

ORDER BOARD

Official newsletter of the Calgary Model Railway Society

The Communications Medium for Railway Enthusiasts.

Volume 1, Issue # 5 - Fall 95

Report from the President:

Dale N. Sproule

Thought I'd take a different approach with this report, and report on what is happening in this area of the world since the start of summer.

Kappes Hobby Shop in Red Deer went under in May. A visit to Lethbridge brought about a trip to the Gault Museum where I had the pleasure of finally seeing the N scale prize winning (Bob Gardner) model of a portion of the Lethbridge railway bridge. The model is placed such that if you look beyond the model, you'll see the actual bridge, - quite amazing. This was the first time for me in that museum, so don't forget to see the entire room of railroad stuff while you are visiting. Admission is free.

Our annual meeting saw the election of the new executive, renewal of memberships, and signing of new members. President (myself), Independent representative Barry Conn, Secretary (Al Hough) continue to work with club representatives on the board of directors, and thank all members for their support in the past year. Let's see now, membership in the Calgary Model Railway Association now extends as far as Edmonton, Saskatoon, and Medicine Hat.

About 50 members, families and friends were guests of Joe Dodd to see his outdoor LGB layout on October 1. The steam locomotives were puffin' smoke. Joe has completed phase 1, and let me tell you that this is going to be a layout to watch out for. Thanks go to Joe for his kind invitation, and do it again soon!

Chinook-Hobby West came under new management Sept 1. Rob Gale bought the entire store from Hans and Donna Madsen and is presently in the middle of renovating and painting. He will be working hard to stock what his customers want. The society wishes Rob all the best in his new business. H&D has moved into a warehouse which has to be at least three times the size of their original location. It's big and impressive. We wish Hans, Donna, and crew all the best.

Glen Brosinsky has joined as a new society member, but without any other modellers or railfans in his area. If you know of anyone in Drayton Valley, please write Glen at 4113 48 Avenue, Drayton Valley, AB T7A 1E7.

Guess Kadee now has competition with the introduction of both Intermountain and McHenry couplers, both compatible with the Kadee coupler.

If you can open your home layout for a society layout tour in the future would you please contact me at (274-4852). We are also looking for a volunteer to co-ordinate layout visits.

Mini-Meet Update:

Dale N. Sproule

There was a total attendance of 119. 68 people bought or renewed memberships. We had 15 people that paid \$3.00 for admission only and one \$10.00 donation. Ok, so the clinic room was too small, an error on my part that won't happen again. Otherwise, the day was a successful society event.

Upcoming Events:

Selkirk Express 96

7th division Revelstoke Convention. April 5-7/96. For info and registration write Selkirk Express P.O. Box 1819 Revelstoke BC, V0E 2S0.

Golden Spike 96

6th division spring meet. Edmonton. May 17-20/96. For information contact Mark Johnson, 11428 77 Ave. Edmonton, AB T6G 0L8. phone (403)436-2480 or e-mail mark.johnson@arc.ab.ca

Supertrain 96

Calgary Model Railway Society's annual show. Feb 24-25/96. Mewata Armouries. More details in the next issue.

Railfan Slide Night

January, 96. Details TBA.

Volunteer Appreciation Night

April, 96. Details TBA.

AGM Results:

Ian Mears

Further to the membership's vote, changing the Society's bylaws (regarding the eligibility of members affiliated with the 6 member clubs, to stand for election, ed) at the Annual General Meeting, and questions raised relating to these. The board decided that the general membership's interpretation and acceptance of these changes needed no further clarification at this time.

Update from the Secretary:

Al Hough

On a personal note, I would like to take a moment to thank the CMRS membership for the support and encouragement given the present executive at the Annual General Meeting. We have become a team, working to make the Society that you the membership want it to be.

Re-election affirms that we are on the right track. There are going to be a few rough stretches, that is inevitable in an organization this size. We need to use those grabirons from time to time!

For members new to the society, your 1995 - 1996 board of directors is as follows:

President, Dale N. Sproule. (Independent)

Vice-president, Dave Stefanek (Cantrak)

Secretary, Al Hough (Independent)

Treasurer, Bob Hadlow (CMT)

Public Relations, Barry Conn (Independent)

Directors at large,

Ian Mears (CBRM)

Bill Marshall (Bow Valley RR Club)

Bert Haynes (Cat-O-Rail)

Maurice Despains (Thursday Night Group)

I am pleased to report that almost all memberships have been renewed, and we look forward to continued growth. Your board of directors met on October 18, and have a number of events "in the works". As there are firmed up, we will advise the membership through the Order Board, or by special mailings.

