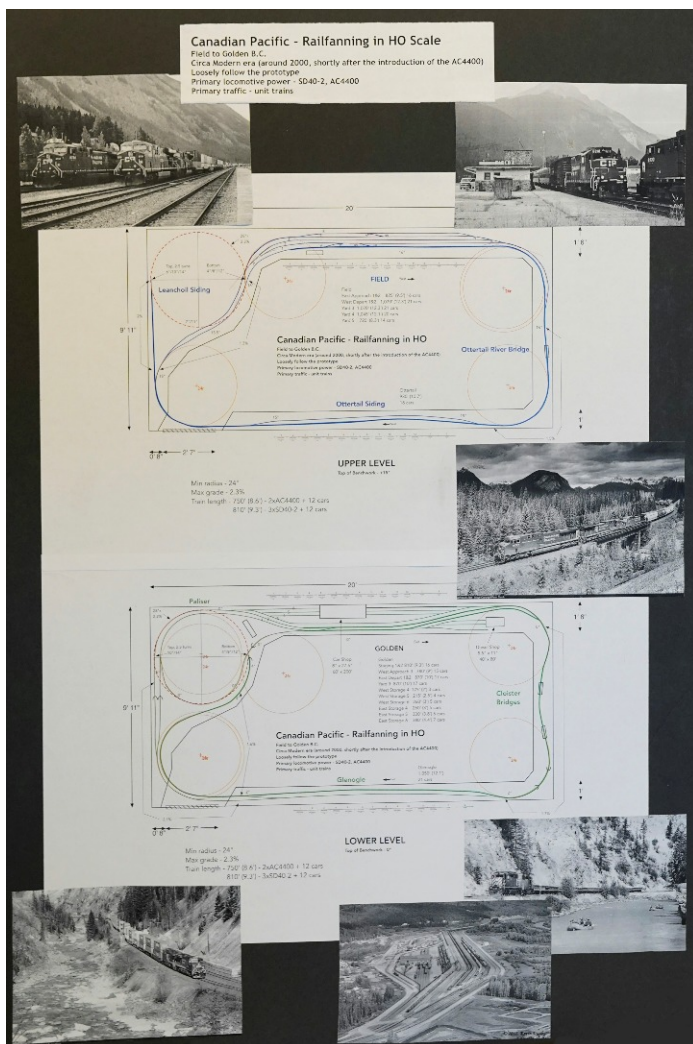
The Meet-the-Modeller event had a few minor issues – start time and sound/camera being the things we intend to focus on for next year. But we liked the opportunity for modellers to sit back and enjoy the view on the big screen. I was really impressed by how well the modellers' efforts stood up when magnified many times larger than real life. It is a credit to the participants, and we had a really interesting variety to enjoy.



LEFT: Brian Rudko enjoys Rob Kirkham's in-progress model of the Canadian Pacific Princess Joan steamship which Rob first showed at the Craftsman's Corner table at VTEX last November. Several 3d-printed detail parts including lifeboats were noted.

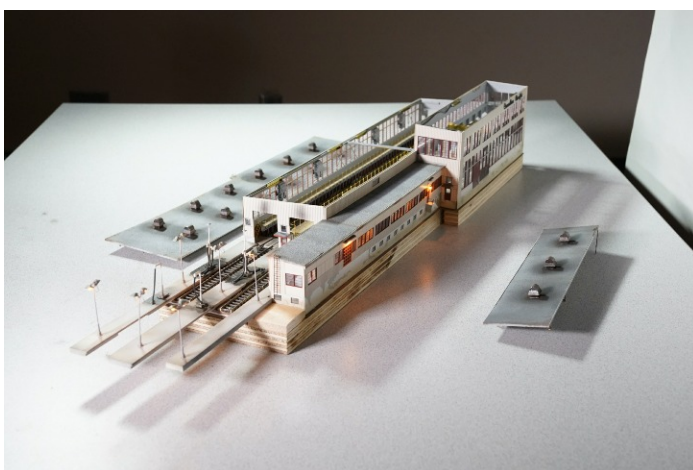
Photo by J. Stevenson

Editor's Note: *the following pages showcase additional content from the Display Rooms; layout inspiration and planning, construction methods, freight car detailing and more - much to enjoy.*



LEFT: Not everything in the Display Room was about modelling. John Geddes had a very descriptive poster board presentation for his future multi-deck layout. The described objectives included railfanning, single person operations, mountainous scenery, minimal structures, and all within a single car garage space while including room for the vehicle's hood beneath the layout helix joining the upper and lower levels. He further listed his approach to the design with technical details and some of the inherent compromises and challenges.

