



# OrderBoard

Newsletter of The Calgary Model Railway Society



*From Brent Ciccone's old layout. An FA-2 is posing as a stand in for an FPA-4 Via, rolling through a snowed deep in the Rockies. Brent is now working on a new layout in On30. Looking forward to seeing the new layout in future Layout tours.*



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## Presidents Message Jon Calon -CMRS President

tap tap tap – this thing on? I suppose it is. It's certainly been a while since I've written anything for the Orderboard, call it a decade plus a couple months, and admittedly I'm a little rusty. Thankfully, I have a good team to help me out. We have a mostly full board of directors for the first time in a while, and I'm definitely looking forward to seeing another SUPERTRAIN, Layout Tours, another Mini-Meet and more in the new year. It's been a long time with things being curtailed to say the least. Even Canadian Pacific's Holiday Train is back in person this year!

For those who don't know me, I'm Jon Calon, and I've been involved with the CMRS as the Orderboard Editor for about 6 years from November 2006 through to September of 2012, and then worked on the SUPERTRAIN committee as the Graphics Designer, Registrar and Co-Registrar, Shuttle Bus Organizer and otherwise general volunteer from then up to the 2019 show. I was a member of the Calgary Free-mo group for a good many years, but after starting construction of my basement-filling home layout modelling the Esquimalt & Nanaimo in 1988, I realized that I really should focus on that instead of a module of a free-lanced junction that saw use maybe a few times a year?

Though of course I really should follow some advice that I read from others in that every night one should really spend even just fifteen minutes doing "something" on the layout to help progress it forward. It's been way too long since an ops session or any real sort of work down there and I really should get back at it. Perhaps becoming President of the CMRS might help? I know I do work much better with friends and hopefully with the pandemic now going into the rear view mirror, we can get together again and really get some work done. I really do enjoy the social aspect of the hobby!

Feel free to drop me a line at [president@calgarymodelrailway.ca](mailto:president@calgarymodelrailway.ca) if you have any thoughts about the Society, perhaps you have an idea of what we can do to help the membership better and let's go forward with that. Cheers!

**Jon Calon**  
**President, CMRS**



## **Introduction of New Directors**

### **Bruce McGillivray**

Bruce has taken over Railfan Events and is open to hearing suggestions from the CMRS members. Bruce has belonged to the Calgary Free-Mo model railway group for the past 5 years. He is a past member of the Calgary Model Trainmen, but left the hobby for several years before being drawn back in at SUPERTRAIN 2017.

### **Peter Bouma**

Peter has joined the CMRS Directors as the Layout Tours Coordinator which is coming up shortly on Feb 11/12. Peter has been part of the FreeMo model railroad club for many years. Peter has volunteered his time with CMRS before so welcome back Peter.

## **CMRS Directors**

<b>Jon Calon</b> <b>President</b> Independent <a href="mailto:president@calgarymodelrailway.ca">president@calgarymodelrailway.ca</a>	<b>Open Position</b> <b>Vice-President</b> Role assignments will be determined by incoming Board	<b>Selwyn Morris</b> <b>Treasurer</b> CanTrak <a href="mailto:payments@calgarymodelrailway.ca">payments@calgarymodelrailway.ca</a>	<b>Paul Clegg</b> <b>Membership</b> Independent <a href="mailto:membership@calgarymodelrailway.ca">membership@calgarymodelrailway.ca</a>
<b>Bruce McGillivray</b> <b>Railfan Events</b> Calgary Free Mo <a href="mailto:railfan@calgarymodelrailway.ca">railfan@calgarymodelrailway.ca</a>	<b>Don Rush</b> <b>Mini Meets/Clinics</b> Rocky Mountain Garden RR <a href="mailto:minimeets@calgarymodelrailway.ca">minimeets@calgarymodelrailway.ca</a>	<b>Peter Bouma</b> <b>Layout Tours</b> Independent <a href="mailto:LayoutTours@calgarymodelrailway.ca">LayoutTours@calgarymodelrailway.ca</a>	<b>Barry Crispin</b> <b>Slide Night</b> Independent <a href="mailto:SlideNight@calgarymodelrailway.ca">SlideNight@calgarymodelrailway.ca</a>
<b>Jim Ironside – Secretary</b> Independent <a href="mailto:secretary@calgarymodelrailway.ca">secretary@calgarymodelrailway.ca</a>		<b>John Morphy – OrderBoard Editor</b> Bow Valley <a href="mailto:orderboard@calgarymodelrailway.ca">orderboard@calgarymodelrailway.ca</a>	

## **Directors Reports**

### **Secretary's Report**

#### **AGM**

The CMRS Annual AGM was held 16 Oct 2022 at the Glenmore Inn with 73 members in attendance. The slides and draft minutes are available to members at a link which will be sent in a separate Blast.

