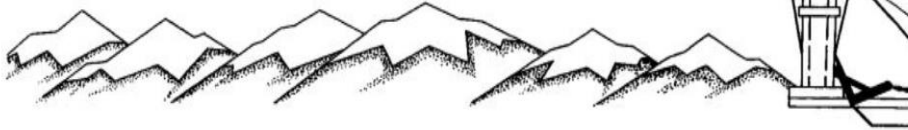


Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

February 2015



On the cover: A CN freight has a clear signal at the west end of Exlou siding on Norman Skretting's Clearwater Subdivision layout. Norman recently completed installation of a working CTC system based accurately on CN practices and locations. The system depends on detecting the presence of all cars in a train. His article on adding resistors to every car's wheelsets is in this issue. (photo by Norman Skretting)

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Superintendent's Report - Ed Molenkamp, Superintendent 6th Division

Hello everyone,

I hope you all had a wonderful Christmas and New Year.

A quiet winter so far since our last Highball! in December. The show season is just starting again with Olds train show this past weekend starting it off. We have Saskatoon, Moose Jaw, SUPERTRAIN and many more to come. Check the upcoming events page for more information. I would encourage you all to check out CMT's Open house. The club has to leave their existing building. They are Alberta's oldest club and hopefully they can find a new home. The Saskatoon Spring Meet is also just around the corner. I know the boys in Saskatoon will do a great job! Send your registration in early.

As I stated before, Peter and I will be travelling the division as best we can as we have new members to meet. We have a booth booked at SUPERTRAIN, so come and say hello. Don't forget the National is in Portland this year so come out and enjoy, whether it's your first

National or one of many. It will be a good time. I am told that it is on pace to be the 3rd largest National ever.

Lastly, the Division is looking for a new secretary. Mark Johnson has decided to retire after 30 plus years. He has done a wonderful job in this capacity. It's hard to believe that when he started as secretary it was all done by paper and mail. Now we can find out information in seconds because of the Internet. Mark's term officially ends August 31st. Mark will still be active in the Division and Region as he enjoys operating and does extensive travelling to operate on other layouts. I plan on sitting down with Mark in the very near future to hear his reflections on his years in the division and the changes that he has experienced. I will have this ready for the next Highball!.

Drop me a line if you are interested and we can talk about what is all involved.

From the Editor – Rob Badmington

I started preparing this issue by updating the upcoming events page, and I was overwhelmed by the number of model railroad activities taking place in the 6th Division in the next few months. If you have any desire whatsoever to get together with other modellers and learn a few new things while enjoying some like-minded company, you shouldn't be disappointed. As I said in the last issue, sharing our hobby with others is one of the big reasons

to join the NMRA. Some people have predicted that model railroading would be dying by now, but I would argue that the hobby has never been better. Besides all of the shows and meets, we have more and better models in all scales. A few years ago, who would have thought you could get HO locomotives that not only run like a Swiss watch, but also sound so realistic, right down to the conductor's voice complaining about CN dispatching.

I have been working on my layout almost every day, but haven't run a train on it for over a year. There is a pesky short in there somewhere but I haven't bothered to find it yet. I have been too busy trying to complete my version of the Fraser River Bridge in New Westminster, which is a very large project, to say the least. It's not just the bridge, of course. Before I finish the approach trestles, I have to build surrounding scenery in places I can't reach later. This means I had to paint the backdrop first. Then I had to make a bunch of trees for in between the trestle and backdrop. Lately I have been making a lumber reload yard which needed chain link fence and now lumber bundles. Thank God for the vast information resources of the internet.

If I run out of articles and contributions from our readers, I will fill up the pages of Highball! with stories about how I made some of these things. Luckily, this won't be necessary any time soon. I have three complete articles submitted for this issue on diverse subjects which I'm sure you will enjoy. Thank you to Cal, Norman, and Al. Thanks also to the gentlemen who sent area and event reports.

I plan to get the next issue out to readers around mid-April, in time to promote the 50th Anniversary Spring Meet in Saskatoon on.

As always, more articles, photos, reports, and promo materials are welcome! In the meantime, I hope to see you at one of the events in the Division. Happy Railroading!

