



THE ORDERBOARD

NEWSLETTER FOR THE CALGARY MODEL RAILWAY SOCIETY



Two of CP's construction and engineering feats celebrated centennials this past summer. One was the Spiral Tunnels, the other is the Lethbridge Viaduct. This night time photo of the lit Viaduct was shot by Lucretia Apperloo.

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President's Message

Where has all the time gone? It's hard to believe, but a year has almost gone by since I typed my first column for the Orderboard.

It's been a year where a lot's been accomplished and yet, some things remain undone.

One of the pleasures of the past year has been the opportunity to work with a great group of people, namely my fellow members of the CMRS Board. I thank you – by taking on your share of the workload, you made my job easy. If we disagreed on a subject, it was

always done with goodwill and with a desire to make the Society a better organization. It has been great working with you. And I look forward to continuing to work with you on the Board.

Another thank you goes to the terrific group of members who served last year on the SUPERTRAIN Committee, led by Chairman Rob Badmington. This is our showcase event of the year that is becoming known across Canada. A great deal of work goes into putting on this annual event

and much appreciation is owed by all members to the volunteers.

During the year I was invited to visit each of the clubs who are represented on the CMRS Board as well as a couple of clubs that are not. In every case, I was made most welcome to their group. I came away with a much better understanding of each group. Thanks to all of you for your warm hospitality and also for the contributions made by your groups to the Society. I hope the close relationships

Continued on Page 2



PRESIDENT'S MESSAGE (CONTINUED)

between each group and CMRS will continue well into the future.

A few personal thank you notes:

To Jon Calon, who, in addition to volunteering on the Board and SUPERTRAIN, puts out our terrific Orderboard!

To Rick Walker, for his ideas, enthusiasm and dedication to the Society. We met regularly over the year and talked frequently over the phone on Society matters. Rick is taking over as Society President for 2009-2010 and will do a great job!! I know you will offer Rick the same support you have given me over the past year.

The biggest thanks goes to all of the members of the Society who stepped forward when called upon. As with any group, the effectiveness of the group depends on the contributions of many members. I have enjoyed hearing from each of you and appreciate your support.

In my first President's message, I called on each member to become "involved". And a large portion of you did. Heading into the future, there is still the need of many members to step forward to assist the Society. The water's warm, folks, please step in!!

* * * * *

Last week, Gord Cooper contacted me. For family and work reasons, Gord will be stepping down from the Board at the AGM. Thanks Gord for your hard work on behalf of the Board of organizing Layout Tours and your help with SUPERTRAIN. We

look forward to your continued involvement with the Society as your time and circumstances permit.

To fill Gord's position, we will be calling for nominations from the floor at the AGM. If you are interested in running or would like to nominate someone (with their prior approval), please email me. As Gord was filling a vacant position, this term will only be for one year.

Jeff Burk is also stepping down from the Board. Having served two 3-year terms as the Board rep from Rocky Mountain Garden Railroaders, Jeff is required to leave the Board after October. Thanks, Jeff, for your cheerful contributions over the years in organizing the Mini-meets and recently the SUPERTAIN Saturday Gala. And for making your board room available for our monthly Board meetings. While Jeff may be stepping down from the Board, he will certainly still be offering us assistance!

I have now served a full three-year term on the Board. CMT members have again approved me as The Calgary Model Trainmen's rep for another term, subject to ratification by the Society members. I will also continue to volunteer on the SUPERTRAIN Committee, again this year as the Registrar. I look forward to continuing to work on behalf of the Society.

Thanks again to all of the Society members for your support. See all of you at the AGM on Sunday October 18th!

*Brookes Harrow
CMRS President.*

SUPERTRAIN 2010

We had a very successful show last April, and the Committee has things underway to improve it even more. We plan to streamline the exhibit and vendor registration process so that only new entrants need to request an application form. Participants from 2009 will be sent a form already filled out with previous information so that only changes need to be noted. The very successful Children's Play Area and the South Bank Shortlines Theatre will be back. We will try to find even more room for the popular ride-on trains from Iron Horse Park. We will also work to find some new displays, vendors, and manufacturers to participate in the show.

Bottlenecks at the main entrance will be worked out with improved ticket sales arrangements. There

will be better signage for the public and the Soccer Centre will be installing a new Public Address system to improve communications with our guests. Check-in procedures for our Volunteers will be redesigned to make things easier for everyone.

Canada's biggest and best train show totally depends on the hundreds of volunteers who make the exhibits, plan the event, and work at the show.

We all want the experience to be the best it can be for everyone. If you have any thoughts or suggestions, please bring them forward. Better yet, if you would like to get involved on the SUPERTRAIN Committee, we are always looking for a few more good people. I would love to hear from you!

