



# OrderBoard

## Newsletter of The Calgary Model Railway Society



*Photo taken from layout tours in February. Bernhard Gieulau's Terrace Bay CP Station. This will be the 2028 Membership card photo to be available at the Glenmore Inn Mini Meet on March 12, 2023.*

*Photo credit Jon Calon*

### ***Model Railroad Photos Needed***

*If anyone would like to submit some photos to have displayed in the Orderboard please send them to me and I will try to make them work.*

**John Morphy – OrderBoard Editor**  
[orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca)



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### Presidents Message

First off, I'd really like to thank everyone who made the decision to show off their layouts in the most recent batch of tours, it was great to see everyone and be able to get out again. Bernhard, Murray, Dave, Ray, Grant, Richard, Geoff, and the Calgary Free-mo and Cal-O-Rail groups, thank you very much for opening your homes and layout spaces to provide inspiration and potential direction on what can be done within this great hobby of ours. I'll have my layout on the tour next year, I hope you will too.

While I was out visiting all the layouts, I made a point to take a few photos of the memorable scenes on most of the layouts, with an eye towards finding a photo to put on the 2028 CMRS Membership cards. I narrowed the selection of photos taken down to 4, shared those amongst the CMRS board and ended up with a three-way tie! In event of a tie, the deciding ballot goes to the President. Congratulations to Bernhard, your model of the Terrace Bay CP station will be featured on the membership card for members who elect to have a membership ending in 2028. A brief reminder that one can pre-purchase memberships up to 5 years in advance, which explains why we're preparing a 2028 membership card now.

Preparations are well underway for the Spring Mini-Meet and CMT Flea Market to happen on the morning of Sunday, March 12th. We can still use a few more clinicians, so please drop Don a line as soon as possible if you have knowledge that other members should know. Also, please note: At 2am on March 12th, we spring forward to Daylight Saving time, so be sure you take that into account for your arrival time at the Glenmore Inn. The best deals at the Flea Market are to those who are there early...

Another call out for volunteers for SUPERTRAIN. Remember that many hands make light work, and we would love to have more people giving a couple hours of time to help the show run smoothly. Drop an email to [volunteer@supertrain.ca](mailto:volunteer@supertrain.ca) for getting your name in and choosing a time and task that works best for you.

Lastly, be sure to check out Brent's article later in this edition, on what could've been the subject for my model railway (before I decided on the Esquimalt & Nanaimo, that is.) - the White Pass & Yukon Route!

As always, if you have any ideas, suggestions, questions, etc. about the CMRS, please feel free to drop me a line at [president@calgarymodelrailway.ca](mailto:president@calgarymodelrailway.ca). Until next time, keep your wheels on track!

Cheers,

**Jon Calon- President CMRS**



**CMRS Directors**

<b>Jon Calon</b> <b>President</b> Independent <a href="mailto:president@calgarymodelrailway.ca">president@calgarymodelrailway.ca</a>	<b>Vice-President (Open)</b>	<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>	
<b>Ron Sauer</b> <b>Director</b> Calgary Model Trainmen		<b>Daniel Charest</b> <b>Chairman Supertrain</b> Independent	

**Directors Reports  
CMRS Memberships**

As always, we will be accepting membership renewals and extensions at the spring meet as well as new memberships. During Covid everyone's membership was extended by one year for free but we did not issue new membership cards for the free year. If you have not renewed your membership in the last two years, you may have a membership card that reflects the original expiry year without the one year free extension. Please check your membership card. If it indicates expiry in 2022 or 2023, the time to renew is at the spring meet. Memberships can be renewed or extended from one to five year terms. As a reminder, at the last AGM, the membership approved a dues increase to \$20.00/year.

If you have any friends interested in joining the CMRS, please bring them along to the spring meet, we would be glad to sign them up!

**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 were held on February 11<sup>th</sup> and 12<sup>th</sup>. It was great to see everyone layouts! Layout hosts received between 20 and 55 guests. Layouts were shown in N, HO and O scales. A big thank-you to all of our layout hosts for opening up their homes. Thanks to Brenhard Gielau, Murray Larsen, Dave Stefanek, Ray Reichert, Grant Morgan, Richard Johnson, Geoff Southwood, Calgary Freemo and Cal-O-Rail.

