



BULLETIN BOARD

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

Volume 34, Issue 5

November/December 2020



ABOVE: An elderly railfan waits at Parksville station to see the Malahat stop for passengers on the way to Victoria. The scene is on Steve Stark's E&N layout, described starting page 5.

Photo by Steve Stark

IN THIS ISSUE

From the Editor's Desk..... 2
Superintendent's Message..... 2
COVID-19 Event Cancellations..... 3
7th Division Annual General Meeting..... 4
Have You Tried the Exchange?..... 4

The E&N - Nanoose Bay Division..... 5
Railfanning the Kicking Horse Canyon..... 8
The Modeller's Bookshelf..... 10
Notices and Contacts..... 11

From the Editor's Desk

In addition to the normal assortment of Division news items, we have three articles in this issue.

In the first Steve Stark provides an excellent description of the latest incarnation of his Esquimalt and Nanaimo layout. You may have had a chance to see the last version in his old Vancouver house while on a Trains layout tour or operating session. The new version, now located in Nanoose Bay, looks even better.

The second is a description of a recent railfanning / information gathering trip to Kicking Horse canyon. While the weather prevented us from getting many photos to accompany this article, I hope that you will find this of interest.

The third is a book review of the latest volume of a very interesting series of historical CPR photo collections by Doug Mayer. I'm hoping we will be able to publish more book reviews in future Bulletin Boards.

You may have noticed that the Bulletin Board is still running somewhat smaller than before COVID-19 struck. Without events to report on we need articles and other input from you, the reader.

- Do you have a modelling project you are proud of, or a modelling technique you could share with others?
- Have you gathered some prototype information that may interest others, or been on an interesting railfanning trip lately?
- Would you like to show others your layout or maybe your buddy's layout?

All of these things can make excellent articles. How about sharing with your fellow modellers? Don't worry about producing something beautiful or elaborate. I can help you make your writing, or even just your notes, into something that will work in the Bulletin Board. Give it a try.

Finally, this is the fourth Bulletin Board I have put together and I have yet to receive even one comment from readers like you. Please let me know how I'm doing, what I can improve, or what you would like to see. Send me an email at r.england@computer.org.

Enjoy the issue!

Superintendent's Message

By John Martin, 7th Division Superintendent

Web Site News

Did you know we have a "Members Layouts" page on our web site – where 7th division members can post photos and information about their model railways? These pages are potentially of great interest to our readers and we'd like to encourage you to send Brian Clogg (our webmaster) an email if you are willing to add your layout to the collection. He'll help with the setup and details.

The Members Layouts can be seen at <http://7divpnr.ca/node/58>.

Brian's email is bcclogg@shaw.ca.

New Faces

Jarett Dumas has very kindly offered to take over as the Area Representative for a region that is bigger than many medium-size countries. His responsibilities include 100 Mile House to Prince George, Bulkley Valley to Prince Rupert, and North of Prince George to the Yukon. He plans to continue Russ Watson's legacy by organizing local area mini-meets or similar events once the health scare retreats. Meanwhile, we hope you'll welcome him in his new job and give him your assistance and support.

2021 PNR Convention

It looks as if the 2021 PNR Convention will almost certainly be “virtual”, for reasons we all understand. The organizers in Boise, Idaho, have decided to forge ahead and they are working on plans for a convention that will appeal to everyone. The opportunity to socialize with new and old friends will be sorely missed but, on the positive side, you’ll get a good portion of the convention experience without having to drive all the way to Boise and without having to pay for a hotel room. That’s the kind of bargain model railroaders love.

2024 PNR Convention – Here in BC

The 7th Division will be hosting the annual Pacific Northwest Regional Convention in 2024. That seems a long way off – but initial planning needs to begin already. A Convention Chair will be chosen and announced at our AGM on Nov 12th.

An event of this size requires a lot of organization and many people will be approached to help with the various tasks and committees. Please pitch in and “volunteer” when you get a call. With enough support, we can stage a convention worthy of our Division.