Convention Report – Rob Badmington

If you have never been to an NMRA Convention and wonder if you might enjoy it, please read Al Matchett's report on his experiences attending the 2014 PNR Regional in Tacoma, reprinted from the Calgary Model Railway Society's January *Orderboard*

As mentioned frequently herein, our next Spring Meet will be in Saskatoon on the weekend of Friday, May 8 to Sunday May 10, 2015. Note that the early bird discount on registration extends to the end of April and Cal and others will be in Calgary at SUPERTRAIN 2015 ready to sign you up on the spot.

The Program:

- Friday night social at the Prairie Rail Workshop clubroom
www.prairierailworkshop.com
- Saturday and Sunday activities at the Saskatchewan Railway Museum
www.saskrailmuseum.org
- Confirmed Clinicians
 - Scott Sabo - Saturday
 - Brian Keay - Sunday
 - Doug Lee - Sunday
 - Bob Randall - Saturday
 - If you would like to give a clinic, please contact Cal Sexsmith at calvinsexsmith@sasktel.net
- Contests
 - Locomotives
 - Rolling Stock
 - Structures
 - Dioramas
 - Unique railroad themed "Trophies" for first place winners!
- Self-Guided Layout Tours Saturday afternoon
- Extra Fare BBQ Saturday evening
- Sixth Division AGM Sunday

A Registration Form is attached on the back page of this issue.

Achievement Program Report – Doug Wingfield , MMR #484, 6th Division, PNR AP Chair

Congratulations to Ran Shoham of Calgary for receiving his Golden Spike Certificate in January, 2015 on the Free Mo module he built.

Those of you who have home layouts and are interested in having various categories assessed for AP only need to contact me by email and I will arrange with you to either have someone visit your layout or you can send me a DVD or CD with photos showing what you have done. This is particularly true if you are applying for the Golden Spike Certificate. All I need is the

SOQ form filled out with your member information and a DVD or CD with photos of what you have done.

Hopefully it will be another long cold winter and we will get lots done on the layout in the basement. Remember, I am available on email at any time for advice or encouragement to get the job done.

Bad timing on my part means that I will not be attending the meet but I will be available by email until April 19.

Area Reports

Calgary – Rob Badmington

SUPERTRAIN 2015 is only two months away and planning is in high gear. A new venue brings a new set of challenges – fitting everyone in, figuring out how to flow the crowd, and maybe most importantly, letting everyone know how to find the show. Radio advertising, LRT posters, and outdoor signs have been booked. The Mayor has been invited to attend again. Media releases are set to go, and social media is churning interest. We have many new layouts, displays, and manufacturers lined up.

Before we get to SUPERTRAIN weekend, we have other events to enjoy. The annual CMRS Layout Tours take place on Feb 20 & 21. Another “Model Railroad Weekend” will be staged in mid-March. The Railroad Prototype Modellers Meet starts things off on Saturday March 14 at St. Andrews Presbyterian Church with model displays and four very interesting clinics. The CMT Flea Market is on Sunday morning at the Glenmore Inn, opening at the earlier time of 08:30, followed by the CMRS Mini-meet at 10:30 with five confirmed clinics.

Calgary Model Trainmen - Brookes Harrow

The Calgary Model Trainmen’s Club is inviting everyone to join us for the celebration of CMT’s years at Victoria Park. The Open House will be on Saturday April 25th, 2015 from 10:00 am to 4:00 pm. This event will be held the week following SUPERTRAIN.

Celebration? Yes, CMT members have had a lot of fun over the years at this home. We have accomplished a lot- we built (and in some locations rebuilt) a large model railroad plus several display modular layouts which you have seen at shows, especially SUPERTRAIN. We hope to see a lot of friends for this Farewell Open House.

This weekend will be the last time the Club will be open for viewing. Join us as trains travel over our freelance Chinook Western Railway heading southwest from Calgary through Kanaskasis connecting with US railroads at Elkford. We have made some changes and improvements to the layout since the November Open House. Visitors are most welcome to bring your HO-gauge locomotives and rolling stock, if locos are DCC-equipped, to run on the layout. We are hoping to record videos of the day.

We have more fun being planned for Sunday, April 26th from 1pm-4pm. While not part of the Open House, we have challenged Garth Praestagaard to place as many of his shorty ore cars as possible on a train and run the train, a really long train, over the layout, hopefully behind his pair of Yellowstone articulated steam engines (if they are back from being customized) or perhaps 3-SD9 head end power, probably mid train end and pusher power too. Garth has the unusual knack of collecting shorty ore cars, the prototype found in Michigan and at last count he believes his collection exceeds 1200 of these cars. At home, these sit next to 4 Walters ore ships. The number of cars in operation at CMT will exceed 200 he says, who really knows how many will run on the CMT layout...300?

