



BULLETIN BOARD

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ABOVE: A 2-8-2T crosses a bridge on the Alberni Pacific heritage railway pulling a short logging train in 2011. Ken Rutherford and Rick Lord were presented with the Railway Heritage Award for their work on this railway. See the Railway Heritage Award article starting on page 8.

Photo by Ken Rutherford

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From the Editor's Desk

This issue contains an article describing the RMMBC virtual meet that took place over five days this past May. Once again the RMMBC was run as a virtual meet, and the results were even better than last year!

The first day of RMMBC was also the setting for the presentation of 7th Division awards, with three of them being presented this year. The Bulletin Board has articles on each of them, with a particularly informative and interesting article on the new Railway Heritage Award presented to Ken Rutherford and Rick Lord. Be sure to have a read through Ken and Rick's descriptions of the extensive work they did to earn this award.

In addition, we have John Martin's regular Superintendent's column, a couple of messages from division leaders, and obituaries for two well-known members who died in the spring.

Would you perhaps like to see more articles in the Bulletin Board on layouts and modelling? If so, please consider providing your fellow modellers with a look at your layout or modelling projects via a Bulletin Board article. If you are willing to give this a try contact me at r.england@computer.org. I will do my best to help you make that happen.

Enjoy the issue!



Superintendent's Message

By John Martin, 7th Division Superintendent

We are legally required to hold an Annual General Meeting (AGM) each year and to provide you with sufficient advance notice. The 2021 AGM will be held on Thursday 18 November 2021. Clinic presentation starts at 7 PM – AGM begins at 8 PM.

Traditionally, our AGM is held during the Vancouver Train Show weekend. That gives people from outside the Lower Mainland an additional reason to make the trip into town and helps increase AGM attendance. VTEX 2021 has been cancelled, so it is unlikely that anyone will want to visit Vancouver solely for a meeting. For the two Board members who live on Vancouver Island, it would be a significant expense and time commitment for a short gathering.

Opinions vary widely within the 7th Division about the safety of an in-person meeting. Some folks will be reluctant to spend two hours in a room with people they don't know well; others think those fears are unfounded. We all have a right to our opinions, and I hope you'll respect each other.

It's impossible to be certain about the coronavirus situation this far in advance, but a formal notice is legally required soon. A virtual meeting is the obvious choice.

Some folks may have existing conditions that increase their vulnerability. Is an in-person meeting advisable (or essential) if it unreasonably risks anyone's personal health? The answer is "no".

It's worth noting that a Zoom meeting allows everyone in the Division to participate in the AGM. Last year's virtual meeting had the highest attendance in recent years. (No late-night driving in Vancouver traffic and no expensive ferry ride or hairy trip on the Coquihalla or the Hope-Princeton or down the Fraser Canyon.)

We intend to include a "BONUS" feature this year with the addition of a short clinic or guest speaker, which we hope will boost interest and attendance. (Brilliant ideas and suggestions for a topic would be most welcome.)

Finally, we are looking for ways to allow "virtual" participation in ALL future in-person Annual General Meetings, so every member can take part.

We regret that we won't be able to get together in person yet again this year and ask for your indulgence. "Better days ahead" they tell us.

-oOOOOo-

Zoom

Most of you have already used Zoom. It was our choice for the Virtual Railway Modellers' Meet of BC (VRMMBC) in May and that event was an outstanding success. Zoom is so easy that even the Superintendent has figured out how it's done. If he can do it, so can you.

We strongly suggest you set things up and test your system ahead of time. Talk to a friend or type "How to use Zoom" into your search engine. There are numerous videos and written instructions that explain the simple process. Set it up now – and use the Zoom test functions to make sure your audio and video work. Yes – you can join in without video if you don't have a computer camera or don't feel comfortable showing everyone how messy your room has become during covid-19.

You can even join the AGM by telephone. (The necessary meeting number and password will be sent in November.)

If you have any Zoom related problems and need a bit of assistance, please send an email to Victor at victor@sugarwood.info. He has kindly offered to help anyone who needs it – which is very generous of him. You can also email me (jamartin@jdmartin.ca) or call me at 604-594-9719 if you'd like to talk to someone with a sympathetic ear and no technical expertise whatsoever.

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Good News and Bad News

Ken Rutherford reports that the folks in Nanaimo managed to put together a "Model Builder's" swap meet on August 22nd in a format similar to a farmers or craft market outdoors. There were approximately 15 sellers including two from Vancouver (George Carroll and Greg Kennelly). There were a couple of spots committed to other Vancouver sellers but they decided not to come at the last minute. Lots of merchandise was sold and it was nice to see many old modeling friends from past Nanaimo shows.