Season's Greetings???

This has been an incredible year, and we are thankful that no one within our group has reported problems with the coronavirus. Given our average age, that’s quite a tribute to your care and caution.

It’s only the end of October as I’m writing this, and it seems ridiculously early to be mentioning Christmas, however there won’t be another Bulletin Board until January 2021. Accordingly, on behalf of the Board of Directors and everyone in the 7th Division I’d like to wish you and your family a very Merry Christmas and a Happy New Year. Enjoy!

May I also express my sincere thanks to everyone who helps keep the Division’s administrative “train” running smoothly down the track – it really wouldn’t happen without you.

Changes to Events Due to COVID-19

The COVID-19 pandemic continues to wreak havoc on railway modelling conventions, meets and mini-meets. The following table summarizes what we know about the status of events relevant to the 7th Division.

Event	Original Date	Current Plans
VTEX	Nov 9-10, 2020	Cancelled for this year.
SUPERTRAIN 2021 (Calgary)	Spring 2021	Cancelled for the coming year.
Railway Modellers Meet of BC (RMMBC)	May 2021	To be determined - may be a live meet or may be virtual.

Discouraging news, but most events are expected to return once COVID-19 is dealt with. Keep your fingers crossed.

Notice of Annual General Meeting

The Annual General Meeting (AGM) of the 7th Division will be held on 12 November 2020 at 7 PM using “Zoom” video conferencing. The meeting originally scheduled for 14 November has been cancelled.

Please see details of how to participate below.

It is easy to participate by telephone, if you don't have a computer.

The meeting is open to every member of the 7th Division, PNR, NMRA in good standing.

We hope you'll join us.

Annual General Meeting Includes Two Virtual Clinics

As a valued member of the National Model Railroad Association, we want you to know about our upcoming Annual General Meeting (AGM). This meeting is required by the BC Societies Act, which is the governance framework for all not-for-profit societies in British Columbia. Our meeting this year will be held virtually on November 12, 2020, with formal commencement at 7:00 PM PST.

Your executive is inviting you to our first ever "Non-Meeting" Annual General Meeting. This year, as a special incentive to attend, our AGM includes two new virtually presented clinics from two 7th Division members: Rene Gourley and Victor Gilbert. Come and see what these gentlemen have to tell us. You won't be disappointed!

Mark your calendar for Thursday Evening, November 12, 2020 @ 7 PM

A few minutes before the start of the meeting click the link below which will take you to a page on the Division website containing annual reports (should you be interested) and a link that will take you into the Zoom meeting.

[2020 AGM Report and Zoom Link](#)

See you there!

Have You Tried The Exchange?

The 7th Division Exchange has now been live for two months. It is a new web-based tool that provides a place for 7th Division members to:

- get in touch with your friends in the 7th Division,
- exchange prototype information and modelling ideas, and
- buy/sell/trade new or used model railroading gear of any sort.

This is not a public group. Membership is restricted to NMRA members and everyone in the 7th Division is encouraged to participate. It's a great way to stay in touch with your friends in the 7th Division and to show us what you've been doing. We hope it will engage and motivate you and your fellow modellers too.

It is also totally free.

If you haven't joined up with The Exchange yet now is the time to do it. Check out the article on page 8 of the [September/October Bulletin Board](#) for more details.

This is a great way get more out of your 7th Division membership. Give it a try!

Update on the Esquimalt & Nanaimo Railway – Nanoose Bay Division



Text and photos by Steve Stark

The development of layouts is sometimes similar to the old axe adage – the handle and the blade have each been replaced several times, but it is the same axe. This holds true for my layout. Over the years my N Scale model of the E & N has expanded and improved (with mistakes and experience) and backdated from 1982 to 1969 (with some Rule 1 [it's my railway] anomalies). Old sections have been discarded and replaced with new ones. I retained the Malahat tunnel section of scenery from my 1975-83 (real time) layout along with a section of hand-laid code 55 track.

