



# BULLETIN BOARD

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

Volume 35, Issue 2

March/April 2021



**ABOVE:** This beautifully done CPR snowplow won first prize in its category at the Sacramento NMRA National Convention. See how Kyle Gardiner built it in his article starting on page 6.

Photo by Kyle Gardiner

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## From the Editor's Desk

A few years back I was on the self-guided layout tour for the Railway Modellers Meet of BC (RMMBC) and found myself at Kyle Gardiner's layout in West Vancouver. I remember being given a tour of a very nice layout, but what particularly sticks in my memory is the beautiful scratch-built O scale models he had on display. Recently, I made contact with Kyle again and was able to convince him to provide us with a description of the work he did to produce one of those models. Kyle's article starts on page 6.

We also have a short article on building a railway modeller's library from the wide variety of used books available online or in local used bookstores. That starts on page 10.

In addition, we have John Martin's regular Superintendent's column, an update on the upcoming RMMBC meet that will be happening in May, and an obituary for Doug Hole, a Master Model Railroader (MMR) from the Salmon Arm area.

One of the objectives I have for the Bulletin Board is to increase the number of articles by modellers working outside the lower mainland. If you have a layout, particularly outside the Vancouver area, please consider providing your fellow modellers with a chance to have a look at it via a Bulletin Board article. If you are willing to give this a try contact me at [r.england@computer.org](mailto:r.england@computer.org). I will do my best to help you make that happen.

Enjoy the issue!



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## Superintendent's Message

By John Martin, 7th Division Superintendent

How would you like a virtual tour of two of the top layouts in the 7th Division?

Our neighbours to the South in the 4th Division have made it happen – and they've invited you to take a look.

Mark Dance's N-scale Columbia and Western was featured in a presentation on their YouTube page (Dec 2020) – and Scott Calvert's HO-scale CPR Boundary Sub will be the focus of a June 12th, 2021 video segment.

To see these terrific videos, go to the 4th Division's website at: [4dpr.com](http://4dpr.com)

Then, scroll down to the very bottom of their home page and click on the blue coloured link under "YouTube Channel".

We hope to see more 4th & 7th Division cooperative ventures in the very near future to bring you quality virtual layout tours. Also, virtual layout tours are a major component of RMMBC during May this year.

Lots to keep you occupied until life returns to normal.

-o0o-

I hope you're managing to make progress on your projects and layouts, or to at least do some constructive planning and dreaming. If you haven't accomplished much, don't feel badly – that's the case for most of us. Maybe this is the week you can make a small start....

Despite the current restrictions, many people are continuing to work on your behalf:

The RMMBC organizers are putting the final touches on their virtual event which begins Saturday, May 1st, 2021. The event is highly regarded and well worth your time. Remember – this is NOT a YouTube presentation. It only happens once and then it's unrecorded history. The goal is to replicate an "In-Person Meet"

experience with lots of interaction, which makes it far more interesting. RMMBC is genuinely worth a look, so please pre-register to receive a Zoom invitation.

The VTEX folks are facing a tough decision this year with major uncertainties about the coronavirus and immunizations. We expect an announcement soon. It's worth noting that VTEX needs to prepay non-refundable expenses of roughly \$40,000 before the doors open. That's a risky proposition with the potential for major losses if anything impacts crowds or exhibitors.

Chairperson Lori Sebelley has started preparations for the 2024 PNR Convention, to be hosted by the 7th Division right here in the Lower Mainland. Please volunteer to help if you are asked.

John Martin  
Superintendent

Nominations and volunteers are requested for the positions of 7th Division Superintendent and Assistant Superintendent. Successful candidates will serve a 2-year term on the Board of Directors in 2022 & 2023.

Please submit nominations to Returning Officer Ken Rutherford at [kj.rutherford@shaw.ca](mailto:kj.rutherford@shaw.ca) or to 3560 Frank St., Port Alberni, BC V9Y 8A1.

There are still a few people out there who have never served on a committee or as an executive. It's not a lot of work and it can actually be enjoyable. We most definitely need at least one new candidate this year. Please email or telephone the Superintendent if you want to know more about what's involved.

