



BULLETIN BOARD

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ABOVE: This beautifully scratch-built CPR combine won first prize in the scratch-built passenger car category at the 2011 NMRA national convention. See the first installment of Kyle Gardiner's three-part construction article on page 6.

Photo by Kyle Gardiner

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From the Editor's Desk

A year ago the March/April edition of the Bulletin Board included Kyle Gardiner's description of building a prize-winning model of a CPR snowplow. This turned out to be a very popular article. I was lucky enough to be able to convince Kyle to provide us with a longer article on another of his modelling projects: a CPR combine. This will be presented in three instalments over this and the next two issues. Have a look on page 6.

This is the time of year that people start thinking about their summer vacations. As part of your vacation, or perhaps just as a short weekend outing, you might want to consider visiting a BC train museum or heritage railway. To help with that, have a look at the article on page 9 which gives an overview of BC's railway tourist attractions. I expect that most of you may well have visited one or more of these over the years, but there is probably something here you have not seen and would enjoy visiting.

Finally, I have been editing the Bulletin Board for two years now, and in each issue I've included a request for articles. This has not really turned out to be a very effective way of attracting material, but I feel the need to keep reminding you that I would love to hear from you about something you would like to write about. If you would like to provide an article, or you would just like to tell me about something you liked or would like to see or some change you have in mind, please send me an email at r.England@computer.org.

Now, enjoy the issue!



Superintendent's Message

By Victor Gilbert, 7th Division Superintendent

I think we can all agree we live in changing times. I am sure this can be said about various subjects, but I am explicitly talking about our hobby of model railroading.

Some spout off that the model railroading hobby is dying and that model railroading is an older man's hobby. To some extent, it may appear to be true, but why does it look that way?

Using the records of the 7th Division, I can determine the mean age of the membership is around 70 years of age, and it keeps rising. The Regional and National NMRA numbers bear this out, and magazine publishers also report similar numbers.

Why?

Model railroaders are not joining the NMRA or subscribing to magazines. Therefore, the numbers used to report on our hobby are misleading.

Our fathers and grandfathers have done an excellent job setting standards and specifications that allow us to buy a Scale Train locomotive, couple it to a string of rolling stock from Atlas, Walthers, BLMA or NARC, then run the train on track by Micro Engineering, Atlas, Peco and others.

If our hobby is dying, how are:

- Scale Trains growing and offering new locomotives regularly,
- Rapido expanding its line,
- Mom and Pop detail shops staying in business, and
- magazines like Model Railroader and Railroad Model Craftsman selling so much advertising.

Model railroaders are out there and finding their information via the Internet. Before the rise of the Internet, magazines, clubs, and the NMRA were about the only way to meet other model railroaders and get reliable information. Today, you can go to the computer and "google" the information needed. You will find many articles and probably a few videos, some good, some bad for sure, but it is all there for free.

To the youth of today, if it is not online, they do not know how to find it.

If you go to YouTube and search “model railroading”, many, many videos will come up. Simple loop layouts, Lego layouts, Plywood Centrals, and MRR empires. “How To’s” on benchwork, laying track, DC and DCC wiring, and scenery. From young, middle-age and senior men and women.

It also helps that the hobby of model railroading is more mainstream.

While out with my family this past weekend, I came across three young men railfanning. You might say railfanning is not modelling, but I know modellers that started as railfans and now have layouts. Some buy models waiting for the day they can build their layout. I was one of those.

The good news is the reports of our hobby dying are accounted for as a reporting bias.

And while model railroading has become an older man’s hobby, this can be accounted for by the changes in our society. Both parents work and raise kids, so parents do not have much free time or discretionary income from the first child until the last child turns 17 or 18.

Now, it is our time, and I am afraid these standards will be lost if we do not change with the times. We will be back to having to match items from a single manufacturer.

Adding Value to Your Membership

By Victor Gilbert, 7th Division Superintendent

What’s New

The NMRA is getting with the times. The NMRA Magazine is going digital and, in my opinion, it’s about time. For those who no longer want a hard copy of the NMRA Magazine, there is a dramatic cost reduction of \$55. There will be a slight increase of \$10 to our annual membership for the rest of us, but we now get the digital NMRA Magazine.