Rene Gourley has advised that organizers have, with deep regret, cancelled VanRail 2021, which was scheduled for Sept 24-26. Rene says: "With mounting infections, and increasing restrictions from the Provincial Health Authority, we feel there is simply too much risk that the event would have to be cancelled at the last minute. Thanks to all of you who have enthusiastically supported VanRail this year. We look forward to seeing you again when operations are able to resume, perhaps as early as the Railway Modellers' Meet in May 2022."

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Are You Missing Out?

As I write this (Aug 24th), the 7th Division "Exchange" site is featuring a neat picture of Doug Mayer's Mountaineer/Soo Line coaches passing over an 1885 era stone bridge on the Revelstoke Model Railway Club's layout (Revelstoke Railway Museum).

In past weeks, we've seen a great set of CPR coal cars for sale, and a large assortment of rolling stock from a member/vendor who badly misses selling at local train show.

There have been very interesting discussions about soldering irons and track cleaning – and lots of other topics to explore.

Roughly 60 of our 300 members belong to the "Exchange" group. If you aren't one of them, you may be missing out on a worthwhile and informative resource. It's easy to join and it's free.

Simply point your web browser at <https://groups.io/g/7thDivision-PNR-Exchange>, click on the blue button labeled "Apply for Membership in this Group" and follow the simple instructions. We'll quickly get you signed up and you can join us. Email victor@sugarwood.info if you'd like some help.



Photo by Doug Mayer

Expanding Your NMRA Benefits

By Victor Gilbert, 7th Division Assistant Superintendent

You may be aware of the 7th Division's flagship event that happens each May, the Railway Modelers' Meet of British Columbia (RMMBC). If you are not aware of the event I urge you to check out the [website](#) and plan to attend in 2022. The RMMBC committee works hard to put on an event that is educational, entertaining, and full of fellowship.

Even in the midst of the COVID-19 pandemic, the RMMBC committee successfully created two outstanding virtual events. Each year, the committee asks attendees to take a survey to improve their event and we have been told overwhelmingly that people are interested in continued virtual content.

This pandemic has brought to light, and made technologies that have been available for years but generally limited to the business and/or the millennial worlds. I am talking about Video Conferencing and YouTube.

Since the shutdowns in early 2020 the world in general has come to embrace ZOOM, Google Hangout and similar products for face-to-face conversation with friends and family. Products like YouTube have also provided a means to chronicle the building of our model railroads, provide "How To" instructions, and share ideas.

The Exchange on Groups.io is the 7th Division's first attempt to provide a virtual social gathering spot, and has worked out fairly well with fifty-eight enrolled on the group. Posts about for-sale items, questions, and general information happen from time to time but not enough to flood inboxes.

The 7th Division covers an enormous area, and travel to the Lower Mainland is not always economical. We hope to provide more benefits to you by bringing virtual content to all of our members, no matter where they live.

To that end, the 7th Division Board is putting together an archive to capture many of our members' layouts and achievements. The intent is to record and share their fantastic work. If you have given a clinic or have something you are willing to share with our fellow model railroaders, please get in touch with Victor Gilbert, 7th Division – Assistant Superintendent, at victor@sugarwood.info.

The concept is to stage three one evening virtual events – in February, August, and November each year. (This will not infringe on RMMBC in May.) We are looking for a small group of three or four people to put on these

events, which would include two or three clinics and layout tours. Technical expertise is not a requirement, though familiarity with Microsoft PowerPoint or similar products would be good.

Please consider helping out. The time required is minimal and the benefits to both you and the 7th Division are worth your time. If you can think of someone else who could assist us, send us a name and we'll call them. We need at least two or three people – and you're one of them! (email Victor Gilbert: victor@sugarwood.info)

Volunteer Wanted

By Ken Rutherford. 7th Division Nomination Chair

As most of you may know, our Superintendent John Martin is retiring at the end of the year and Assistant Superintendent Victor Gilbert is moving up to take his place.

We are looking for a volunteer to become Assistant Superintendent. Filling a position on the 7th Division's five-member executive board does not require that you be a long time NMRA member. Six years ago, John Martin offered to take on the Superintendents job after having very recently joining the NMRA on an introductory Rail Pass. He had only moved into full-time membership two months before taking office.

The position requires that you take part in board discussions (both via email and Zoom), offering suggestions and voting on motions that will move the division forward. While an Assistant Superintendent usually takes the place of the Superintendent upon their retirement, this has not always been the case in the past. So please don't avoid volunteering thinking that you will have to step up when the time comes (although that is nice to see when it happens). Elections will take place at the AGM on November 18th and new positions are effective December 1st for a two year term.

