



OrderBoard

Newsletter of The Calgary Model Railway Society



CPR No. 87 exiting the snow shed on Brent Ciccone 's now dismantled Kettle Valley Railway.

Table of Contents

- President Report
- Introduction
- Memberships
- Fall AGM Mini meet
- Director Contacts
- Slide Night
- Coming Events
- Items for sale
- Narrow Gauge Railways in Western Canada

President's Report

As reported in the last Orderboard the position of the CMRS President is open, as well as one other position. If anyone is interested in joining the Board of Directors please contact any of the Directors as listed on page 6.

These are not necessarily the positions that new Board Members will fill; positions are filled based on Board Member experience and interest.

Mark your calendar for the Southbank Short line Auction that takes place on October 15.

We hope to see everyone at the Glenmore Inn on Sunday October 16 for some interesting clinics and displays that members are putting on. As well as the AGM we have a few things to discuss along with the budget.



Introduction

Hello everyone I hope you all had a good summer and looking forward to a nice long winter. This months edition is quite full as we are getting ready for the **Southbank Auction** on **October 15**. And the **AGM** on **October 16**.

Also in this edition, **Brent Ciccone** has done an article on narrow gauge railroads in Western Canada. He will do a few more during the course of the Fall/Winter/Spring editions of the Orderboard. Thanks for doing this Brent.

We have a full slate of activities planned for the 2022/2023 modelling year.

We are looking ahead to 2023 and having Layout tours again. You can contact myself or Richard Walker as listed under Directors contact information.

Please see the events column and the CMRS web page for those dates upcoming.

John Morphy
Editor, OrderBoard

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.

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

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 for details.

Deadline for the next issue is October 30,2022

Memberships

With the post-Covid resumption of normal activities, we are planning a lot of events for CMRS members. This includes a return to regular mini-meets, a slide night, and possibly a railfan tour in 2023. You will want to ensure your membership is current in order to receive timely notice of these events.

If your membership card says 2021 or 2022 on the front, you need to renew this fall. That will be easy to do at one of the fall events including the South Bank Short Lines' Boomer Auction on October 15th, the CMRS' Mini-Meet at the Glenmore Inn on October 16th and the CMRS slide night at the River Park church on November 18. I will also be emailing a renewal reminder to all outstanding members in November. If you would prefer to renew by mail or email, please follow the instructions at this link:

<https://www.calgarymodelrailway.ca/join.html>

If you have a friend interested in joining, please bring them to the mini-meet. The price of a one-year membership is virtually equal to the value of lunch at the meet so membership is a bargain.

We look forward to seeing you at an event soon.



Fall Mini-Meet and Annual General Meeting

Fall Mini-Meet and AGM

For the fall mini-meet, we will have the usual morning tranche of two clinics during each time period beginning at 10:00 and 11:00. This year though, we are very pleased to announce that David L. Jones will be our keynote speaker immediately following the Annual General Meeting (AGM). Dave is one of Canada's most prolific railway authors with numerous books published including: Tales of the CPR, Posters of the Canadian Pacific (with Marc H. Choko), Railway Nation and The Railway Beat, A Century of Canadian Pacific Police Service. If you would like to have your volumes of his books signed, bring them to the meet. Dave will be available after his talk for signing. Many of his earlier titles are still available on Amazon if you would like to purchase one or more.

In past years we have used two large rooms, one for model displays and coffee and the other for lunch and the AGM. In order to save money this year, we will use one large room for all of these functions.

Follows is our schedule:

- 9:30 Membership desk opens for renewal and new memberships
- 9:30 – 10:0 Set up for model display
- 10:00-11:00 first two clinics
- 11:00 – 12:00 second two clinics
- 12:00-12:15 take down model displays
- 12:15-1:00 lunch
- 1:00-1:30 AGM (approximate)
- Immediately following AGM, keynote address

Clinics

Clinicians	Time	Topic
Tom Price	10:00	The Coquihalla Ops Was The Easy Part

This presentation of largely unpublished images shows the variety of battles that were fought constantly to keep the railway open. Throughout the Coquihalla's short life, the battles never ceased.