Rob Badmington.



FALL SLIDE NIGHT

Just a reminder; The Fall Slide Night will be on Friday, November 13th at 7:30pm at River Park Church 3818 14A St SW.

I am looking for presenters to show either digital or traditional slides. Since this is Friday the 13th, why don't we put on a show called the worst nightmare, aka clean and dirty? So dig out your photos of clean and dirty locomotives, rolling stock etc. to show during the main event or during the potpourri part of the evening.

For info, or to make a presentation contact me at freemo54@hotmail.com.

Peter Bouma

TO THE MEMBERS OF THE CMRS,

I am in the unfortunate position of having to announce that I am resigning from the Board of Directors for the CMRS.

Over the last year I have encountered some personal issues that did not leave me the time that I needed to properly carry out my duties on the Board. In addition to work-related commitments, my Mother has been diagnosed with cancer and will be passing away shortly. These are the reasons why I believe it best to step down from the CMRS Board.

I wish all the Board the best in the future and will try to help when I can.

Respectfully,

Gordon Cooper

[Ed. Note: We certainly wish Gordon the best through these trying times and will miss his valued input on the Board. We will hold an election for the remainder of Gordon's term at the AGM on October 18. If you're interested in running for the opening on the Board, please let any Board member know. -Jon]



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South Bank Short Lines Association is pleased to present the

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Saturday, October 17th, 2008

St. Andrews Presbyterian Church
(703 Heritage Drive SW, Calgary)

Bring your Locomotives, rolling stock, buildings, kits, tools, parts, photographs, slides, books, and Railroadiana you **want to sell. New for 2009, Magazines will not be auctioned.**

Doors open for setup/display/viewing at 10:00am. Auction starts at 12:00 noon.

**Dining Car Service from 10am to 3pm.
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Admission - Vendors & Under 6 - Free
Ages 6-16: \$1, over 16: \$2

Boomer Auction Rules:

1. All items put on display **must** remain on the table and be included in the auction.
2. Reserve bids, private sales/trades prior to auction allowed only on **Brass Models** (locomotives & rolling stock).
3. All items sold **"as is"**.
4. All sales final and in cash.

Test Track

Prior to the auction, a test track operated by a member of the **South Bank Short Lines Association**, will be available to test locomotives and to provide documentation of operating condition for reference by the Auctioneer during the Auction.

Raffle

A raffle of model railroad items will be held, with tickets available at the door. Drawings for the raffle items will be conducted during the auction at the discretion of the auctioneer, and winning ticket holders **must** be present to claim the prize(s).

General

1. **South Bank Short Lines** does not make any representation as to the condition of the items offered for sale with the exception of whether or not a locomotive operated when tested prior to the auction.
2. **South Bank Short Lines** does not accept any responsibility for security of items placed on display.
3. **South Bank Short Lines** will charge a commission of 10% of sales.

**Attend the Boomer Auction
and have a great time!**



CMRS AGM & MINI MEET

Yes, the annual AGM and Fall Mini Meet is quickly approaching. It will be on Sunday, October 18th at the Glenmore Inn. During the AGM, we will be serving lunch this year. Please try to attend. This is your Society and yes, your voice does count!

Though we have the AGM schedule well in hand, we are in need of a few more clinics for this Mini Meet. If you – or anyone you know – would like to put together a presentation, clinic or talk on anything you may feel would be beneficial to your fellow model railroaders, we are accepting any ideas for clinics. Please contact myself at 403-272-5546 or at jeffb@boltsupply.com.

Jeffrey Burk

CMRS AGM FOR 2009

The 2010 CMRS AGM will be held on Sunday, October 18th, 2009, starting at 11:00am at the Glenmore Inn, 2720 Glenmore Trail SE.

Members will be asked to approve the 2009-2010 Budget, ratify four Club Directors and elect one Independent Director to replace Gord Cooper. The four Club Directors to be ratified are: Calgary Free-mo - Jon Calon, Bow Valley - Gail Myers, CMT - Brookes Harrow, Rocky Mountain Garden Railway - Marvin Burk.

Please plan to attend. The AGM is being held with the Fall Mini Meet. Lunch will be provided.

For more information, contact the Secretary at freemo54@hotmail.com

*Peter Bouma,
Secretary, CMRS*

Wanted

I am looking for the January and February 1997 issues of Railroad Model Craftsman or permission to make copies of the articles by Dick McEvoy in the issues for my personal use.