Remember this organization cannot survive without volunteers – give this request some consideration and, if you are interested, please contact Ken Rutherford (Nomination Chair) at kj.rutherford@shaw.ca or phone 250-731-4600 if you want to discuss the position.

Notice of Annual General Meeting

The Annual General Meeting (AGM) of the 7th Division will be held on

Thursday 18 November 2021 at 8 PM.

Location – your house. The meeting will be “virtual”, using the Zoom platform.

A short clinic presentation will begin at 7 PM.

Your Board of Directors has decided a virtual meeting will best serve the interests of our members.

You will receive a Zoom invitation by email in early November.

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

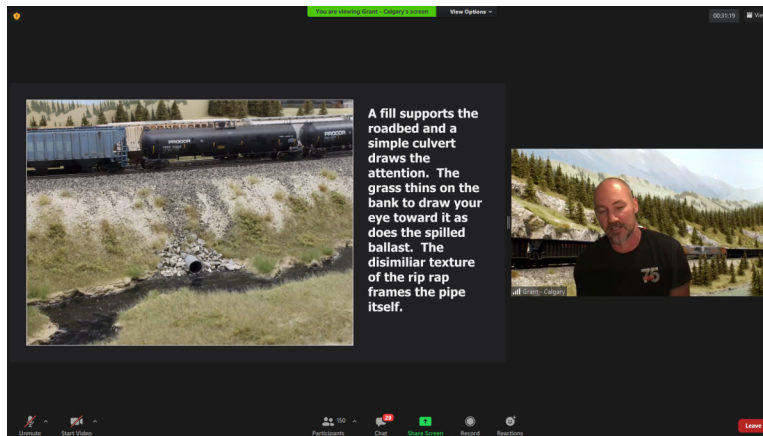
We hope you'll join us. Clinic at 7 PM – AGM at 8 PM.

RMMBC Does It Again!

By Rob England

The path to the 2021 Railway Modellers' Meet of BC (RMMBC) started at an organizing committee Zoom meeting held September 9th, 2020. The committee members had taken a three month break after putting on the successful 2020 (Virtual) RMMBC meet, and were ready to get working on the 2021 meet. Although, in retrospect, the number of COVID-19 cases was starting to increase towards the second wave, at the meeting the future of the pandemic was unclear; the committee decided to prepare for both an in-person and a virtual meet.

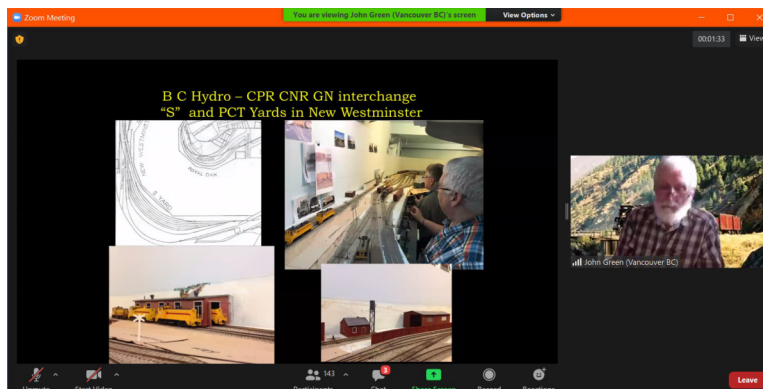
As monthly committee meetings came and went, a number of decisions about the upcoming meet were made. A shorter, 30 minute format for clinics was agreed in October. The keynote speaker (Iain Rice) was decided in November. Virtual ops sessions were investigated and discussed at several meetings and eventually ruled out in January. Online layout tours had a similar period of study and were agreed on early in 2021. The possibility of including manufacturer sessions was discussed and agreed on. Finally, in February an in-person meet was ruled out and all future effort was focussed on a virtual meet.



ABOVE: Grant Eastman conducts a clinic on his Southern Alberta Railway.

Through all these meetings the concept of trying to make the virtual meet experience as close as possible to that of an in-person meet was maintained as a guiding principle. The use of dual concurrent session streams was discussed at several meetings and agreed on in January. The possibility of making recordings of clinics and layout tours available after they had occurred was also discussed and ruled out as being foreign to the in-person experience.