Events

Our annual Railway Modellers Meet of BC (RMMBC) is returning in May this year. The RMMBC planning committee has decided to continue the virtual format of the past two years for 2022. The event will be the four Thursday evenings (May 5th, 12th, 19th and 26th), culminating with what we hope will be the return of the in-person portion of the meet on the weekend of May 27th to May 29th, 2022.

Check the [RMMBC website](#) for updates and more information. You can also [sign up](#) for the RMMBC newsletter sent out regularly to keep everyone up to date on what is happening with the Meet.

If you have not yet attended an RMMBC event, you are missing out. The venue at Simon Fraser University is fantastic, and the RMMBC committee has a plan for an even better session this year. I strongly urge you to give this a try – there’s something for everyone, and you most definitely don’t need to be an “elite” modeller to attend.

Awards

Did you know that the 7th Division recognizes our members for their achievements?

The Jack Work Memorial 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 Ross Heriot Gold Spike Award is presented annually to the individual or individuals in the PNR 7th Division who has made a significant contribution to the division.

The Railway Heritage Award is presented, when appropriate, to a current member of the 7th Division who has contributed in a meaningful way to the preservation of railway history.

Check out the [“Awards” page of the 7th Division website](#) for more details and past recipients. If you know someone who should be recognized with one of these awards, contact the Award’s coordinator or the Superintendent of the 7th Division. Contact information can be found on the [“About Us” page](#) of the 7th Division website.

Modeller’s Help Desk

We are here to help. If you need a solution or an idea for your layout, ask the “Modeller’s Help Desk,” listed on the [“About Us” page](#) of the 7th Division website or the last page of the Bulletin Board.

Changing Your Email Address

We have created a simple way to change your email address. Send an email to [Brian Clogg](#), our membership coordinator, with EMAIL ADDRESS CHANGE as the subject line. Include your name, NMRA number, old email address, and new email address. We will update our records and pass the information on to Regional and National.

Volunteering

Want to volunteer or have an idea for the Division? Reach out to your Sub-Division coordinator. They are listed on the 7th Division website on the [“About Us” page](#), or contact me at victor@sugarwood.info.

If you have a favourite social media platform where you would like to hear about activities in the 7th Division, send me an email at the address below, and we will look into using it.

We need volunteers and have openings for:

- **Publicity Coordinator**

Responsibilities: Coordinate with local events to have an NMRA presence, liaise with NMRA Regional and National for literature.

- **Social Media Coordinator**

Responsibilities: Work to establish a 7th Division social media presence.

- **7th Division Regional Education Team**

Responsibilities: Work with the NMRA PNR Regional Education Team to establish a library of “How To” items and research material for access by NMRA members.

- **Assistant Web Admin**

Responsibilities: Work with the 7th Division’s Web Admin to manage the 7th Division’s website.

- **Assistant Clinic Coordinator**

Responsibilities: Work with the 7th Division’s Secretary to coordinate clinicians and resources for the 7th Division’s winter, summer, and fall clinics.

WE NEED YOU TO STAY INVOLVED.

Vancouver Train Expo 2022 Update

by Tom Lundgren, Leader, Vancouver Train Expo

The Organizing Committee for Vancouver Train Expo has started work on this year’s event, scheduled for November 5th and 6th at the PNE Forum.

The conditions that will prevail this Fall are unknown, and the COVID pandemic will probably still be evolving. We’ve focused on determining the latest date at which the decision to proceed would have to be made while still providing time to complete all the steps necessary to stage the event. The final decision will be delayed as long as possible but must be made by early June. Expect the distribution of registration material to be later than in previous years.



In the meantime, our “hold” on the Forum for the weekend of Nov 5th and 6th has been confirmed. We will be talking to our suppliers of electrical services, insurance, tables and chairs, as well as to vendors, exhibitors, volunteers and Facebook audience to gauge availability, costs and interest. We are aware that some of our traditional exhibitors and vendors will not be participating. The decision to proceed will be guided by all of those responses, tempered by the knowledge that our entire financial resources are at risk if we guess wrong.