I can be contacted by phone, cel 403-651-6165, home 403-547-7421 or email cabguy@telus.net. – **Bob Hall**

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FROM THE EDITOR'S DESK

Wow. What a Summer. Well, the Summer's not quite over yet, though the colours are coming out on the trees, and hopefully your pictures include some trains in them. I'd love to see them at Slide Night!

I came across a couple photos taken this summer relating to two CPR engineering feats which celebrated their centennials this year. One of those was the Spiral Tunnels, and the other was the Lethbridge Viaduct. Thanks to Cor van Steenis and Lucretia Apperloo for sharing such wonderful photos.

My list of upcoming events has shrunk considerably, as witnessed on the back page. It's almost impossible to know all the events you'd be interested in, so please let me know of these events!

The deadline for the next issue is Oct 19.

Jon Calon



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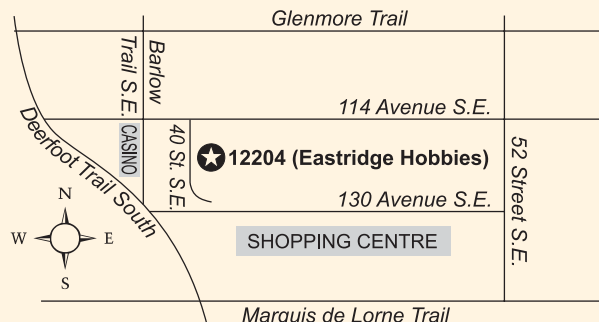
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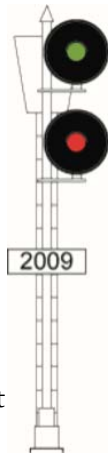
Slot Cars





NMRA CELEBRATES SUCCESSFUL CONVENTION IN EDMONTON IN SEPTEMBER

The Pacific Northwest Region of the NMRA held its annual convention, Northern Lights 2009, at the Coast Edmonton Plaza Hotel in Edmonton last week. Pleasant early fall weather greeted participants from as far away as Medford, Oregon and Pointe Claire, Quebec. Over 100 full registrants were treated to a program of 35 clinics, 11 different layouts, model and photo contests, and 3 prototype tours, all packed into three days. A highlight for many was a tour of Edmonton's Light Rapid Transit shops with transportation there and back on the LRT itself. Another popular event was the barbeque at Fort Edmonton Park on Thursday night, with rides on restored streetcars and the Edmonton Yukon & Pacific steam train around the park. A few really lucky ones even scored a cab ride after dark in the 1919 Baldwin 2-6-2.



The convention wound up with a banquet at the the host hotel. After a delicious meal, many prizes and awards were handed out, and then dozens of raffle prizes were given away. The evening culminated with a very entertaining presentation by the CPR's Tom Price, whose topic was "127 Years of Mayhem." Tom had the crowd rolling in the aisles as he showed pictures and described some of the interesting ways that CP's smooth operations have been interrupted by avalanches, washouts, fires, explosions, collisions, blizzards, and many other catastrophes through-out the company's history. We hope that we may be able to entice Tom into giving this presentation to an upcoming CMRS event in Calgary.

The convention was rounded out with a trip across town on Sunday to attend the Great Edmonton Train Show at the Mayfield Centre. If four days of non-stop model railroad activities are your idea of fun, and you weren't in Edmonton for Northern Lights, then you missed a great time.

Rob Badmington

For Sale

2 brand new in the box MRC 1415 Prodigy Advance2 DCC Walkaround Handheld Controllers, \$100.00 each. For info, contact Bruce at 403-247-0223 or henwood1@telus.net

SPIRAL TUNNEL CENTENNIAL BY COR VAN STEENIS

West of Hector (near Wapta Lake in Yoho National Park) the new Canadian Pacific Railway transcontinental main line was first planned to descend for 23 miles to the valley floor at Ottertail, 7 miles west of Field, B.C., on the "high line", a steady 2.2% grade along the mountainside, in accordance with the terms of CPR's charter for building the line. This would have taken years to build across avalanche paths and through a 1400 foot rock tunnel in Mount Stephen, so in 1884 a temporary main line was built on a steep, 4.5% grade, aptly named the "Big Hill", from Wapta Lake to east of the present day site of Field (near the concrete slide shed.) This allowed construction to continue and the railway to open for service without delay.

For 25 years, the CPR operated trains on the Big Hill with helper locomotives and they were looking for a solution to the serious and costly problems of inefficiency in eastbound (uphill) train operations and safety in westbound (downhill) operations.