My two level layout in Nanoose Bay occupies a smaller floor plan than the old one in Vancouver (32' X 21' v. 36' X 32'), but has a longer mainline and branch line run (approx. 320' [97.6m]) as well as extensive yard trackage and an adjoining US Civil War layout above Wellcox Yard. Most of the present lower level, except Wellcox yard came from Vancouver. Code 55 Peco and Micro Engineering track is used throughout, except a short section of code 40 track at Royston used for Canadian Collieries (D) Railway. The minimum radius remains at 24". Track laying is complete, except for that in Port Alberni. The separation between upper and lower levels is 16" (41.6mm). All lights including under the upper level are LEDs.

Thanks to Mike Chandler, in return for backdrop painting on his Western Midland, the E & N Baldwin motive power used on the Island is represented. Mike kitbashed all 13 DRS4-4-1000s (8000-8012) and 3 DS4-4-1000 (7073-7075) from Trueline Trains (Atlas) RS-10s and RS-18s and Bachmann S-4s and Atlas parts, then scratch built the hand rails and other parts.

Since getting the Victoria to Duncan portion of the layout reinstalled in our Nanoose Bay home in 2016, I have held 55 operating sessions including a 7 month stint where the E & N masqueraded as the Wabash and Monon Railroads with appropriate equipment (see N Scale Railroading Mar/Apr. 2019). The last 5 sessions have followed Covid-19 protocols (3 person limit, masks etc). Hopefully, full operating sessions can be resumed next year.



LEFT: On the lower level Train #52 pulled by CPR 8004, 8011 has arrived in Victoria from Wellcox Yard in Nanaimo. The unfinished model of the Johnson St. Bridge is in the foreground. On the upper level Extra 8003 S (Courtenay to Victoria) with CPR 8003, 8010 in the lead has passed through Royston and is approaching Dunsmuir. It will soon cross French Creek on the Victoria subdivision.



LEFT; On the lower level, Malahat is on the left, the unfinished area around Shawnigan Lake is in the centre, and Duncan is on the right. On the upper level, the unfinished areas on the Port Alberni subdivision, around Arrowsmith and French Creek are on the left and in the center respectively and Parksville is on the right.

RIGHT: Wellcox Yard: Baldwins 8008, 8012 are making up Train # 52 for it's 4:55 am departure to Victoria. After cleaning, the caboose bringing up the rear of recently arrived Train # 51 will be added to # 52. The Avery labels on the tops of the cars are used in place of car cards or switch lists. Each town has a specific colour, and each industry in that town a unique letter. The bridge over the yard was assembled from components made by Patrick Lawson. The backdrop is unfinished at present.

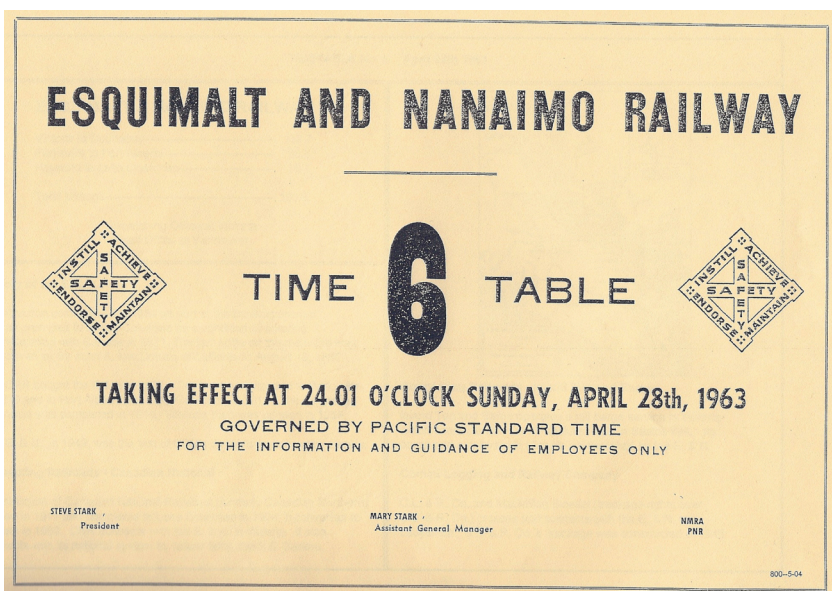


LEFT: Contained within the helix are the spurs for John Gorosh Co. Ltd and Superior Propane and the passing siding at Wellington. On the prototype, the John Gorosh spur disappeared in the 1990's while Southern Railway of Vancouver Island still serves Superior Propane today.