Following this weekend, our plans are to have a last for-members operating session. And then the saws, sledge hammers, screwdrivers and packing boxes will be out. If a sale of surplus items is feasible, watch for announcements of the event early in summer.

And before the question is asked, yes we are still looking for a new home.

The club is located at 619 12 Avenue SE, just north of the Stampede grounds. Parking is available on the east side of the building or on the street near the building. Admission is by donation. New members are welcome. For more details and a map, please visit our Web site, www.calgarymodeltrainmen.ca. We look forward to seeing everyone at CMT.

Edmonton - Mark Johnson

The Mainline Model Railroad Fellowship (MMRF) is planning a busy year for 2015.

There are two Swap Meets planned, one in the spring on May 2, and one in the fall in October.

Attendance by vendors and customers has been increasing, and there are bargains to be had!

The Greater Edmonton Train Show is well into planning for September 19 and 20, at the same location as the past two years - Millennium Place in Sherwood Park. People are getting used to the venue, especially the bright lights and large, convenient parking lot!

At the peak of the summer, the MMRF is hosting a barbecue open to all model railroaders on June 27, from 10-6. A busy year, indeed! See www.mmrf.ab.ca for the latest info, or "Like" the MMRF on Facebook at www.facebook.com/mmrf.ab.ca.

The Edmonton Model Railroad Association (EMRA) is introducing lots of operating fans to the fun of TT&TO, and there are new layouts getting ready for regular ops around the city.

Plans are afoot to expand the Freight shed to provide classroom and workshop space. The expanding layout has finally squeezed out the last workbench in the layout room!

It's the Spokane Passenger yard that's doing the squeezing, and it's the EMRA's first foray into turnout control using servo motors, after installing 230 Tortoises!

Stay tuned for progress reports.

EMRA OOpS - Peter Ulvestad

The Edmonton Model Railroad Association holds quarterly Open Operator Sessions (OOps) on a Saturday. These sessions are open to non-club members and are regularly attended by people from all over Alberta, Saskatchewan and British Columbia.

February 7th was the first OOpS of 2015. February attendance is the most sporadic due to weather concerns. Attendees included people from Revelstoke, Saskatoon, Sylvan Lake and New Norway as well as local people from St. Albert, Sherwood Park and Edmonton.

With 14 operators, we were able to run all the trains and keep everything running on schedule. The 2 yards each had an experienced yardmaster with rookie hostlers keen on

learning the ropes. While there were no oops this session a few minor issues did crop up but were quickly taken care of by the Traffic Coordinator.

If you are interested in joining us for a future session, please watch the Upcoming Events @ <http://pnr.nmra.org/> or you can email me at ulvestad@telus.net to be added to the invite mail list. Space is limited and filled on a first reply basis but we try to accommodate everyone.

Lethbridge - Tony Lee

This fall and winter has seen lots of activity at the Southern Alberta Model Railway Club. The Club was invited to the Southern Alberta Antique and Toy Show a few weeks ago with our N scale portable layout. This layout will also be going to SUPERTRAIN in Calgary April 18th & 19th.

Work on the HO layout is continuing with the rebuilding of some switches, scenery upgrades, operating system installation as well as a main line signalling system.

Operating nights are the first Tuesday of the month, then clinics or discussions about the possible expansion of our facility in Gyro Park.

A successful post-Xmas party was held on Jan. 24th at a local Chinese restaurant with 25 in attendance. We will also be hosting an open house for the public the third weekend in March on Saturday and Sunday afternoon.

Our club has now raised or pledged 2/3 of the cost of expanding our facility in Gyro Park. This expansion is planned for approximately 1000 square feet to the south side of our existing building. Hence we can now apply to the City of Lethbridge for a Community Capital Project Grant for the other 1/3 of the building costs. Should we be successful, actual construction would start in June-July of 2016 and be completed in October-November 2016. Club members would then complete some of the interior work. It is felt by the membership, that

with a large influx of new members in the last 4-5 years, this expansion is needed. We should know if our application is successful around June 15, 2015.

Hope to see everyone at SUPERTRAIN in April.