Each year, the 7th Division recognizes a few of those who have contributed exceptionally to the model railway community. Our three awards and past winners may be viewed at [7divpnr.ca](http://7divpnr.ca) under the "awards" tab. You probably know someone out there who should be nominated. Please submit a suggestion to the Award Coordinator or any member of the Executive (see listing on the last page)

Watch for the 2021 awards presentations (hosted by Tina Fey and Amy Poehler) on May 1st during the first session of the Railway Modellers Meet of BC.

### **If you're not here, please raise your hand.**

That's about where we are with a few members – we've lost touch. If you or anyone you know has a change of address or phone number or, far more likely, a change of email address – please pass it along to the [Membership Coordinator](#) or anyone on the Executive. We'll send it up the line so that we can stay connected with you. Our members are valuable to us and we'd like to keep you in the fold.



# Railway Modellers Meet of BC Clinic Lineup

by Marc Simpson, RMMBC Promotion

The RMMBC committee is busy putting together what is shaping up to be another excellent virtual RMMBC starting May 1st, 2021. In addition to the clinics, the meet will include virtual layout tours, model railway displays which include the ever popular “Meet the Modeller” segment. The clinic program is continuing to grow; here are a few of the expanding list of must see clinics:

## Modelling Snow – Presented by Mark Dance

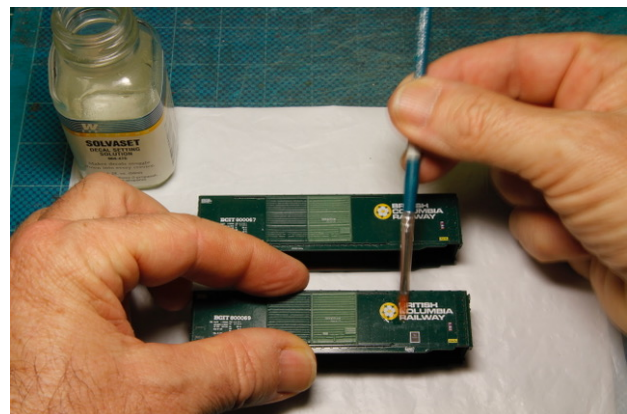
Hopefully by the time the RMMBC comes around snow will be a distant memory for everyone. On our layouts creating a realistic snow scene is one of the rarely modelled scenic effects. Mark Dance (<https://www.youtube.com/user/markdance63>) has created a truly excellent snow scene on his N scale Columbia and Western CP layout. Mark will cover how to add snow cover to the right of way, rocks and trees, as well as how to paint snowy backdrops. He will share his tools, techniques and tips on how to successfully model the best known Canadian season.



LEFT: A train makes its way through a cold winter day on the Farron Hill on Mark Dance's layout.  
Photo by Mark Dance

## Dealing with Decals – Presented by Timothy Horton

Timothy Horton (<http://www.bcrdawsonsub.ca/>) will present his clinic on this important but underappreciated aspect of the hobby. Applying decals to structures, locomotives and rolling stock is a key component of railway prototype modelling. This clinic will cover tools and supplies, decal preparation, application and finishing. Techniques for special situations will be shared, and various examples of finished models will be shown. Learn how to make the models for your prototype look like the real thing with accurate lettering!



ABOVE: Effective decal technique is an important way to achieve accurately and attractively finished models.  
Photos by Timothy Horton

## Train Elevator – Say “Goodbye” to the Helix - Presented by John Geddes

John Geddes will present his clinic on how a train elevator can dramatically redefine layout design. John needs to conserve room space while also shortening inter-deck transit times on his multi-deck layout. Other benefits include having significant staging and introducing new operational flexibility and possibilities. This innovative approach offers the opportunity to say “goodbye” to the helix in layout design. Don't miss seeing and hearing about this innovative approach to layout design.

**RIGHT: The track elevator on John's new layout will, when complete, provide a compact and effective way to move trains between layout decks.**

Photo by John Geddes



Visit the clinics page on the RMMBC website (<http://railwaymodellersmeetofbc.ca/node/2346>) for more information on these and the other excellent offerings.

### RMMBC Virtual Meet Starts on May 1st, 2021

The RMMBC Virtual Meet gets underway starting on Saturday, May 1st, 2021. On the following Thursday evenings (May 6th, 13th, 20th and 27th) two clinic streams will be presented to offer the widest choices for registrants. Registration will be opening soon, stay tuned for much more about the "must see" RMMBC Virtual 2021 Meet. Check the RMMBC website regularly (<http://railwaymodellersmeetofbc.ca/>) for regular updates on clinics, virtual tours and more.