BELOW: Logging equipment in O scale from David Morgan modelling logging shows in the first half of the 20thC near Stave Lake and Alouette Lake situated north of Mission BC.



ABOVE: Mark Dance's compressed but faithful N scale model of the CPR's Diesel Shop in Nelson BC for his home layout. Mark presented a clinic on this 12-month undertaking involving four months of CAD work, careful planning to achieve the printed window mullions on acetate, use of laser cutting for track pedestals, handrails, and ladders... and many additional details including lighting.



ABOVE: Kyle Gardiner presented this branchline freight shed in HO scale.

All Photos by J. Stevenson



ABOVE: Mark Dance placing the removable rooftops after giving his fascinating how-to-build clinic of CPR's Nelson Diesel Shop at RMMBC. After the event, many of the clinic overheads were put up on the RMMBC website. Event participants had access to the password-protected content and this year-long project was captured in a very thoroughly detailed 193-slide PowerPoint presentation. As a modeller, I always appreciate the willingness of the clinician to reveal the highlights and difficulties with the design and build approaches undertaken and this clinic did not disappoint. Well done!

N scale continues to grow. One of the big appeals is the amount of modelling, trackwork, scenery, layout etc. that can be squeezed into what for many modellers is limited hobby space. Locally, Brian Rudko has been a big proponent of micro layouts with switching activity. Over the years Brian has often had his layouts at the public model railroading show and they have always been crowd favourites.



He presented a clinic on the design and construction of the Black Bear Mtn RR that was featured in the September/October issue of the Narrow Gauge and Shortline Gazette. It is in On30 scale with a working dump tram car. The micro layout format was inspired by Carl Arendt and more of his work can be seen at <http://www.carendt.com/>.

LEFT: This year Brian's urban switching layout in the Display Room captured many an interested viewer's attention.

Many modellers develop a fascination with rail-marine barge operations. At this year's RMMBC, several modellers tackled this subject. Because Mark Dance models several of British Columbia's CP southern mainline subdivisions, he too had a need to capture train barge service, especially on the Kaslo and Slocan Subdivisions. He presented a clinic on the history and modelling challenges in N scale.

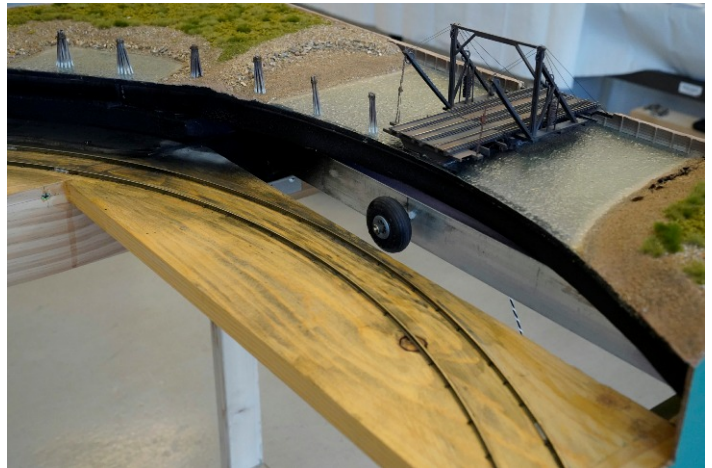
And as Rob Kirkham noted earlier, one of the highlights of the modellers display room was Mike Pagano's N scale Rail-Marine Interface Mechanism. Mike also presented clinics; the first, an introduction to marine vessel modelling and the second on the design and construction of a simulated lake barge operation, which will be highlighted here.

