



# The Order Board

## Newsletter of The Calgary Model Railway Society



*Canada 150 Train along the Bow River west of Calgary*

*Photo by Cor Van Steenis*

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### President's Report

I hope everyone had a great summer and enjoyed the hot weather. There is a definite chill in the morning air now and that means fall and winter are soon to follow which most of us equate to model railroad season! I finally have my home layout up and operational again after a major kitchen renovation. I managed to salvage a lot of the old cabinets for use in my workshop so I now have things as organized as they probably ever will be, and I also realized I may need to retire soon in order to get through all the kits, locomotives and other to-do model railroad projects that I have accumulated over the years.



***President's Report Continued...***

Although I could not attend the June railfan bus trip to British Columbia, I heard from those who did attend that it was a great trip even with some last minute itinerary changes due to mud slides on the Trans Canada highway. Jason Thornhill did a fantastic job setting up the trip and adeptly handling the last minute changes. Look for a more detailed report in this issue of The Orderboard.

The CMRS board also looked into setting up a day bus trip to attend the Greater Edmonton Train Show. We did get feedback indicating it was a good idea but for various reasons we did not get enough commitments from the CMRS membership to make it worthwhile. The board will look at trying this again next year. If you have any comments about this or other railfan events you would like to see, please contact myself or Jason Thornhill.

South Bank Short Lines will be holding the 38th annual Boomer Auction on Saturday, October 14th from 09:00 at the St. Andrews Presbyterian Church. Even though I probably have too much stuff as it is, I will drop by anyway. You never know what you will find!

The CMRS Fall Mini Meet and Annual General Meeting will be held the following day on Sunday, October 15th. We have one Independent Director position that will become vacant this year as Daniel Charest must step down after serving six years on the board. We need someone to step in and fill the position, I highly encourage anyone who has an interest to stand for election. If you are interested or have questions about what is involved to serve on the board, please don't hesitate to contact myself or John Lund.

*Al Matchett,  
President, CMRS*

**Notice of Annual General Meeting**

In accordance with our bylaws, the Calgary Model Railway Society Annual General Meeting will be held on Sunday 15 Oct 2017 at 13:00 at the Glenmore Inn.

The agenda will be:

- Approval of 2016 minutes
- Election/ Ratification of Directors
- Reports from Directors
- Other Business
- 2017/18 Budget
- Business from the Floor

All CMRS Members are invited to attend. A lunch will be provided starting at 12:00.

*Jim Ironside  
Secretary CMRS*

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**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:

**The Calgary Model Railway Society**  
**PO Box 8071, Station A**  
**Calgary, AB T2H 0H7**

**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 the ad is relatively small), and a \$15/year charge for business card size commercial ads.

Contact the Editor at [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) for details.

**Deadline for the next issue is Oct 25, 2017**

**Board of Directors**

<b>Al Matchett</b> - Independent <b>President</b> <a href="mailto:al.m@shaw.ca">al.m@shaw.ca</a>	<b>Daniel Charest</b> Independent <b>Vice-President, SUPERTRAIN Chairman</b> <a href="mailto:daniel@dan-nscaler.com">daniel@dan-nscaler.com</a>	<b>Jim Ironside</b> - Free-mo <b>Secretary</b> H- 403-254-8116 <a href="mailto:ironsidejim@gmail.com">ironsidejim@gmail.com</a>	<b>Jason Thornhill</b> - Rocky Mountain Garden RR <b>Railfan Events</b> <a href="mailto:jason@aspencrossing.com">jason@aspencrossing.com</a>
<b>Rick Walker</b> - Independent <b>Treasurer</b> <a href="mailto:walkr@telusplanet.net">walkr@telusplanet.net</a>	<b>John Lund</b> - Cantrak <b>Membership</b> H - 403-239-1070 <a href="mailto:jlund@telusplanet.net">jlund@telusplanet.net</a>	<b>Brookes Harrow</b> - CMT <b>Clinics</b> H - 403-201-4937 <a href="mailto:bharrow@nucleus.com">bharrow@nucleus.com</a>	<b>Rob Badmington</b> - Independent <b>Slide Night, Parks Canada</b> <a href="mailto:badmington@shaw.ca">badmington@shaw.ca</a>
<b>Bain Spielman</b> - Independent <b>Layout Tours, Trains for Kids</b> <a href="mailto:bainspielman@shaw.ca">bainspielman@shaw.ca</a>		<b>Brent Ciccone</b> Bow Valley <b>OrderBoard &amp; Communications</b> H- 403-283-0325 <a href="mailto:orderboard@calgarymodelrailway.ca">orderboard@calgarymodelrailway.ca</a>	

**BC Heritage Circle Bus Tour**

A very successful and enjoyable tour of some of British Columbia's rail oriented attractions was conducted over the weekend of June 9-11. The trip was planned and hosted by Jason Thornhill and Donna Biggar of Aspen Crossing. It began on Friday evening in the parking lot of the Glenmore Inn as 34 travellers boarded a very unique bus provided by Jason. See the photos to see why people did a double-take when they saw the bus go by. That included the engineer on a CP train who joined in an air horn serenade with our driver as we paralleled each other down Highway 95.