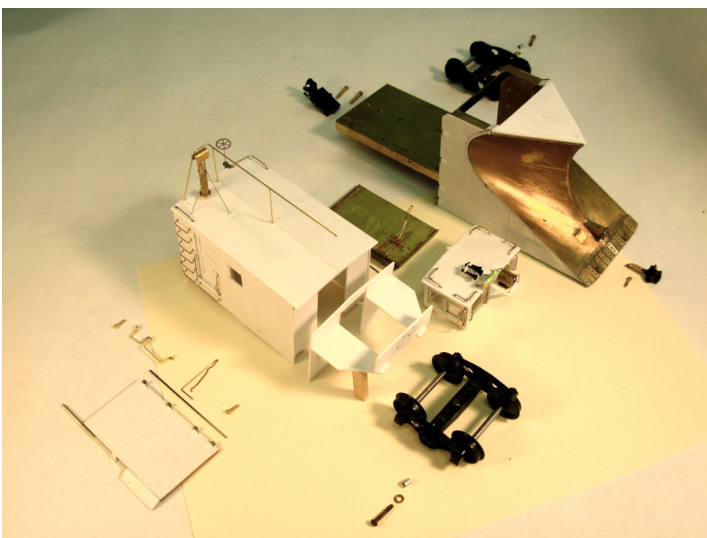
## Canadian Pacific Plow 401035

Text and photos by Kyle Gardiner

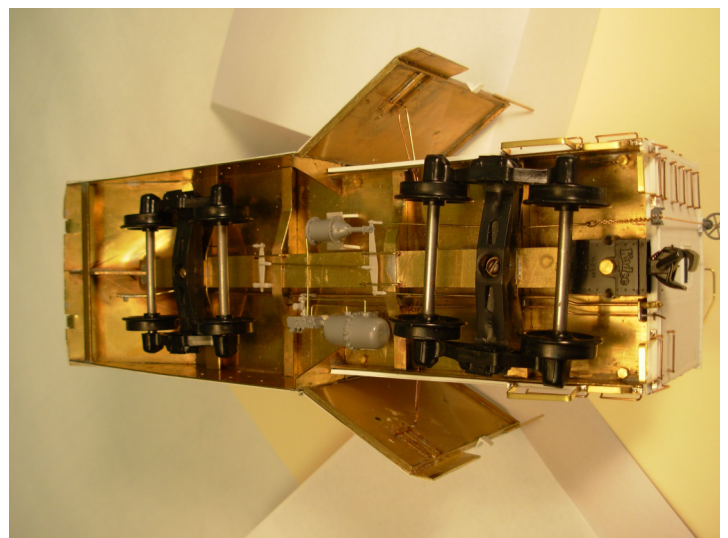
I am a relative neophyte at model railroading having only started 66 years ago, and still learning. For someone who began before the invention of transistors, plastic, or even effective glue, I find it fascinating to see how the hobby has evolved. On the other hand, I witnessed steam, which drew me to a happy career in mechanical engineering, always oriented to machinery, the bigger the better.

Plow 401035 is part of an effort to scratch-build some equipment that would make up an imagined snow-fighting consist. The complementary units are G-4a Pacific 2711, flat 330851 with Cat dozer and van 436714. The scale was determined by the G-4a I built earlier, which was inspired by Mike Chandler's fantastic Berkshire, a National contest best-in-show winner. I find that O scale more easily accommodates lots of interesting detail.