Key to proceeding will be the likelihood of staging an appealing event (enough exhibitors and vendors), attracting sufficient attendance to ensure financial success and finding sufficient volunteers for the various tasks, in particular ticket sales and admissions. Our ability to recruit enough front entry staff is challenging at the best of times and I am concerned that it will be significantly influenced by individual perceptions of health risks this year.

Look for an update in the May/June Bulletin Board.

Railway Modellers Meet of BC – “1st Section” Online Prologue

by Marc Simpson, RMMBC Promotion

The Railway Modellers Meet of BC (RMMBC) is happy to announce the return of the very popular online presentations that have been part of the RMMBC over the past several years. The online portion of the Meet will be held on Thursday evenings starting May 5th, 2022 and continue through May 26th, 2022.

We are planning to continue the clinics every Thursday evening (May 5th, 12th, 19th and 26th), culminating with what we hope will be the return of the in-person portion of the meet on the weekend of May 27th to May 29th, 2022.

This “Online Prologue” to the weekend will have the return of the very popular, high quality clinics, presentations, and layout tours that were part of previous online RMMBC events. We will have much more on what to expect in the “Online Prologue” in the coming weeks.

Check the RMMBC website for updates and more information – www.railwaymodellermmeetofbc.ca . You can also [sign up for the RMMBC newsletter](#) that is sent out regularly to keep everyone up to date on what is happening with the Meet.

More good news – this year’s meet will be free to register for! This will include the 1st Section Online Prologue as well as the weekend portion of the Meet! We will also gratefully accept donations for the event from those who would like to support the Meet.

The committee is working hard to determine exactly what the weekend event will look like; we are still hopeful that we will be able to have an in-person component to the meet this year, contingent on where we are with respect to the ongoing Covid-19 pandemic at that time.

We’ll see you at the Meet!





Canadian Pacific Combine 3299

Text and photos by Kyle Gardiner

Introduction

This O scale model was created after discussions with Ed Warren MMR, investigating shorter western CPR combines suitable for scratch building. The 3299 was selected after attending a 2008 NMRA clinic by Joe Smuin, a Kettle Valley Railroad authority, who referred to it as the “Brookmere Jitney.” Anthony Craig and John Green advise that the combine saw mostly mixed train service thrice weekly between Brookmere and Spences Bridge until 1957, and weekly to Hope/Ruby Creek until 1949.

The necessary reference material was at hand: Joe had a photograph of the 3299, and Railroad Model Craftsman (RMC) had an informative article and drawings of the 3260-3299 wood combines in their May 1990 issue. The 3299 was built by the CPR in Montreal in 1906. Fortunately, Colonist Car 2514, built in 1905 and of very similar construction, was available for inspection at the nearby West Coast Railroad Museum in Squamish.

Ed proceeded to build the 3274, also in O scale, and we enjoyed a continuous collaboration even though separated by the Gulf of Georgia. He completed his model more than a year before me, but sadly passed away before we could meet and compare our efforts. I lost a wonderful mentor who was the always encouraging NMRA Achievement Program coordinator at the time and the 3299 is for me a lasting remembrance of him.



ABOVE: The unpainted model

The model is entirely scratch-built except for wheel sets and a very few commercial castings. It is built to reflect the combine in revenue service in the late 1930s but including any alterations evident in the single undated photo I have of this particular car. As I have mentioned before, and as is evident in the photo, I like to model in a mixture of media: brass for strength, weight, and durability; wood to look like wood; and styrene for ease.

This article is divided into three installments:

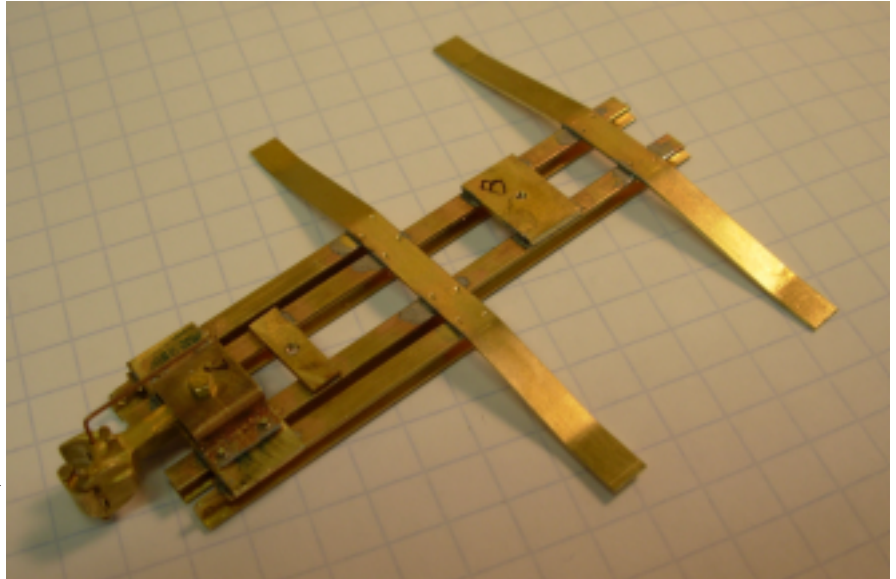
- 1) building the frame and undercarriage,
- 2) building working swing bolster trucks, and
- 3) building the body.

The first installment follows below and the other two will appear in the next two Bulletin Board issues.

Building the Frame and Undercarriage

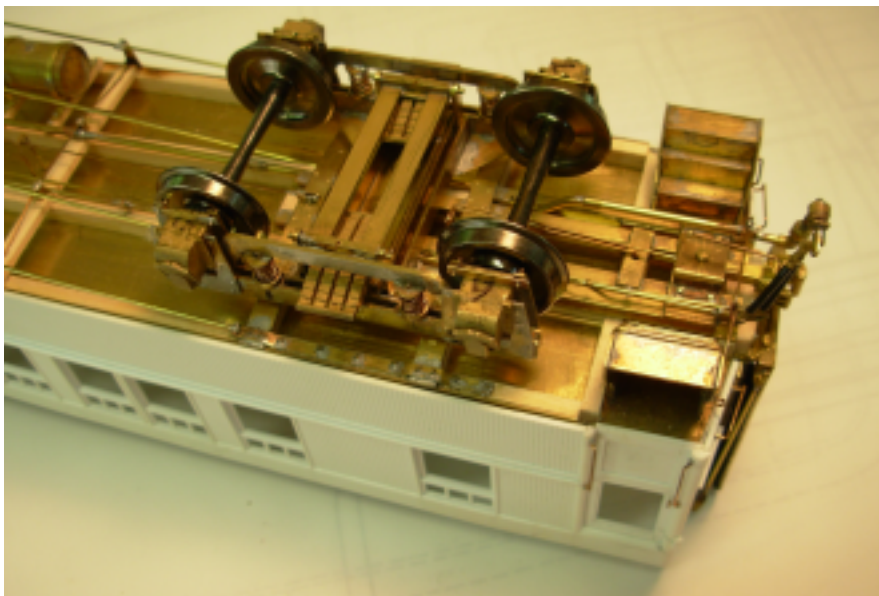
The RMC plans and article were principal references, supplemented by visits to measure and photograph the similar 2514 in Squamish.

Construction is of mixed methodology. The floor and undercarriage along with all salient details are soldered brass, with wood stringers and end sills. The metal floor of .040" brass provides a more robust core than the prototype, which had only wood stringers (no steel center sills) bolted to steel subframes and bolsters on the ends. The model reproduces these structural elements. Prototypical working PFM coupler kits are fitted, but the frame seats are drilled and tapped so KD couplers and draft gear can readily be substituted.



ABOVE: Bolster and subframe

It was entertaining dreaming up ways to make and install the underbody components and rewarding if they turned out acceptable—even if not always perfect, and not always on the first try.

