

Train crews at Heritage Park at Railway Days in Calgary September 25, 2011.

From left Heritage Park locomotive s 2024, 2018 and 2023. 2023 and 2024 are ex US Railway Administration 0-6-0's built in the 1940's. Working until 1965 on the west coast as yard switchers they arrived in 1967 (2024) and 1979. 2018 is an ex CP 0-6-0 (6144) ex-Canmore Mines #3 now diesel powered.

Photo by Rick Walker



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From the Van

Ron Gillies



We are starting to get into a rhythm with Highball! as most copy is arriving on time.

I could really use some good photographs for the cover in the file. Rick Walker provided this month's (and I hope my research on loco numbers was correct).

A good cover is a portrait picture

in either black and white or colour. The subject of course is rail or model related, preferably with a link to 6th Division locations or modelers. For best results send at least 300dpi unedited digital images to me and I will crop and reduce size as needed.

As always I can also use content. Although local activity reports get priority for space, I want to expand the variety of things we publish (Cal Sexsmith's ongoing operations article is an example).

If you think you have something others will enjoy reading about or seeing, please contact me.

For best results get in touch a few weeks before the copy deadline.

Looking ahead to the winter issue you'll see more convention info and a photo essay on how the prototype and read world sort of collided.

A final note. One page 14 you'll find some sad news about one of our own. It's a reminder to use the time we have to do the things that matter. Jim certainly did.

Until next issue

- Ron Gillies

6th Division Highball!	
Editor	Ron Gillies
Area Reporters	
Edmonton	Mark Johnson
Camrose	Norm Prestage
Calgary	Rob Badmington
Lethbridge	Tony Lee
Medicine Hat	Open
Saskatoon	Open
Moose Jaw	Stirling Millar
Regina	Wayne Wessner
NWT	Open
LDSIG/OPSIG	Cal Sexsmith
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Mailing	The EMRA work crew

The Manifest

Fall 2011

Superintendent's report	page 4
Achievement Program	page 5
Division Financial Report	page 5
Edmonton & Lethbridge area reports	page 6
2012 Division Convention tentative events	page 7-8
Proposed NMRA 2016 Convention Cruise and survey	page 9-10
NMRA InfoNet News	page 11
Operations on a small layout part 2	page 12-13
Election 2012 update	page 12
Remembering Jim Pilson	page 14
Modeller's calendar	page 15-16

Highball! Deadlines

Copy deadlines for Highball! are : November 19 for the fall issue, February 17 2012 for the winter issue May 18 2012 for the Spring issue and August 15, 2012 for the summer issue. You should normally receive Highball! within two weeks of the copy deadline.

Superintendent's Report

Mike Borkristl

As I write this, the wind is howling, the temperatures are falling, the golf clubs are put away and it's time to head to the train room, wherever that may be in your world.

In our case it is to figure out how to dismantle the layout preparing it for hopefully its final move. It was originally built to move, with identical modules, so we will see how that works out and perhaps write an article in the future on moving a layout.

If you read a recent article in the NMRA magazine, Stephen Priest is doing the same thing. He indicated that there was a myriad of things that one could do even if the layout was not yet constructed, operational or even started. Things like building buildings, and details, or dioramas, or bridges so that when you were ready to lay track on that new layout, at least some models would be ready.

One thing that every layout needs, unless you are modeling the desert, is trees. You could spend hours working by yourself or with a group modeling all kinds of trees in anticipation of that new layout. And it's amazing that no matter how many you make, just how fast a layout gobbles up your supply.

Our next goal is to be productive with our modeling time prior to the move. It's something we all face in a busy life, use of time. Each year usually brings an NMRA Division meet that you may or may not be able to at-

tend; perhaps the occasional local meet and every couple of years or so may bring an opportunity to go to an NMRA Regional or even a National event. These events are generally a lot of fun to attend, but is it enough, and do you have enough time or funds to attend?

I know in Calgary we are fortunate enough to have a large Model Railway Society (CMRS) that put events on all the time. The biggest one being Supertrain. But they also have a fall and spring meet, plus other auctions and flea markets throughout the year.

We have been talking with members of CMRS and some of their board members to possibly work together on some of these events. The thought is to start small, perhaps have a contest room, or maybe a few clinics here and there by NMRA members.

There are several reasons for this other than the obvious of promoting the hobby. For those working on AP certificates for example, it could provide a couple of other opportunities to bring items for judging if we knew in advance they were coming.

Trying to take a prize winning model half way around the country tends to not work out very well. Or having to work on a model in the hotel bathroom until the wee hours of the morning to have it ready for a Na-



tional contest because it is the only one of the year! (You know who you are, hehehe!)

It could also lead to more "contests", bring and brag, show n' tell, and so on as described in my last report. But it would be nice to work this scenario into other areas in the Division. Perhaps even as an "add on" or a booth with Supertrain in Calgary, the Edmonton show in the fall, or any other train show like Red Deer, Moose Jaw etc?

This kind of idea needs time to grow and plan, so if you have a local meet coming up where this idea might work, or other ideas along this line, let us know.