Didsbury / Olds – Rick Astle

The Mountain View Model Railroad Club held its annual Model Train, Hobby and Craft Show in Olds, Alberta at the Olds College Frank Grisdale Gymnasium on February 7th and 8th, 2015. The show was supported by a wide variety of model train enthusiasts, model makers, crafters and others from around the Central Alberta area.

Attendees to the show got to talk with and watch skilled modelers working their craft as well as watch operating model railroads in operation. There were opportunities to talk railway safety with operation lifesaver and talk to groups trying to preserve some of our railroad history and equipment. There were retailers offering a wide variety of goods from modeling to something to inspire the senses.

The club has run the Olds show for the past 4 years as its sole source of funding for the club's activities and layout construction in the Didsbury Museum. The club is grateful for the support of modelers and crafters who come to entertain our visitors and to the many visitors who travel to Olds to see what we have to offer. Without all this support the Mountain View Model Railroad Club would not be where we are today.

We invite you to visit the club's layout in the Didsbury Museum at 2110 21st Ave Didsbury, Alberta any time the museum is open to try your hand at running the train. We can also be found on the web at www.mvmrc.ca and special arrangements can be made for off hour viewings by email at 1mvmrc@gmail.com or telephone Rick at (403) 507-3314.

PSX 2014 - Tacoma NMRA PNR Convention - Al Matchett

Tacoma, WA June 17-22, 2014

For most of my life I have been a 'lone wolf' modeller never getting into the local model railroading scene. It is only within the last five years that I have broken out of that mold. Joining a club really helped in that regard, being elected by my club to become their CMRS representative was another big step. My most recent step was to join the National Model Railroad Association (NMRA). For several years I had looked at the organization and wondered what was in it for me. It was only when Dale Sproule did a little bit of arm twisting and suggested I go to the Tacoma Pacific Northwest Region (PNR) meet that I took the plunge and became a probationary member.

Dale and I went to the NMRA Pacific Northwest Region (PNR) regional convention in June of 2014. This was my first NMRA event and I was very unsure what to expect. Dale is a veteran of the NMRA convention circuit and had already picked out all the clinics he wanted to attend. I am more interested in the prototype so signed up for two tours ahead of time; one to the Mount Rainier Scenic railroad and the second to Tacoma Rail.

We flew to Seattle, picked up the rental car and promptly went to our first layout tour southwest of Tacoma. This proved to be an interesting layout built in a custom addition above a two car garage. The following day I attended two clinics in the morning and then spent the afternoon rail fanning in the immediate area. The weather co-operated and I managed to get several good pictures of Sounder commuter trains with Mt. Rainer in the background.



In the evening, Dale and I joined several other convention attendees at the nearby Tacoma Amtrak station and saw a steady parade of BNSF, Union Pacific and Amtrak trains pass by.



Thursday was set aside for the Mt. Rainier Scenic Railroad tour which was a sold out affair. Dale happily continued his clinic agenda. Again the weather cooperated and we were treated to spectacular views of Mt. Rainier but this time from a train pulled by Rayonier #2, a locomotive built by the Willamette Co. in 1949. Functionally similar to a Shay locomotive, Rayonier #2 is a 75 ton, 3 truck type and was the last one built by the Willamette Co. We enjoyed the one

hour trip from Elbe, WA to the main shop complex at Mineral where a delicious lunch was served. After strolling around the shop complex for an hour and admiring all the various rod and geared engines on the grounds, it was time to head back for the return trip.

The following morning was taken up by a tour of the Tacoma Rail facility. This proved to very interesting as Tacoma Rail had thoughtfully put a train of four coaches together which was then pulled by a newly delivered GP22ECO around the various yards that Tacoma Rail operates in the Tacoma tidal flats area. At the conclusion of the yard tour, we were allowed to visit the locomotive servicing area.



Friday afternoon, I attended three interesting clinics dealing with scale sound for model railroads and how to use LEDs in modeling projects. The evening was taken up by more rail fanning along the shared BNSF/UP mainline through Tacoma.



Saturday morning, Dale and I went to the Puget Sound Model Railroad Engineers layout in the Washington State History Museum. This depicts the Tacoma area up to Stampede Pass in the 1950's. In my opinion this is one of the best model railroads I have ever seen. The attention to detail throughout the layout is incredible. We were lucky to be able to talk to one of the layout designers for nearly two hours and took away a lot of useful information on how to design and operate such a large model railroad.