### **CMRS Archivist – Opportunity Open**

CMRS has, at present, no archivist for documents that should be securely retained. They are currently held, often as the only copies, by present and previous members of the Board of Directors. We would welcome someone (or someones) to take on the preservation of our important historical records.



### **Archivist Job Description:**

CMRS Archivist: Collect and preserve key CMRS documents requiring preservation including Board of Directors minutes; AGM slide presentations and minutes; Society Registrations; Financial records; Membership records; OrderBoards; website materials; clinic, layout tour, and railfan event records; SUPERTRAIN records; and official or public correspondence. Will require skills to index, organize, and store paper and electronic documents, identify missing documents, and in cases convert documents to electronic searchable formats. Anal personalities are encouraged to apply. Will be necessary to badger current document holders to provide copies or originals. May be viewed as a PITA by document providers, but will be very much appreciated in the longer term. May require significant initial work, but once set up would be a much more modest effort. Attendance at Board meetings not required.

Please respond to President CMRS or Secretary CMRS.

### **Club Descriptions on CMRS Website**

Some of the club descriptions are in need of update. Have a look at your club's write up, try the links, and forward any changes to the Webmaster.

**Jim Ironside**  
**Secretary**

[secretary@calgarymodelrailway.ca](mailto:secretary@calgarymodelrailway.ca)

### **CMRS Memberships**

Calgary Model Railway Society memberships can be purchased or renewed at any of our events or by mail. Cost is \$20 per year, running from July 1 to June 30. Multi-year memberships are also available. Membership forms can be printed from our website.<http://www.calgarymodelrailway.ca/> Completed forms and payment can be mailed to: The Calgary Model Railway Society PO Box 8071, Station A Calgary, AB T2H 0H7  
Or contact Paul Clegg.

**Paul Clegg**  
**Memberships**

[membership@calgarymodelrailway.ca](mailto:membership@calgarymodelrailway.ca)

### **Railfan Events**

CMRS is looking for suggestions for railfan activities.  
Please get in touch with Bruce McGillivray.

**Bruce McGillivray**  
**Railfan Events**

[railfan@calgarymodelrailway.ca](mailto:railfan@calgarymodelrailway.ca)



## Layout Tours

Layout tours for CMRS members on February 11 and 12. If you are interested in hosting, please email me at [Layout\\_Tours@calgarymodelrailway.ca](mailto:Layout_Tours@calgarymodelrailway.ca) Layouts can be in any square footage and scale, and in any state of completion from the plywood pacific to a scenic master piece. Thanks.

**Peter Bouma**  
Layout Tours  
[Layout\\_Tours@calgarymodelrailway.ca](mailto:Layout_Tours@calgarymodelrailway.ca)

## Spring Mini-Meet

Members can start thinking about the Spring mini-meet set for Sunday March 12/2023 and booking tables and if anyone is interested in being a Presenter please contact Don Rush.

**Don Rush**  
Mini Meets/Clinics  
[minimeets@calgarymodelrailway.ca](mailto:minimeets@calgarymodelrailway.ca)

## Slide Night

Slide Night was held on Friday, November 18 with a disappointing 32 members attending. Since this was our first Slide Night in three years we did have a few hiccups and glitches but did manage to put on a tantalizing show. The evening started off with a tribute to the recently deceased Bob Hadlow. Bob is held in high esteem by the members of CMRS and will be greatly missed.

The first presenter was *Joe Sheppard* with his slides and photos of the Railways of Labrador. It was a pleasure to see rail systems of a part of Canada that few of us would ever get to.

The second presenter was *Tom Newton* and his presentation was Trains in the National Parks. We are thankful to live in a beautiful part of the world and having it as a backdrop for our photos of trains.

The third presenter was *John Sutherland* and he gave us a taste of his inventory of thousands of photographs. Our members look forward to seeing more of his photos in future Slide Nights.

Our final presenter was *Ryan Gribbons*, showing us his photos and videos clips of his favourite locomotives. The members were happy to see a young person show such an interest in train watching, and my ears are still ringing from the horns blowing from passing locomotives in his video clips.

Those of us that attended were thoroughly entertained and looking forward to next year's Slide Night.