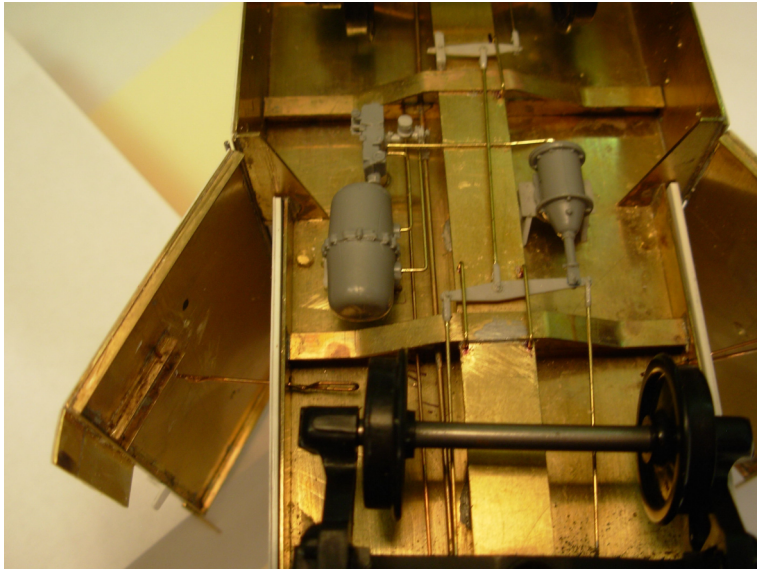
401035 was ubiquitous CPR. It was built in 1951 at CPR's Angus Shops as part of a group of 11 similar plows (401029 through 401039), and had seen service on the KVR. I have seen photos of it at North Bend in 2010 and at Coquitlam in 2019, so it probably spent it's career on the western lines. The late Bob Gardner, MMR, provided helpful advice and reference photos.



**ABOVE:** Exploded view showing major parts before assembly.



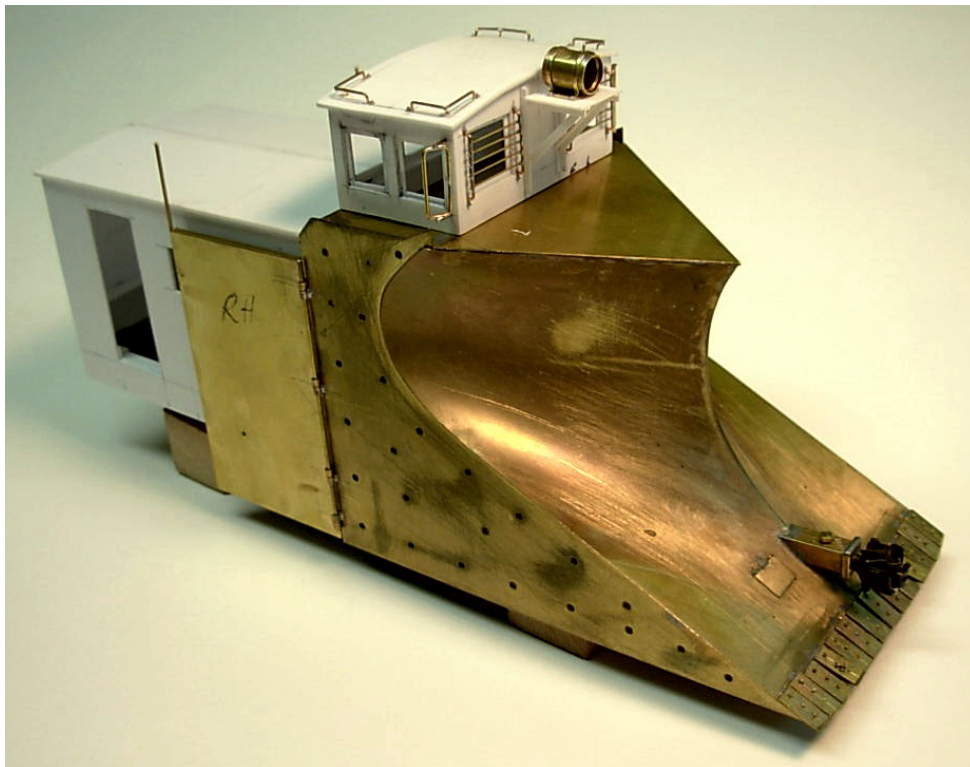
**ABOVE:** Underbody of assembled but unpainted plow.