- Mike Borkristl
Superintendent

PS - On page 13 is the first notice for our 2012 elections. I plan to run for re-election as 6th Div Superintendent

Achievement Program

Doug Wingfield

November 2011

Since all or most of us are getting into the modeling mood because of the onset of winter, I have a few thoughts that might make it easier for us to determine what to build.

One of the most difficult decisions we make in our modeling careers is what railroad and 'era' do I model. It is hard enough to establish the railroad to model let alone what time period. Once that is determined we can proceed to research structures, cars and locomotives that will fit our time period. This, in turn, makes the modeling choice much easier.

In my earlier modeling days I had a tri-level, cushioned coil car and modern quad hoppers. About 25 years ago I decided on the Canadian National time period from 1945 to 1955 and it narrowed the rolling stock and motive power choices considerably. There are plenty of books out there with almost any railroad and time period you want. All you have to do is make the choice.

2011 was a productive year from the standpoint of our 6th Division Achievement Program. We got some new people into the program at Moose Jaw and we hope to continue this in Regina in 2012. I would like to get a

few more judges in the loop to make them aware of the standards we have and help their modeling skills. If you would like to assist in judging at Regina please let me know.

Now is the time to decide on and build a project to enter in AP in Regina. I look forward to seeing what we can do as a Division.

Christmas wishes to all and may you have the best 2012 possible.

- Doug Wingfield

Financial Report

	Sep '11-	Aug 12	Budget	\$ Over Budget
Income				
Interest	1.33		0.00	1.33
PNR Membership Rebate	0.00		1,000.00	-1,000.00
Total Income	1.33		1,000.00	-998.67
Expense				
6th Division Expenses				
General Expenses	0.00		100.00	-100.00
Total 6th Division Expenses	0.00		100.00	-100.00
Bank Charges	0.00		72.00	-72.00
Education	0.00		250.00	-250.00
Event Seed Money	0.00		500.00	-500.00
Highball!	0.00		1,000.00	-1,000.00
Total Expense	0.00		1,922.00	-1,922.00
Net Income	1.33		-922.00	923.33

To members of the 6th Division

Here are the financials for the current year – not much to report yet. The Budget approved at the last AGM is now shown.

- Rick Walker
Treasurer

Area Reports

Edmonton

The Greater Edmonton Model Train Show (GETS) was held in September, 2011. The attendance count of just under 5,000 was down from last year, likely due to unseasonably nice weather, keeping people in their gardens or at campgrounds. GETS 2012 has been scheduled for the usual third weekend September 15, 16. The Mayfield Trade Centre has already been booked.

Watch <http://www.mmrf.ab.ca> for updates and more information.

Speaking of the Mainline Model Railroaders Fellowship (MMRF), their Annual Swap Meet has been scheduled for Saturday, May 5, 2012.

It will be held in the same place as the last few years, the Central Lions' Senior Citizens Centre. This is always a great event for bargains and socializing with friends from all over the Division.

The members of the Edmonton Model Railroad Association have been working on their layout, adding yard tracks, crossovers, and signals - all driven by the expanding interest in operations. They must be doing something right - the November Open Operating Session (OOpS) filled up quickly with operators from Saskatoon, Calgary, Valleyview, and other Edmonton clubs. Contact Peter Ulvestad,

organizer extraordinaire, at ulvestad@telus.net if you'd like an email notice when the next session will be held.

I'd like to thank the EMRA for handling the folding, stuffing, and addressing the paper copies of the Highball! The members dive into the task with enthusi-



Southern Alberta Model Railroad Club members at GETS September 2011
- photo by Ron Gillies

asm, and we're done almost before we start!

Speaking of paper copies of Highball!, if you're happy with the full-colour online version, which is always available early, let me know and I'll remove your address from the paper mailing and save the Division some \$\$\$\$\$. It would be helpful if you'd let me know if your email address has changed, too!

- Mark Johnson

Lethbridge

The Southern Alberta Model Railway Club is back in full steam for the fall and winter.

In September 7 of our members took our N scale portable layout up to Edmonton for their train

show. It gave all who attended a chance to socialize and meet new modellers. Great barbeque Saturday night Edmonton!

Work is progressing on the layout in Gyro Park now that we are in possession of a new 15 year lease, finally after more than 2 years of negotiations with the City of Lethbridge.

Scenery on our prairie peninsula

(Continued on page 8)

2012 Convention Update

Living Skies Express June 28 - July 1, 2012 Regina SK

Watch the next issue for more information and early registration.

Remember lodging will be available at the university residences. They have ample multi bedroom modern units available all complete with kitchens and living space. If you plan on arriving early or staying after the convention there should be no problem. These rooms will be priced well below hotel room rates.

We are presently working on food services and there are a number of food options in the near proximity.

All info will be in the next issue of Highball or check for information soon to be placed on our web site. livingskiesexpress2012.ca

Tentative schedule

Thursday June 28

- Registration
- Industrial Tour (tentative)
- Meet and Greet - Pizza & Beer nite
- Clinics

Friday June 29

- Registration
- Clinics
- Proto Tours x 2
- Set up for Train Show
- BBQ
- Model with the Masters Tree Clinic (three hours)
- Clinics

Saturday June 29

- Set up for Train Show
- Train show opens
- Clinics
- Layout Tours
- Echo Valley Railroad Guild Club Layout

Sunday July 1

- PNR 6th division meeting
- Clinics
- Proto Tour
- Layout Tours
- Banquet
- Fireworks@ Sundown in Wascana Park

Clinics

Model with the Masters Clinic (Trees and Stumps)

This clinic will not necessarily give you a new way of making trees but an alternate way of detailing your foreground scenery. This clinic will be a limited attendance reasonably priced extra fare clinic.