Mike is a Contributing Editor to N Scale Railroading magazine. His idea of operationalizing the barge movement with a 'lazy susan' style rotating plywood platter is the subject of a six-part series in the magazine, beginning with the Nov/December issue of 2017 and continuing through Sept/October 2018. The nuts and bolts part of the build are in the first two issues; concept, design and benchwork followed by turntable design and execution. The third part covers module legs and scenery prep; fourth and fifth parts are dedicated to creating textured water and some scenery detail and the final part is the installation of the barge, apron and details. The articles are very well written and supported with excellent photos. So what does it look like?



ABOVE: Mike demonstrates the shuttle mechanism to Robert Turner, local transportation historian and curator emeritus at the Royal BC Museum in Victoria. Bob was at RMMBC with his D&RGW K-27 Class brass locomotive and to receive an award for lifetime modelling achievement.

As the module was broken down for transportation at the end of the meet, the details and durable build quality necessary for trailering and repeat setup/breakdown become evident. Also note the removable legs and excellent barge slip, water and piling details.



ABOVE LEFT and ABOVE: Four O scale spring-mounted 4-wheel trucks attached to the base of the turntable and supporting its weight ride on the recessed handlaid rail. (Zoom in on the turntable in the left background to see one of the suspended trucks). To align the turntable barge tracks vertically with the apron tracks, the rubber tired wheel on a height-adjustable aluminum frame rolls into a recess on a bolt latch attached to the turntable base immediately below where the barge rests.



LEFT: CP S-2 7091 switcher loading freight cars on the barge with a flatcar as idler car per the prototype.

7DPNR Annual Awards Recognition



LEFT: A very deserving Tom Lundgren accepts the Ross Heriot Golden Spike Award from John Green.

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

Tom Lundgren was one of a group of 12 individuals who stepped forward in early 2013 to refill the organizational vacancy following 30 years of the annual TRAINS show and meet held at the Cameron Recreation Centre in Burnaby. A year later, the group took the decision to embark on the challenging adventure to bring the show to a long-awaited venue - the Forum building of the PNE grounds - providing a much larger space and more accessible parking. In another few years, following the creation of Vancouver Train Expo, Tom was leading the group - a huge and demanding task - which consumed a great deal of his time over several years.

This effort also included a personal financial commitment. The liability involved with the new show site was significant and at the request of the 7DPNR BoD a separate not-for-profit group was established with Tom leading the effort to make these arrangements.



LEFT: A delighted Robert Turner accepts the Jack Work Memorial Trophy from RMMBC Chair Rene Gourley.

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

Superintendent's Note: Rene Gourley has very ably administered the Jack Work Award for the past 14 years. Jim Little, our newest MMR, has generously agreed to take over the job, allowing Rene to devote even more time to chairmanship of the annual Modellers Meet. Jim brings impressive credentials to his new position and will continue to use a collaborative approach to selecting worthy candidates for the award. Our sincere thanks to Rene for all his work on behalf of the Division and to Jim for taking on the task.

Superintendent's Report

By John Martin

Second and Final Call for Nominations

We are seeking nominees for **7DPNR Superintendent** and **Assistant Superintendent** - to serve a two-year term in 2020 and 2021. (Job descriptions are available upon request to the Returning Officer.)

An election will take place by email and regular mail, after candidates are identified. Nominations are encouraged. Our sincere thanks to Dan Rowsell (Asst Supt) who has served four years on the Board and is stepping down. Supt John Martin will gladly yield to a replacement. As always, volunteers are needed to keep the wheels of the 7DPNR turning. Please submit your own name or your nomination(s) to Ken Rutherford, Returning Officer, at:

kj.rutherford@shaw.ca

or by regular mail to: 3560 Frank St. Port Alberni BC, V9Y 8A1. (**Try to do it by August 15 – closing date is August 31, 2019.**)

Annual General Meeting

The 7DPNR AGM will be held in Vancouver at 7:30 pm on Saturday, Nov 9th, 2019 in The Atrium Inn, (2889 East Hastings St.) during the VTEX 2019 train show (at the PNE Forum). All NMRA members are invited – that's you!

