

# ORDER BOARD

Official Newsletter of:

*The Calgary Model Railway Society*

The Communications Medium for Railway Enthusiasts.

Volume 1, Issue # 4 - Summer 95

## Report from the President:

*Dale N. Sproule*

Hard to believe that the society is entering our second year of operation. We have grown to over 150 members who have: organized a new society, shared in four events, read a great newsletter, and communicated between each other.

In review to our new members, the four events have been; a day-long September mini-meet, a November Railfan slide show, a March weekend Model Railway show, and a family Bar-B-Q at Champion Park. The hardest part of being successful is keeping up the interest of the members, something your executive is aware of. For the second year we plan to continue a successful formula with a better program.

To clear up some unfinished business: we say thank you to the Extra Gang who went to a lot of work to sponsor a Photo Rally in June. They have offered to delay this fun event to another day. When it comes around again I hope that a lot of us take part. The Champion Park Bar-B-Q was a tremendous success for those who participated. It was great to see members out with their wives, children, grand-children in a lot of cases - all sharing a common interest of trains; either watching or riding or usually both. Response was most positive, so we plan to do it again next year. A new member (John Heavens) of the society introduced

himself to me and I found out that I went to High School with his dad; Brian Heavens. Hi Brian! why not come out and share our hobby. I'll bet since you retired from the Police Department as an inspector you are looking for a father-son hobby!

Anyhow, keep two dates in mind advertized in this newsletter: General Meeting on September 12, and a day-long Mini-Meet on October 21.

Elections are scheduled as part of our upcoming Annual General Meeting in September. (See Secretary's update for details.) The show committee has been meeting since before summer to plan a better Model Railway show. Start getting your "stuff" (as Norm Haines would say) ready for the next 6th Division Spring Meet in Edmonton in May 96.

## Upcoming Events:

### Annual General Meeting:

Tuesday September 12 7:30 pm  
Currie Community Centre. Flanders Ave SW (1 block east off Crowchild tr, large brown building on left.)

### Fall Mini-Meet:

Saturday October 21  
Glendale Community Hall.  
25 Ave & Glenmount DR SW  
(Just off 45 St & 25 Ave SW)

### Southbank Shortline's Boomer

#### Auction:

Saturday October 14  
open 10:00am / auction 1:00pm  
St Andrew's Presbyterian Church  
703 Heritage Dr SW

## Update from the Secretary:

*Al Hough*

### NOTICE OF MOTION TO AMEND BYLAWS:

In accordance with the societies act, the membership is hereby notified of two (2) motions from the Board of Directors meeting.

1: Motion Dave Stefanek, second Barry Conn, that article 4.0 be amended to read: "The board of directors will consist of nine (9) members. Six (6) members approved by the clubs listed in 4.1, and three (3) members elected from the General Membership WHO ARE NOT MEMBERS OF THE CLUBS LISTED IN 4.1" (words in bold to be added to 4.0) This change will ensure representation for the independent modeller on the BoD.

2: Motion Dave Stefanek, second Barry Conn, that article 7.1(f) be deleted, as it only applied to our first year.

Both motions have been passed by the Board of Directors, and are recommended to the membership. Both motions will be presented as special resolutions at the Annual General Meeting for approval.

## Update from the Secretary

Continued:

### NOTICE OF ELECTION:

Al Hough, Dale N. Sproule, and Barry Conn have agreed to let their names stand for re-election as independent reps on the Board of Directors. Five of the six club reps will continue as listed: Bob Hadlow (CMT), Bill Marshall (Bow Valley); Bert Haynes (Cal-O-Rail), Dave Stefanek (CanTrak), Maurice Despins (TNG). CBRM will present a new rep for acceptance at the AGM.

### MEMBERSHIP RENEWAL:

Members are encouraged to renew their membership at the ANNUAL GENERAL MEETING, Sept 12/95. Dues will remain at \$5.00/year. This covers the cost of printing and postage for the "Order Board" newsletter. Members should note that admittance to 95/96 CMRS activities will be at no charge (except for Supertrain 96)

### CHANGES TO THE ORDER BOARD TEAM:

This is my last newsletter as a part of the "ORDER BOARD" team. Andrew Cocker from CBRM has kindly agreed to join the newsletter team and oversee its publication in 95/96. A huge "THANK YOU" to Byron Ellett, Al Oates, Bob Hadlow, Dale N. Sproule, Bert Haynes, Al Love, Gordie Johnson, and everyone else who contributed articles and ideas, or helped publish the "ORDER BOARD" in 94/95. Together we did bring about a new level of communication among Calgary rail enthusiasts. We still need your ideas and articles, please send them to Andrew Cocker, c/o the society address, or give them to any BoD member. Thanks.