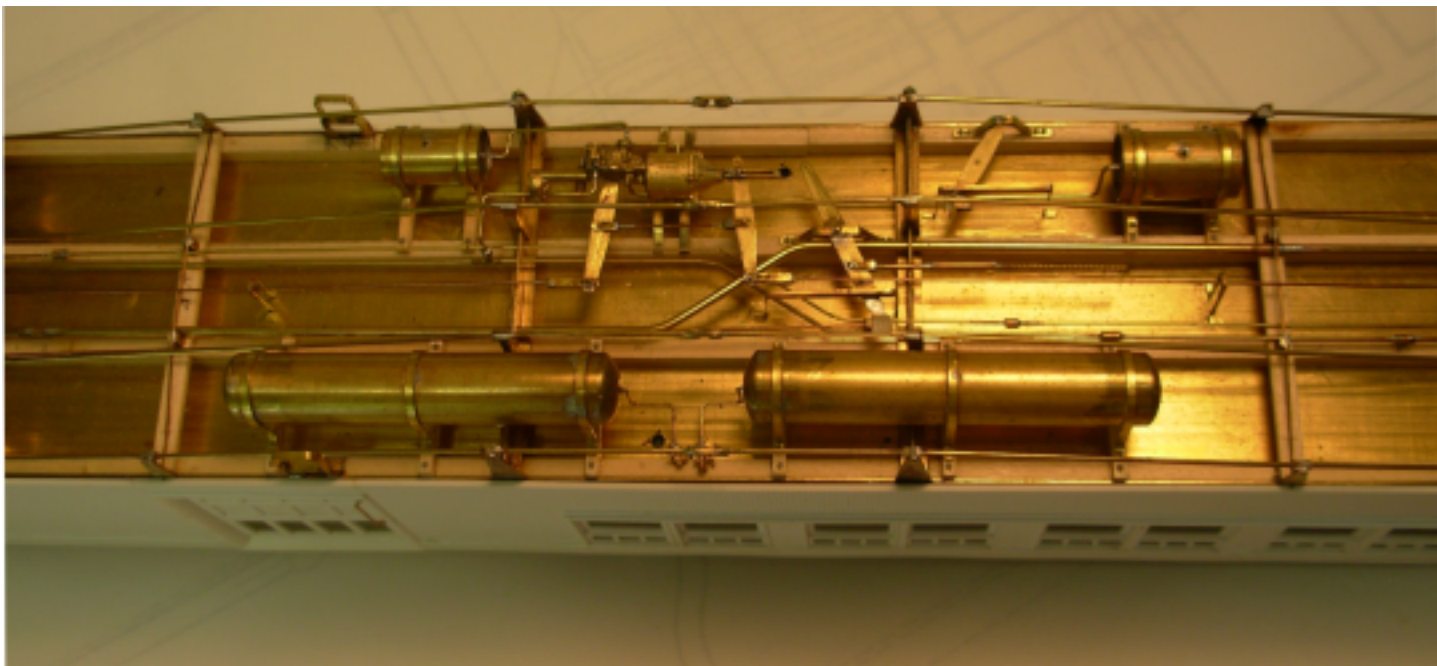


ABOVE: Underframe structure with trucks

The photo to the left illustrates the installed bolster, and structure. Flat bar straps are bolted through the steel bolster structure frame and longitudinal wooden sills. They contain fittings that anchor the main truss rod ends. Smaller transverse truss rods are anchored to unique main queen posts. (This photo also serves as a teaser for a following installment on building the trucks!)

I got carried away detailing the undercarriage but it is O scale and I had all the information and so no excuses.

Tanks were made from brass tubing. The dished ends were formed by pressing



ABOVE: Underframe detailing

pieces of annealed .010" brass shim stock into a cavity in a hardwood block using a ½" dia. spherical shape and a drill press as an arbour press. I had a tool that provided the shape, but a ball bearing or turned rod would serve. After soldering each end, the tank was chucked in the drill press and filed to suit. A lathe would be better, but not necessary. Inset (flat) tank ends could be accurately positioned using a piece of tubing that slides into the tank shell. Tubing comes in sizes to facilitate this. The tubing holds the tank ends square and with the correct inset. Brass flat bar of various sizes, combined with an inordinate amount of filing, drilling, and soldering eventually produced most parts. The trickiest pieces were the steps, because of their awkward geometry. I constantly invented jigs to keep things in place while soldering.