The clinic will run for three hours and will require those registering for it to bring a limited number of tools. All materials will be provided. Everyone will take away several detailed foreground trees, a detailed stump, a rotted out log and if time permits alternate tree ideas.

Tours

Brandt Road Rail Corporation Part of Brandt Industries, Saskatchewan's largest privately owned company, Brandt Road Rail Corporation designs and manufactures a variety of railcar movers, specialized on-track cranes and custom railcars. The equipment is designed and manufactured in Regina, Saskatchewan specifically to address the operating needs of a variety of railway customers, from short line to Class A railways.

The Brandt Power Unit is the only highway-capable switching unit in the world. It can be fitted with a crane for a Maintenance of Way work. With hundreds of units cur-

rently in service throughout North America and Internationally, the Brandt Power Unit is a proven alternative to rail-bound locomotive power, being able to move on and off rails in minutes.

The Brandt OTM Tracker can be used in combination with the Brandt Power Unit to provide on track material handling. Distribution of everything from rail ties to tie plates can be handled safely and efficiently.

The Brandt Rail Tool consists of a John Deere excavator equipped with both crawler track and rail wheels. Capable of being moved off and on the rails in minutes, with couplers on each end and an AAR Brake System, the Rail Tool is able to pull two 100-ton ballast cars to a jobsite and perform on-track spot undercutting as well as track side maintenance.

The Brandt Genxt Clean Locomotive is a prototype switching locomotive designed to outperform currently available switching locomotives with respect to fuel consumption, emissions, noise reliability and maintenance ease.

Our tour will visit one of Brandt's Regina manufacturing facilities to learn about product development and the manufacturing process.

GE Capital Rail Service

GE Capital has rail service facilities in Regina, Saskatchewan; Sayer Pennsylvania; and, Waterloo Iowa. The locations in Regina and Sayer are full service facilities which are capable of rebuilding trucks, testing and repairing safety valves, cleaning, painting and lining rail cars and even rebuilding wrecks. Other specialized services include mobile repairs, ultrasonic thickness and corrosion testing as

(Continued from page 7)

well as certification of tank cars.

Car types that are handled by the Regina facility include tank, box, coal, gondola and hopper cars. Painting capacity is up to 25 cars per week and lining cars is up to 5 cars per week. Switching of cars occurs 5 times per week. The delivering railway is Canadian National.

Our tour will visit the GE Capital Rail Service Regina facility where we will observe the production operation as well as the 250 car yard and two switching machines.

Canadian Pacific Railway Yard MOW, Diesel & Car Shop

Moose Jaws CP Yard and Facilities is always a place of great interest to visit. Moose Jaw was selected as a Divisional Point by the CPR in 1881,

mainly because it had a abundant supply of water for the CPR steam locomotives. Moose jaw has been important to the CPR ever since. They maintain a large shop facility here.

Our visit will be to tour the diesel and car shop. Maybe ride the turntable and maybe even a locomotive.

- Wayne Wessner
2012 Convention Chair

(Continued from page 6)

is progressing and a start has been made to lay out a whole new town. Lots of buildings needed in this area.

Now that we have totally converted to DCC, old wiring and our dispatcher's panel are to be removed over the next few months.

The clubs annual Xmas party will be held in January at a site yet to be determined. Trust that everyone will have a great modelling season and all the best in the New Year.

- Tony Lee

Regina

The Regina Model Railroad Club and the Echo Valley Railway Guild jointly hosted the annual Regina Model Train Show on October 15 & 16. Over 13,000 sq ft of venders, displays and operating layout were enjoyed not only by model railroaders but the public as well.

The convention committee is

working hard to make the upcoming 6th division convention to be held on June 28th to July 1st a activity packed fun filled weekend. We hope to see many of you there.

The Echo Valley Railroad Guild is working on the club layout to have it ready for your viewing and maybe even a chance to operate.

-Wayne Wessner

Calgary

There is lots of activity in Calgary and area now that Model Railroad Month has arrived. South Bank Short Lines' 32nd annual Boomer Auction back in October was another success with more tables to auction than ever. Almost 100 people attended representing many areas of the 6th Division.

The following day, the Calgary Model Railway Society held its Fall Mini-meet and AGM at the Glenmore Inn. There was a Show and Tell room with many examples of great modelling on display, along with the builders who were there to answer any questions. In another room, several clinics

were presented on a range of topics.

The CMRS hosted its annual Slide Night on November 10th. A special presentation on the Narrow Gauge Railroads of Colorado was shown by Nathan Zachman of Colorado Springs. His excellent photography of current operations through the four seasons was enhanced by a music soundtrack.

Another very interesting slide and video presentation was made by Allan Wiens on his journey from The Pas, Manitoba to Churchill and back by track motor car (speeder). Allan and his family took three days each way to cover the distance, along with about a dozen other speeders in the excursion.

