



BULLETIN BOARD

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ABOVE: The Vancouver Train Expo (VTEX) 2019 held at the PNE Forum this year on the Remembrance Day weekend was once again a big hit with families. This youngster is at the perfect viewing height to be transported to another dimension. The Top Link Model Railway Association's VANGOG layout is a perennial favourite with both the public and experienced modellers. This British O scale switching layout features the Salthaven Shed, a small steam locomotive depot in southern England in the late 1950s which showcases coaling, sanding and engine servicing facilities.

Photo by J. Stevenson

MERRY CHRISTMAS and SEASON'S GREETINGS to ALL

VTEX was a huge hit with the public with record attendance figures this year. The show's team leader Tom Lundgren provides a detailed summary of the event in our Regional News section. In addition to the traditional statistics, he has given us some additional insight into the event dynamics, highlighted awards and acknowledged the Organizing Committee and the many other volunteers without whom the show could not have happened. For all of you readers, and especially for the many 7DPNR members that were involved, I hope this newsletter captures a little of the joy and wonder that was brought to the public.

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Editorial Comments

This is my last Bulletin Board as your Editor. Wait, didn't you hear that a few months ago? Well, I decided that VTEX was such an important event to report to you that I wanted to stick around for one more issue. Christmas is upon us and like many of you, I feel the conflicting pressures and challenges of the season too. Yet the holidays are mainly about giving and celebration and looking ahead to a New Year with hopefulness. We all recognize that VTEX is about giving - bringing the joy of this hobby experience to the public - and for many young folks, possibly for the first time. As you read the summary report from Tom Lundgren, you'll also appreciate just how significant the volunteer effort is from family, friends and especially from other modellers! So, here's a tip of the hat to VTEX's contributors with my last newsletter.

This year, many show attendees were pleasantly surprised to see Max Jacquiard present, and on both days too. He was on hand to chat with fans and sign artwork at the Blue Lotus Gallery booth in the Marketplace.



ABOVE: Max Jacquiard at VTEX and standing before 'Banff Sunset'. CPR 2-10-4 T1a 5907 arrives with Train 8, The Dominion, in the early 1950s. The contrast of the soft light of sunset and the bright beam from the locomotive head lamp make this night scene come alive.

Photo by J. Stevenson



ABOVE: Tom Parkin commissioned this piece in 1995 to honour his father Cleland Parkin, the engineer (seated) and Ernie Ottewell, the fireman (center). Tom had himself placed in the scene as the imaginary brakeman of this c1949 crew. It will eventually reside in the Revelstoke Railway Museum. Max worked with Ernie to get the details of CP 4-6-0 D9c 582 and its tender correct.

From an online book review of *Train Master*

I think most readers will know of Max but finding any substantive information online was difficult. His work is instantly recognizable, a form of artistic photo-realism, the very quality that is precisely the appeal for railfans and collectors expecting accuracy - yet seeking nostalgia. Barrie Sanford, another of our active local transportation historians authored *Train Master, The Railway Art of Max Jacquiard* several years ago.

The introduction provided the best backgrounder on Max that I was able to find and almost 100 of Max's total catalogue of 400+ images produced since the early 1980s are contained inside. Prolific is an understatement. In addition to his self-initiated pieces, commissions were also accepted and may still be. Barry Sanford commissioned one for the cover of a previous book about the railway running through the White Rock area. Both Barry and Tom, who commissioned the piece above, are effusive in their appreciation of Max's work. Barry notes that Max was inducted into the Railway Association of Canada Hall of Fame in 2006, an honour usually bestowed on those that have worked in the industry, and thus a remarkable recognition. During my short interaction with Max, several admiring fans stopped by to greet and show their appreciation.

And based on feedback from other vendors in the Marketplace, the public were also keenly interested in railroading, books and other collectibles including both scale and toy train products. At least one of the local hobby shops enjoyed a satisfactory sales weekend and another vendor noted that anything related to Thomas the Tank Engine steamed at full throttle through their point-of-sales system. Experienced Marketplace participants are fully aware of the shift in the guest profile from one day to the next, with the serious hobbyist/modellers present in higher numbers on Saturday - but you all knew that, didn't you?

On another note, I've used this space in the past to talk of subjects that have peripheral connections to the hobby but I'm going way out there with this one. Here's my elfin contribution to the Christmas tree for this year.