**Barry Crispin**  
Slide Night  
[Slide\\_Night@calgarymodelrailway.ca](mailto:Slide_Night@calgarymodelrailway.ca)



### Coming Events Schedule

<b>Canadian Pacific Holiday Train</b>	December 11, 2022 Anderson LRT Station 5:45 pm
<b>Layout Tours</b>	February 11/12 2023 North/South Calgary Members homes Peter Bouma
<b>Spring Mini Meet</b>	March 12/2023 Glenmore Inn Swap Meet and Speakers Don Rush
<b>SUPERTRAIN</b>	April 15/16 2023 Genesis Centre Daniel Charest

Please note change for the layout tours as we avoid the Family Day long weekend.

Also anyone interested in showing their layout please contact Peter Bouma.

Send an email to [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) with submissions for coming events!

Deadline for the next issue is January 15, 2023

### SUPERTRAIN 2023 Report

Wow, 3 years already since the last train show. If you think like me, we're due to have a train show in 2023, and the Committee has started working on it.

That was nice seeing many of you at the AGM and encouraging us for a successful SUPERTRAIN 2023. The Committee and I took this opportunity to propose some changes to "restart" the show and lower the risks. We had no opposition and I think all agreed with our proposals.

The major change is we are dropping the Feature Gym at the Genesis Centre and restrict the show to the two soccer fields and the Community Gym. The resulting floor space is about 2/3 of what we previously had. The other changes are that we will not run the shuttles and we are cancelling the gala for this year.

We also mentioned at the AGM that the show guide is being replaced by a tri-fold pamphlet, but the Committee has since decided not to have one this year.

Even with a smaller show, SUPERTRAIN needs volunteers. Watch your mailbox in January for an email invite, and I hope many of you will reply favourably.

If you need to contact the SUPERTRAIN 2023 Committee or require further information, please send an e-mail to [info@supertrain.ca](mailto:info@supertrain.ca) If you have specific questions about your application for SUPERTRAIN 2023, you may contact the SUPERTRAIN 2023 Registrar at [registrar@supertrain.ca](mailto:registrar@supertrain.ca)

Daniel Charest  
Chairman SUPERTRAIN



## Ads and 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 free of charge for members (provided the ad is relatively small), we can run the ad a second time if requested. Commercial ads are \$15/year for a business card size ad, more for a larger size. Contact the Editor at [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) for details. Deadline for the next issue is January 15, 2023

## Items for Sale/Wanted

### For Sale

4 Tortoise Slow Motion Switch Machines Model # 800-8000 - \$20 ea

PECO Turnouts

1 SL-91 Small Radius Right Electrofrog - \$10.

2 SL-92 Small Radius Left Electrofrog - \$10 ea

1 SL-91 Small Radius Right Insulfrog - \$10.

1 SL-92 Small Radius Left Insulfrog - \$10.

1 SL-96 Medium Radius Left Insulfrog - \$15.

Two Items missing (pivot pegs) for turnout motor

1 SL-95 Medium Radius Right Insulfrog (2) - \$10.

1 SL-96 Medium Radius Left Insulfrog (1) - \$10

Contact [ringingrails@shaw.ca](mailto:ringingrails@shaw.ca)

Gord Rycroft

### Help Wanted!!!

Hopefully, to take up (laser cut?) a window, in one of the sides, of the already scratch built/assembled (but not yet painted) CP 35-foot business car all scalewood construction.

Please contact BJ Ersson at [bcersson@xplornet.com](mailto:bcersson@xplornet.com).

Thanks for your consideration

BJ



## Narrow Gauge Railways of Western Canada Part II Dolly Varden Mines Railway

Article by  
Brent Ciccone

The second narrow gauge railway I would like to introduce is the Dolly Varden Mines Railway. This line was a bit late to the narrow gauge party being started in 1916 and lasting until 1922. This is much later than most of the 3 foot gauge railways in North America, most of which date from the 19<sup>th</sup> century. This line was located in the far north western reaches of BC on an inlet of the ocean called Alice Arm, near the Alaska border, north of Prince Rupert. It was built to access a rich silver ore deposit; at one time they took out the richest chunk of silver ore ever found, almost straight silver!

Most of my information is taken from a book by Darryl Muralt called “Steel Rails and Silver Dreams”, originally published in 1985, it was recently reprinted, and copies may still be available.

The Dolly Varden Mines Company was formed in Chicago with around 20 various Chicago area investors who invested the money to develop the mine. In 1915-1916 the exploration work continued and a large ore body was defined. The location of the mine was some 1700 ft above sea level and 700 feet above the Kitsault River.