The Alberta Model Engineering Society, builders and operators of Iron Horse Park in Airdrie, received some very good news on November 7, when City Council decided to extend their property lease on the 5 acre site for at least another 10 years.

(Continued on page 14)

NMRA's Proposed Cruise Convention in 2016

My wife Bonny and I have been on a number of cruises and are sold on the concept. You unpack once, spend a bunch of days visiting many different places, and in between you enjoy some of the best food and entertainment you can find anywhere. The beds are comfortable, the service is impeccable, and the price is remarkably inexpensive for what you get. Why am I telling you

this in the pages of Highball, you ask? Well the NMRA Board of Directors thought that a National Convention that was different from the usual format might appeal to a lot of members, and especially their spouses. Someone suggested a convention on a cruise ship, and the idea set sail.

The proposed convention cruise would start out from Vancouver, stopping in Seattle and San Francisco, and ending up in San Diego. At each port of call, day tours to layouts, prototype locations, and industries would be available as off-ship excursions. Also available would be excursions to other local places of interest, the same as the cruise ships offer on regular cruises.

At night, the ship would sail on to the next destination. All the usual activities on a cruise would be available: music and comedy shows, casino, spa, nightclubs, and of course, fabulous dining. Typical convention activities such as clinics would be offered in the evenings as well as during the day on non-port days. Other activities such as contests and AP judging may also be offered. The length of the cruise is planned to

be 7 or 8 days, so there will be some days at sea to relax and enjoy the on-board activities.

Every September, the many cruise ships that sail to Alaska from Vancouver and Seattle are repositioned south to warmer climates for the winter. The NMRA is talking with Holland America about chartering one of their ships for the exclusive use of this convention.

Many other associations have successfully done this in the past. The hope is that this idea will appeal to enough people to fill the ship.

Cost per person is anticipated to be between \$999 and \$2,000 depending on the type of stateroom you

choose. Normally, two people occupy a room, although there are some which can hold more, and the price per person is reduced accordingly. This price covers all food and accommodations. Off-ship activities, as well as alcoholic beverages and some specialty services, are extra. When you compare these prices to what you might typically spend for food, accommodation, and entertainment when attending a more conventional convention, it is not at all out of line.

I personally think the idea has merit, and is something that Bonny and I would be interested in doing. The NMRA is asking for members to send their feedback to gauge interest. A form was included in the NMRA Magazine in the September issue, and a copy is included here. You can mail it to the address on the form or you can send a copy by email to x2011west@pacbell.net. I hope you will take the time to let the Board know what you think.

- Rob Badmington



Cruise Convention Survey

Please fill out and return to address at bottom of page. Photocopies are acceptable.

The NMRA Board is entertaining the idea of an NMRA Cruise probably the last week in September 2016. Since this is an activity that has never been attempted before, we need lots of input and really want to hear from you.

The proposed trip is from Vancouver, British Columbia, with stops in Seattle, Washington; San Francisco, California; and final destination San Diego, California. In each of these cities there would be layout, prototype rail, and the regularly scheduled Shore Excursions offered by the cruise-line non-rail tours. All tours would be additional cost, just like a regular convention. Each local group would sponsor tours for a one-day period. The proposed schedule would allow for approximately 12 + hours in each port.

While onboard, attendees would have the opportunity to attend numerous train clinics, as well as the regular shipboard activities including spas, nightly entertainment, shopping, casino, and so forth.

Currently we are negotiating with Holland America. Please take a few minutes to go online to hollandamerica.com and review their stateroom choices. You can select *Oosterdam*, for a deck plan of the class ship that is proposed.

Please keep in mind that we have hundreds of details to work out, like shore hotels, flights, train schedule from Seattle, which night for banquets, if any, and so forth.

What we need to know from you ASAP (we need to make a presentation to the Board of Directors in early February). Is the following:

Are you generally interested? _____ Yes or _____ No
If NO, any particular reasons? (We really would like to know) _____

If YES how many? Yes, you could bring more than your spouse. _____

At this time, we only have **approximate** costs of the various staterooms. (Note: some rooms will sleep 3-4 people. The 3rd and 4th are at a reduced rate).

Which do you think you would prefer? And how many people? (if you would be sharing with another NMRA member, rather than your spouse, please provide name)

Inside	\$ 999 per person _____	(96 cabins)
Ocean view	\$1,199 per person _____	(151 cabins)
Veranda	\$1,699 per person _____	(477 cabins)
Super Veranda	\$1,999 per person _____	(100 cabins)
Deluxe Veranda Suite	\$2,449 per person _____	(58 cabins)
Penthouse	\$2,600 per person _____	(2 cabins)

Cost per person includes your room and all your food, (except for the specialty restaurants). Alcoholic, carbonated and specialty coffee drinks are additional. Gratuities are extra and average about \$10/day/guest

(For comparison, look at the costs you normally incur on a hotel, food, add any evening entertainment, if appropriate, **multiply by 7 days.**)

What activities would you like to have on board (please feel free to attach another page). _____

What activities would you like to have in port? _____

Would this be your first cruise? _____ YES _____ NO

What are your major concerns at this point? _____

Name: _____ NMRA # _____

Address: _____

City & State/Province _____

Email : _____ Phone _____

Please mail to Didrik & Mary Kay Voss, 15226 12th Dr SE, Mill Creek WA 98012-3082

NMRA November 2011 InfoNet News

The Winter NMRA Board Meeting will be held on Wednesday, February 8, and Thursday, February 9, 2012, beginning each day at 9:00 a.m.. All NMRA members are welcome to attend the open portions of this meeting. In order save as much money as possible on the meeting, it will again be held in Las Vegas at the Palace Station Hotel.