Peter Bouma-Layout Tours

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

## Spring Mini-Meet

Members can start thinking about the Spring mini-meet set for Sunday March 12/2023. If anyone is interested in being a Presenter please contact Don Rush. Presenters and topics: Paul Clegg "Canadian Signals"; Kenneth Clark "The Sandon Lead/Zinc Mill"; Ian Mears "Modelling Flower Gardens". Tables will be available to display your creations from being locked down for covid.

**Don't forget the TIME CHANGE SPRING AHEAD!!!!**

**Reminder that CMRS will be charging \$5.00 for lunch as agreed upon at the AGM in Fall 2022.**

Don Rush-Minimeets

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

## **MODEL TRAIN FLEA MARKET!**

*Brought to you by the*

**Calgary Model Trainmen**

*Plus*

**Calgary Model Railroad Society  
Mini-Meet & Clinics!**

**Sunday March 12, 2023**

**9-11am: Flea Market (open to all with admission)**

**11am-2:30pm: Clinics, Lunch & Model Displays**

**(For CMRS members, memberships available at event)**

**At the Glenmore Inn & Convention Ctr**

### **Admission:**

**CMRS members \$3.00 each**

**Non-members \$5.00**

**Children under 12 free!**

**Free parking**

**Buy your CMRS membership - only \$20 per year**

**VENDOR TABLES: \$25.00 each (8'x2')**

**Half tables \$15 and extra tables available.**

**Room for over 40 tables!**

**To book Flea Market tables or for info, contact:**

**[calgarymodeltrainmenclub@gmail.com](mailto:calgarymodeltrainmenclub@gmail.com)**



### Coming Events Schedule

<b>Spring Mini Meet</b>	<b>March 12/2023 Glenmore Inn Swap Meet and Speakers Don Rush</b>
<b>SUPERTRAIN</b>	April 15/16 2023 Genesis Centre Daniel Charest
<b>Railway Days</b>	September 9/10 2023 Heritage Park Calgary

*Send an email to [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) with submissions for coming events!  
Deadline for the next issue is March 25, 2023*

#### **SUPERTRAIN Volunteer Report**

If you have volunteered to work at Supertrain 2023 we thank you. **Please note that the orientation meeting has been moved to 3:00 PM on Sunday, April 2<sup>nd</sup>.**

If you have not yet volunteered please consider doing so. We urgently need people to install 8 banners on April 2<sup>nd</sup> and to take them down on April 15<sup>th</sup> in the afternoon. Volunteers are also needed for exhibitor/vendor set-up on Friday, April 14<sup>th</sup> and take-down on Sunday after the show. Contact us at [volunteer@supertrain.ca](mailto:volunteer@supertrain.ca)

#### **SUPERTRAIN Registrar Report**

We have currently 93 active applications against an expected total of 75. A couple of withdrawals allowed us to fit a couple of late applications with one more likely. Floor plan is notionally complete, but there will be continued polishing. A Fire Department visit revealed no issues with the layout. Main work now is to prepare all of the ancillary reports for floor layout, setup contractor, electrical access, wall posters, and all of the other things necessary to get the show set up on the Friday before the show opens.

Thanks go to all those Hobby exhibitors who squeezed their displays and thus allowed us to fit everyone in. Also of note we have confirmed 8 Food Trucks this year.

All signals green for the show.

Jim Ironside  
Registrar  
SUPERTRAIN 2023

#### **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 March 25,2023



## Narrow Gauge Railways of Western Canada

### Part IV

Article by  
Brent Ciccone

## White Pass and Yukon Railway

The last narrow gauge railway we will look at in this series is arguably the most successful, since it is still in operation today. The White Pass and Yukon Railway was born out of that crazy worldwide insanity known as the Klondike gold rush. The railway passes through Alaska, the northern tip of BC and into the Yukon requiring three separate railway charters and three separate companies to build and run it. It is said that it was built with British money, Canadian engineering and American labour. (Some sources claim British money, American Engineering and Canadian Contracting)

Construction began in 1898 and despite the formidable obstacles along the way, was completed relatively quickly. Finding a route up to the White Pass involved a circuitous route, with lots of rock blasting through granite cliffs to provide a platform for the rail bed and labour problems. Every time a rumour of a new gold strike came through the workers would abandon the work and go off in search of gold. To make matters worse they often took the picks and shovels that belonged to the railway with them. The one advantage the builders had was the midnight sun, meaning that work could continue into all hours of the night. By 1899 they had reached the top of the pass and the first major obstacle to traffic was conquered.