Our destination for Friday Night was Three Valley Gap, with doubts lingering in our minds about our planned itinerary. Although it is hard to believe now in September with such a hot dry summer behind us, back in June precipitation and high water was the enemy. Highway 1 had washed out at Camp Creek, a few miles west of Three Valley Gap, and travel beyond was not looking likely. In fact, the RCMP had the Trans-



Canada closed at Golden and Revelstoke for westbound traffic. Jason spent a lot of time on his phone, first ensuring that we would be able to proceed past Revelstoke to our hotel, and then coming up with an alternate plan for the following day. We were allowed past the road blocks and with virtually no other traffic on the highway, arrived at the Chateau about 9:30 pm.

While the washout had closed both the Trans-Canada Highway and the Canadian Pacific main line, we noted that in the middle of the night, trains began to pass the hotel in both directions. Alas, CP's recovery efforts were much better than the department of highways, as the road was not opened for another day. Therefore, the original plan to head to the Kettle Valley Steam Railway in Summerland was scrapped. This gave us more time to explore the Ghost Town Museum at Three Valley Gap which contains an amazing collection including a large number of railway cars, small engines, photos, models, and hardware, all contained in a roundhouse with a completely enclosed turntable inside. Elsewhere in the ghost town are many buildings and artifacts from all over BC. I have driven past this place dozens of times but never stopped before, and I was surprised by how much I was missing.



The tour now headed east instead of west with time to visit the Revelstoke Railway Museum. This is another wonderful collection of railway equipment with many of the most valuable pieces inside a nice building, along with a model railroad layout. Many other pieces are outside including CP's very first SD40, number 5500, awaiting a new paint job. After a good look around, we boarded the bus and settled in for a long ride back over Rogers Pass, through Golden and south down the Columbia Valley. Jason had managed to cancel our reservations in the Okanagan and arranged for a nice hotel in Cranbrook. He also set up a wonderful group dinner for us at the nearby St. Eugene Mission Resort.

The morning of our third day was bright and sunny for photos of the freshly painted FA2 locomotives at the Cranbrook Rail Museum. From there it was a short ride over to Kimberley's Underground Mining Railway at the Sullivan Mine. We boarded a four car narrow gauge train pulled by a two axle diesel and proceeded up the hill to the mine. Once underground, we got off the train and walked through a passage into a gallery where retired miner Bill Roberts explained drilling, blasting, mucking, and all the other romantic aspects of hard rock mining. Back on the train we went to the powerhouse and examined all the heavy equipment that provided the electricity, compressed air, and other requirements to keep the mine running.



Our last stop on the tour was the Bellevue Underground Mine in the Crowsnest Pass. We all had to put on hardhats and headlamps for our journey into the chilly darkness of the coal mine. Again it was a fascinating insight into the hard work and danger that people endured to eke out a living in years gone by. A dinner stop in the town of Frank adjacent to the famous rock slide of 1903 filled us up for the final leg of our trip. We arrived back at the Glenmore Inn about 52 hours after we left, having visited many interesting places, making new friends, and thoroughly enjoying the whole experience. Jason, Donna, and bus driver Mal, are to be congratulated for pulling off an incredible tour despite many challenges and (literally) roadblocks.

*Rob Badmington*



**Wanted to Buy**

UR91 Radio/IR receiver and Digitrax Super Chief Xtra 5 Amp (Duplex Radio Equipped) Set or equivalent. Must be in excellent condition. Please email: [railspiker2@yahoo.ca](mailto:railspiker2@yahoo.ca)



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**Layout Tours 2018**

Another modelling season is upon us and hope you all had a great summer. Please do consider opening your layouts to the rest of our members. This can be at any stage you are at in your project form just beginning and looking for help to complete and fully operational. The 2018 dates will again be in February and will be North on Saturday the 24th and South Sunday the 25th.