The NMRA Budget and Operations meetings, which are not open to the public, will be held on Tuesday, February 7 at the same location. The Board is expecting a packed agenda, and details of that agenda will be included in an InfoNet News eblast when they're arranged.

Several members have asked about the current content of the NMRA's "Members-Only" section of the website, so here's some of what you'll find when you log on at www.nmra.org/member :

You'll find the latest reprints of the Division and Region newsletter articles Jim Zinser mentions in his "Division Business Car / NMRA@Home" column every other month in NMRA Magazine. All previously mentioned articles also remain in Members-Only, so it's a great resource to learn new tips and techniques. If your newsletter editor would like to reprint one of the articles, please have him/her contact the original newsletter's editor for an OK.

We've been adding "NMRA Magazine Classics" -- scans of articles from bygone issues of Scale Rails and The Bulletin that are truly classic articles. Our goal is eventually to have at least one article from every issue of the magazine posted. Obviously this takes a lot of man-hours, but you'll be surprised to find how many are already online. The articles may be a few years old, but if you haven't read them (or forgot about them), they're as fresh as today.

In the "NMRA Member Extras" section we've posted the 2011 NMRA Calendar screensaver -- a great, inspiring addition to your computer.

Each of the photos from the 2011 NMRA Calendar also resides in Members-Only as computer wallpaper. In addition, we asked each of the photographers to give us a brief description of how they took their shot. You'll find those descriptions posted as well. Both of these are also in the "Member

Extras" section.

Our "Promotional Materials" section contains a wealth of items Divisions and Regions will find useful. We have the NMRA logo available in a wide variety of graphic formats and sizes. You'll also find a PDF of the NMRA Member Benefits chart and a new-member solicitation brochure (which you can print out and photocopy), along with a new-member sign-up sheet. Last, you'll find the National Model Railroad Month materials, which include National Model Railroad Month logos in various sizes and graphic formats, as well as a Word document, "A guide to promoting National Model Railroad Month," which can be a handy reference whenever you want to promote your Region or Division.

In case your members are looking for more information about the Grand Rapids convention, there are two great convention videos posted on the Grand Rails2012 website at www.gr2012.org. Also, remember that members who register before November 30 will have first dibs on hotel reservations, tour reservations, and merchandise. The Furniture City Flyers Club is nearly sold out, so if members want to experience dessert at sunset on Mirror Lake, they'll need to get their registration in soon. Register online at <http://www.gr2012.org/register.htm>.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

-Gerry Leone, MMR
NMRA Communications Director



HAVE 50 MODEL RAILROADING CLINICS RIGHT IN YOUR LIVING ROOM.

Just because you can't make it to a national convention doesn't mean you have to miss out. Right now the NMRA's Kalmbach Memorial Library has over 50 DVDs of clinics presented at national conventions from 2002 to 2010. All available to NMRA members for the cost of postage.

So you can see clinics on everything from decoders to design, tools to techniques, helixes to highways, and research to resin casting.

All from the comfort of your very own couch.

Visit www.nmra.org and go to the Kalmbach Memorial Library page for a complete listing.

Then, get that popcorn ready.



We make it even more fun.
www.nmra.org
4 2 3 - 8 9 2 - 2 8 4 6

Operations on a small layout part 2

Cal Sexsmith

In the last issue I showed how the Buckley and Onarca track plan from the December 1966 Model Railroader could be modified to improve its operability. In this installment I'll show how it can be operated. I have further enhanced the track plan (Figure 6a) by labeling the various industries and railway buildings.

The first thing that is needed is a prototypical justification for the railway. The assumption is that the B&O is a rural short line somewhere in North America. The line starts at Buckley where it interchanges with a branch of Class I railway. For our purposes let's call the Class I the A&B Railway. The A&B is represented by a three track hidden staging yard located underneath Onarca. The staging yard could be either stub ended or a loop type. If it is a loop type the inner loop would be 15 inch radius. The basic assumption is that the Town of Onarca existed before railways entered the region. When the A&B was built through the region it bypassed Onarca with the closest point a siding that it named Buckley after a prominent railway official. The citizens of Onarca were upset at being bypassed invested their savings to build the B&O to provide rail service to their town. Originally they had hoped that the A&B would purchase their line, but the A&B fell on hard times and went bankrupt.