Al Hough

The Order Board c/o Calgary Model Railway Society.

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or via the internet: [ecocker@agt.net](mailto:ecocker@agt.net)

submissions on PC formatted 3.5" disk. Acceptable formats: Wordperfect MS word, ASCII, AMI Pro, Wordstar, IS Write.

## View from the Caboose

or hindsight is 20-20

Bob Hadlow

As I have said in a previous article, "Railfanning" is part of the total overall hobby of model railroading. To that end I was pleased to be able to spend four wonderful days railfanning the lower mainland of British Columbia with Bob Loat. It sure helped that it was summer out in B.C. and not the terrible type of weather we've been having here in Calgary and area. If anything, it was a might too hot with temperatures of 38 degrees C in the Hope area. Now to the point I was trying to make, that no matter what weather is like, after you've paid your expenses to where you wanted to go, get out and take your shots no matter what the weather is. Besides, the different types of weather can make for excellent pictures and bad weather shouldn't cancel railfanning trips.

After the Union Pacific gained control of the Chicago & Northwestern Railroad, it has now entered into an agreement to purchase the Southern Pacific Railroad. Reading the internet, many people are against the move, but really only the ICC and other railroads will have an effect in what happens. The UP/C&NW merger has been approved by the ICC as has the BN/Santa Fe merger. Who knows what will happen in this newest merger attempt as the decision is expected in about six months. How's about some speculation about a possible new paint job for the UP/SP merger, Omaha yellow with red Union Pacific on the sides in speed lettering. Not so good I guess, but at least it's fairly original.

CP Rail's 83 AC4400CW's should start arriving by the end of this month (August). Having been assigned road numbers 9500 - 9582 and all will be assigned to Calgary for maintenance. At present there is some question as to what engine numbers will be assigned to them. Some people have suggested 9050 to 9132, but only time will tell. It will mean a big change for local railfans to see a new type of unit, that is besides all the "Rent-A-Wrecks" currently on the roster of

leased units.

Also take note of the 10 units that CP bought from Morrison-Knudson. These units carry the markings saying that they are SD40M-2's and carry road numbers 5490 to 5499. One should also note that 8 of the 10 units are ex-SD45's with the flared radiators. They sure look neat!

CN Rail are expecting their new SD70I's by late 1995, and they'll be assigned road numbers of 5600 to 5625. This will mean that CN has SD50's, SD60's, and then SD70's. The SD70I's won't have the draper taper as the SD50F's, SD60F's, and the Dash 8-40CW's had. They'll have the Canadian Safety Cabs, which look a bit strange with four front windows.

During my recent railfan trip to B.C., I had the opportunity to see the cab of CN #2506, a Dash 9-44CWL and to ride this unit from Boston Bar to Lytton B.C. Not a great distance and to sit in the engineer's seat for the last 15 miles. What a thrill for this diesel fan. I guess the CN crew took pity on my big blue eyes! The train was an empty eastbound grain train, with 98 cars and 2850 tons with three units. One thing that surprised me is that the crews, if they have enough power, will shut down or isolate the lead unit and thereby be able to talk in a normal voice to each other. They still control the other units. It's sure a lot quieter in a locomotive that has been isolated.

One other thing I must point out. If you are in the mountains or heavily treed areas be aware that bears can be a hazard to anyone who is out walking or hiking. Case in point, Bob Loat and I were visited by two bears, one black and the other brown. The black one was being chased by the brown one. We heard them coming for at least two minutes but couldn't see what was making the noise until they came out of a deep gully. Mr Loat's comment was to the effect that, because he goes to this railfan spot quite often by himself, he'll have to be much more careful in

## View from the Caboose or hindsight is 20-20 continued:

the future! That spot is Trafalgar, the first siding east of Hope, B.C. I guess goes without saying "Be Careful Out There."

Well enough for this issue. Please remember that if you are taking railroad pictures and are on railroad property, you should have permission to be there and to only "Take pictures and leave footprints"

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### Preservation scene:

**C-Liners Saved:** BC Rail Robot cars RCC3 and RCC4, stored at CPRS, Coquitlam, BC yards, are destined to Calgary to be cosmetically repaired. The RCC3 (nee CP CFB16-4 4455) is destined to the Canadian Museum of Rail Travel in Cranbrook, British Columbia; the RCC4 (nee CP CFB16-4 4456) is destined to the Museum of the Highwood in High River, Alberta.