Show Committee Report:

Al Hough

Your Supertrain 96 committee met on October 23, and on behalf of Chairman Dave Stefanek, I am pleased to report that

plans are all in place and coming together very well. The show dates are confirmed, February 24-25, 1996, at Mewata Annouries. Preliminary advertising will appear in the local hobby shops prior to Christmas. Letters to potential exhibitors will go out in early November, deadline for applications is January 15, 1996. The committee has devised a policy regarding commercial exhibits, trying to balance the various points of view. I have been directed by the show committee to ask the membership for volunteer assistance in two areas:

Downtown Exhibit Co-ordinator. We are in

need of someone to co-ordinate static displays in the downtown malls during the four days prior to Supertrain 96 during *Model Railway Week* in Calgary.

Out-of-town Exhibitor Bilets. The show committee would appreciate hearing from members willing to billet out-of-town exhibitors for Supertrain 96. Please contact Maurice Despains, 281-5916 or fax 251-4976.

The show committee would like to hear from members interested in supplying static displays for *Model Railway Week*. Contact Al Hough at 289-8511.

Side Tracks:

Bits and pieces

Ian Mears of CBRM is looking for suggestions of possible society activities for next summer, and a location for a family outing similar to the bar-b-que at Champion Park. If anyone has any ideas please call Ian at 278-5266.

If you have any suggestions for the Order Board or would like to contribute an article please contact us at:

The Order Board c/o Calgary Model Railway Society.

146 Comwallis DR NW

Calgary, AB T2K 1V1

or via the internet: ecocker@agt.net

Submissions on PC formatted 3.5" disk please. All disks will be returned.

View from the Caboose:

or hindsight is 20-20

Bob Hadlow

CP Rail's 83 AC4400CWs have arrived! Or should I say that most of them have arrived. I saw #9567 on October 29th, 1995, and that is the highest numbered unit I've seen so far. In an other oddity, some units have the tribute to the RCMP Musical Ride, which CP Systems is supporting as a logo on the short nose in front of the cab. English on the right side and French on the left side. Some units such as #9537 don't have the logo at all.

So far the software isn't installed so that they can run as *Locotrol Masters and slaves*, so if they are used in any train which has robot units, you'll find them tied to a SD40-2. With the SD40-2 leading. I have been fortunate to have a shot or two with them leading. Like the day they headed west with the "bomb train" otherwise known as the Ethanol train from Medicine Hat, Alberta. When they are up and running as *Locotrol Masters and slaves*, three of the AC4400CWs will replace five SD40/SD40-2's. That will allow CP Rail to get rid of many of the "Rent a Wracks" currently on lease.

So far, I've only heard good words spoken about the new GE units. The first two AC4400CWs into Calgary were #9503 and #9501 in that order. That was september 16, 1995. They came in on train 401 and were followed by #9509 and #9508 on train #407. All were in the trailing position but many were able to get some good shots when the train stopped in south Calgary, waiting to get into the yard. I saw many railfans out taking pictures, but to my suprise, I knew very few of them. The big suprise was to run into Rob Badmington, who works for CN Rail in Montreal. He was out on business and just happened to have a free hour or two before he flew back to Montreal. Some of you know Rob as the co-editor of the *Highball*, which is the official publication of the 6th Division PNR along with Rick Walker.

Speaking of the 6th Division Publication. It needs to have a new editor(s), as Rob and Rick have done a great job over the past three years. If anyone is interested, please contact the 6th Division Superintendent Ed Packman, 119 McCannel St, Regina SK S4R 3T9. Phone (306) 534-8161.

General Motors had announced that 500 employees were to be laid off starting January 1, 1996. A week later CN Rail announced it was buying 135 new units. from GM and it appears that these 500 people slated for layoffs will get to keep their jobs for some time to come. At this time it isn't certain what the units will be, but most people feel that they'll be the SD701's, just like the units that CN Rail got this September. I owe everyone a "sorry 'bout that" as my information said that delivery would be late 1995. these units are assigned numbers #5600 to #5625 and have been assigned to Montreal for

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

servicing. They are captive service between Montreal and Winnipeg via Chicago, so we may not see them out west for a while. Usually CN Rail units run system wide so we'll have to wait and see what happens. Two things for sure, CN Rail has dropped the gray map off the side of the new units and is going with a larger CN worm, plus the units are standard SD70's, no Draper taper, but with the Canadian Safety Cab and the isolated cab. From what I hear this makes the units very quiet! I guess with the sale of shares, CN Rail has need for more new power as the SD40's are now getting close to 30 years old and have lots of miles on them.