**ABOVE: Underbody, showing cross members and brake rigging.**

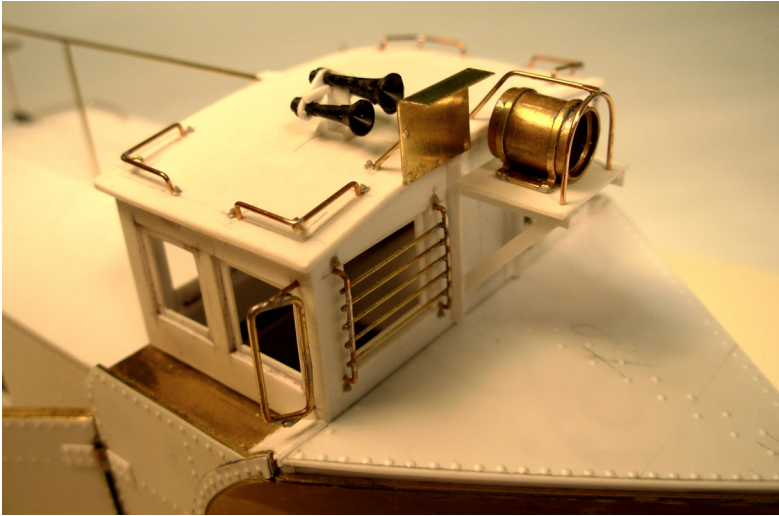
I like to model in a mixture of media: brass for strength and durability, heft, fine detail and working mechanical components; wood for stuff that needs to look like wood; and styrene for everything else.

The foundation of this model is its brass core. The floor is .040 brass, the same thickness as I use in HO, which gives proper stiffness and weight in either scale. The center and side sills, bolsters and cross-members I made from .020 stock. I at first had trouble cutting brass stock without distortion, but now cut everything above .010 with my woodworking band saw modified by slowing it down and using a 32 TPI blade. It works a treat, and I can cut distortion free and fast, to within a hair! The sacrilegious styrene overlays provided a safe (as in repairable) and easy method of adding the extensive rivet detail. I drilled lots of holes through the brass under-panels and applied ACC though them to the styrene, letting capillary action spread the glue. The wings articulate, and are held in position by the phosphor-bronze spring arrangement.

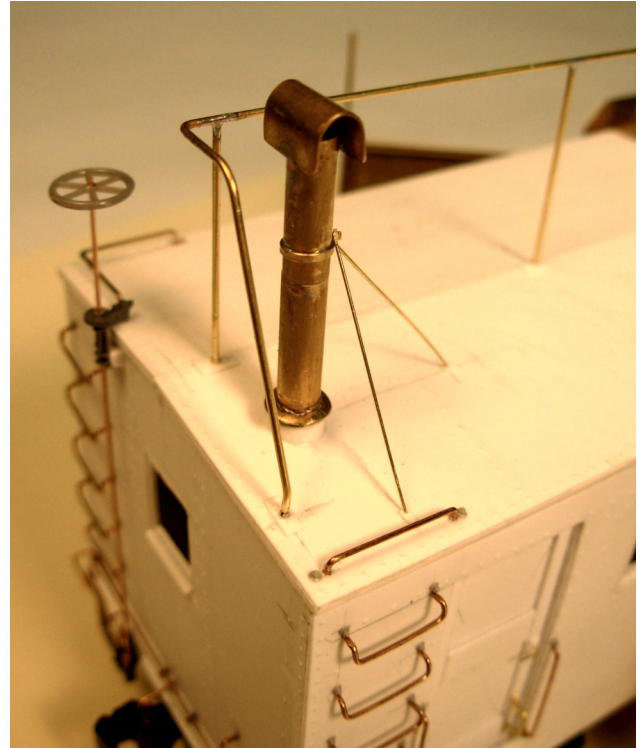


**ABOVE: Partially assembled model showing the brass blade.**

The curved blade shape was surprisingly easy to replicate, as it is rolled in only one plane, as was the prototype. Soldering was done with a micro-torch. The teeth proved tricky. I drilled and soldered in the nut-bolt-washer casting's, then soldered the individual teeth to the blade, and then filed the whole performance to even length and bevel in one go. Note the little door to access the train line. I have a huge array of little clamps and heat sinks to control the heat from my torch. I find it essential to set up to solder with everything held in place so nothing touches the assembly except the flame. I nip little pieces of solder off and place them on the cold assembly, and they just suck into the joint when the right temperature is reached.