Superintendent's Comments

It's been a busy few months – the Modellers Meet, Nanaimo and Victoria shows, and the Regional Convention. The organizers and volunteers deserve a big vote of thanks. Work is well underway on Vancouver Train Expo and more 'local area mini-meets'. Do you even know your local area rep? (See 7divpnr.ca 'About us' page). Offers to help are greatly appreciated.

I hope you'll have a good Summer and find some time to enjoy your hobby too. Please, drop me an email if you've got any suggestions or comments about anything NMRA related. I'd like to hear from you. On a final note, we've received the following from Jeff Shultz of the PNR. Please let me know if you are remotely interested - and tell your friends.

Birmingham, England – 2022 Convention

Your Pacific Northwest Region (PNR) Board would like to know if YOU are interested in attending the 2022 NMRA International Convention (August 14 - 21, 2022) in Birmingham, England as part of a tour organized by the PNR. Departures would likely be from SeaTac airport and there would probably be optional pre- or post-convention bus tours. Please send an email to jamartin@jdmartin.ca within the next couple of weeks if you think you might attend. No firm commitment necessary at this stage. In the interests of 'keeping this in the family', are any of the members of the PNR (or family) travel agents who would be willing to set this up?

(Negative replies not necessary - thanks.)

Remembrances

JOSEPH DOUGLAS SMUIN

October 28, 1948 - April 29, 2019

Kindly submitted by Joe's family

It is with heavy hearts that we announce the passing of Joseph (Joe) Smuin in Penticton on April 29, 2019 after a brief battle with cancer.



LEFT: Joe presenting a clinic on locomotives observed on the Kettle Valley Railway at the 2008 TRAINS show. Joe first authored CP's Kettle Valley Railway, a 1997 BRMNA publication with Joe's emphasis on historical rather than technical detail. He focused on the physical and operational history.

By the time we were treated to the clinic above, Joe had also completed his KVR Mileboards Historical Field Guide.

Both of these books are must reads. Thanks from all of us for the dedication and foresight that you demonstrated.

Joe was born and raised in Penticton and began his railway career in Penticton's Canadian Pacific Railway's roundhouse. He also spent some time in the CPR yard in Kamloops before taking his Carmen apprenticeship with BC Rail in Squamish, from 1976 to 1980. Joe married in December of 1980. Upon completion of his apprenticeship, Joe spent his remaining railway career in the BC Rail yard in North Vancouver. In August of 1987, Joe welcomed his daughter into the world, and the family settled in the Coquitlam area. In 2004, Joe retired and moved to Chilliwack in 2010 with his wife. They finally returned home to the Okanagan in the summer of 2017 to be near to their daughter and grandchildren.

Despite being widely known as a Kettle Valley Railway historian and author, Joe was always, first and foremost, a family man and will always be lovingly remembered by his family as the passionate man who loved deeply, laughed freely, joked often, went above and beyond for everyone, and who was always there for others, no matter what.

His light and presence was as large as it was treasured, and he will be dearly, dearly missed by all.

Joe was preceded by his parents Lorenzo Smuin and Dorothy Smuin (Sorge), and brothers Ren Lynn and Gerald. He is survived by his wife Sonia, daughter Robyn (David) and six grandchildren, his sister Maureen, brother Ron (Barb), brother Lyle (Sharon), as well as a large extended family.

An informal gathering with light refreshments for family and friends was held on June 15, 2019 at the Penticton Seniors Drop-in Centre in Penticton.

WILLIAM 'BILL' VAN BERGEN
February 18, 1936 – April 10, 2019

Kindly submitted by Bill's family

It is with heavy hearts we announce we lost our dad, grandpa and great grandpa on April 10. He fought his cancer with dignity and grace, never complaining of the card he was dealt.



Bill was born Feb 18, 1936 in Burnaby. When he was three, the family moved to Merritt and a few years later to their final home in Port Alberni. It is there that he met and married the love of his life, Gloria, whom he was married to for 50 years before she passed away in 2009.

After finishing school he started working at the sawmill in Port Alberni and then moved on to working as a mechanic in MacMillan Bloedel's Franklin River shop. He transferred to the Port Hardy division for five years starting as the shop foreman and then the maintenance supervisor. In 1974, he transferred to Menzies Bay as the division's maintenance supervisor where he retired after 36 years of service with the company.