Don Thomas	11:00	History of Banff Station and Summer Passenger Train Operations
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It outlines the history of the station buildings, and changes to the tracks and yard facilities that served summer resort passenger traffic as well as year round freight and passenger service since 1883. The clinic identifies the principal passenger trains that have served Banff, the types of equipment they contained, and how extra cars were added and removed at Banff. Both photos and plans are used. At the end there is a note about selective compression, and a sample of other destinations served by similar heavy dedicated passenger train service.

Laurie Kitchen	10:00	Understanding Electrical Switches and Relays
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This clinic is the second in a series intended for those who feel somewhat intimidated by electricity and wiring. It will focus on understanding terminology around electrical switches and relays, electronic switches versus mechanical switches, specialty switches and relays and their uses, how to pick the right switch or relay for the job, common model railroad applications such as light control, block control, reverse loops, Ys, turntables, switch machines, train detection, multiple throttles, computer interface.

**Dale Sproule and Wayne Toth 11:00 Scratch Building**

This clinic will illustrate techniques to work with wood buildings such as cutting out walls, windows and doors, bracing and shingling model buildings. It will also include comments on cutting your own strip wood and building jigs for model assembly. This clinic will be very useful for those with a model builder's table saw, however, it will also be of great interest to anyone wanting to expand their model building skills with wood.

David Jones 1:30 Fairly Fit for Settlement: Canadian Pacific and the Alberta Irrigation District

When the Canadian Pacific Railway Company was incorporated to build the first transcontinental line across Canada, the company received 25 million dollars and 25 million acres of land from the federal government to aide with the enormous cost of its construction. Railway author David Laurence Jones examines where the railway chose to take those lands, culminating with the final land grant allotment that committed the CPR to developing the largest irrigation project in North America.

Paul Clegg
Memberships

2022 Fall AGM

AGM 2022

The 2022 AGM will be held Sunday 16 Oct immediately after lunch in conjunction with the Mini-Meet. Voting is restricted to paid-up members of CMRS. Significant items on the agenda will be budget and Board elections.

Budget: Over the Pandemic period we have not been able to hold SUPERTRAIN, our principal fund-raising event. Although we have minimized expenses as much as we could, some essential expenses have continued. Revenue has not covered them, so they have depleted our reserves. Unless actions are taken to bring our books back to balance and restore our SUPERTRAIN reserve, we face serious risk of not being able to fund future member activities. At the AGM, our current financial situation and possible actions will be reviewed. Member input is important for helping the Board decide which appropriate measures we should take.

Board of Directors/ SUPERTRAIN Committee: We have had several resignations from the BoD over the past two years, and some seats are still unfilled with even temporary members. Board members are limited to two, three-year terms, so there is a natural member turnover each year. The SUPERTRAIN Committee plays an essential role in organizing and executing our favourite model railway show and principal fund-raising event. Board or Committee membership does not require large amounts of time, but without a full Board it is difficult to cover all our rail activities, and without a full SUPERTRAIN Committee the show may not be able go on for long. The open Board positions this year are described below; and SUPERTRAIN Committee activities will also be addressed. Your willingness to serve on the Board or Committee is essential for the continued functioning of CMRS.

CMRS Elections

Short Summary: Short is relative. The Board membership situation is relatively complex.

There are ten Board members, with five named clubs and five independents. Club positions ensure candidates for half the positions; this gives these clubs no special privileges, since Board activities address only CMRS activities, not Club issues. The named clubs change from time to time. Club Board members are proposed by their clubs and ratified at an AGM. Independents are elected or acclaimed at an AGM.