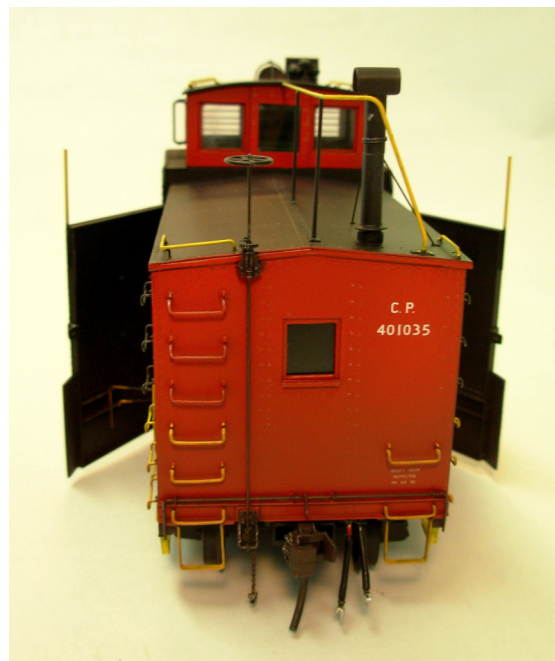


**ABOVE: Cupola details.**



**RIGHT: Smoke jack and other roof-top details.**

The photos above illustrate some of the detail that can be readily whipped up. For example, the head light comprises two concentric tubes with bar stock straps, and the smoke jack comprises a tube, .010 cap and rain shields, and wire supports. I have an arsenal of rod, bar and shim stock from which to draw, and make lots of little jigs to help out.



**LEFT: Rear view of the finished model.**



## Paint and Lettering

Paint is air-brushed Floquil, and followed reference photos. After masking all window openings (to provide an unpainted strip for later gluing of window glazing) the model interior was air-brushed green. The entire exterior was then air-brushed a warm black mix. This was followed by masking and air brushing the red areas.

Grabs and other small details were painted by brush. Most surfaces were dry brushed with white to accentuate details, especially rivets. Mist coats of white and rust were applied to lightly weather the painted “steel”. Trucks were disassembled and treated similarly to the rest of the model: warm black, rust, dry brush, flat clear coat.

All lettering is from Black Cat, always accommodating. A trick was to mask the windows on the inside when painting the exterior, and then using the masks as templates for the glazing. No measuring! The headlight lens was punched out of acrylic and pressed into place.

Altogether, modelling this plow was quite challenging for me, but very satisfying. It earned a first place for scratch-built non-revenue cars at the NMRA national convention contest in Sacramento. It led to further challenging models in O scale, notably Combine 3299 – probably the most complex model I’ve ever built since the G4a.



**ABOVE: The finished model with wings open, ready for the winter!**

# Building a Modeller's Library

Text and photos by Rob England

I have been interested in trains as long as I can remember and have always enjoyed reading books about them. Over the years I have bought numerous railway books, been given some more as I have become known as a “train fan” by my friends and relations, and have even inherited some when my father, a long time railway modeller, died. As a result, I have accumulated over 250 volumes, most focussed on or with some connection to BC railways but with a fair number of others. That is a considerable number of books, but I have met people who have collected many times more. Although for me collecting railway books is not an end in itself, it certainly has become an important part of my railway hobby.

I can see three possible reasons for a railway modeller to build a library of railway books:

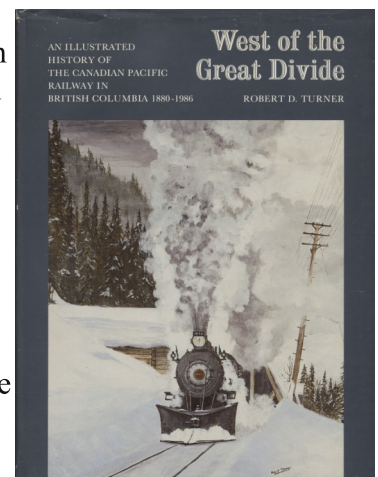
- a) you need information to choose a prototype or build a model or set up or operate a layout
- b) you like collecting things and railway books fit in well with your other railway modelling activities
- c) you just are fond of trains and like reading about them

I guess that I am guilty of harbouring all three reasons. New railway books keep appearing in hobby shops, and old books show up at rail shows and used book shops. I find myself unable to avoid looking through them, buying them and taking them home to read.