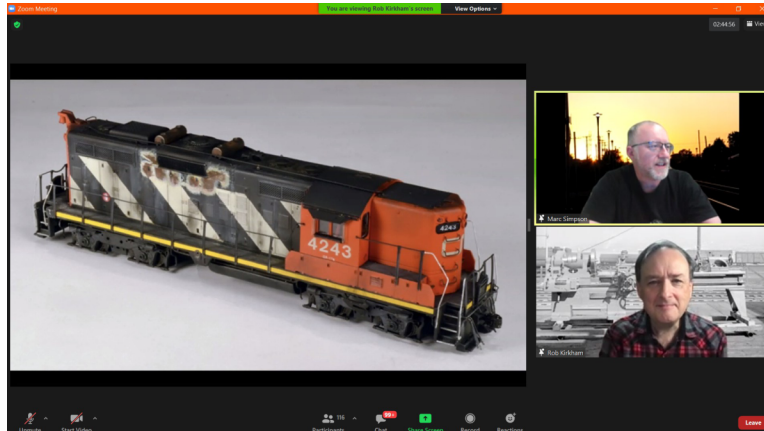
In March the pace of the committee meetings increased to twice a month to deal with the multitude of meet details that needed discussion. The Meet-the-Modeller format was decided. The provision of Zoom licences was agreed. Progress on arranging clinics, layout tours and manufacturer sessions was reviewed and approved. The meet schedule was agreed on. Finally, the last pre-meet committee meeting was held April 28th. There were 329 people (later to increase to close to 400) registered for the meet. Everything was ready!



ABOVE: John Green conducts a virtual layout tour of John Dover and Gary Taylor's BC Hydro - Central Park Branch layout.

On Saturday May 1st at 10 AM the meet started. As Rene Gourley was making his opening comments, behind the scenes there was considerable concern. The keynote session with Iain Rice, being brought in over the Internet from England, was experiencing serious, unexpected problems. At first the remaining sessions were rearranged, then finally the keynote session had to be cancelled. The remaining sessions: the award presentations, a prototype clinic by Bob Turner, and a tour of Tim Horton's BCR layout, all went smoothly.

The four remaining meet days, all held Thursday evenings, went much better. In total, there were seventeen clinics, five layout tours, four manufacturer sessions and four meet-the-modeller sessions. The review comments collected from meet attendees were overwhelmingly positive.

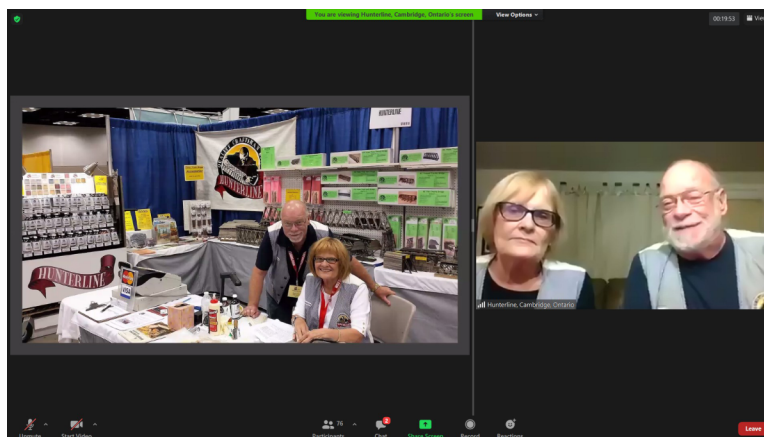


ABOVE: Rob Kirkham conducts a Meet-the-Modeller session on Marc Simpson's CNR locomotive.

The review comments also indicated that there was considerable support for an ongoing virtual meet component. The organizing committee will study ways of addressing this over the next year.

The meet received \$2,330 in donations from registrants. After covering expenses and providing \$500 seed money for future RMMBC meets, the \$1,341 surplus will be used to help fund the digitization of the 7th Division's Ferrier collection of CPR documents in association with the Canadian Pacific Historical Association and the Revelstoke Railway Museum.

After the meet, Rene Gourley, the RMMBC committee chair, said in his wrap-up email: "Thanks to all who attended the Railway Modellers' Meet of BC! It was great to see so many of you, and connect with you virtually. Of course, we enjoyed all the presentations and models as much as you did. Thanks to all those who shared their layout tours, clinics and model photos, and to all who helped make RMMBC a roaring success in 2021!"



ABOVE: Maureen and Rick Hunter of Hunterline conduct a manufacturer session.

Annual Awards

The Railway Heritage Award

By Rob England, Ken Rutherford and Rick Lord

This award was established in 2018 and is presented annually, when appropriate, to a current member of the 7th Division who has contributed in a meaningful way to the preservation of railway history. To be considered for the award, the nominee shall have performed service in one or more of the following ways:

- have been a member of an historical association or society that works on the preservation and presentation of railway history and artifacts
- have contributed to the preservation of railway history through published writings or through volunteer work on restoration projects
- have exhibited a substantial interest in the history of railways in British Columbia and its preservation; or contributed many hours volunteering with an operating heritage railway
- have participated substantially in some other significant way to preserve railway heritage

A candidate for this award is nominated by his or her peers, and the chosen recipient must be recommended by the award coordinator and approved by the 7th Division Board of Directors.