After emerging from bankruptcy the A&B abandoned their line beyond Buckley as there was little traffic on that part of the line. What had been a mainline for the A&B was now a branch terminating in Buckley where it connected with the B&O and served a sizeable saw mill. Other

cals say that the town was so named because the first homesteader in the region was from Midway, British Columbia; others say that the surveyor had once visited the Midway Islands in the Pacific. Some heretics have suggested that it was so named because it is midway between

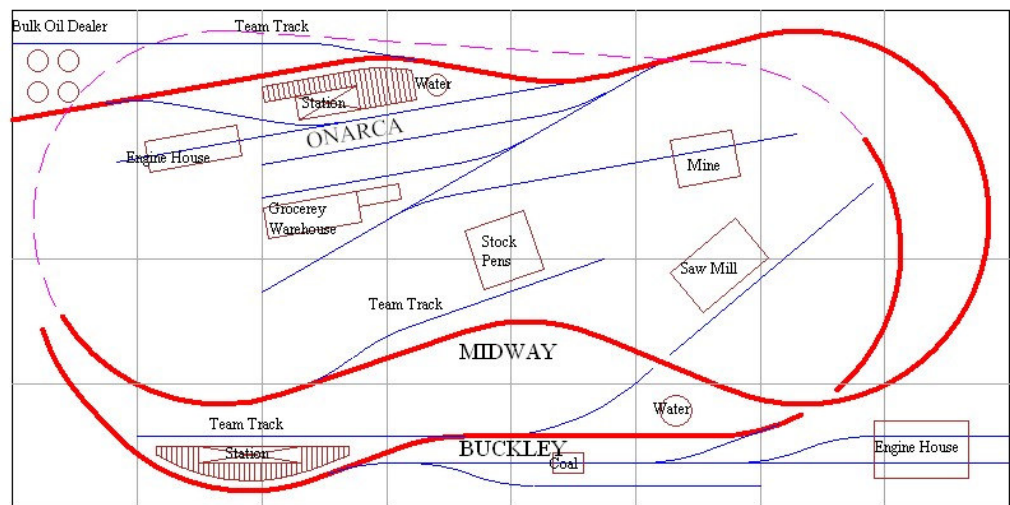


Figure 6a

industries between Buckley and a big city somewhere back east have kept the A&B viable and eventually it was purchased by a larger system but it is still referred to as the A&B Division.

In Buckley there is a joint station and team track, used by both railways, a two track interchange yard, the saw mill served by the A&B and the B&O's main shops. Leaving Buckley the B&O first comes to the Town of Midway. Some lo-

Buckley and Onarca, but now one believes such an outlandish tale. This is a short spur in Midway which is used as a team track and serves the only stock pen on the B&O.

Onarca at the end of the line is the largest town served by the B&O. Onarca owes its existence (as does the B&O) to a moderate sized coal mine. The B&O also serves a Grocery ware-

(Continued on page 13)

(Continued from page 12)

house, bulk oil depot and team track and has a small engine house to shelter locomotives left in Onarca overnight.

I envision the following operating scheme for the B&O. At the start of the session there are three trains in the staging yard on the A&B. An empty coal train, a general freight train and a gas electric or RDC for passenger service. I imagine that both of the A&B freights are powered by first generation road switchers, say RS-3s or GP9s.

The B&O has three locomotives, a pair of small steam locomotives (either 4-6-0s or maybe 2-8-0s) and a GE 44 ton diesel. There is one steamer at either end of the line, each conveniently pointed towards the opposite terminal, and the 44 ton is at Buckley.

The first train to arrive at Buckley is the A&B gas-electric. After the gas electric arrives it goes to the engine terminal where the B&O may perform minor maintenance on it under contract to the

A&B. Once the gas electric is put away the 44 ton puts together the mixed train for Onarca, collecting freight cars from the interchange yard and an ancient shorty combine from the team track behind the station for passengers, express and in place of the caboose. At the same time that the 44 ton is working in Buckley the 4-6-0 in Onarca starts making up the loaded coal train. In addition to the cars at the mine there may be previously loaded hoppers sitting in the yard. With its train put together the crew of the 4-6-0 goes to the station to get their running orders. If they have been quick about getting their train together they will be cleared to Buckley, if not they will be forced to wait in Onarca for the mixed train.

Today the crew is lucky and they have a "right over" order and can proceed to Buckley to meet the mixed train there. When they arrive in Buckley the mixed train, with the 44 ton on the point, is holding the main. Depending upon the length of the trains a saw by or maybe even a double saw by will be necessary to get the trains by each other. Once the coal drag has arrived the mixed is free to proceed to Onarca.

With the mixed out of the way the A&B empty coal drag arrives in

Buckley and the two crews spend several fast time hours rearranging the two trains so that at the end of their labours the loaded coal train heads out and the coal train crew is looking for orders to head back home to Onarca with the empties. Depending upon the progress of the mixed train, how quickly the coal trains have rearranged themselves and what the timetable says the dispatcher will issue the orders that will determine the meeting point of the two trains. The mixed train of course has travelled to Onarca, switched the industries in Onarca and once it is cleared to return switches Midway on the return trip.

After the mixed has arrived in Buckley the gas electric emerges from the engine house and picks up the handful of passengers who have ridden the mixed into town. The final train of the day is the A&B general freight that will exchange interchange cars with the B&O and switch the saw mill before heading for home.

Next time I will discuss how the B&O can be dispatched and whether or not a dispatcher is needed.

-Cal Sexsmith

2012 is an Election Year!