LEFT: Extra 8003S (Courtenay to Victoria) led by CPR Baldwins 8003, 8010 is passing the original Buckerfield's in Parksville. The start of the Port Alberni subdivision is at the right center of the photo.

RIGHT: Train # 58 (CPR 8009) is dropping a load of feed at Buckerfield's in Parksville before lifting the tank car at left from Northwest Propane (sometime after 1969 Northwest was acquired by Superior Propane). Salt from Utah for the B.C. Highways Dept. was unloaded from the Western Pacific box car on the left of the photo before being lifted by 8009.



LEFT: E & N Time Table # 6, Apr. 28, 1963 has been adapted for use on the Nanoose Bay Division.

Railfanning in Kicking Horse Canyon

By Rob England

It was a decidedly cool October day with an overcast sky and traces of newly fallen snow on the ground. My friend John Geddes and I had just driven into Golden on our way from Vancouver to visit members of our families in Calgary. John is currently working on a layout that includes the Kicking Horse Canyon, so we were taking advantage of our trip to have a closer look at the canyon and do a bit of railfanning.

The CPR's route through the narrow, twisting canyon is largely single track with a total of three tunnels and four bridges spanning the Kicking Horse River in the first 13.5 km immediately east of Golden. The CPR has apparently studied replacing the canyon route with a tunnel under the surrounding mountains but has not taken action on this, leaving us with the current, very attractive route. The Trans-Canada Highway also runs through the canyon but mostly high up on the canyon's side.

John and I decided to drive east along the Trans-Canada looking for spots where we could photograph the rail route or rough roads where we could walk down from the highway to the railway. About 2 km east of the upper part of Golden we found our first road down. This turned out to quickly deteriorate into an overgrown washout, but we were able to get close enough to one of the bridges to get some photos. About 1 km further along the highway we came to a better route down that let us get right to the track at a photogenic location near two bridges and a tunnel. After a lot of photography and a potash unit train we hiked back up to the highway, getting there around 5 PM and deciding to call it a day and head back to Golden.

The next day we set out after breakfast to explore further east. Our first stop was a photography location just past the top of the rough road we had used the day before. This allowed us to get some good high-level photos of the canyon from the edge of the highway to help with scenery modelling. The next few highway pull-offs turned out to not offer good railway views, but just before the highway bridge over the river we found another road down to the tracks. Here we took more scenery-oriented photos and watched a container train pass.

Our next stop was the Kicking Horse rest stop just past the highway bridge. Here we parked our car and walked east along the old highway recently replaced by the new four-lane route and bridge. This turned out to be a very pleasant walk with many spots to watch the Glenogle siding and other track across the river. The walking route extends for about 2.3 km from the rest stop to the former location of the now-removed highway bridge across the river. After spending a fair bit of time here and watching two trains we decided we had to be on our way to Calgary, with, of course, a mandatory brief stop at Field.

Altogether, all this turned out to be a very enjoyable and worthwhile experience. I greatly enjoyed the trains and scenery, and I believe John was able to gather information that will help him build his new layout.

However, anyone interested in doing something similar should be aware of a few points. There are clear safety



LEFT: A panorama shot showing part of the Kicking Horse Canyon as seen from the Trans-Canada Highway.