The first presentation of this award was made this year to Ken Rutherford and Rick Lord for their work on railway heritage preservation in the Alberni Valley. Ken and Rick have each written the following descriptions of the heritage work they have done to earn this award. As you read the descriptions you will see just how eminently qualified the two guys are for this award!

Ken Rutherford's Heritage Work

My involvement in railway history and preservation started in 1980 when I and five other members of our local model railway club approached the Director of the Alberni Valley Museum to ask if we could cosmetically preserve a steam locomotive that was sitting in a local park. This engine was purchased in 1912 by the Wiest Bros. Logging Co. to use on the first railroad logging operation in the Alberni Valley. It is a 42 ton, two truck Shay locomotive. The engine was eventually purchased by the Alberni Pacific Lumber Co. (owned by H.R. MacMillan Export Co.) and operated until 1946 as engine number 2. It was not scrapped but was eventually cosmetically restored and presented to the City in 1953 to commemorate the merger that formed MacMillan & Bloedel Ltd.

With the approval of the Port Alberni City Council and under the direction of the Museum Director our task began. An ad-hoc committee (which I sat on) was formed to monitor progress and establish funding requirements. On successive weekends we stripped the rusted cladding and started to clean the engine up. While doing this one of our volunteers said "I wonder if it could be made to run." We enlisted the help of Robert Swanson of Railway Appliance Research to appraise the locomotive and he said that there is no reason that we couldn't do that with the proper repairs. That changed our tact and we set out to make it happen. In

October 1983 the committee was disbanded and a new society "The Western Vancouver Island Industrial Heritage Society" was formed to work with the City's Museum to "preserve, maintain and present" their industrial collection. I was one of the directors of the Society who signed the original charter. On August 11, 1984 the 2 Spot (as she was nick-named) was placed on the local CPR tracks, fired up and ran to a waiting crowd at the CPR station. The Society had acquired an ex-CPR/Royal Hudson Groove passenger coach



ABOVE: Ken Rutherford poses with his award.

“Pemberton”, which required a team of volunteers to resurrect it into a usable coach to carry passengers along the Alberni waterfront on weekend runs. This was the beginning of our Alberni Pacific Railway tourist operation. A couple of retired steam locomotive engineers and a retired CPR conductor taught some of us how to operate the engine and some others how to be conductors/trainmen. I chose to learn how to be a fireman on the engine. Due to the condition of the boiler the maximum boiler pressure was reduced to 150 lbs (200 originally) which made firing fun!

About the same time that the engine was being rebuilt the Museum acquired from the McLean family (owners of the McLean Lumber Co. sawmill) a logging steam donkey and a 1947 Hayes logging truck. We had more volunteers join our Society and they took on the task of rebuilding the two artifacts. A few fellows and I took on the task of building a sled for the donkey. With the donkey fully restored and operating for the public and the Hayes logging truck fully restored to pristine condition we were invited to present a logging display at the 1986 Steam Expo. It was a fun two weeks teaching thousands of visitors the history and operation of the logging locomotive and other equipment.



ABOVE: The first two Society restored vehicles: 1947 Hayes logging truck and 1912 "2 Spot" Shay in 1986

Photo by Ken Rutherford

One of the hurdles that came with creating a tourist rail operation was where to store the equipment. The CPR engine house was still standing and we asked for permission to store the engine number 2 inside. The CPR said they would have to do a structural assessment and decided to demolish the building but signed a lease to allow us to use the engine house site and gave running rights for the operation within their yard limits. So with the help of more volunteers we built a new engine house structure using the original foundation.

To run a tourist railroad one needs a station. In 1990 we talked the City into purchasing the closed CPR station (originally built in 1911) and over the July 1st weekend we converted the exterior to look like its original design with a second storey. In 1952 the station's second storey had been removed and the exterior walls covered with asbestos tile and brick work for a more modern look, and the shingle roofing had been replaced with metal panels. Following that we started on renovating the inside. I would later become a member of a committee documenting historic buildings in Port Alberni and I did the station documentation to have the station included in the Canadian Register of Historic Buildings and also got the station designated as a heritage building in Port Alberni.

About this same time the City acquired the 1922 steam-powered McLean Sawmill and was in the process designating it as a National Historic Site. We were contacted to discuss the possibility of running the train out to the sawmill. To do this would require a larger locomotive. In 1991 we were able to talk the provincial government into donating the former McMillan Bloedel number 1055 2-8-2T logging locomotive from their collection for this new operation. This actually returned the engine to the valley as it had worked for the Alberni Pacific Lumber Co from 1936 to 1953 as their number 7 before the transfer to M&B Franklin River division. In 1994 the number 2's boiler was condemned and restoration work on the number 7 was completed by the end of 1995. Engine number 2 was cosmetically restored and is occasionally placed on display at the train station.