The terms of the 6th Division Superintendent (Mike Borkristl) and Assistant Superintendent (Rob Badmington) end on August 31, 2012. The Superintendent's job is outlined in the PNR Superintendent's Guidebook, available on the PNR Policies page at <http://pnr.nmra.org/policies/> Are you interested in running for either of these positions? Do you know someone who would be interested? Please let me know via email at Mark.Johnson@InfoHarvest.ca

Mark Johnson
Nominating Committee Chair

(Continued from page 8)

The current 20 year lease was set to expire in 2017 and investigations into alternate locations for the park had already begun. It would have been very difficult to find another site and relocate all of the track, buildings, bridges, and mountains. Council agreed that the park was a popular attraction for the City and is the best use for the property.

Following up on the popularity of a similar event in 2003, a group of Calgary Prototype Modellers are teaming up with the CN and CP SIGs to hold a meet in Calgary on Saturday March 3, 2012. It will be held at St. Andrews Presbyterian

Church, the same location as the Boomer Auction.

The following day, the Calgary Model Trainmen's Flea Market will be held in conjunction with the CMRS Spring Mini-meet at the Glenmore Inn. Last time, modelers from as far away as Winnipeg made the journey across the prairies to take in a jam-packed model railroad weekend, and a turnout from far and near is hoped for again.

Planning for SUPERTRAIN 2012 is well underway. Several of the major manufacturers have already signed up to exhibit their newest models, and there will be a number of new layouts and displays.

Last year was a record for the number of entries, and a huge crowd enjoyed the show. We are hoping to improve on many aspects of the show, but most of the familiar features will be back. The Saturday Night Gala is open to anyone but quickly sells out. It is rumoured that CP's Tom Price may be back with a new presentation to entertain us after the dinner.

- Rob Badmington

Jim Pilson 1947-2011

Mr. Albert James (Jim) Pilson of Gull Lake, Alberta passed away in the Rimbey Hospital and Care Centre on Wednesday October 12, 2011 at the age of 64 years after a brief, courageous battle with cancer. Jim is survived by his loving wife, Mary, his children and grandchildren: Tara and Lee Gwinn and their children, Easton, Holden and Kinsley; and Kieran and Jaymie Pilson and their son, James.

Jim was born on February 3, 1947 in Vancouver, B.C to Jack and Elsie Pilson. Jim entered the R.C.M.P shortly after graduating from high school in 1966, retiring as a Sergeant in 1996 in Red Deer.

Jim's retirement home in Gull Lake became the site of a garage filling layout full of great detail and imagination. Another layout was under construction at this winter home in Arizona at the time of his death.

(Editors note—Jim Pilson was the most recent recipient of the 6th Division Silver Spike award in 2007 at the Spring Meet in Saskatoon.

I first met Jim in the 80's when he was posted to

Red Deer where I was working and had the great fortune to see two layouts built by him . My last contact was at the Camrose meet last year where he was one of my passengers on the layout tour. His deftly told a tale of why his plan to buy an RV hadn't quite worked out according to plans. It kept me smiling down a number of dusty roads. RIP Jim and ... Highball!)



Modeller's Calendar

To add your activities to the PNR Switchlist Timetable or PNR web page, contact the Timetable Editor, Mark Johnson at (780) 436-2480 or timetable@pnr.nmra.org

Jan 14-16, Seattle, WA

38th annual Pacific Science Center show - 200 2nd Ave N, Seattle, WA. 10 am - 6 pm. The 4th Division, PNR coordinates the model railroads, historical displays, and related activities for this show. This is an exhibition show. No swap-meet or vendor sales. Child-interest activities and participation opportunities are encouraged. Current fee, parking, and other facility information is at www.pacsci.org/visitorinfo/. Info:- Frank Dekker, 425-746-6964 (evenings), rekked-rails@juno.com, or Jeff Moorman, 206-367-2377, kb7rr@arrl.net or see www.4dpnr.org/PSCshow.htm

Jan 21 (Sat), Portland, OR

Spokane Portland & Seattle Railway Historical Society - Railroad Swap Meet. \$5 Admission, Under 12 Free. Holiday Inn - Portland Airport, 8439 NE Columbia Blvd. 10AM - 3PM Info: - www.spsrhs.org or Bruce Barney 503-257-8855

Feb 4-5, Monroe, WA

United NorthWest Model RR Club 21st Annual Charity Model Train Show and Swap Meet, Evergreen State Fairgrounds. Saturday 10-5, Sunday 10-4. Hosted by the United NorthWest Model RR Club. Info:- www.unwclub.org/unwshow.html

Feb 25-26, Olds, AB

Annual Olds Model Railroad show. Olds College, Sat 10-5 and Sun 10-4. Admission \$5.00 per person, children 5 and under are free. Booth cost: \$100, free for non-commercial displays. Info:- Gord Sylvester, fun-timeshobby@shaw.ca or www.funimeshobby.com

Mar 3 (Sat), Calgary, AB

Calgary Prototype modellers Meet. Doors open at 9:00 AM. St. Andrews Presbyterian Church 703 Heritage Dr. SW \$10.00 Adult 5.00 16 & under. Clinics: Doug Phillips - noted CPR pas-

senger car historian; Dave Audley - associated with Athabasca Scale Models; Dr. George Barr - noted photographer and book writer.