He was a loving father to his son, Tony (Rita), grandpa to Jessica and Rebecca (Matthew Welsh) and GG to Amelia and Annabelle. His family was very important to him, he loved them dearly and they will miss him.

He was one of the founding members of the North Island Model Railroaders and cherished the friendships he made through the hobby. Many enjoyable trips were made to model railroad functions and railfanning along the tracks. He also enjoyed riding motorcycles for many years and was a huge fan of motorcycles, cars and hydroplane boat racing.

The family would like to thank the awesome staff at Yucalta Lodge Hospice. They are the best!

A Celebration of Life was held for Bill on April 27 at Sutton's Campbell River Funeral Home in Campbell River.

Former 7DPNR Superintendent Russ Watson adds: "Bill was a longtime member of the 7D, although I don't know if he maintained his membership in the latter years. Bill was a regular at the Victoria, Nanaimo, TRAINS and more recently VTEX, along with the North Island Model Railroaders' layout. I expect his face was very familiar to a large number of 7D members, especially old guys like me. I always enjoyed my chats with Bill, one of the good guys for sure."

Kootenay Express 2019

Many of the readers will be aware that the 6DPNR was responsible for hosting the PNR convention this year which rotates annually from division to division, with the 7DPNR last hosting in 2016 at Selkirk Express. Among the many tasks undertaken for this event, the organizing committee recognized the difficulties and expenses associated with travel for our American neighbours. Because the committee included 7DPNR members, Cranbrook BC with its History Centre and its focus on railway passenger car preservation was selected as the host city.

I don't have any sub-committee reports from the convention to share with you so my coverage will be mostly photographic. In my Editorial Comments I mentioned Jeff Schultz's weblog. Jeff did a remarkable job posting content to the web daily.

See his event report at: <https://model-railroad-hobbyist.com/node/36715>

His content begins with the hotel environment, then moves to the History Centre where he includes many excellent well-captioned shots of the passenger car interiors. He takes us through several official cars as well as a few from the 1929 Trans-Canada Limited. You can read more about the 7-car set at the museum by ordering 'CP's Trans-Canada Limited (1919 - 1930)' by Garry Anderson, the former curator of the Canadian Museum of Rail Travel. Published in 1990, copies can be obtained through the History Centre.

Continuing, Jeff takes us through the more of the museum, including the Royal Alexandra Hall. He follows with the model railroad display in the basement of the former CPR Freight Shed, highlights of clinics and the Sullivan Mine and Powerhouse prototype tour by bus to neighbouring Kimberley, BC. The mine, now decommissioned by Teck Resources Ltd, was the source of most of the lead and zinc that was smelted by Teck's predecessor, the Consolidated Mining and Smelting Company of Canada (Cominco) in Trail BC.

The next segment is from the Contest and Evaluation Room at the hotel and the model railway public show that was open for the weekend in Cranbrook's Curling Rink, the first public show held in a long time. He wraps up his blog with coverage of the banquet. Now, here's my coverage.



ABOVE: Approaching the model railroad display room in the basement of the former CPR Freight Shed.

Photos by J. Stevenson



ABOVE: Museum volunteers (L to R): Lee Searle, Hardy Dittmar, Peter Siegenthaler and Terry Clark standing behind the Kootenay Landing diorama. They were also involved with layout tours and several have apparently joined the NMRA through the RailPass process. Welcome!



ABOVE: HO scale Kootenay Landing module and diorama with the SS Moyie in the foreground. Also note the O scale display in the background across the aisle. The other HO scale scenes include Moyie Lake, the Cranbrook yard and roundhouse and a partial view of the Bull River dam with its log flume and sawmill. Very impressive!

Self-guided layout tours were scheduled for both Thursday and Friday, but I was only able take in those that were within the immediate vicinity of the host hotel.



ABOVE: Peter Siegenthaler's Brookville Sub uses a loop-to-loop plan with the second loop as staging. The marine area has a car barge and elevated ore dump for switching work.



ABOVE: The enginehouse is kept busy servicing steam and first generation diesels like CP FP7A 4028 with winterization hatch.