Board members are limited to two, three-year terms. The roles of the members are assigned by each incoming Board post AGM according to member interests and experience. Terms for the positions are



aligned so that there are three positions open for two election years and four positions in the third year, in order to ensure continuity. If a Board member resigns during their term, the Board may appoint a replacement to fill the term; this replacement must be confirmed at the next AGM. The completion of a term by a replacement does not count against the two-term limit. The Pandemic caused a one-off extension of all terms because the AGM was cancelled.

This Years Board: Two Club and one Independent positions are at term boundaries, one Club replacement requires confirmation to complete a term, and two Independent replacements require candidates for election or acclamation:

- **Rocky Mountain Garden Railway Club:** Marvin Burk completed his term at this AGM. RMGR proposes his replacement by Don Rush. Don requires ratification to start a new term.
- **Calgary Free-mo:** Bruce McGillivray completed Greg Hancock’s term which ended at this AGM. CFM proposes continuing with Bruce which requires ratification to start a new term.
- **Calgary Model Trainmen:** Richard Walker is completing Brookes Harrow’s term which will end at the 2023 AGM. Richard requires ratification to complete the term.
- **Independent:** This currently empty position requires a candidate for election to complete a term which will end at the 2023 AGM, at which time they would be eligible for two full 3-year terms.
- **Independent:** Another currently empty position requires a candidate for election to complete a term which will end at the 2024 AGM, at which time they would be eligible for two full 3-year terms.

Jim Ironside
Secretary

Directors

Open Position President If anyone is interested please contact any of the Directors	Open Position Vice-President Trains for Kids If anyone is interested please contact any of the Directors	Bruce McGillivray Calgary Free Mo bruce.mcgillivray@outlook.com	Don Rush Rocky Mountain Garden RR Mini Meets don_rush@telus.net
Selwyn Morris CanTrak Treasurer payments@calgarymodelrailway.ca	Paul Clegg Independent Membership/Clinics membership@calgarymodelrailway.ca	Richard Walker CMT Layout Tours richwalker42@yahoo.com	Barry Crispin Independent Slide Night brcrispy@telus.net
Jim Ironside – Independent Secretary ironsidejim@gmail.com		John Morphy – Bow Valley OrderBoard Editor jmorphy2020@outlook.com	

Looking for Slide Night Presenters

We are looking at the possibility of having Slide Night in 2022 (November 18) and I am looking for members who would be interested in presenting their multimedia for this event. I would like to have a minimum of four presenters lined up before I go ahead to set a date and book the church. Contact me at brcrispy@telus.net if you are interested.

Barry Crispin
Slide Night Moderator



Coming Events Schedule

Operations Calgary/Edm.	Contact Cal Sexsmith calvinsexsmith@sasktel.net
Boomer Auction	Oct 15 St. Andrews Presbyterian Church 703 Heritage Dr SW. Doors open 08:30 Auction starts @10:00
Fall AGM	October 16 Glenmore Inn
Fall Slide Night	November 18 River Park Church
Layout Tours (Tentative)	February 18/19 2023 Contact Richard Walker richwalker42@yahoo.com or John Morphy jmorphy2020@outlook.com
Supertrain	April 15/16 2023

Send an email to orderboard@calgarymodelrailway.ca with submissions for coming events!

Deadline for the next issue is October 31, 2022

Items Wanted/For Sale

Wanted: Amusement Park kits and accessories. HO Scale.

Please contact me with your treasures.

Keith Pedersen

Cell: 587-583-6401

Email: kpetersen2424@gmail.com

Narrow Gauge Railways of Western Canada

Feature Article by Brent Ciccone

Never as popular in Canada as they were in the USA, there were, never the less, several narrow gauge railways in Western Canada. The North Western Coal & Navigation Company was the only one in Alberta. This line was built to transport coal from what would become Lethbridge to the CPR mainline at Medicine Hat (Dunmore). This line was modestly successful and was eventually bought out by the CPR and converted to standard gauge. It now forms the Line through Lethbridge, down to Coutts and on to the Crowsnest Pass.

