



THE ORDERBOARD

NEWSLETTER FOR THE CALGARY MODEL RAILWAY SOCIETY



An Amtrak Talgo train crosses the trestle at Mud Bay on it's way into Vancouver, BC. In the first of a two part article, Gord Smith writes about the railfanning trip to Vancouver he shared with VIA ticket winner Gail Myers. Photo by Gord Smith.

President's Message

This will be my last report as President of CMRS as my term will be up at the October AGM. I would like to thank the Board members for their efforts during the year and would like to wish Linda Laroche all the best as your new President.

Speaking of the Board there will be two vacancies to fill this year. If you are interested in standing for these positions please let any Board member know before the AGM.

Rob Badmington, Mike Borkristl and myself attended the

NMRA National Convention in Milwaukee this summer. Numerous layout tours, operating sessions, and clinics kept us busy along with other self guided evening entertainment at local establishments.

Although not a CMRS proposal, we presented a bid to host the NMRA National Convention in 2014. We were in competition with Memphis and Cleveland. Each city had about 15 minutes to make their presentation to the NMRA Board of Directors. Cleveland eventually won the bid

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PRESIDENT'S MESSAGE (CONTINUED)

although Calgary was a close second. The NMRA is still interested in coming to Calgary, however the costs of facilities, hotels, and travel make Calgary more expensive. Nonetheless they would like Calgary to apply again in future.

For those who attended the Alberta Prairie Rail Excursion you already know the event was a great success. More on this later in this issue but a note of appreciation to Linda Larocche for organizing the trip is certainly due. There is a lot of work to organize everything for events such as this so the positive feedback is most welcome.

SUPERTRAIN will be held at the Subway Soccer Centre again next year but planning will start this fall. As always volunteers will be needed to ensure this event continues to the largest and best show in Canada. We will start recruiting at the AGM.

Again, thanks for the great support during the past year from the Board, volunteers, and general membership.

*Rick Walker
President*

Calgary Model Railway Society

FALL SLIDE NIGHT 2010

The Fall Slide Night will occur on Friday November 26th, 2010 at 7:30pm at River Park Church (3818 14A Street SW).

The theme will be: "Photos from your car" Do you have any pictures that were taken from your automobile? Any pacing shots? How about photos that were taken from your vehicle in the winter when it was too cold to go outside? I am looking for presenters who will show slides for around 20 minutes, as well as presenters for the potpourri part of the evening. (bring 5-10 slides of your own).

We will be showing photos in either digital or the traditional format.

Please contact me at freemo54@hotmail.com if you have any questions or would like to volunteer to be one of our presenters.

I look forward to seeing you at the Fall Slide Night.

Peter Bouma

South Bank Short Lines Association is pleased to present the

**31st Annual
Boomer Auction**

Saturday, October 16th, 2010

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. As from last year, Magazines will not be auctioned.**

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

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Admission - Vendors & Under 6 - Free
Ages 6-16: \$2, over 16 - \$5 includes 1 raffle ticket.

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!**



VIVA VIA VANCOUVER (PART 1)

ARTICLE AND PHOTOS BY GORD SMITH

At the 2010 SUPERTRAIN Saturday Night Gala, CMRS threw the names of all our volunteers into a hat and one name was drawn. The name pulled was Gail Myers. The prize was 4 return tickets on VIA Rail from Edmonton to Vancouver. A few weeks later I received a call from Gail and was asked if I would like to accompany himself, Frank Bellotto and Larry Conte on the trip. A departure date of August 27th was selected. Emails were sent to Vancouver to enquire about possible port tours.

Thursday afternoon we motored to Edmonton, arriving in to lots of rain and hail. That evening we visited Gary Hamilton to view and operate his super detailed Green Mountain Railway.



Friday morning as instructed, we arrived at the VIA station at 0630, to exchange our voucher for tickets. The scheduled arrival time had been delayed from 0630 to 1000. We settled in to read the paper, drink coffee & eat donuts. The arrival time was updated to 1115. At 1135 VIA #1 began to back into the station. The two F40PH's, numbers 6419 & 6426, were refuelled on arrival. We found seats in day coach 8112. Upon departure Ultradome 1721 was added to the consist, giving us 20 cars.