**Tender Shuffles:** BC Rail's search for an auxiliary tender for 2-8-0 3716 has resulted in former CP work service tender 415818 being acquired from Heritage Park in Calgary, AB. Tender 415818 was originally the tender from G3f pacific 2366 built in 1940. As part of the deal, BC Rail obtained another CP work service tender from a gentleman in Windermere, BC, to trade to Heritage Park. (number not yet known) In return BC Rail has provided this gentleman with a retired BC Rail steel caboose. (number not yet known) Royal Hudson 2860's auxiliary tender (2860B) is destined to the Canadian Museum of Rail Travel in Cranbrook, BC. Plans are to mate 2860B with former CP G3d pacific 2341 which is presently at the Canadian Railway Museum in St-Constant, PQ.

Submitted by Al Hough, thanks to Dick Blazina and Bytown Railway Society.

**AARPCO Convention in Canada:** Thirty-nine private cars are registered for the 17th annual convention of the American Association of Private Railroad Car Owners (AARPCO).

Activities will be held in Nelson BC. (Sept 5-6) and Lake Louise (Sept 8). Two special trains of private cars will operate, powered by Amtrak locomotives.

The specials will originate at points such as Oakland, Sacramento, and Spokane and cross into Canada at Kingsgate, BC, and travel over CP lines and tie up at Nelson, BC on Sept 4 for the two-day convention. The specials will travel from Nelson to Cranbrook on Sept 7. On Sept 8 the specials will move to Golden, BC and Lake Louise, AB (via the Spiral Tunnels) where passengers will detrain for a banquet at Chateau Lake Louise. The units will run around the trains, and with passengers re-boarded, the trains will return to Golden for the night. Sept 9 will see the trains travel to Vancouver via the MacDonald tunnel. The specials will depart Vancouver at noon on Sept 10 enroute to Seattle via Sumas and Sedro-Wolley (former Great Northern route).

Submitted by Al Hough, thanks to Jack Desev, Bytown Railway Society.

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### The Digital Page:

*Barry Conn - The DISPATCHER*

Is it true that Digital Command Control (DCC) is really going to have a major impact on our hobby? I think it will and in this article and in others to follow I hope to show you how it will enhance your enjoyment of model railroading by making simplified layout wiring and realistic train operation a reality.

*How does Digital Command Control simplify wiring?*

On a conventional layout, if you want to run multiple trains at the same time, the layout must be divided up into a number of electrically separated "blocks". Each one of the blocks must be wired separately using toggle or rotary switches to provide power from the "throttle" required to operate each train. Trains then move one block at a time by having the operator throw

toggle switches ahead of the train. Only one train can operate in a "block" at the same time. This method requires a considerable amount of time involved in wiring the layout, building control panels, installing switches, and expense. (have you checked the price of wire and switches recently?) Once you have it all wired up, you (and your operators/guests) then have to learn how and when to throw all the block switches in order to keep your trains running. This is the standard wiring method that most of us used to build our layouts. It works, and will continue to work for many hobbyists. However, once I saw the simplicity of Command Control and began to use it, I can certainly recommend it as the way to go for existing and new layouts.

On a DCC layout there is no need for all the electrically isolated track blocks, block switches, and block control panels. Just like in the real world, engineers control the speed and direction of their trains totally independent of each other. Several locos can be moving at different speeds and in either direction on the same electrical section of track. The lights on each locomotive have constant brightness, are directional, and can be turned on or off at will. Train operation depends, not on track wiring, but on a decoder installed in the locomotive. Very simplistically, the decoder picks up a signal sent through the track from the engineer's throttle control. As you increase the throttle, the decoder responds by increasing the voltage to the engine. To the user, it's no more complicated than using the TV remote control to change the channel or the sound volume. You don't have to be an electronics or wiring expert to install or operate it.

Track wiring on a DCC layout is basically just 2 wires from the Command Station/power supply to the track. However, good wiring practice for your layout is still important. You should still send up feeder wires to the track every 10 feet

or so as rail joiner are not reliable conductors. Unless you want to section your layout for added power, the only gaps you will need are for reverse loops and un-insulated frogs. If you already have a layout with block control, you likely won't need to do anything to convert to DCC. Just set all the block switches to that the entire track has power and you are ready to go. Reverse loops can be handled manually or automatically using DCC.

The DISPATCHER is a Calgary based business specializing in Digital Command Control. We are an authorized Digitrax dealer, offer you the ability to try the product on our layout before you buy, and offer discount prices. Please call us at (403) 251-9334.