Colonist car 2514 in Squamish employed a peculiar coil spring appliance to avoid brake drag by pulling slack into the brake rigging. Figuring out how this stuff might have worked was part of the interest.

The beauty of modelling old cars like this is that in 1906 they were built by carpenters and blacksmiths who worked with similar raw materials and tools as does the hobbyist.

Next installment: Building Working Swing Bolster Trucks



BC Train Museums and Heritage Railways

Text by Rob England, photos from attraction websites

As summer approaches and, hopefully, the pandemic recedes, I know that many of you will be planning do a bit of travelling in the coming months. If you will be driving around BC you should definitely include one or more of BC's train-related museums and heritage railways in your plans. I have listed the major ones below. There is probably at least one or a few that you haven't experienced.

My descriptions provide just a bit of a taste of what these attractions provide, with more information available from the listed websites. Note that several of these attractions appear to have been badly hit by the COVID-19 pandemic and have had severely restricted operations in the last year or two. This will hopefully resolve itself by this summer, but you should check the websites before visiting them.

Railway Museum of British Columbia

This museum is run by the West Coast Railway Association and was formerly called the West Coast Railway Heritage Park. It has the second largest collection of railway equipment in Canada with 95 heritage railway locomotives and cars on display either inside a roundhouse or on outside tracks. It boasts equipment from the CPR, CNR and PGE/BC Rail, including both steam and diesel locomotives and a substantial amount of passenger and freight rolling stock.

In addition to viewing the displayed equipment, visitors can also take rides on a Budd car, a speeder, and a "Mini-Rail" primarily aimed at kids. A visit length of 2-4 hours is suggested by the museum website.

The museum is located just north of the Squamish rail yards, approximately a one hour drive north of Vancouver on Highway 99, or approximately 45 minutes south of Whistler. See the website for the address, instructions and an access map. Museum access has been limited for the last year but should improve this summer.

Website: www.wcra.org

Revelstoke Railway Museum

The Revelstoke Railway Museum is focussed on the construction and operation of the Canadian Pacific Railway in BC. The museum building contains a CPR steam locomotive (CPR #5468, a Mikado) along with Business Car #4 (a rebuilt Solarium-Lounge from the 1920s), along with a wide collection of CPR artifacts. In addition, there is an outdoor viewing area containing a collection of heritage locomotives and rolling stock. Of special interest to modellers is the Revelstoke Model Railroad Club layout on view in the museum building. It also has a shop containing a good selection of CPR related books and materials.

The museum is located next to the CPR mainline on the main road into Revelstoke from the west. It is open every day in the summer and most days the rest of the year.

Website: www.railwaymuseum.com



ABOVE: ex-CPR #3860 the Royal Hudson at the Railway Museum of BC



ABOVE: The Revelstoke Railway Museum as seen from the main road into Revelstoke.

Central BC Railway and Forestry Museum

This museum, formerly the Prince George Railway and Forestry Museum, hosts a collection of over sixty pieces of rolling stock, ten historical buildings and numerous smaller artifacts on an 8-acre site. Many of the museum's pieces were used in rail lines that pass through or are connected to central BC, including the Grand Trunk Pacific Railway, Canadian National Railway, Pacific Great Eastern Railway, and BC Rail. The collection also contains a large amount of forestry equipment which was used in both logging and processing lumber. The museum also has a selection of archival holdings which include railway related schematics, railway timetables and equipment manuals.



ABOVE: The last remaining BCR GMD GF6C from the Tumber Ridge line at the Central BC Railway and Forestry Museum.

Photo by Alasdair McLellan

The museum is located close to downtown Prince George on the far side of the CNR yards. It is open most weekdays year round. It contains a shop and provides the Cottonwood Railway, a large-scale outdoor railway focussed on providing rides for kids (and adults, too!).

Website: www.pgrfm.bc.ca

BC Forest Discovery Centre

This museum and operating heritage railway is focussed on BC's historical logging industry. Formerly called the BC Forest Museum, it is located on the Island Highway just north of Duncan. It has a variety of indoor and outdoor exhibits spread over its 100 acre site, including operating steam and gas rail equipment, logging trucks, forest and nature trails, a reconstructed logging camp, a forest fire lookout tower and a rangers's station.