Over time we had acquired five ex-CNR transfer cabooses that were converted to passenger cars. The Ladysmith Historical Society had to fold and we acquired some of their rolling stock including the ex-CPR RS-3 8427. The McLean Mill collection also included a gas-powered, 14 ton Buda locomotive (built in 1926) that the Society members took on the job of restoring to operating condition. In 2015 the Society acquired its last engine the ex-Canfor 2-6-2T number 112 (awaiting restoration). Beside the railway operation the Society and

the Museum have an extensive collection of restored industrial trucks and other artifacts from the local forest industry.

After spending six years as a fireman, I decided that I would like to train to be a conductor and spent 30 years as one of the weekend train crew interacting with the local and tourist passengers (including as a jolly fellow during our Christmas specials).

In 1999 the Society signed an agreement with the City to manage the McLean Mill National Historic site and in 2001 after Society volunteers constructed a siding into the mill site, the Alberni Pacific Railway started tourist rail service to the site 4 days a week. Society members also provided volunteers to operate the restored steam sawmill. I had the pleasure of managing the mill site for a summer as the manager was on sick leave.

In 2011 I was contacted by a fellow from Europe who was arranging a tour to the USA to take in the California State Railway Museum celebrations that year. He was interested to see if I could provide his group with a special logging train and have the sawmill and old time steam donkey logging show at the McLean Mill running. Our volunteers provided that service. The train that day provided many run-bys for the group, and the photo I received with the Heritage Award plaque was taken by Robert Turner from one of those run-bys. Thank you, Bob.

In 2019 I stepped down from the Society's board having served over 39 years and having held the offices of President, Vice-President and Secretary. It was also an honour to be presented with an Honorary Life Membership at the 25th anniversary celebration. Some of my greatest pleasures were sharing our story and local railway history with tourists from around the world.

It is an honour to be a co-recipient of the first 7th Division's Heritage Award along with my friend and fellow train conductor and Society board member Rick Lord.

Rick Lord's Heritage Work

My first memories of railways and the forest industry started pretty much at birth. We lived at Sproat Lake, with forests being logged and milled nearby. Sights and sounds of steam engines and steam whistles were some of the sounds I heard on the daily basis very early in my life. There was a logging reload operation with steam locomotives nearby and adult family members worked at the sawmill located nearby. The E&N branch line to Great Central Lake also ran near our home and I got to see the transition from steam to diesel.

In Grade 11 I had a class project to write about the history of the Alberni Valley. I chose to narrow my focus to the local forest industry. I had already collected some old black and white photos and made notes of when different mills started or closed. I had networked with family and their friends about their experiences working in the woods and sawmills but especially on the railways that ran in the woods. This led me to do more interviews with the people who were there or had family members who worked on the railways and sawmills. I continued to collect more photos and information about the industrial forest history in the Valley. I filed away all the information I had collected and kept the booklet I had written. The local Historical Society heard about my efforts to document the history of the forest industry in the Valley and asked to copy it for their files. I thought it was a good idea to have a copy on file for others who may want historical information. After graduation if I came across new information I kept adding to my files (but never took enough photos).

In 1977 I joined a local model railway club along with Ken Rutherford. During our monthly meetings several members would discuss the deteriorating condition of the 42 ton Shay known as "2 Spot" that was in a local



ABOVE: Rick Lord poses with his award.

park. By 1980 a group from the club went to City Council with a proposal to do some cosmetic restoration. Soon I was working on the 12 inch to the foot steam locomotive equipment and not so much on the 1/87 model railway items. I helped out where and when I could between my job that required shift work and family commitments. One job was entering into the boiler through a small opening and using a Needle Gun to clean the rust off the inside of the boiler. I am told I came out of the boiler 20 times faster than I went in. Yes at that time I didn't like small spaces with limited access. As work progressed there was a need for funds. I worked with the Museum Director to research the history of "2 Spot". I pulled together several articles for different publications on the long history of "2 Spot" operating in the Valley since June of 1912. At that time I was allowed to reprint photos from the archives for use in publicity and fund raising. Working with the Alberni Valley Museum Director we developed an audio/slide tape presentation that was taken to many events and shows to drum up support for the restoration. I was involved in the formation of the Western Vancouver Island Industrial Heritage Society. I worked with suppliers of hats and tee shirts to develop a logo (my design) and patch that we offered for sale, again to raise much needed funds to keep the restoration going. Along with the Museum Director I had an opportunity to work at the local TV cable company to produce a video of 2 Spot's restoration. I was on the Promotion Committee for the first few years and then had 4 different terms as Secretary that added up to 20 years.