Please due consider this invitation and let me know your intentions as soon as you can so I make the arrangements. You can contact me at [bainspielman@shaw.ca](mailto:bainspielman@shaw.ca) or phone 403-560-1896

*Bain Spielman  
Layout Chair, CMRS Board*

**Call for Nominations**

There is one opening for an independent member on the CMRS Board as well as two club members who need to be ratified at the Annual General Meeting on October 15<sup>th</sup>. Anyone who has an interest in serving on the CMRS Board, please contact either John Lund or Al Matchett prior to October 15<sup>th</sup>.

**Slide Night 2017**

Mark your calendar for Friday, November 24 to attend Slide Night at the River Park Church, 3818 – 14A St. SW. Doors open at 7:00 pm and the show starts at 7:30. A feature presentation this year will be a tribute to the photography of Peter Cox. Peter was a very talented and well-travelled photographer who captured Canadian railways on film from the end of steam through the 1980's. A selection of some of his best pictures will be shown. Also on the program will be photos of railways from numerous foreign countries, as well as some great photography from closer to home.

If you have a presentation you would like to make, there is room in the program for you. Please contact Rob Badmington at [badmington@shaw.ca](mailto:badmington@shaw.ca) to discuss the details. As always, we invite members to share 10 or 15 of their favourite photos in the Potpourri session. Unless you advise us well ahead of time, only digital pictures will be shown. Please bring your photos on a memory stick (i.e. thumb drive). Snacks and beverages will be available during the intermission.

*Rob Badmington  
Slide Night Coordinator*

**Fall Mini Meet – Oct 15**

The fall Mini Meet and Annual General Meeting are set for Oct 15 at the Glenmore Inn. Clinics will start at 10:00, lunch, followed by the AGM, will begin at 12:15 and there will be an additional clinic at 1:30 PM. The



final arrangements and schedule for the clinics are being made but will include:

- Scratchbuilding by Doug Wingfield
- Track is a Model by Rob Badmington
- Layout Design by Doug Lee
- plus potentially one or 2 others

Again this year we are looking at having a build of a small kit. You can sign up to purchase a kit, then build it and show it at the spring mini meet. Everyone who shows their built up kit at the next mini meet will receive \$25 towards the cost of the kit, the kit is expected to cost around \$30 once shipping and exchange rate is included.

See you at the Mini Meet!

*Brookes Harrow*

<p><b>FOR SALE</b></p> <p>Ted Xaras, framed 9" plates; The Age of Steam, Royal Hudson 2860, Frosty Morning and The Dominion. \$15 ea. or \$50 for all four.</p> <p>Ted Xaras, framed 12" plates Last Spike Centennial Series plates 1 &amp; 2 numbered 109 out of 500. \$50 for both. All in pristine condition.</p> <p>Contact Tom @ 587-888-7201</p>	<p><b>Wanted to Buy</b></p> <p>Jordan Product/Highway Miniatures plastic automobile kits.</p> <p>Contact Peter Bouma at <a href="mailto:freemo54@hotmail.com">freemo54@hotmail.com</a></p>
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## **Calgary Food Bank**

We received another nice thank you letter from the Calgary Food Bank. The girl guides collected \$3295.07 in cash and 620 lbs of food at SUPERTRAIN. The cash is used to buy fresh vegetables and milk.

## **West Coast Railway Museum Visit**

*(reprinted from the NMRA HIGHBALL!)*

My wife had registered for a school trustee conference in Whistler BC and asked if I would be interested in coming along. Since the West Coast Railway Association museum is located just down the highway from Whistler I jumped at the chance.



We flew out to Vancouver early in July and drove up to Whistler. On the way up we saw a lot of kite surfers at the head of Howe Sound so decided to check it out. While driving through downtown Squamish we came across abandoned rail tracks which eventually led to the old PGE car ferry



float terminal. This is all fenced off but I did manage to get some interesting photos of the remaining equipment. It is in surprisingly good condition considering it was abandoned when the North Vancouver to Squamish portion of the railway was completed in 1956.

While my wife attended her conference I was able to explore the Whistler area. First off was the local Whistler 'train wreck' site. This is the site where seven old boxcars are lying amid the old growth forest and have been covered by local graffiti artists. The wreck apparently occurred in 1956 on the PGE when the area was very sparsely settled. A local logging company helped haul the boxcars off the tracks and into the forest after a train derailed. The boxcars were left to rust in the forest but have since become a tourist attraction. Access to the area has greatly improved since a suspension bridge was built in 2016 across the Cheakamus river from the nearby Trans Canada Trail. It is now an easy 3 km hike from the parking lot to the wreck site. I went out there in the early evening so had the area to myself. I was there for about an hour exploring the area, taking pictures and was even lucky enough to see a northbound CN freight go by.