Speaking of the 6th Division again, its golden Spike'98 will be held May 17-20, 1998 at Harry Ainlay Composite High School, 4350 111 St, Edmonton AB. (See upcoming events for more info -ed) Looks like it will be a good meet from the early information I have received. Hope to see a lot of people there.

The first BN/ATSF unit #9647 painted in a possible merger paint scheme has made its appearance on the internet and in the railfan magazines. Looks like a cross between the SD70MAC units paint scheme and the ATSF warbonnet without the bright red paint. Personally, they'll have to come up with something better than that and to see what is said on the internet, many people agree with me. The red warbonnet, in my opinion says "service", and while I agree with the merger, I hope that they'll reconsider this "one of a kind paint scheme".

Who said the wings on the GE units

couldn't be copied? Take a look at the new SD80 from GM. Boy, have the diesel locomotives changed from the days of the covered wagons. WE've gone from sleek looking to absolutely powerful. Actually I like them both and it will make for a more interesting time for us railfans. Guess we'll keep Mr. Kodak (if you use Kodachrome 64 slide film) going for a few more years with all the changes we're seeing.

One thing that bugs me about a lot of the photography in railfan magazines. They never (well hardly ever) give a date, type of film used, camera and lens. I would hope

that when people send in pictures for possible publication in any railfan magazine they would include all of the information. It sure makes it a lot easier when you are trying to get ideas for a modelling project and can look at a picture and know it was taken in a certain time frame!

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".

Issue 4 crossword solution.

R	E	Q	U	E	S	T	T	I	C	K	S	
A	U	A	A	O	A	E						
T	R	A	N	S	A	T	L	A	N	T	I	C
E	D	T	T	S	E	O						
D	I	R	G	E	O	C	T	A	G	O	N	
	U	R	O		O	D						
A	L	P	I	N	E	O	P	E	R	A	S	
R	L					T	A	I				
B	L	I	S	T	E	R	R	A	C	E	D	
I	C	R	A	T	A	R						
T	R	A	D	I	T	I	O	N	A	L	L	Y
E	T	P	N	E	L	A						
R	E	E	L	S	S	T	R	A	Y	E	D	

The Digital Page:

Barry Conn - The DISPATCHER

In the previous article we discussed how a Digital Command Control (DCC) system can greatly simplify your layout wiring by eliminating the need for electrical operating blocks. We also discussed the operating advantages and increased level of enjoyment you get by being able to run engines totally independent of one another, the ability to turn engine lights on and off at will and the ability to control operating accessories (switch machines, crossing gates, building lights, etc.).

Now that we have told you all the advantages, it is time to explain how you can do this.

First, you should be aware that the NMRA established a set of DCC standards. Having a standard that all the manufacturers can follow is very important. Look at the problems that developed in the VCR world when competing standards (VHS and Beta) were being developed. You can rent and view VHS tapes on any VCR that is VHS format. However, if you happened to choose the Beta standard,

then you are stuck with equipment you can't use. That's what happens when different manufacturers build to different standards—someone is likely to lose out.

Now that the NMRA has a DCC standard, the manufacturers can all build equipment that will operate to that standard (look for the NMRA DCC symbol). Today's DCC equipment comes with many different features from the very basic to the most full featured high end equipment (just like VCR's may look different and have different features). You can spend more money or less money as you decide what is important and best for you.

What are the basic DCC components?

Decoders: control train speed and direction. They also allow the user to program individual loco characteristics like acceleration, deceleration, starting voltage, mid point voltage, lights, sound systems, etc. Some systems are now offering special lighting functions that will allow you to have Mars Lights, single and double Strobe lights, Gyro lights, Ditch lights, etc.

With some manufacturers' systems you can run one engine without a decoder on the layout along with all the other locos that have decoders installed. This gives you the flexibility to convert your fleet gradually. It also allows your friends to bring their locos to run on your layout. It also works in reverse, as a DCC equipped loco will run perfectly well on a regular dc layout.

Accessory decoders: control stationary accessory devices such as switch machines, building lights, crossing gates, animation effects, etc.

DCC Boosters: "boosts" the DCC signal on the track. A standard booster will simply boost the signal, while a booster that has an auto reverse feature will allow you to completely automate your track reverse loops and eliminate the need to throw reversing switches.

Power supply: all DCC systems require an external power supply. Generally you can use any model railroad transformer or any other generic transformer.