After 4 years and much work by many, "2 Spot" was able to steam up and run down the tracks to the C.P.R. Station in front of 10,000 people. Now we needed a passenger coach, a station for passengers and a crew to safely operate the steam locomotive. I volunteered to be a Conductor on the Alberni Pacific Railway tourist operation, a position I have enjoyed ever since. Where else does one get a captive audience where I could explain the history of the forest industry in the Valley and how this steam locomotive was lovingly restored to operations again after being parked for over 30 years?



ABOVE: Steam Expo display at Expo86 (fireman Ken in the engine cab)

Photo from Alberni Valley Museum

1986 brought Steam Expo. The Industrial Heritage crew and the Alberni Pacific Railway attended, showing fair-goers how logs were loaded by steam donkey onto a restored 1947 Hayes logging truck, plus several other demonstrations. I enjoyed explaining to Expo86 visitors what and how rail logging was done.

Eventually the "2 Spot" was retired and the number 7 2-8-2T locomotive was its replacement. When the City came into possession of the historic McLean Mill we now had a further destination to run to, with more work to volunteer for and more history to find, learn and be able to tell the passengers about.

In 2006 I worked with six others who were connected to Sproat Lake and the Alberni Valley

history to write a book on the Sproat Lake History. My contributions were on family and industrial heritage. Those old notes and photos I had from my school project became wonderful reference information that was included in the book. It was 2008 when "Sproat Lake Reflections" was printed.

In 2016 I received an "Honorary Lifetime Membership" in the Western Vancouver Island Industrial Heritage Society for contributions I have made to the restoration and preservation of the Industrial Heritage of the Alberni Valley. Also in 2016 I received recognition of my dedication to documenting and presenting community heritage with the Alberni Valley Museum exhibit "Vacation Land."

On May 1, 2021 I received one of my biggest surprises ever when Robert Turner read out my name along with Ken Rutherford's. I had sent a package of information to the 7th Division Board for him to be considered for this award but did not think I was being considered. I wish to pass along my sincere thanks to all the 7th

Division Board of Directors who agreed that Ken and I should receive this the first “Railway Heritage Award”.

Putting this “bio” together gave me a chance to reflect on the past 40 years. I remember the good times and all the fantastic and talented people Ken and I have been involved with in the preservation and restoration of artifacts and uncovering history plus our involvement in this wonderful hobby called model railroading. I can’t think of anyone I would have enjoyed more spending time with all the projects we have done than Ken Rutherford. It has been a wonderful ride and we are not at the end of the line yet.

Annual Awards

Rene Gourley awarded the Jack Work Memorial Trophy

By Rob England, with input from Jim Little MMR, Jack Work Memorial Trophy Coordinator

Jack Work is considered by many to have been a highly influential early force in the hobby of railway modelling. During the 1950's and 60's he shared much of his substantial knowledge and accomplishments with the modelling public through many articles in noted periodicals. He was also a 7th Division member, getting his start in Nanaimo. After Jack’s death in June 1996, his stainless steel railway whistle was kindly donated to the NMRA PNR 7th Division and now is the basis of the Jack Work Memorial Trophy.

The Trophy is presented annually to the 7th Division 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 and is only presented in years when a suitable recipient is recognized. The candidates are nominated by their peers.

This award has been presented eleven previous times, starting in 1998. The recipients are listed on the 7th Division [website](#).



This year the Jack Work Memorial Trophy has been awarded to Rene Gourley. Rene has been involved with the hobby and NMRA's PNR 7th Division for many years. He has given numerous clinics, quite often on leading-edge technology topics. He is continually “pushing the envelope”, as they say. He has written various articles for the model press and for the past six years has been the Chair of the Railway Modellers’ Meet of BC, bringing all facets together for a first class, well received and well organized meet. Rene is also working towards his Master Model Railroader title, having received several AP Merit Awards. He is always ready to help and give friendly advice to fellow modellers.

Annual Awards

Graham Stokes Awarded Ross Heriot Memorial Gold Spike

By John Green, Ross Heriot Gold Spike Award Coordinator

The Ross Heriot Memorial Gold Spike Award is usually presented annually to the individual or individuals in the PNR 7th Division who have made a significant contribution to the Division and its membership. It is in appreciation of their 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 was first presented in 1968, and has been awarded 42 times since then. There is a list of the previous recipients on the [7th Division website](#).