Several years ago we discussed in great detail the move of Brian Pate's Klondike Mines Rwy in HOn3 to the Visitor Information Centre in Dawson City, YT. See the September/October 2016 issue of the BB. Friends had seen and strongly suggested a viewing of a documentary titled Dawson City: Frozen Time. I put a hold on it through the library system, waited patiently and in the interim explored a little about the film. The following excerpt from the publishing house tells a bit more.

This meditation on cinema's past from director Bill Morrison pieces together the bizarre true history of a long-lost collection of 533 nitrate film prints from the early 1900s. Located just south of the Arctic Circle, Dawson City was settled in 1896 and became the center of the Canadian Gold Rush that brought 100,000 prospectors to the area. It was also the final stop for a distribution chain that sent prints and newsreels to the Yukon. The films were seldom, if ever, returned. The now-famous Dawson City Collection was uncovered in 1978 when a bulldozer working its way through a parking lot dug up a horde of film cans. Morrison draws on these permafrost-protected, rare silent films and newsreels, pairing them with archival footage, interviews, historical photographs, and an enigmatic score by composer Alex Somers. Dawson City: Frozen Time depicts the unique history of this Canadian Gold Rush town by chronicling the life cycle of a singular film collection through its exile, burial, rediscovery, and salvation.

It was on over 75 lists of the best films of 2017, including: New York Times, New Yorker, Los Angeles Times, Slate, Boston Globe, Washington Post, Chicago Reader, Indiewire, Rotten Tomatoes and others. You'll see small and large-scale sluice mining, dredge operation and its impact on the economy and much, much more. If you like old film and history and a great narrative arc, I think you'll find this fascinating! And be sure to watch the extras and read the included booklet.

Anyway, time for editorial change. One of you out there is ready for the challenge! And as I previously indicated, I will be more than happy to assist the incoming Editor in any way I can. Happy Trails.

The views and opinions stated in *Editorial Comments* are not intended to reflect those of the NMRA or regions or divisions thereof. As the editor of the BULLETIN BOARD I welcome your comments and opinions regarding the comments made above or any other statements made in this publication. Send your comments to John Stevenson, Editor (jstevenson@telus.com).

Regional News

Vancouver Train Expo 2019 Results

By Tom Lundgren, Leader (President LMTES)

Vancouver Train Expo 2019 was a success on all fronts. Seven new exhibits, six new vendors, record attendance and good financial results proves that with sufficient effort on the part of the Organizing Committee, and some luck, it is possible to successfully stage a model train show in the Lower Mainland.

Attendance was 6,500 evenly distributed over the two days, with Saturday attracting about 200 more than Sunday. The attendees were:

- Adults - 49%
- Seniors - 14%
- Youth (6 to 15) - 14%
- Children under 6 years of age - 23%

In addition 355 admission passes were issued to exhibitors and vendors. Other highlights:

- 74 individuals filled 130 volunteer shifts. Thanks to the members of the Sunshine Coast, Victoria, and other model railway clubs for volunteering. A special thanks to the 21 committee members, their spouses and friends who took on multiple shifts.
- Exhibitor space was fully allocated and a wait list started at the end of August. At least one large traditional exhibitor was on that wait list.
- Marketplace sold out early September.
- Load in ran smoothly and load out was completed in 2 hours and 10 minutes.
- Aidan Botting's exhibit featuring a modern apartment building and a very realistic waterfall won the *People's Choice Award*. LEGO came a close second followed by Frederick Lau's Japanese diorama.
- The *Modeller's Choice Award* went to Kingsley & Frogall followed very closely by Mt Rainier. A group of exhibits consisting of Frederick Lau's Japanese diorama, Top Link Association VANGOG, Phil Holden's Tree and Scenery Display, Victoria Model Railway Club followed not far behind. Thanks to the judging committee of Mike Chandler, Mike Barone and Rene Gourley.
- For the first time tickets were available for purchase online via the PNE's Ticket Leader site. By mid-day Sunday 405 tickets (47 percent on event days) had been purchased, representing 650 attendees.
- All comments received have been positive.
- One of the consequences of creating a society to serve as the legal entity for Vancouver Train Expo is, even as a non-profit volunteer organization, we are required to file Income Tax returns, and unfortunately, pay GST.

On the financial front, public attendance is critical to financial success and the future of the event. The increase of 800 over 2018's attendance (5,590) greatly helps the 'bottom line'. This was the best attendance so far, bettering 2017's attendance of 5,947. The resulting improvement in financial results will allow an increase in honoraria and travel reimbursements to exhibitors, as well as add to our cash reserves. We will be getting close to having sufficient funds, with the cash generated by table sales, to finance pre-event payments without the need for loans.