Mar 10 (Sat), Portland, OR

Willamette Model Railroad Club Swap Meet from 10am to 3pm at the Kleiver Memorial Armory 10000 NE 33rd Dr. (between Columbia Blvd and Marine Drive). Over 110 tables of Model Railroad equipment in all scales, Railroad Memorabilia, books, photo's and more. Free Parking. Admission: Adults \$5.00, under 12 free. Info:- Steve Cook 503-309-9543, e-mail: wmrswapmeet@yahoo.com

Mar 10-11, Saskatoon, SK

All Aboard 2012, Western Development Museum. Saturday 9-5:00, Sunday 9-4:30. Layouts, Vendors, and Videos. Consignment sale on Saturday. Info:- www.prairierailworkshop.com, allaboardtrainshow@sasktel.net

Mar 25 (Sun), Lewiston, ID

First Annual Lewis-Clark Railroad And Collectables Swap Meet, sponsored by the Lewis-Clark Train Club (LCTC). Nez Perce County Fair Grounds, 1229 Burrell Ave. 9:30 am to 3:30 pm, Admission: \$5 Adults, children under 12 free with adult. Over thirty-five vendors with approximately 130 tables with all types of railroadians, model and collectable toy trains, and many other collectable items. Info:- Mike McGee, President, LCTC, 208-816-6072; or Wayne Walling, msgtusaf@clarkston.com

Apr 6-8, Quesnel, BC

GOLDPAN EXPRESS 2012, PNR 7th Division Spring Meet, Quesnel Curling Club, large display hall, operating layouts, vendors, swap tables, contests, AP judging, clinics, layout tours, public show Sat and Sun, Friday burger night, Saturday night banquet. Info:- russwatson@me.com or ano-ble@telus.net (250) 992-8061 www.goldpanexpress.info

Apr 15 (Sun), Nanaimo, BC

28th Annual Vancouver Island Spring Model Railroad Show. 10:00 AM to 4:00 PM; Beban Park Rec

Center, 2300 Bowen Road. Operating Layouts; Swap & Shop Tables, Retail Sales (Table rental \$30); Model Contests (Popular Vote). Entrance Fares: Family - \$10, Adult - \$5, Senior - \$4, Child (6-12) - \$1, NMRA Member - \$3 Info:- Ken Rutherford (250)724-4698 (kj.rutherford@shaw.ca) or Rick Lord (250) 724-4205

Apr 21 - Apr 22, Calgary, AB

SUPERTRAIN 2012 Canada's Biggest and Best Annual Model Train Show. 9 AM til 5 PM both days. Subway Soccer Centre, 7000 - 48 Street SE. Calgary FREE PARKING Adult - \$10, Youth (6-12) - \$5, under 6 - free. Over 60,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, clinics, museums and railroad historical associations, Lego and Thomas Play Area, garden railways, ride-on trains, and much more. Info:- www.supertrain.ca or info@supertrain.ca

Apr 21-22, Eugene, OR

24th Annual Willamette Cascade Model Railroad Club Swap Meet & Train Show, 796 W. 13th Avenue, Lane Events Center (Lane County Fairgrounds). Adults \$6 each, children 10 years and younger free if accompanied by an adult, optional early bird special Saturday only at 9:00 a.m. \$10 per person admission good for both days, Show hours Sat. 10 am to 5 pm, Sun. 10 am to 4 pm., vendor tables available (8 feet long by 30 inches wide with red linen tablecloth) at \$25.00 per table, price good for both days. This is one of the largest swap meets between San Francisco, CA, and the Canadian border featuring over vendors from 9 different states, 250 plus tables filling 22,000 square feet of space. There are operating layouts in a variety of

scales, speeder display, historical societies present representing Northwest Railroads of the past, train videos for the public, hourly door prizes for the public, operation lifesaver trailer display with educational literature, building fund raiser for prizes, FREE PARKING, and all kinds of trains, parts, memorabilia. For more information please contact co-chairs, Lee Temple, 541-954-4917 or ttandt@ram-mail.com or Diane Temple at 541-225-7394 or LDTemple@ram-mail.com

May 2-5, Medford, OR

Siskiyou Summit 2012 Joint Convention. Pacific Northwest Region & Pacific Coast Region / NMRA. Red Lion Hotel Medford, 200 N. Riverside Avenue. Info:- www.pcrnmra.org/conv2012/

May 5 (Sat), Edmonton, AB

MMRF Annual Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9AM-Noon, Admission \$2, tables \$20, \$15 for MMRF members. Info:- Ron Boyer, 780-466-2670, www.mmrf.ab.ca

Jun 28 - Jul 1, Regina, SK

Living Skies Express 2012. Joint CARM National/ PNR 6th Division Convention. University of Regina Campus Info:- Tyler Smith, smithtyler@sasktel.net

Sep 15-16, Edmonton, AB

2012 Great Edmonton Model Train Show, 10 AM - 5 PM, Mayfield Trade Centre, 16615 - 109 Ave (Mayfield Road). 40,000 sq. ft. of layouts, displays, clinics, dealers and LEGO! Info:- www.mmrf.ab.ca/trainshow@mmrf.ab.ca