The other narrow gauge lines of note were all located in BC and the Yukon and were primarily mining railways. There were some small narrow gauge logging operations but the narrow gauge cars were found to be prone to tipping over with the large BC logs. The BC railways department discouraged people from building narrow gauge logging railways. The greater density of the ores made them more suitable for handling by narrow gauge railways.

Only one of these railways remains today, being the White Pass and Yukon. These railways were all built to the 3 foot gauge which was popular in the Colorado area at the time (1890'2-1920's) making equipment readily available. The standard gauging of the Alberta lines also freed up equipment that was used on at least one of the BC railways and was also used in construction projects such as the building of the spiral tunnels.



One of the railways that I find had an interesting history was the short lived, Lenora Mount Sicker Railway. This was a short 3 foot gauge line built to bring copper ore down from the Lenora mine on Mount Sicker on Vancouver Island. Grandiose plans for the railway, towns and a smelter were crushed by family disputes and eventually falling prices for copper complicated by the exhausting of the high grade ore. There are a couple of books written about this railway, "Shays on the Switchbacks" and "Riches to Ruin" document this fascinating story.

There was a significant copper ore discovery on Mount Sicker around the turn of the century (1900), located near Duncan on Vancouver Island. A number of mining claims were staked and three mines were developed. Unfortunately, there was only one ore body that all three of the mines were attempting to extract. The groups behind these mines wouldn't cooperate and as a result they ended up building duplicate and expensive facilities including separate town sites on the mountain. Each of the mines was located further up the mountain, the Lenora being at the lowest level, further up was the Tyee and at the top was the Richard III. The owners of the Tyee built an Ariel tramway to bring their ore down the mountain, the Lenora owners choose to build a narrow gauge railway, initially running down to a siding on the E&N railway.

The manager of the Lenora was a Mr Henry Croft, who it turns out, was married to one of the sisters of the Dunsmuir family, the Dunsmuir's being the rich family that owned the coal mines of Nanaimo and who built the E&N railway. After the passing of the Patriarch, Robert Dunsmuir, the widow, sons and daughters ended up in extensive disputes over the family fortune. Henry Croft, having married into this family, was caught up in these disputes and the son, James Dunsmuir took a dislike to Henry. To spite Henry, James bought into the Tyee mine and arranged to build a town and smelter at Ladysmith for the ores at the same time as Henry was building a smelter at a new town site named for himself: Crofton.

The end result of the failure to cooperate at the mines and the family disputes leading to the overbuilding of facilities, 2 transport systems, multiple towns and 2 smelters resulted in bankruptcy for all involved. Had they cooperated and worked together they might have been successful.

The railway itself was short, 11 miles with steep grades and sharp curves; one section "Haggerty Hill" had grades of 13.5%. The railway used 3 shay locomotives to bring the small 5 and 10 ton ore cars down grade. Initially they transferred the ore to the E&N at a siding at Westholme. Due to the high transport fees that James Dunsmuir was charging, they decided to extend the railway down through a series of steep switchbacks to the waterfront at the new town of Crofton. Docks and a smelter were built at the new town, but the combination of falling prices for copper and the high cost of all this construction, they soon went bust.

The smelter was built using a new process, that proved out to not work, and it only ran for a few months, it was eventually sold to the Britannia mining company and after rebuilding, processed ores from Texada Island for a short time afterwards. The aftermath can be seen today as the beach at Crofton is covered in black slag from the operation.

The remains of the railway roadbed can still be found near Crofton and at a provincial park called Eves Park near Westholme. The mine sites are still privately owned and several attempts have been made over the years to revive them. Mount Sicker itself has been extensively logged; my attempts to locate any sign of the railway on Mount Sicker were unsuccessful.



The railway and mines were short lived, running from around 1901 to 1907 with lifting of the rails occurring in 1912.

As time and space permits, I will discuss the other narrow gauge railways of BC, the Kaslo and Slocan, Dolly Varden, and the White Pass & Yukon.



Picture of the Murals in the town of Chemainus that show the Lenora Mt Sicker Railway and mines.

Brent Ciccone