Once again for those of you who wonder whether your tired legs are worth the extended hours please consider the following:

- Admissions during the last three hours on Saturday and Sunday were 484 and 579 people respectively, 1,063 in total. This represents 18 percent of the total attendance and \$5,000 revenue, a very significant contribution to the ‘bottom line’ since the cost of the PNE Forum rental, furnishings, electrical setup, and promotion are incurred regardless of attendance, and represent almost all the non-discretionary expenses, the remainder being honoraria and travel reimbursement.
- A small unknown number who came during the last hour were granted free admission.
- Closing the show an hour earlier just moves the slow last hour ahead an hour. While we will never know how many would not have come, it is fair to say some would not. We know most stay for more than an hour. One family this year stayed for five hours, and the children still didn’t want to leave.

Sustainability is the ongoing challenge for Vancouver Train Expo. Specifically, the organizing committee needs to find a way to renew itself with capable people willing to do, and to take responsibility for, the almost year-round business of organizing the event. Knowledge of model railroading is an asset - but business, promotion, marketing, logistics, creative and human/public relations skills are more important.

In closing I would like to acknowledge and thank:

- the 7th Division for its support and financial assistance;
- the vendors and exhibitors, in particular the “layouts”, whose efforts to produce, set up, and staff the displays make the event such a great attraction;
- the 74 individuals who volunteered to do the work essential to the event;
- Victor Gilbert (Smart Train), John Walter (Run A Train), Tom Jones (Plaster Rock Painting) and Doug Hicks (Craftsman’s Corner) for creating and staffing these ‘hands-on’ Committee exhibits, and George Carroll for organizing the first three.
- and my fellow Organizing Committee members, without whom there would be no event:
 - Phil Breden - Creative Manager
 - George Carroll - Assistant to Creative Manager
 - Brian Dobbin - Operations Manager (Secretary LMTES)
 - Phil Evans - Promotion
 - John Martin - 7th Division Liaison
 - Howard Sommerfield - Registrar (Vice President LMTES)
 - Don Thicke - Business Manager (Treasurer LMTES)

VTEX Photo Coverage of the People’s Choice and Modeller’s Choice Layouts



LEFT: The People’s Choice first runner-up award went to the Vancouver LEGO Club for a second year in a row.

Photo by T. Lundgren



LEFT: Frederick Lau's Japanese N scale micro-layout diorama was the People's Choice second runner-up and was also recognized by the Modeller's Choice selection committee.

Photo by T. Lundgren



ABOVE: The People's Choice winner: Model Building and Design in HO scale by Aidan Botting. Aidan brought his uncle's layout that was 15 years in the making. The hi-rise tower and mountain with simulated misty stream were stand-outs amongst the highly detailed urban scene.



LEFT: Bird's-eye view of the town crossing on the Kingsley & Frogall, O scale British layout that was the Modeller's Choice winner this year.

Both photos by T. Lundgren



LEFT: Freight shed on the Kingsley & Frogall layout.

Photo by J. Stevenson



ABOVE: Nigel Knight brought his Kingsley & Frogall O scale layout to VTEX from Calgary. He was kept busy discussing layout details with show goers.

Photo by J. Stevenson



ABOVE: The beautifully detailed logging and sawmill operations corner module helped the Mt Rainier N scale layout bring home the runner-up Modeller's Choice award. Members of the club from Tacoma, WA were on hand to discuss operations and individual sections have been identified with the builder's name. On the backside of the layout, a well-detailed scene of the Camp Deception 352nd Military Railway Supply Battalion, a fictitious assembly area was presented.



ABOVE: Two more scenes from the Mt Rainier N scale modular layout. Given the layout depth of about two feet, both scenes are excellent examples of scene compression merging backdrop with mid-ground and foreground elements.

All photos by J Stevenson

7DPNR Executive: New Addition

As many of you know, Victor Gilbert has generously stepped forward and offered to serve as Assistant Superintendent of the 7DPNR. We are extremely pleased to welcome him aboard. We asked Victor to tell us a little about himself and he kindly provided us with this resume:

Like most in the model railroading hobby, I have been interested in trains and railroads since I was a kid. In my last year of high school in Sulphur, Oklahoma, I was lucky enough to take a solid-state electronics course which exposed me to computer programming. Over the ensuing years, I taught myself computer programming and added to my electronics education.

In my professional life, I started installing telephone systems for a major manufacturer who had me traveling across the United States and to China, Nigeria and Bermuda. Eventually I wound up in Florida where I met the wonderful woman who would become my wife. Her home was in Vancouver, so I decided to immigrate to Canada.