Conditions were difficult being on the “Wet” coast and up a narrow river valley and canyon. Getting the ore out and getting supplies in was going to be a problem.

The Taylor Engineering Company, out of Vancouver, was contracted to develop the mine and build a railway to transport the ore out and get it to tidewater for transfer to ships or barges. The route followed the Kitsault River up river and necessitated going through the Mud Creek Canyon which involved blasting a shelf out of the canyon walls. The Mine owners wanted to build at minimum cost so a narrow gauge line was selected with sharp and numerous curves and steep grades. Complicating matters, if they weren't complicated enough already, WWI was underway resulting in a shortage of materials and labour and higher costs for everything.

The Chicago investors had been stung on some other investments that hadn't worked out so they were very reluctant to forward adequate funds for the mine and railway development. Original cost estimates proved to be too low, the Taylor Engineering Company entered into a lump sum contract for construction of the railway for \$175,000 with a “gentleman's” agreement that they would be compensated if costs exceeded the \$175,000. This would later turn out to be subject to much legal wrangling, eventually involving the BC government in enforcing a settlement.

Work began in 1917 using a small porter 0-4-0 locomotive and some side dump cars. The railway followed the pack trail upstream from the coast using very sharp curves and grades and was laid with light 40 lb rails on





rough cut ties. Work progressed quickly at first but then they ran out of supplies, they had rails but no joint bars or nuts and bolts to hold them together! Costs had risen quickly and soon had exceeded the agreed \$175,000, mainly due to high shipping expenses and the shortage of men and materials due to the war.

The Chicago investors were not happy with this turn of events.

Construction was halted in the fall of 1917 due to the lack of supplies and the oncoming winter snows. No ore had been moved to the dock, so the Investors hadn't received any return on their money. When Taylor presented them with even more expenses they balked and didn't want to pay. A proposal to sell the incomplete railway and rights to one of the mines was made to the Granby Consolidated Mining Company which operated a smelter complex at nearby Anyox. In anticipation of this sale going through the Taylor Company went ahead and continued building the railway in 1918 and spent money straightening curves and fixing the roadbed. This would prove to be the undoing of the Taylor Engineering Company.

The Taylor Engineering Company ended up in considerable debt and went bankrupt. The Chicago investor did not want to come up with any more money to pay the Taylor company for the expenses they had incurred. The dispute with the Dolly Varden Mines involved the Government of BC, a commission was formed and the result was that the Taylor Engineering Company, now run by receivers would take over the mines and railway in exchange for the money's spent on construction. This was formalized in the Dolly Varden Mines Railway Amendment Act of 1919.

The railway did get built up to the mine load out but the BC Department of Railways was not happy with the way it was constructed and had many safety concerns. A new Climax locomotive was acquired to run on the steeper grades of the line and shipments of ore finally began. The ore was dumped from the cars by positioning an ore car over a section of track cantilevered out over the water from the dock, dropping the ore through a chute into a barge below. Eventually a proper ore dock was constructed for loading barges. The railway continued to operate and haul ore even though it had not been granted an operating permit from the Department of Railways. The ore shipped was proving out to be very rich and things were looking up. By December of 1919 heavy deep snow finally closed the line for the winter. Over a short operating period 1 million ounces of silver had been extracted from the mine.

The year 1920 was starting to look good, and then a miner's strike shut down operations for a couple months, followed by an accident on the railway caused by a runaway train on the 5 ½% grade. Improvements to the railway and its rolling stock were made including relaying parts of the line with 56 lb rail. The Department of Railways finally issued an operating certificate for the railway; it had been operating as an "under construction" railway up till this point. Despite these successes the operation was in financial trouble, costs had been considerable and the price of silver had dropped.



After the winter shut down, in 1921 the mine and railway resumed operations, but at a reduced rate. By August operations had ceased. Attempts to find investors or to sell the mine failed, mainly due to the falling price for silver. Winter storms damaged part of the railway, owners of other mines in the valley wanted to use the right of way to transport their ore and supplies. The government stepped in and cleared the line for the use of light speeders. The mine and railway was taken over by a new company but they did no further work.

After several years of inactivity, the lower parts of the railway and some of the existing equipment was leased for a logging operation on the lower part of Alice Arm. Speeders continued to use the upper reaches of the railway to access other mines in the area. The railway continued in this limited operation until 1946 when the rails were lifted.

The entire legal/financial story of this little railway is very complicated, and I only have touched on it here.



Darryl Muralt's book called "Steel Rails and Silver Dreams".

Originally published in 1985 was recently reprinted. Photo of the first Ore dump onto a barge at Alice Arm.