Railway civil engineer John Edward Schwitzer had the solution to the problems. Born in Ottawa in April 1870, Mr. Schwitzer entered the service of the Canadian Pacific Railway in 1899. In only eight years at the railway, Mr. Schwitzer rapidly rose through the ranks to the senior engineering post on CPR's Western Lines. It was in this position that he was confronted with the challenging task that would lead to a spectacular engineering accomplishment.

The solution proposed by Schwitzer to eliminate the steep grade of the Big Hill was based on the Swiss example of "spiral tunnels". Specifically, the line was doubled back upon itself to create four new miles, allowing a more leisurely grade than the "Big Hill" afforded. The new eight mile alignment, upon which work began in 1907, followed a consistent grade of 2.2%. The net effect was to add capacity to the CPR main line, as it not only increased the capacity of contemporary locomotives in terms of hauling power, but provided for safer and additional train operations over this section of the line.

The contract for construction of the tunnels was awarded to MacDonnell, Gzowski and Company of Vancouver and work started in 1907. The labor force amounted to about a thousand and the cost was

Continued on page 6



SPIRAL TUNNELS CENTENNIAL (CONTINUED)

about 1.5 million Canadian dollars. The cost in today's dollars would be in excess of \$300 million. The construction included the boring of the 179 foot long tunnel through the nose of Cathedral Mountain, 1.5 miles west of the Lower Spiral Tunnel, as well as building of the 8 miles of new grade. Over the years, CPR has incurred additional expense in lining the tunnels with concrete, enlarging the bore size to accommodate double-stack container trains and replacing the wooden ties with steel ties to reduce maintenance requirements.

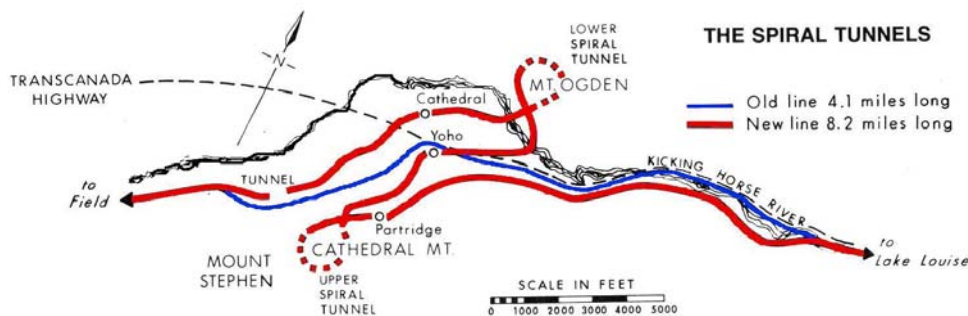
As completed, the Upper Spiral Tunnel through Mount Cathedral was 3,255 feet in length carrying the track through 288 degrees of curvature and a difference in elevation of 56 feet. The Lower Spiral Tunnel, through Mount Ogden, was 2,922 feet long, possessing 226 degrees of curvature and a vertical difference of 50 feet. Apparently no photographs exist of the tunnel under construction. The now famous "Spiral Tunnels of the CPR" saw their first traffic on 01 September 1909, and continue to be an integral part of the CPR's main line operation today. The portion of the 1884 'old line' railway route from Wapta Lake to Cathedral was used for construction of the Trans-Canada Highway in the 1950's. The Town of Field, B.C., which was a major hub of railway activity in the days of steam locomotives, continues today to serve in a much diminished role as a CPR division point for Calgary and Revelstoke crew changes.

On 05 September 2009, in recognition of the centennial of the opening of the Spiral Tunnels, Canadian Pacific Railway operated a 'Spiral Tunnels Centennial Special' from Banff, Alberta, to Field, B.C., and return. The 12 car passenger special on this day consisted of equipment normally in the consist of the *Royal Canadian Pacific* (shown in brown, led by round bullets) and equipment normally led by CPR 2816 (shown in blue led by star bullets):

- CP FP9A # 4106
- CP GP38-2 # 3084
- CP FP9A # 4107
- CP 95 Baggage-Generator Car
- ★ CP 102 Coach ERNEST 'SMOKY' SMITH VC (nee-CNR Coach 5618)
- ★ CP 100 (ex-NSRX 9107 Baggage SHOREVIEW; nee-NYC 9107) – used for observation
- ★ CP 101 Coach DOMINION (nee-CNR Coach 5594)
- ★ CP 99 Baggage/Tool Car (nee-UP 5655) – used for CPR display car
- ★ CP 103 (ex-RPCX 5503 Coach; nee-UP 5503)
- ★ CP 104 (ex-RPCX 5534 Coach; nee-UP 5534)
- CP 82 Business Car STRATHCONA
- CP 77 Business Car VAN HORNE
- CP 78 Business Car ROYAL WENTWORTH
- CP 85 Dining Car CRAIGELLACHIE
- CP 74 Business Car MOUNT STEPHEN

The oldest cars in the consist, both built at CPR's Angus shops in Montreal, the (Royal) Wentworth and the Mount Stephen, date from 1926; the FP9A's, built for CNR, date from 1957. Cars CP 100, 103 and 104, cars formerly leased by CP, have recently been purchased by CP.