The next day I took a solo trip back to Squamish to check out the West Coast Railway Association museum which is located on the former grounds of the BC Rail shop complex. The crown jewel of the collection is the CPR Royal Hudson 2860. On the day of my visit the roundhouse pavilion had been booked for a wedding but I was lucky enough to get about 30 minutes to go through the pieces inside. Also inside the roundhouse were Baldwin PGE #2 saddle tank 2-6-2, PGE wooden caboose 1817, BC Rail caboose 1859 and CPR business car "British Columbia" built in 1890.

The next three hours were spent wandering through the grounds looking at the various pieces in the collection. There are significant items in the collection such as;

- the first PGE diesel GE 65-tonner #551
- PGE RSC3 #561 (lead the first train over the North Vancouver to Squamish line)
- three Budd Rail Diesel Cars, BC-33 (RDC-3 in PGE colours), BC-21 and BC-14 (both are RDC-1 in BC Rail red/blue/white colours)
- Great Northern RS1 #102
- Operating CPR FP7A #4069 in maroon and grey paint scheme



Being a big Burlington Northern fan, I was most surprised to come across transfer caboose 11474 inside the main shop building. A cursory glance revealed it was built from an old switcher locomotive frame. I took as many pictures as possible as this would be a great scratch building exercise. Checking into the history of this caboose revealed it was built from an old Great Northern Baldwin VO1000. It appears this caboose had spent most of its life in the New Westminster area before the WCRA obtained it for their collection.



As with most railway museums, some of the items have seen better days and the WCRA is no exception. I came across an old wooden CP wreck crane service car that was literally falling apart. Even though it was



photogenic it was somewhat sad to see the condition it was in, whether it can be saved is a tough question.

Once I had finished the WCRA museum, I went a few more kilometers down the Sea to Sky highway to visit the Britannia Mine Museum. This copper/zinc/lead mine was in operation from 1904 to 1974 and is now a National Historic Site. It proved to be an excellent museum with a guided mine tour showing the various types of equipment used by miners back in the early 20th century.

A display of working rock drills was done for the tour, they are incredibly loud and considering that there was very little personal protection back then it is amazing how the miners coped with the conditions. While not trains we typically model, I did take a lot of pictures of various mine equipment used on the mine railways. This air powered mucker made short work of loading ore "muck" into the mine ore cars. Before this was introduced "muckers" were expected to move 10 tons of muck per person per shift using only their shovel! (*editors note: My father worked in this mine as a summer job when he was going to University*)



The Britannia mill building itself is an incredible site to see from the inside. It is the third mill building on the site and was built over a 2-year span after the second mill burnt down in 1921. The mill is built in seven levels on a hillside and incorporates the hillside rock as part of the mill wall. Photos do not really do it justice but you can see from the scale of the girl how large the mill building is. There is an incline railway within the mill building that used a winch powered cable to haul a bulkhead flatcar up the track. This was used to deliver heavy supplies to each level of the building. The tour guide explained that the stairway to the right of the track was used by workers to ascend into the building and originally did not have a handrail! Considering how steep the stairway gets at the top it must have taken a lot of nerve to ascend and especially descend!

This was my favourite mine piece by far, the intended use of this piece of equipment should be obvious! It could be a very unusual scratch building project for a contest! If you are in the Squamish area I would highly recommend you set aside a day to visit the West Coast Railway Association museum and the Britannia Mine museum. They are well worth the time.



*Al Matchett  
President, Calgary Model Railway Society*

### **Coming Events Schedule**

Sept. 30, Oct. 1, 2017	Manitoba Mega Train Show and Sale, 3977 Portage Ave Winnipeg, MB Facebook <a href="https://www.facebook.com/ManitobaMegaTrain/">https://www.facebook.com/ManitobaMegaTrain/</a> website: <a href="http://www.vectorgardentrains.ca/manitoba-mega-train/">http://www.vectorgardentrains.ca/manitoba-mega-train/</a>
Oct 14, 2017	South Bank Boomer Auction
<b>Oct 15, 2017</b>	<b>Fall Mini Meet and AGM - Glenmore Inn</b>
<b>Nov 24, 2017</b>	<b>Slide Night, Riverpark Church</b>
<b>Feb 24, 25, 2018</b>	<b>CMRS Layout Tours</b>
<b>March 4, 2018</b>	<b>CMRS Spring Mini Meet - Glenmore Inn</b>
March 4, 2018	CMT Flea Market - Glenmore Inn
<b>April 14, 15, 2018</b>	<b>SUPERTRAIN</b>

*Send an email to [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) with submissions for coming events!  
Deadline for the next issue is Oct 25, 2017*