Command stations/throttles: the most basic command stations allow you to control the speed and direction of a limited number of trains. Full featured command stations and throttles allow you to set the

The Digital Page

continued:

train speed and direction for many trains, and in addition will control accessory decoders, allow programming of decoders, and will allow you to have multiple walk around throttles.

DCC decoders and boosters are generally interoperable amongst the various systems, but command stations are not. For example, you can use Digitrax decoders and Digitrax boosters with Lenz command stations or Lenz decoders with Digitrax command stations. The DCC command stations are not interoperable as each manufacturer uses its own command bus wiring system. Digitrax's Loco Net requires a 6 conductor phone wire bus with phone connectors, while Lenz's X-bus requires a 5 conductor bus with DIN jacks. Each system has its own advantages.

In the next column I will discuss how to choose and install the right decoder for your loco.

The DISPATCHER is a Calgary dealer 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 me at (403)251-9334 if you have any DCC questions or if you would like to try it out.

Supertrain 96 Flea Market:

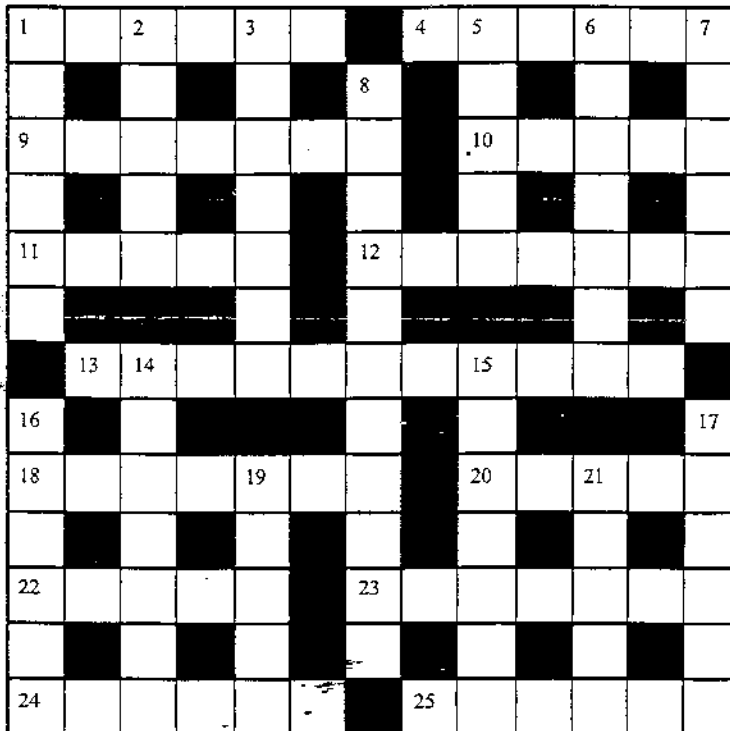
This year's flea market is being run by the Thursday Night Group. Tables are \$20.00/day. To pre-book your table contact Maurice Despina at 251-7073 or fax 251-4976.

Contributors:

Dale N. Sproule
Al Hough
Ian Mears
Bob Hadlow
Bary Conn
Andrew Cocker - Editor



CROSSWORD



CRYPTIC CLUES

Across

1. CP Rail _____.
4. Not a strain when one conditions oneself to work with them. (anagram)
9. _____ off to Buffalo?
10. Being alkaline is fundamental.
11. An elf in your room could be magical. (hidden word)
12. No matter how old, all followed in sequence of ancestry.
13. Speaking vaguely, the ladybird said: "I'm a lousy bug." (anagram)
18. Showing progress, after going to court over the deal.
20. There was change as they opted for a new freight terminal. (anagram)
22. After alpha, all ends with _____.
23. CP Rail System takes pride in its quality _____.
24. Is it the truth?
25. Connaught Tunnel eliminated this Pass.

Down

1. Man turned to resist this sibling _____. (anagram)
2. To walk with pants too long can spoil cuffs. (anagram)
3. Turkish title.
5. Israeli Prime Minister.
6. Where horse was found after examining reinstallation. (hidden words)
7. Some people seem to look upon cedars as objects of worship. (anagram)
8. Begins with ardent endeavor that's ardently devoted.
14. Bespeak the growth of CP Rail System.
15. To endure, someone drops beneath to make headway.
16. Like a racetrack.
17. Directs beef cattle?
19. From Delaware & Hudson you know the Bridge Line Division. (hidden word)
21. First-class pump start.

Solution on page 10