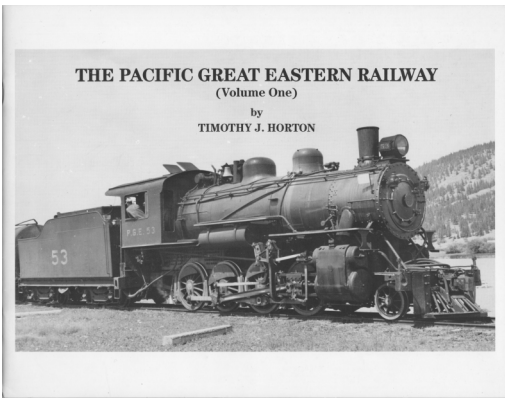
If one or more of those reasons applies to you, you might want to consider expanding the books you currently own into a railway library. There are a number of types of railway books that you might want include.

The type of railway book that is most in the public eye is what I think of as mainstream railway histories. These are often the size of a standard hardback novel and contain largely text, with a limited number of photos, usually of people as opposed to equipment or railway action. They often concentrate on construction of the railway with emphasis on political and corporate action and personalities. Some examples of this type of book: *The National Dream/The Last Spike*, Pierre Berton's best-selling pair of books on building the CPR that is still in print after 50 years; *McCulloch's Wonder*, Barrie Sanford's book on building the Kettle Valley Railway; *The People's Railway*, a book on the CNR by Donald MacKay; and *PGE Railway to the North*, a hard-to-find book on the PGE by Bruce Ramsey. This type of book is quite easy to find in used book stores or online, due to a large level of appeal to the general public, and is the type most likely to be found in public libraries. These are probably more of interest to people who just like reading about trains or are collectors; they generally are weak on specific information useful for railway modelling.

A second book type is illustrated history books. These books are usually larger than mainstream railway histories, typically have half or more of the content in the form of photographs and maps, and often cover operational history as well as construction. This is probably the most commonly seen railway book type. Some good examples are: *West of the Great Divide*, Robert Turner's excellent and informative book on the CPR in BC; *Route of the Cariboo*, Adolf Hungry Wolf's PGE/BCR history; and *The Esquimalt & Nanaimo Railway* three volume series by Donald MacLachlan and Robert Turner (for the last two volumes). This type of book can contain information for all types of railway readers and many may find them to be easier to read than mainstream histories. Newly issued books of this type are very commonly available at hobby shops and general book stores, while older used books can be readily found in used book shops or online.

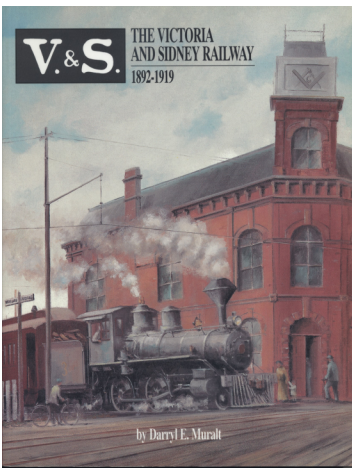
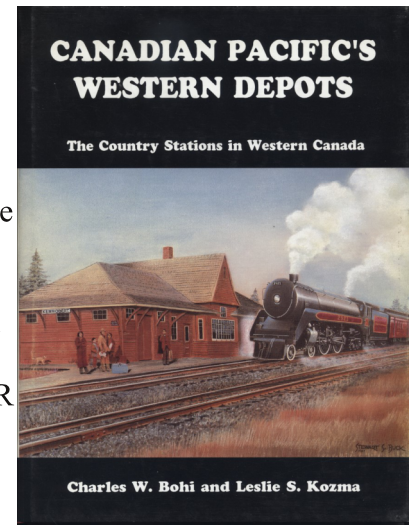


Railway picture books are another type commonly seen. They contain mostly photos and other illustrations, with little or no attempt to convey a history or a unified railway story. They may contain useful tidbits of information contained in the captions or the photos themselves, but often conveying information is not an objective. This type includes large volumes that may be popular as “coffee table books”, as well as other smaller volumes aimed at modellers and railfans. Some examples include: *Nicholas Morant's Canadian Pacific*



by J.F. Garden; *Canadian Pacific: Creating a Brand, Building a Nation*, a recent book by Marc Choko on CPR advertising and posters; and the BRMNA series of over 40 short books on CPR and other railways (Timothy Horton's book *The Pacific Great Eastern Railway Vol. 1* is shown here). See Les Bucher's book review in the September/October issue of Bulletin Board for information on a recent addition to the BRMNA type of book. The more mainstream books of this type are frequently found in new and used bookstores, as well as online, while books like the BRMNA series are more likely to be found at a train show or swap meet.