While I do not currently have a layout, I am planning a small switching layout and hope to start on it next year. (I have been saying that for the past two years now - hopefully 2020 is the year.) I enjoy operating sessions and assisting my fellow modelers with electronics and/or programming projects.

Victor Gilbert
Superintendent - Sugarwood Railroad

Editor's Note: *As Victor noted in his brief biography, he's looking forward to the construction of a small switching layout. I encourage you to look carefully at his webpage describing the historical context and rationalization for the rail line that he's contemplating. He describes the past and present lines in his old home town as well as the imaginary shortline, its business activity and a hypothetical operations day. This is a very helpful thought exercise for anyone considering operationalizing a small layout.*

See the Trackplans tab at <http://sugarwood.info/>

Arduino 201 – “So what do I do now?”

By Victor Gilbert

On November 23, 2019, the Vancouver, Burnaby, New Westminster and Richmond Subdivision of the 7DPNR held a one-day Arduino workshop, led by Victor Gilbert, at Confederation Park in Burnaby. The focus of the workshop was on programming the Arduino specifically and programming concepts in general.

Many ‘Arduino 101’ workshops focus on loading the Arduino software and running example sketches. While this is a big part of getting started, those who don’t have a programming background or have not been exposed to programming at all have often gotten lost. Those who attended this workshop were expected to have undertaken an ‘Arduino 101’ class or to at least have loaded the Arduino software and successfully gotten the ‘Blink’ example sketch to run.

Each participant received a kit that consisted of: wireless breadboard, breadboard jumper wires, Arduino Nano, IR sensors, servo, OLED display and LEDs and resistors. To start, we built a LED circuit. Then, participants wrote a simple (12-line) sketch from scratch. This allowed for a discussion of the parts of Arduino software.

Moving on, sketches for a searchlight signal, 3-colour signal and semaphore signal were discussed. After a break for lunch, the attendees assembled a speed trap that they were able to take home with them. Throughout the day, Doug Hicks helped resolve problems and answered questions, which was greatly appreciated.

The workshop was attended by 12 participants and everyone seemed very pleased with their newly acquired knowledge and skills. Our thanks to the BC Society of Model Engineers for allowing us to use their excellent facilities.

More VTEX Photo Coverage



ABOVE LEFT and RIGHT: Phil Holden has been coming to VTEX since 2016 when the photo on the left was taken. Every year scores of people, like the young transfixed girl above, stop by to watch the production technique - learned from local modeller Tom Beaton - for the coniferous trees that he showcased on the H0n3 micro-layout above for the first time this year. See the BB back issue Vol. 31 No. 2 from March/April 2017 for more on Phil and Tom. Phil started his HO scale 'Moxy Creek and Western' logging railway around 2008. See <https://www.flickr.com/photos/moxycreek/>.

Photos by J. Stevenson (L) and T. Lundgren (R)

I always feel that it's important to recognize as many 7DPNR contributions to the VTEX event as possible. As Tom mentioned in his report, Doug Hicks again coordinated the Craftsman's Corner. Doug was ably supported by local modellers with assigned two-hour activity slots. Judging from the crowds and questions, this was a busy table throughout the weekend with an engaged audience.

Saturday sessions included:

Weathering - Andy and Ken Wegmuller; Styrene Building Construction - Anthony Craig; Snowshed Construction - John Green; Building Construction using Strathmore Card - Mike Chandler

And Sunday's sessions included:

HO Kit Construction (either a craftsman kit or freight/passenger car) - Bob Thompson; Tichy Kit Construction of a Tank Car - Mike Barone; Scratchbuilt Flat Car Construction - Rene Gourley; Resin Kit Construction - Rob Kirkham