ABOVE: Bloedel, Stewart & Welch #1, a Class B Shay, at the entrance to the BC Forest Discovery Centre.

The museum has seven steam locomotives in its collection, including three Shay locomotives, two Climax locomotives and a pair of small narrow-gauge rod locomotives. In addition, it has three diesel logging locomotives. In summer months it runs a train powered by one of these locomotives over an on-site track. The museum is open from April to September.

Website: bcforestdiscoverycentre.com

Cranbrook History Centre

This museum, formerly the Canadian Museum of Rail Travel, has been focussed on rail passenger cars and the social aspects of rail travel. The recent change of name comes with the addition of local and regional history and other topics to the mix covered by the museum, but rail passenger service remains a primary subject.

The museum's largest exhibit is a collection of 28 railway passenger cars. Of these, 13 have been extensively restored and can be viewed on escorted walk-through tours. The collection includes cars from four trains and a number of private cars, with the most significant being the complete consist of CPR's 1929 "Trans-Canada Limited". The level of restoration is very impressive.

The museum also includes two model railway displays: a large (60 ft) O gauge diorama that was formerly part of the now-closed Granville Island Museum, and an HO gauge layout that was built by a local club. Both are on display any time the museum is open.

The museum is located in downtown Cranbrook, backing onto the CPR yard. It is open year-round, seven days a week during the summer and Tuesday to Saturday during other seasons.

Website: www.cranbrookhistorycentre.com

Fort Steele Heritage Town

Fort Steele is a preserved town of about one hundred buildings that is re-animated by costumed staff. Visitors can explore the buildings and interact with the staff acting as residents; watch interpretive demonstrations; visit the stores, blacksmith, theatre, photography studio, etc.: or take wagon or train rides.

In the summer Fort Steele offers train rides around a 4 km figure-eight circuit behind one of two preserved steam locomotives: a Pacific Coast Shay and a 2-6-2 Prairie locomotive, both originally employed in logging work on Vancouver Island. There is also a small collection of freight, passenger and MOW rolling stock.

Fort Steele is located on Highway 93, approximately a fifteen minute drive east of Cranbrook. It is fully open to visitors during the summer, as well as at a reduced level of activity during the spring and fall.

Website: www.fortsteele.ca

Alberni Pacific Railway

The Alberni Pacific Railway runs from an engine house and station in Port Alberni out along Esquimalt and Nanaimo Railway track to a sawmill at the McLean Mill National Historic Site. The railway owns three locomotives: a 2-8-2T Baldwin steam locomotive, an Alco RS-3 diesel locomotive and a Class-B Shay locomotive, as well as a number of passenger cars.

The railway has not run recently due to COVID-19 and funding problems related to needed boiler work on the 2-8-2T locomotive. Check the website for more information.

Website: ihportalberni.ca/alberni-pacific-railway



ABOVE: The Alberni Pacific Railway's #7, hopefully soon to be back in service.

Fraser Valley Heritage Railway

The Fraser Valley Heritage Railway runs an ex-BC Electric Railway interurban car (#1225) from Cloverdale Station to Sullivan Station every weekend throughout the summer. The trip takes approximately 55 minutes round trip.

The interurban car runs on weekends during the summer. Visitors can visit the car barn and see the restoration process, and there is a transit museum in the (replica) Cloverdale station.

Website: fvhrs.org

Kettle Valley Steam Railway

The Kettle Valley Steam Railway runs over 16 km of ex-Kettle Valley Railway track from the Trout Creek bridge to Faulder, passing by the Prairie Valley railway station. Trains are operated from spring through fall each year. All excursions depart the Prairie Valley railway station in Summerland BC. The round trip takes approximately 90 minutes.

Trains are pulled by #3716, an ex-CPR 2-8-0 N2b class steam locomotive. The railway also has an ALCO S-6 diesel electric locomotive used as backup for #3716. Passenger rolling stock includes two ex-CPR coaches and three ex-CPR stock cars converted into open-air cars.

Website: www.kettlevalleyrail.org

Notices and Contacts

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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.

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 volunteers. 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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