While all of the layouts on the tour were in various stages of completion, especially with respect to finishing details, the Canadian Pacific by Terry Clark was the newest, bare of all scenery apart from a few landform experiments. Terry has completed benchwork, track laying and wiring, had running trains and was using casual ops sessions to test the layout design.



ABOVE: The future logging area and site of a grain elevator. CP FA2 4050 pulls a short freight as it works its way around the layout. Benchwork and wiring were neatly done and Terry has a walking aisle around most of the layout as well so that both operations and maintenance can be accomplished easily.



ABOVE: Guests admire the layout. The block diagram and control panel is on a castored cart and can be moved freely for access.

The third layout is really two separate ones. Bob Whetham, also a director with the Cranbrook History Centre, initially built a layout with his daughter; the CP Kootenay Central. She has grown and moved from the family home so his current efforts are focused on the Pacasmayo Railroad in Peru. In the early 1950s, Bob's father travelled to South America with work and the family accompanied him. Over the years, childhood memories and a traveller's wanderlust drew him back many times to photograph the disappearing network of narrow gauge railways in many countries. He authored 'In Search of the Narrow Gauge' to share those experiences.



ABOVE: Mike, guest operator, kept the switcher running over the multi-deck layout set in the barren high elevation plateaus of Peru while our host discussed design ideas.



ABOVE: Aerial bucket tramway and ore loading facility on the layout. These tramways could transit long distances; one in Argentina operational from 1906 - 1927 ran 35 km.



ABOVE: Bob Whetham with the Pacasmayo Railroad layout on the left and the CP Kootenay Central on his right.

The Sullivan Mine Prototype Tour was an exceptional experience thanks to docent and former miner Bill Roberts. His book 'The Best Miners in the World' is must-read account of the mine, but especially for the 20+ miner's stories that make up the bulk of the writing. Also see Jeff Schultz's blog for many additional photos.



ABOVE LEFT: Bill Roberts operating a pneumatic jackleg drill.



ABOVE: The powerhouse is dominated by a stream-powered pelton wheel driven compressor that delivered fresh air to the underground mine drifts. Connecting the driven end to the compressor is 100-plus-year-old hemp rope.

So...let's take a look at the Contest Room. There was much to see and once again, Jeff Schultz's blog is the source of excellent coverage. Here are some highlights.



ABOVE: Roger Walker's Thompson River Canyon at CP Tank Hill just east of Lytton, BC set in early autumn. The bridge with all its details, highway barricades, trees and 1,100+ sage plants were all scratchbuilt. This diorama won first place in the Display category and was also the People's Choice winner. Roger, a MMR, provided excellent supporting documentation describing construction methods for each of the unique components, detailing, conformity with the prototype, and finish and lettering.

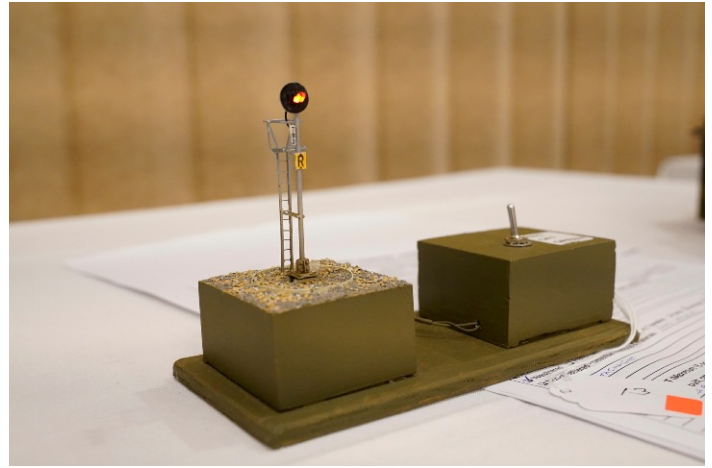


LEFT: Tracy Stutler's Mary Lee Mine building won third place in Structures modelled after one of the buildings at the coal preparation plant in Preston County, WV. He also showed several other buildings from his 1940s era West Virginia Northern Railroad including a water tank and small station.