Photo by John Geddes

and legal concerns associated with walking along active railway tracks and especially crossing railway bridges or, worse yet, entering tunnels. We found that westbound trains, because they are drifting downgrade, approach very quietly and with little or no advance warning. Also, one needs to exercise considerable care in parking and walking along the highway, staying well away from the travelled lanes or outside the concrete roadside barriers. Finally, the high-level stretch of highway just to the east of Golden is about to be torn up and replaced with four lanes and a number of bridges. Indeed, on my trip back from Calgary a week later this process had already started. This may make some of the locations we used become very difficult to access for the next few years.



LEFT: Bridge crossing the Kicking Horse River at Mile 31.8.
Photo by Rob England



LEFT: CPR MOW ballast train as seen from the old highway near the Kicking Horse highway rest stop.
Photo by John Geddes

Canadian Pacific Railway on the Revelstoke Division – Volume Four

by Les Bucher

In 1978 Donald Bain, a Calgary-based member of the British Railway Modellers of North America (BRMNA), put together a collection of Nicholas Morant photographs to sell as a BRMNA fundraiser. The photographs were contained in a short (28 page), letter-sized booklet titled “Canadian Pacific in the Rockies” with one photograph per page and an informative caption for each photo. The booklet turned out to be very popular, resulting in at least 38 additional volumes (at least I have that many in my collection – there may be more) on the CPR and a number of other Canadian railways. The last volume that I’m aware of was published by the BRMNA in 2005. These are all worth picking up if you see one of them for sale at a swap meet or used book store.

In 2018 7th Division member Doug Mayer put together a booklet of historical photographs of the CPR in the Revelstoke area and had it published by the Revelstoke Heritage Railway Society (operator of the Revelstoke Railway Museum) as a fundraiser. The booklet followed the same format as the earlier BRMNA publications and has also become popular, leading to three more volumes including the just-released Volume 4.

As with the previous three volumes, the emphasis here is on historical photographs with the majority showing steam locomotives or railway equipment and facilities of the steam era. There are also several maps, a few diesel era photographs, a couple of pages covering the filling of a trestle, three pages on the Revelstoke station and five pages on the delivery of the museum’s CPR P2k class Mikado. This volume also includes eight colour photographs, as does the earlier Volume 3. All photographs are well reproduced, although some of the colour shots are little higher contrast than would be ideal, leading to low shadow detail. This is a minor quibble however; the overall photo quality is excellent. The photo captions are also of high quality, with clear, well-written text showing extensive research and covering a broad range of topics.

I highly recommend this volume, as well as the preceding three volumes, for modellers interested in CPR history, as well as those wanting to know more about railway operations in the mountains or in the steam era. Note that proceeds from the books go to support the excellent Revelstoke Railway Museum. All four volumes are available from the museum shop or through the museum website at www.railwaymuseum.com.



Notices and Contacts

The Bulletin Board is the official publication of the 7th Division of the Pacific Northwest Region, National Model Railroad Association, Canada. It is distributed electronically to all members in good standing. In exceptional circumstances, such as Internet unavailability or medical conditions, the 7th Division may agree to distribute paper copies to affected members.

The Bulletin Board has five issues per year: January/February, March/April, May/June, September/October, and November/December. Each issue is published in the last week before the issue period. Publication means the Bulletin Board is available for download from the 7th Division website. Members will be notified by email when the download is ready.

Note that the views and opinions stated in the Bulletin Board do not necessarily reflect those of the NMRA or regions or divisions thereof.

Your comments and opinions on this publication are always welcome. As well, contributions of letters, articles, event news, plans, photographs and art are strongly encouraged and welcomed. All should be sent to the Bulletin Board Editor (see below). A phone call or email to the editor beforehand is advised if you are thinking of submitting something large or complex. The deadline for submission is two weeks prior to publication but this is somewhat flexible according to circumstances.

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 must be supplied in JPG or similar format and in the desired printed size. There may be an additional charge to complete artwork that is not ready to print. Please email your artwork to the editor. Remittance should be discussed and finalized with the division Treasurer.

The following is a shortened list of division personnel. A complete list that includes additional appointed positions as well as all area representatives is available on the [7th Division website](#).

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