At 1245, 5 hours and 8 minutes late, we began our trip westward. We soon migrated to Skyline dome 8502. In Jasper everyone detrained to allow the crew to do a quick tidy-up. It was still daylight when we departed Jasper at 1914 and we enjoyed the beautiful mountain scenery. For supper, we had booked the 3rd and last call to the dining car



'Empress'. Just after dark and just after 2000 we got that call. VIA supplied efficient pleasant white tablecloth service. The menu: delicious soup, salad, dinner rolls, entrée & dessert. I enjoyed the roll, green salad and artichoke stuffed chicken with veggies, accompanied by a Fort Garry Dark Ale. We played the dice game and had dessert in the dome car where Larry supplied chocolate chip cookies, thanks Peggy. Back in the daycoach,

the seat backs recline, the foot rests fold down, and I slept reasonably well. Saturday morning about 0545 I awoke and looked out. There was enough light to see where we were, and we were in the 'White Canyon' just north of Lytton, BC. I stumbled back to the dome car. On VIA this

portion of the trip is normally in the dark, but we were seeing this as day began to break. Being 3 hours late had its advantages; yes we had made up 2 hours during the night. I have driven through the Thompson & Fraser Canyons numerous times and it is lovely, but the view from the train is spectacular! The bridges that cross the Fraser River

into New Westminster were the highlight of the remainder of the trip. We were on the ground in Vancouver at 1247, 3 hours and 5 minutes late. We filled out the afternoon with a visit to Central Hobbies and scouted the Vancouver Harbour for photography vantage points, and found none.

From the train, we had spotted some BNSF locomotives, so Sunday morning we drove our

rented car to Brunette Avenue in New West. We found a small yard and dispatch office. After we watched a train of empty well cars arrive, the

Continued on page 4



VIVA VIA VANCOUVER (PART I CONTINUED)

dispatcher told us he would be routing Amtrak north shortly. We thought that would be worthy of a more scenic location and we headed south. Our destination was the longish (about 3/4 of a kilometre) trestle at Mud Bay, just north of White Rock. The Amtrak Cascades pushed across the bay at 1044 with its 12 car Talgo trainset. In the lead was a Non-Powered Control Unit #90250 'Cabbage', rebuilt from an EMD F40PH. Pushing the train was Amtrak 206, a GE P42. [The photo for this is on the cover of this issue. -Ed.]

As soon as the northbound Amtrak had past, a BNSF empty coal train came off the BC Rail trackage from Roberts Bank and headed south (1100 hours). Minutes later, (1107) CN was west-bound to Deltaport with an intermodal. A second empty BNSF coal train came south through White Rock only an hour and a half after the first (1239 hours). Yes there is lots of Powder River coal being shipped out of Roberts Bank. At 1458 3 big GE's hauled a manifest freight north across Mud Bay. We headed for Annacis Island, looking for the Southern Railway of British Columbia. We weren't disappointed. Two SW900's were parked for the day, so we crossed into Richmond and met two more SW900's pulling a train over to the island.

Emails

Gail had sent to Vancouver had netted us two tours. The first was Monday



morning at Westshore Terminals on Roberts Bank. We met Ron Dion and were ushered into the boardroom and shown a video of their operation. Once outfitted in safety gear we hopped into a van and were driven around the site and given numerous photo stops. One stop was at the rotary dumper. There are 2 tracks through the dumper. The east track is a single dump, handling one car at a time. The west track is a double dumper. They can accommodate either the longer and older steel coal cars or the newer shorter aluminum cars which have 6 tonnes more capacity (15%). From the dumper, conveyers route the coal either to a stacker/loader to

be piled or directly to a ship if one is at dock. It will likely pass a loader/stacker where it will be blended to meet customer requirements as it is loaded onto the ship.

The largest coal shipment was 239,084 tonnes and was loaded into the 'Hyundai Giant' in 1987. Yes, in excess of 23 trainloads of coal and it was loaded in just 71 hours. Their capacities and abilities are on the scale of massive! Westshore can dump 6 trains loads of coal a day.

[Monday's festivities as well as the return trip will be featured in the next issue of the Orderboard. Stay Tuned! -Jon]

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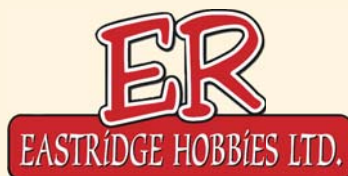
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STETTLER RAILFAN TRIP

I'm pleased to say that the Stettler Railfan Trip on August 14th was a success. We sold out and had a waiting list in case of cancellations.