Railway building continued to the shores of Bennet Lake where steamboats could continue the journey on to Whitehorse and Dawson City. The railway was able to transport a large amount of traffic this way and despite the high costs of construction; they were able to pay off a significant amount of the construction costs in short order. The railway continued building along the shore of Bennet Lake and on to Whitehorse thus bypassing the rapids just outside of town where freight could be transferred to the river steamers for the rest of the journey on to Dawson City and the Alaska interior.

Business was good for a while, the White Pass and Yukon acquired a fleet of river steamers and ocean going vessels to develop into a complete transportation system. However the gold bloom was short lived and the usual combination of falling prices combined with a diminishing population in the Yukon lead to tough times by the 1930's. The railway struggled on but no new equipment was acquired and trains became infrequent. Things were not looking good for the railway, but then Pearl Harbour happened. The US government panicked and decided that they needed to build a highway inland and away from the coast where it would be safe from enemy attack. This lead to a huge boom in traffic for the White Pass, in fact more traffic than it could handle with its old, obsolete equipment. The US army decided to lease the railway and brought in both money and manpower to upgrade the line and equipment.



After the war, development of the resources of the Yukon lead to the creation of a number of mines, not just gold mines but other minerals as well. Traffic was robust on the little railway up into the 1970's. The White Pass developed several innovate transport methods, one for ore and then they were the first to develop containers. They even went so far as to build the first container ship, this decreased the costs and cargo damage considerably. The rest of the world eventually took notice and containerization has become the way to transport products to this day.

From the 1970's to the 1980's a slow decline in traffic began, mines closed, in particular the Cyprus Anvil mine shut down in 1982 ending the major source of traffic for the railway. Traffic had been lost to trucking once the highway was built from the Yukon to Skagway and so the railway shut down in 1982. Fortunately for us, the remote location meant that it wasn't economic to scrap the railway and its equipment as the cost of transporting the scrap out of the Yukon would be more than it was worth. The result is that the line was essentially left in place.

In 1988 the owners decided to try to run the railway as a tourist operation in conjunction with the cruise ships that were plying the coast to Alaska. This proved to be very successful and the railway had to buy back several locomotives that it had sold to a Chilean company. In recent years the cruise ship traffic has become so lucrative that Carnival Cruise lines acquired the Railway. To keep up with the traffic new locomotives were purchased; the railway coordinated an order for new locomotives with an Australian railway making it possible to have new 3 foot gauge locomotives built. Unfortunately, timing for the arrival of these locomotives was not good; they arrived just as the Pandemic shut down traffic! As traffic is rebuilding these are now being put to good use.

The White Pass and Yukon runs a mix of old and new equipment. The original diesels, the GE built "Shovel Nose" types were used for many years. These were supplemented by MLW(Alco) built locomotives and are now being superseded by these new engines built by NRE. The railway also has a couple of restored steam engines that are used on excursions, although nowadays they generally only run on the first few kilometers of track before the steep grades begin. They also have a rotary plow that comes out every now and again for railfan events. Passenger equipment is a mix of original 1880's cars and new cars built to look like the 1880's cars. In recent years the railway has been adding many new cars to its passenger car fleet as demand from the cruise ships continues to increase.

This new tourist version of the railway is a summer only operation with most trains going up to the top of the pass at Fraser and returning to the cruise ship docks. There is an occasional train that runs all the way to Carcross and one or 2 trains a day that go to the Station at Bennett where lunch is served in the old station. There is also a hikers service for those people, like myself, who want to recreate the gold rush by hiking the Chilkoot Pass, for the benefit of the other passengers a separate car is reserved for the Hikers who may be little smelly after 3 or 4 days on the trail!



The rails still exist all the way to Whitehorse but it would take a considerable investment to make them usable. For now it looks like the White Pass and Yukon will continue on for many years to come as a tourist operation.



On behalf of everyone in CMRS I would like to thank Brent Ciccone for submitting these articles and photos on Short Lines in Western Canada. Very interesting articles of some unknown and famous short lines. This is Brent's last article of this series as he is now building his own short line in the basement of his new home. *Thanks again Brent and looking forward to seeing your new layout!*

John Morphy  
Editor OrderBoard