This year's recipient has been an active member of the 7th Division for several years. Among his many contributions to the Division, some particular highlights come to mind:

- He served on the Trains 2013 committee and helped out as a tour guide back when we arranged escorted bussed layout tours as part of the annual TRAINS shows between 1996 and 2012.
- In late 2008 he was appointed as the “foreman” of the North Shore subdivision.
- Beginning in 2010, he founded a group of railway modellers who resided on the North Shore, which came to be called the North Shore Model Railroaders. He has organized meetings and/or outings each month. These meetings are well attended and have grown with time to include as many as 20 people at some events. When a venue for a monthly meetings can't be found, he usually hosts the group at his own residence, including the annual “Trains and Scones” event for their December meeting.

I do hope you will all join me in thanking and acknowledging Graham Stokes, the leader of the North Shore Model Railroaders, as the 2020 recipient of the Ross Heriot Memorial Gold Spike award!!!



Remembering

Don Forsyth

By John Martin

It is with great sadness we announce the passing of 7th Division stalwart Don Forsyth. He took his last train ride here on earth on June 7, 2021 at the age of eighty.

Don joined the Royal Canadian Air Force in September 1958. He met his wife Joyce while on a flight and they were married in July 1962. They raised 4 children together.

He enjoyed model trains from a young age and anyone who knew him can attest to his love of reading about trains, creating working layouts, and even watching TV shows about trains. He would spend hours running equipment on his layouts.

Don was the 7th Division's Representative for the Vancouver Island North area for many years, and he worked hard to advance the hobby. He supported existing members and introduced others to model railroading for the first time. Participation and assisting in the Nanaimo, Victoria, and Vancouver train shows were always high on his list and he served as an Achievement Programme evaluator for a number of years.

Don was also a problem solver, as his children can attest. If there was a situation that needed some creative and out-of-the-box thought on how to build or create something, he was the go-to guy. Many neighborhood kids can also say Mr. Forsyth taught them how to parallel park – there were many times you could look out and see the garbage cans lined up on the roadside to represent parked cars. We don't know how many of the cans were permanently dented, but both the learners and those who owned real cars along the street were grateful for Don's help.

He will be missed.



Remembering

John Schlosser

By John Martin

We sincerely regret to report that long-time 7th Division member John Schlosser passed away on May 16, 2021 at the age of eighty-one.

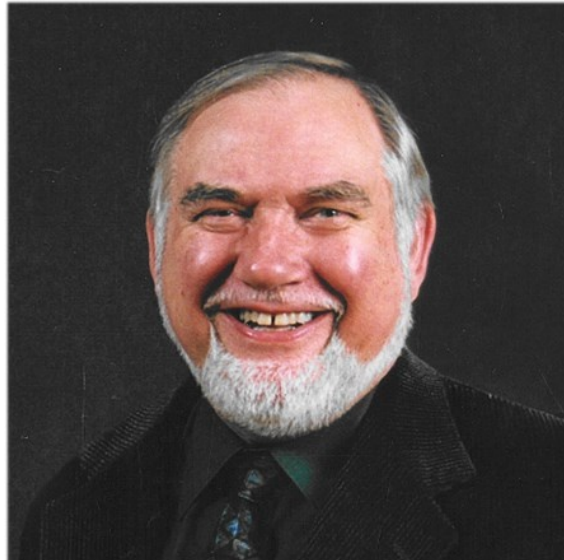
John spent most of his life in the Okanagan and founded Canwest Design Group, a building design firm that is still in operation today.

He was an avid model railroader and railfan, and his personal layout was high quality and greatly admired by his fellow modellers. His many contributions to the Division during his 25 years with us included serving as Spring Meet Chairman in 1998 and as 2001 Okanagan Express Chairman.

His family fondly remembers being taken on numerous "train chases" while they were on trips together.

John was kind, humorous and an intellect, and will be deeply mourned by his community.

Rest in Peace.



Notices and Contacts

The Bulletin Board is the official publication of the 7th Division of the Pacific Northwest Region, National Model Railroad Association, Canada. Bulletin Board contents are protected by copyright and may only be copied or republished with permission.

The Bulletin Board has five issues per year: January/February, March/April, May/June, September/October, and November/December. Each issue is published around the start of 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. In exceptional circumstances, such as Internet unavailability or medical conditions, the 7th Division may agree to distribute paper copies to affected members.

The PNR 7th Division maintains a list of members that includes postal and e-mail addresses and phone numbers. If you move or change your internet service provider or in any other way cause your contact details to change PLEASE contact the [Membership Coordinator](#) to provide the new information. If you fail to do this we will lose contact with you and you will miss out on 7th Division benefits. Note that the member list is held in strict privacy.

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](#). 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 reasonable rates. Please contact the [Bulletin Board Editor](#) for more details.

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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