Let me begin by saying a big thank you to all the staff at Alberta Prairie Railway Excursions and most especially to Harry Home, locomotive engineer for 6060, for a smooth ride. 6060 is a beautifully restored Canadian National Railway Mountain Class 4-8-2 Steam Locomotive.



The day started out overcast but by the time we boarded Coach # 6741 the sun was shining which only added to the day. The train was made up of several coaches and an open air observation car which was great for taking pictures. The coaches were a combination of commuter cars, sleeper cars, one car had a children's play area complete with toys, and a special car called the Lone Star Saloon.

Entertainers were in various coaches throughout the train telling stories and singing. For the lucky few to make it into the Lone Star Saloon there was continuous live entertainment. Unfortunately, I can't tell you a lot about the Lone Star Saloon as the car was packed when I got there. I have it on good authority that the entertainment was exceptional.

The scenery from Stettler to Big Valley was breath taking. We travelled through farm lands not seen from the highway and passed by the Warden Junction rail yards and locomotive shelter (6060's home). I know there were many people taking pictures from the observation car and just about any other open space you could squeeze into that afforded a view.

We experienced a train robbery before arriving in Big Valley. The bandits were not after gold watches or diamond earrings, rather pocket change. I've been told that the money taken by bandits is recovered and donated to Children's Hospitals in Calgary and Edmonton.

In Big Valley we enjoyed a roast beef country dinner with all the fixings before wandering around and seeing sights such as the Jimmy Jock Boardwalk (an old time western town), the restored 1912 Canadian Northern Railway station, the 1914 Jailhouse, and the Grain Elevator (a traditional style wooden crib elevator) to name just a few. There is also an Interpretive Centre located across the tracks at the site of the old roundhouse [Shown left of 6060. - Ed.]

We also visited the Alberta Free-mo display located in the Agriplex. Alberta Free-mo is a massive modular layout organized by our own Calgary Free-mo. The layout nearly filled the hockey rink and provided almost 430 feet of route to play on. Modules arrived from as far as Roberts Creek, BC on the Sunshine Coast.



On the bus, we offered pop and munchies for a donation to Trains for Kids. I'm pleased to announce that over \$150.00 was donated. Thank you to everyone for the generous contributions.

I'll conclude by saying that fun was had by all.

Linda Laroche



NORTHERN RAILS 2010

The Operations Special Interest Group, the Edmonton Model Railroad Association (EMRA) and the Sixth Division PNR NMRA will be hosting Northern Rails 2010 on November 27 and 28, 2010 in Edmonton, Alberta.

Highlight of the event will be operating sessions on the EMRA's Monashee Pacific located at Fort Edmonton Park. Sessions will also be hosted on home railways including Mark Johnson's Alberta Great Western, Brian Stokes' Nelson and Fort Sheppard, Norman Skretting's Canadian National Clearwater Subdivision, and Ken King's Kootenay Western. There will be an early bird session the evening of Friday, November 26 if there is sufficient interest.

In addition to the operating sessions we will also be having an operations clinic or two to start things off Saturday morning and a no-host dinner Saturday evening.

Space is limited, so please register early. If you wish to attend or want further info please contact Cal Sexsmith at calvinsexsmith@sasktel.net by October 31. [Ed. Note: I've clarified with Cal that NMRA membership is not required for participating in this event. -Jon]



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MEMBERSHIP REPORT

Please note that only paid up CMRS members (for 2010 and up) can attend the October CMRS Annual General Meeting at the Fall Mini Meet.

The paid up CMRS memberships as of August 1, 2010 are 353. There are 53 memberships for 2009 that have not been renewed (as of August 1).

Membership data has not been updated since August 1 as I had to miss the September Board meeting due to pressing engagements with a Sumpter Valley Railroad Heisler in Oregon. Therefore, if you sent in a renewal after August 1st it will not be processed until after the Tuesday, October 5 Board meeting.

On October 7, I'll send an email to all members on the current mailing list who have not renewed.

My second three-year term on the Board of the Calgary Model Railway Society is up at the October Annual General Meeting. I would like to take this opportunity to thank all of my fellow Board members for their friendship, cooperation, and, especially for their extensive time commitment to directing our Society. The CMRS is an exceptional organization and, clearly, one of the more successful model railway groups.