**Items For Sale:**

4" modellers table saw o/w 1/4 hp 110 volt motor, guide and tilting table \$200.00 obo. Contact Dave Stefanek (403)279-4886

Hornby Zero-1 control system. Complete with 10 loco decoders, 6 accessory decoders, mimic display sub-system. \$300.00 obo. Contact Andrew Cocker (403) 228-7795

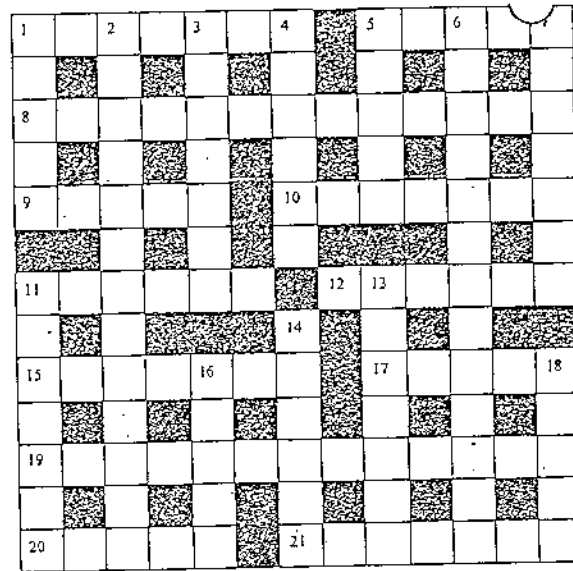
**CMRS on the 'Net:**

That's right, the Calgary Model Railway Society is on the Internet. The society's web page can be found at: <http://www.agt.net/public/ecocker/cmrs.htm>

At the moment the page is under construction but will eventually include an online version of the "Order Board", a list and description of the Calgary area clubs, links to other railway related resources on the net, and hopefully in the not too distant future, images of member's modelling projects and modelling tips.

Any suggestions should be e-mailed to Andrew Cocker address: [ecocker@agt.net](mailto:ecocker@agt.net)

Clubs or groups wishing to be added to the clubs list please contact Andrew Cocker (403) 228-7795 or e-mail as above. We would like a description of your club including scale, open days, upcoming projects, whether new members are welcome, and a club contact for further information. For security reasons we will not be putting clubhouse addresses on the 'net. Interested persons will be directed to the club contact for arranging visits.



**CRYPTIC CLUES**

**Across**

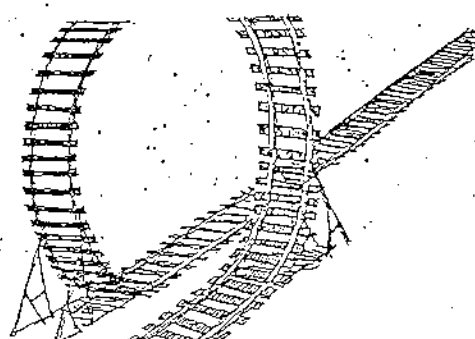
- 1. Solicitation concerning a search.
- 5. Stick these around the correct items. (anagram)
- 8. An ocean crossing that's not truly pacific!
- 9. A mournful sound came off the ridge. (anagram)
- 10. "Goat" is mixed up in the middle of this figure.
- 11. High mountains within special pine trees. (hidden word)
- 12. Dramatic singsongs?
- 15. If pricked by a bristle, could turn into this. (anagram)
- 17. The runner ran showing he really cared about winning. (anagram)
- 19. In a conventional way, an ally followed the custom.
- 20. The actor staggers from the malevolent leers he receives. (anagram)
- 21. Roamed like last sheep?

**Down**

- 1. Shoes valued for their nonskid tread. (anagram)
- 2. Fourfold.
- 3. This part of the country could have been the nearest. (anagram)
- 4. A military signal that be under the skin.
- 5. Propose a drink to warm oneself thoroughly.
- 6. Like Across-19, an ally followed doing so explicitly.
- 7. Rejects in short periods of time.
- 11. For the decision maker, they messed with Welsh rarebit. (anagram)
- 13. At bridge, she played her part nervously. (hidden word)
- 14. Key to CP Rail System's operations.
- 16. Stumbles around raised strip in doorway. (anagram)
- 18. Wood nymph.

Solution in the next issue

WELL, IF YOU ASK ME, I THINK THEY'RE TRYING TOO HARD TO MAKE TRAIN TRAVEL MORE EXCITING...



**NON SEQUITUR**

Thanks to the following contributors:

- Al Hough
- Dale N. Sproule
- Bob Hadlow
- Barry Conn
- Al Oates
- Andrew Cocker
- Cp Rail Systems
- Bytown Railway society