Field, B.C., was a hub of activity on this day: tents were set up for various venues; the Calgary Fiddlers played, Jered Hoskins and his fellow modelers of the Kicking Horse Model Railway Club had their 20 x 34 foot HO model of the Spiral Tunnels set up and in operation in one of the tents; CP had Olympic Unit 8861 on display; visitors could



view the excellent CPR historical display set up in Baggage Car 99. The Canadian Pacific Railway, Yoho National

Park, the Friends of Yoho and the many community volunteers did an out-standing job of hosting the 500 or more visitors that were on the site at any given time of the day!

Cor van Steenis



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ADVERTISING

Do you have some Model Railroad related items for sale, or perhaps something rare you want?

Consider an ad in the Orderboard. Ads run twice free of charge for members (provided they are relatively small), and a \$15/year charge for Business card size commercial ads. Assistance with ad design is also available. Contact the Editor, Jon Calon at orderboard@calgarymodelrailway.ca for details.

Deadline for the next issue is Oct. 19, 2009

MEMBERSHIPS

Calgary Model Railway Society memberships can be purchased or **renewed at any of our events or by mail**. Cost is \$10 per year, running from July to the following June and can be purchased in upwards of 3 years in advance. Membership forms can be printed from our website. Completed forms and payment can be mailed to:

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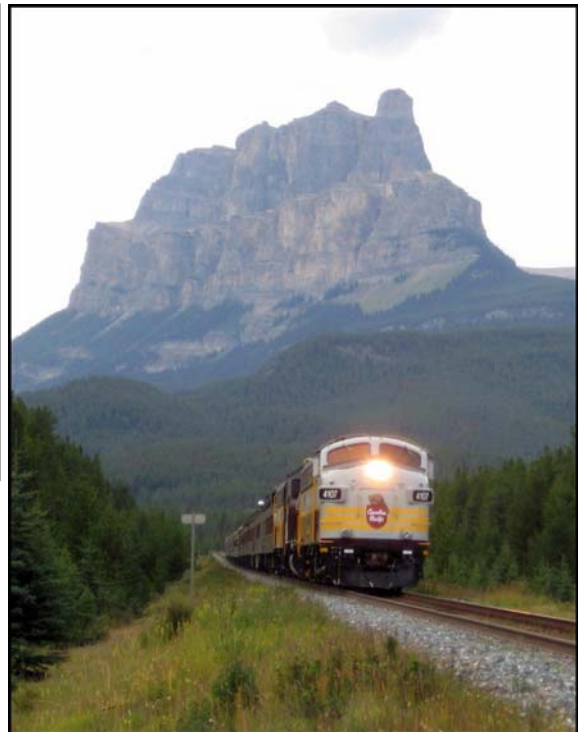
A Proud Member of the Bow Valley RR Club



Above: CP FP9 4106, GP38 3084 and FP9 4107 and 12 more cars are westbound and minutes away from Banff Station in this picture taken on September 5th, 2009.

Right: With Castle Mountain looming overhead, CPR Train 26B-05, the eastbound 'Spiral Tunnels Centennial Special', returns from Field to Banff, at Johnston Creek.

Both photos taken by Cor van Steenis.



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COMING EVENTS SCHEDULE

Items in Bold type are Calgary Model Railway Society events.

October 17, 2009 – South Bank Short Lines Boomer Auction, Calgary, AB

October 18, 2009 – CMRS AGM and Fall Mini Meet, Glenmore Inn, Calgary, AB.

November 12-14, 2009 – Craftsman Structure Show, Mansfield, Mass. <http://www.css09.com/>

November 13, 2009 – Fall Slide Night, River Park Community Church, Calgary, AB.

November 14-15, 2009 – Trains 2009, Burnaby, BC. <http://www.bctrains.org/>

February 12, 2010 – Winter Slide Night, River Park Community Church, Calgary, AB.

March 14, 2010 – CMT Annual Fleamarket & CMRS Spring Mini Meet, Glenmore Inn, Calgary, AB.

April 17-18, 2010 – SUPERTRAIN 2010, Calgary Soccer Centre, Calgary, AB.

**Do you have or know of an event which should be listed here?
Send an email to orderboard@calgarymodelrailway.ca with the details!**