The Kootenay Express clinics were wide-ranging and there was something for everyone just as PNR president Kurt Laidlaw promised. These modelling events always create competing interest conflicts and thankfully several clinics were repeated throughout the weekend, including Roger Walker's 'Scratchbuilding a CPR Signal' which was very informative.



ABOVE: Roger introduces himself prior to delivering his clinic in one of the comfortable presentation rooms at the Prestige Hotel. His overhead materials were excellent and we were all encouraged to see the work in the contest room. The clinic focused on the construction of simple jigs and his building methods.



ABOVE: The first signalhead built has been display-mounted with operational red/green lamps. Roger has refined the manufacturing process somewhat and installed more signalheads on his layout. The one above, featured in the clinic and accompanied by supporting documentation won the Structures category in the Contest Room.

You'll recall from the last Bulletin Board that Rob Kirkham was organizing a Down-n-Dirty prototype event for the Kootenay Express. With the permission of the History Centre's staff and chaperoned by them, this was an opportunity to photograph and measure the rolling stock in the yard. Two one-hour sessions loosely morphed into one for some participants and several cars, including a few from the 1936 Chinook, were carefully assessed and notes taken. These cars were often in sets; a mail-express, a baggage-buffet-coach and three passenger cars. The Chinook ran from 1936 - 1960 covering the 195 miles between Edmonton and Calgary in 2-1/2 hours with two similar trains between Montreal and Quebec City and Toronto and Detroit. Built by National Steel Car of Hamilton to CPR designs, they were Canada's first lightweight cars.



LEFT: After the previous day's events and while others imbibed single-malt scotch in the evenings, Rob busied himself creating a makeshift contour gauge from cardboard and chopsticks to capture the profile of the passenger car trims. He was champing at the bit.

It is Rob's intention to eventually coordinate the data sharing and photographs from the event.



ABOVE: CP 2104 on the left with the recently finished Phase 1 of the Cranbrook History Centre three-track train shed in the background now sheltering nine of the most historically-important cars. Phase 2 will include an extension over two tracks.



ABOVE: Interior of 2104 with 10-seat leather men's lounge chairs in foreground. Unlike the open floorplan above, original CP folio drawings show the men's lounge enclosed for smoking. The coach area has fabric-covered chairs by Heywood-Wakefield, one of the prominent interior furnishing fitters of the day.

For about a dozen modellers, the Modelling with the Masters four-hour clinic gave attendees a chance to build a laser-cut kit supervised and coached by Fred Heaton and Jack Hamilton, both MMRs. The track-side bunkhouse was available in both HO and N scale. Below, Rupert James applies details to his HO scale shed.



Finally, to wrap it up, here's some coverage of the public train show at the Cranbrook Curling Club. Modular layouts from the following groups were in attendance; Bow Valley Model Rwy Calgary, Coldstream Private Rwy, LaBaJa Model Rwy Group Edmonton, Mt. Rainier N Scale, NOMRA Vernon (North Okanagan Model Rwy Ass'n), NAGRS (Northern Alberta Garden Railroaders Society) and NALUG (Northern Alberta Lego User Group).



ABOVE: Cranbrook residents enjoyed the weekend of model train exhibitions. Here, the LaBaJa group's fully operational container crane section is discussed. This layout has so many operational/animated sections to it including very sophisticated train signal systems per the prototype. During the weekend clinics, Kevin Rudko of the group above, with real-world experience with both CP and CN, described how to implement signalling to an existing layout.

In another area, miniature buses and trucks track the magnetic field of a buried conductor in the roadway creating the appearance of fully autonomous vehicular traffic.



ABOVE: Doug Campbell of NOMRA builds a train. Over the weekend, many 60+ car length unit trains were run.



ABOVE: The Mt. Rainier N Scale group were on hand with some beautifully detailed scenes of logging operations and the Camp Deception 352nd Military Railway Supply Battalion, a fictitious assembly area. Al Turnbull (in the background) reported that they have been invited to VTEX this fall.

LEFT: Mom's and tots having fun too. Well done, very well done 6DPNR organizing committee!

OKAY, that's a wrap. Have a great summer everyone. And one last thanks to Jeff Schultz for his blog.

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!

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