To the 375-plus CMRS members: It has been a privilege to be a member of the CMRS and an honour to serve on your Board for these two terms. Thank you for a great deal of fun, outstanding cooperation and your support of the CMRS and the Board. I would urge each of you to consider taking up the challenge of participating in the management and direction of the Society by volunteering to stand for election to the Board.

I will miss my monthly journeys from Water Valley to Calgary with the minor exception of driving home in the dark during a blizzard. I will certainly miss the camaraderie of our meetings. But now, perhaps, I can get around to completing at least a part of my On3 empire and putting more time into my research into railway history. Thank you all.

Ian McArthur

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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. Text ads run twice free of charge for members (provided they are relatively small), and a \$15/year charge for business card size commercial ads. Contact the Editor, Jon Calon at orderboard@calgarymodelrailway.ca for details.

Deadline for the next issue is Oct 26, 2010.

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 1 to June 30. Multi-year memberships are also available. Membership forms can be printed from our website. Completed forms and payment can be mailed to:

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PO Box 8071, Station A
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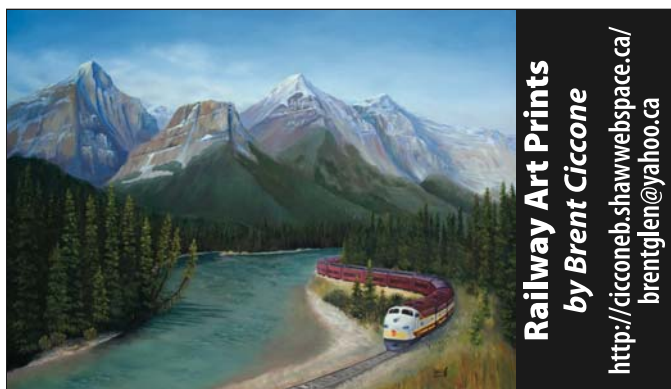
NOTICE OF AGM FOR CMRS

The 2010 CMRS AGM will be held on Sunday, October 17th, 2010, starting at 12:00pm at the Glenmore Inn, 2720 Glenmore Trail SE in conjunction with the Fall Mini Meet. Lunch will be provided.

Members will be asked to approve the 2010-2011 Budget, and elect three independent directors to the board.

Please plan to attend. For more information, contact the Secretary at freemo54@hotmail.com

*Peter Bouma,
Secretary, CMRS*



FALL MINI MEET CLINICS

At the moment I have 3 clinics lined up but we could use a couple more to make it a full day. The schedule and locations for the clinics will be posted at the event beside the membership desk, but the festivities start at 10am on the 17th of October at the Glenmore Inn.

“Making Trees, a hands on clinic” Presented by Maurice Despina, for individuals wishing to participate, they should bring with them pliers (line cutter style - it has the wide face).

“Recent Narrow Gauge Update: Oregon and the Sumpter Valley.” Presented by Dr. Ian McArthur.

"Tuning up trucks and couplers for smooth operation" Presented by Roger Walker.

If you are interested in presenting a clinic please call me at 403-818-6946 or email at mschnied@telus.net

Hope to see you there and remember it is your organization so your thoughts and participation is important.

Monty Schnieder, Clinics Coordinator

NOTE FROM THE EDITOR

My list of coming events is a little thin. If you know of any events which should be posted here, please pass them my direction.

I'm also accepting submissions for LCL, articles, photos, etc. I'll make use of what I can!

See you at the Auction and the AGM!

The deadline for the next issue is Oct 26.

Jon Calom

COMING EVENTS SCHEDULE

Items in Bold type are Calgary Model Railway Society events.

October 16th, 2010 – South Bank Short Lines 8 Boomer Auction, St. Andrews Church, Calgary, AB

October 17th, 2010 – CMRS AGM and Fall Mini Meet, Glenmore Inn, Calgary, AB

October 23-24, 2010 – Red Deer Model Railroad and Hobby Show. Westerner Park, Red Deer, AB.

Email gord at funtimeshobby@shaw.ca or phone 403-986-3866 for more information.

November 13-14 – Trains 2010, Burnaby, BC <http://www.bctrains.org>

November 26, 2010 – CMRS Fall Slide Night, River Park Church, Calgary, AB

February 27, 2010 – CMRS Spring Mini Meet & CMT Fleamarket, Glenmore Inn, 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!**