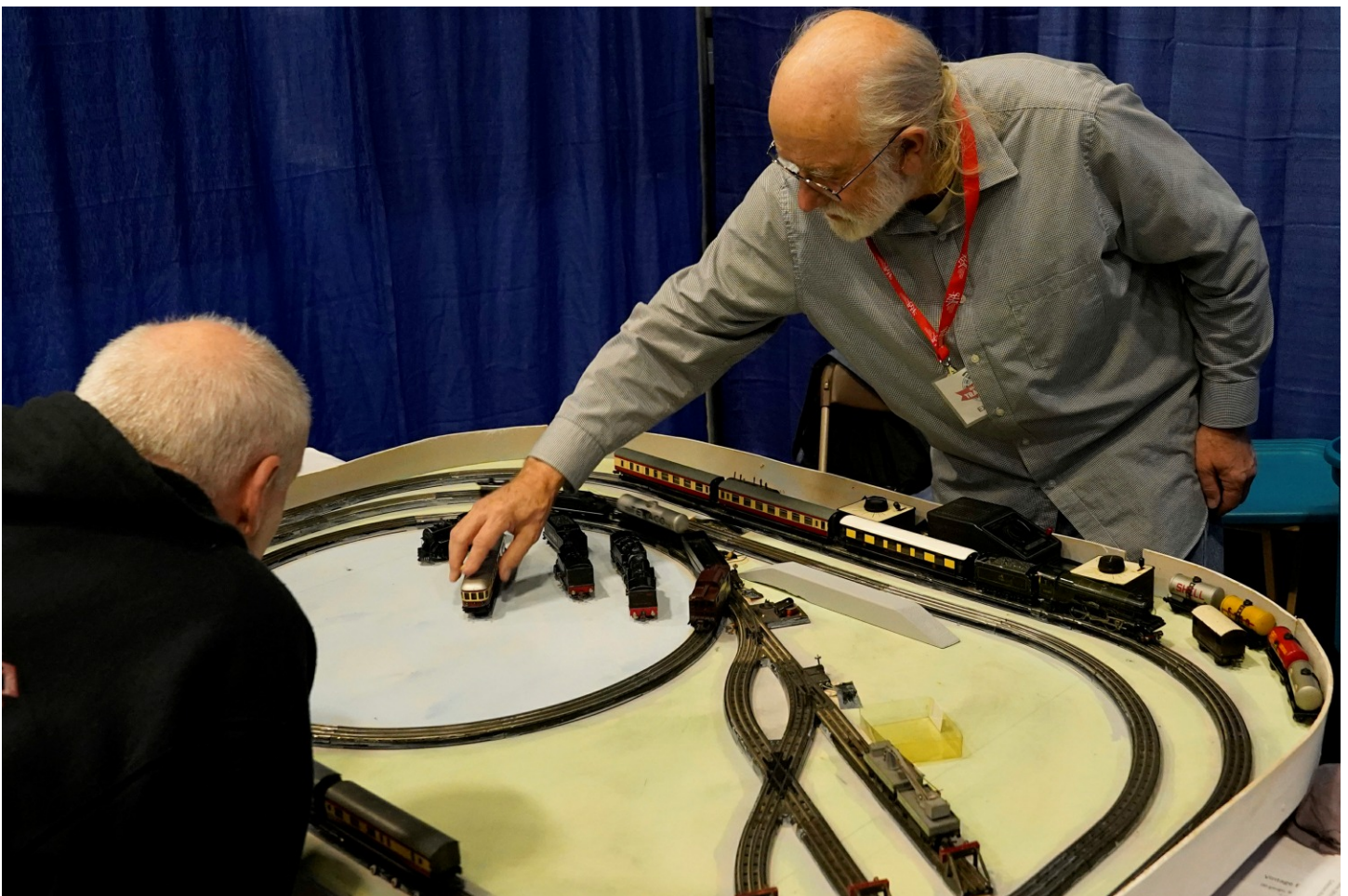


ABOVE: Andy Wegmuller was back this year with his son Ken to demonstrate weathering techniques with washes and chalks.



ABOVE: John Green is describing construction details and methods for this HO scale snowshed kit from Hunterline, a Canadian business around since 1994. It represents a CPR western lines design from c1938 as observed at MP24 on the Coquihalla Subdivision. John only works on this project at the show and, with all of the queries and conversations, jokes that it will take a lifetime to complete.

All photos by J. Stevenson



ABOVE: Bruce Spencer, a member of the Trix Twin Railway Collectors' Ass'n, discusses the vintage electric OO scale 3-rail European system using bakelite track bases with independently controllable engines. It was produced in Germany and Great Britain in the 1930s, '40s and '50s. See <http://www.trca.co.uk/index.html> for more info.

Superintendent's Report

By John Martin

On behalf of the Board of Directors and all your friends in the 7th Division, may I wish you are a very Merry Christmas and a Happy New Year. I hope you'll enjoy a wonderful holiday and that Santa is good to you and your family.

Vancouver Train Expo - VTEX

I firmly believe VTEX is vitally important to maintain interest in our hobby and introduce young people to model railroading. This year's show was a rousing success in terms of attendance, exhibits, and financial results - our sincere thanks and congratulations to the Organizing Committee.