Another type of railway book is what my wife called "hard-core train books". These typically are either on obscure technical railway topics, or contain reams of tabular data, or both. The most extreme example of this is perhaps the *Canadian Trackside Guide* that contains, in the 2020 edition, 746 pages of fine print, almost entirely in tables. Most people would probably view this as not much different from a telephone book! Some less extreme examples are: *Canadian Pacific Steam Locomotives*, Omer Lavallee's classic and exhaustive text detailing every steam locomotive the CPR owned; and *Canadian Pacific's Western Depots – The Country Stations in Western Canada*, by Charles Bohi and Leslie Kozma, which describes every CPR station in BC and the prairies (a very similar book exists for the CNR). These tend to be a little hard to find, probably because of their limited general appeal, but you can see them at train shows or online.



A railway book type I particularly like consists of books on small or obscure railways, often published by the author or a railway historical group. These typically have small print runs, often with minimal printing standards and highly variable writing quality, but with a lot of enthusiasm. They are often the only available published coverage of their topic. Some examples are: *The Victoria and Sidney Railway*, Darryl Muralt's excellent history of a small Victoria area railway that lasted from 1892 to 1919; *Shays on the Switchbacks - A History of the Narrow Gauge Lenora, Mt. Sicker Railway*, Elwood White and David Wilkie's book on an obscure mining railway situated just north of Duncan; and *Timber Down the Capilano*, David Rees-Thomas's history of a logging railway on Vancouver's North Shore. I particularly like reading these, but they tend to be hard to find because of their limited print runs and small potential audience. You can see them occasionally at train shows and possibly used book shops.

There are a number of other railway book types you might be interested in. Logging railway history books appear to be quite common in BC, although mining railway books seem to be much less so. Some foreign countries, particularly the UK, publish enormous numbers of railway-related books. These can be fun to pick up if you are travelling there. You could be interested in railway travel books, although I have so far picked up few of these.

Give some thought to how you might incorporate a railway library into your hobby. It works for me.

## Remembrance

# Doug Hole, Master Model Railroader #269

by John Martin with input from Mike Barone, Patrick Lawson, Grant Pearson, and Dick Sutcliffe.

We were saddened to learn that Doug Hole, long-time Shuswap resident and pillar of the Salmon Arm club, passed away in November 2020. His modelling skills were truly “next level” and gained the admiration of even his most skilled contemporaries. Doug was able to envision a scene in his head and then go about duplicating it from scratch, often using highly original techniques that he invented himself. His wife Jackie was a big part of Doug's modeling and she assisted him by scratch-building birds, trees and minute scenery details. They received the Jack Work Memorial Trophy as a couple in 1999 – the first and only joint winners.

Doug was immensely creative, innovative and inspirational. He was remarkably successful in getting articles and photos featuring his dioramas published in magazines in the United States, Britain, Germany, Canada and Japan. These dramatic and amazing works of art won him significant awards and honours at regional and national NMRA conventions. They were based on intensive and extensive research – his renowned model of the Cisco bridge, for example, was an incredibly accurate replication taken directly from the original drawings and included tens of thousands of individual rivet heads to achieve accuracy.

On the club layout, under another impressive bridge, was a marvellously detailed hobo camp; in the camp was a fire; over the fire was a tiny frying pan; and inside the pan were eggs being cooked – with the miniscule yolks carefully painted by Jackie. No detail escaped their attention.

Most recently, Doug and Jackie added to their group of friends through involvement in ice dancing – a remarkable undertaking for senior citizens, even though they both skated many years ago at the Vancouver Forum. True to character, they became instructors to help others enjoy the sport.

His contemporaries have fond memories of Doug's friendly greeting, his grin and his talent – and, above all, his generous willingness to share his skills and knowledge with everyone around him. Rest in Peace Doug.



ABOVE: Doug in 1999 with his well-known Cisco bridge diorama.

Photo by Don Weixl

## 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 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.

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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