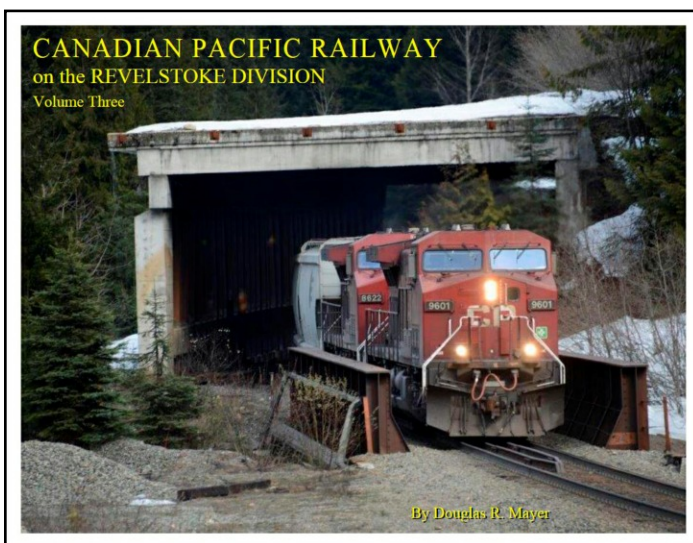
Many 7DPNR stalwarts demonstrated modelling skills and/or helped throughout both days. They contributed significantly to the show's appeal.

I know you've heard the plea for volunteers, but I want to make it clear that the show depends on YOU for its survival. There are approximately 140 two-hour shifts that need to be staffed each year. Some went unfilled in 2019 - more unfilled than in 2018. Show organizers, along with their spouses and friends, had to step in and staff a number of positions - impairing their ability to run operations. We are increasingly in need of people to do things like sell tickets, greet guests at the door, and direct traffic before and after the show.

Three years ago, the future of VTEX looked bleak and there was serious risk the show would disappear. Thankfully, some very competent folks stepped in and saved the day. I'll talk about that group in the next newsletter but, right now, I'm asking you to help out next year to ensure the show can continue to operate.

When the 2020 call for volunteers goes out, I hope you'll give serious consideration to offering two hours of your time to help sustain our hobby. Once again, thanks to all of you for your contributions.

And lastly, Western Rails, Canada's largest railroadiana show is still viable despite rumours otherwise. It'll be held on Sunday, March 15, 2020 at the Cameron Recreation Centre, 9523 Cameron St., Burnaby BC.



***Editor's Note:** You'll recall last issue that we promoted Doug Mayer's 'Canadian Pacific Railway on the Revelstoke Division - Volume Three'. The book was available at VTEX in a number of locations including the Revelstoke Museum's display booth at the event as well as at least one of Vancouver's local hobby shops.*

And, as a reminder, all proceeds from book sales go to the Revelstoke Museum, so - if you haven't bought all your Christmas gifts yet...?



ABOVE LEFT and RIGHT: Jason Irving gives Evan a bird's-eye view of the operating turntable at Salthaven Shed on the VANGOG British O scale layout, one of the Modeller's Choice runner-ups.

BELOW: And finally, mom provides moral and operational support while the junior engineman of Thomas the Tank Engine navigates the difficult prairie terrain on the Canadian Toy Train Association's always popular layout.



That's a wrap, folks. Merry Christmas!

Contacts

Editor's Note: Due to space limitations, we continue to publish our short list. If you need to refer to the complete list that includes additional appointed positions as well as all area representatives, see it at the 7DPNR.org website which is always current. If you can't access that web link, call a member friend for assistance!

The **BULLETIN BOARD** is the official publication of the 7th Division of the Pacific Northwest Region, National Model Railroad Association, Canada. It is distributed to all members in good standing. The Bulletin Board is published bimonthly (except for the early fall edition) in both digital and print versions but we strongly encourage migration to the eVersion. Please advise the Secretary of any change requests.

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

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

Contributions of Letters, Articles, Event News, Plans, Photographs and Art are encouraged and welcomed and should be sent to the BULLETIN BOARD Editor.

ADVERTISING in the BULLETIN BOARD is accepted at the following per issue rates: Full Page = \$48.00, Half Page = \$24.00, Quarter Page = \$12.00, Business Card = \$6.00. Artwork should be supplied in the appropriate size. There may be an additional charge to complete artwork that is not camera ready. Please email your artwork to the Editor and remittance can be discussed and finalized with the Treasurer, payable to the '7th Division PNR/NMRA.

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

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