A Milwaukee Road passenger train in downtown Tacoma on the PSMRE layout. The prototype timber trestle still existed in 2014 and is used for Sounder commuter trains but is scheduled for replacement within the next few years.

Saturday afternoon/evening was taken up by more clinics, rail fanning and a visit to a wonderful Monon themed S scale home layout. This was my first exposure to S scale and I came away very impressed. I was taken aback by the heft of the models without overpowering each scene. It seems that every scale I come across gets the creative juices flowing and makes me question my decision about sticking with tried and true HO scale.

Sunday was our final day in the Tacoma area and Dale and I spent it by visiting as many home layouts as we could before our flight back to Calgary. We were able to squeeze in four layouts before having to return to the Seattle airport. The layout that most impressed me the most that day was Jeff Nichol's Northern Pacific



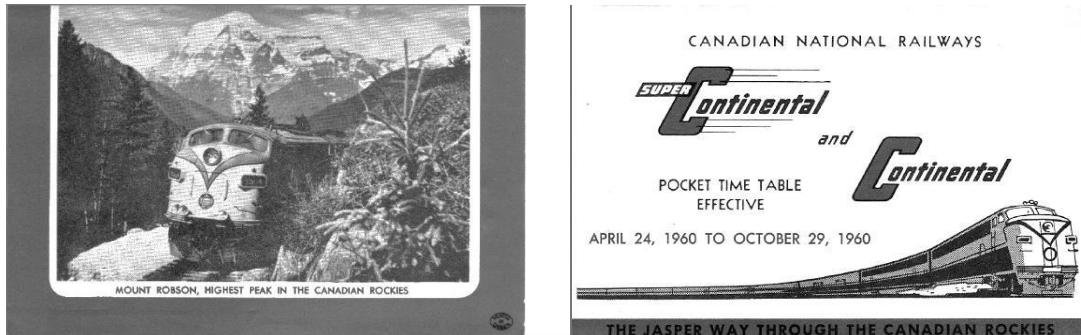
Tacoma Division. This is an HO scale depiction of operations of Stampede Pass. What I found most interesting was the layout's location since it is built in the top level of a normal two level house. Jeff has converted all three bedrooms on the upper level of his home to his layout room and actually sleeps in the basement! This is completely backwards to the way most model railroaders approach layout design. It probably helps that Jeff is single!

A scene from Roger Nulton's (MMR) Monon Railroad Fourth Subdivision S scale layout

I came away from this trip totally impressed by the NMRA regional convention. I had a great time and found the mix of clinics, layout tours and rail fan trips to be very inspiring. I have now renewed my NMRA membership for the next two years and registered for the NMRA National Convention to be held in August 2015 at Portland, OR. I guess I have been bitten by the NMRA convention bug!

Bits & Pieces

I came across this CN pocket timetable from 1960 while going through a box of "stuff" I have saved over the years. Note the different routes the Continental and Super Continental took between Saskatoon and Edmonton. This timetable was issued just before the CN noodle scheme was introduced. - Rob



CANADIAN NATIONAL RAILWAYS CONDENSED SCHEDULE FOR YOUR READY REFERENCE

Miles	Alt.	Westbound—Read down		DAILY	Eastbound—Read up		Time Zone	
		Continental	Super Continental		Super Continental	Continental		
0	69	8 30 PM	3 15 PM	Lv Montreal, Que.	Ar	4 45 PM	9 45 AM	ET
118	214	10 55 PM	5 15 PM	Ar Ottawa, Ont.	Lv	2 45 PM	7 20 AM	"
		11 30 PM	5 25 PM	Lv Ottawa	Ar	2 30 PM	6 50 AM	"
344	687	5 25 AM	10 10 PM	Ar North Bay	Lv	8 45 AM	1 05 AM	"
		5 45 AM	10 20 PM	Lv North Bay	Ar	8 45 AM	12 45 AM	"
427	1003	7 55 AM	12 05 AM	Ar Capreol	Lv	6 40 AM	10 45 PM	"
0	254	11 00 PM	5 10 PM	Lv Toronto, Ont.	Ar	2 00 PM	7 00 AM	"
160	642	4 12 AM	9 22 PM	Lv Parry Sound	Lv	9 45 AM	2 35 AM	"
272	872	7 15 AM	11 45 PM	Ar Sudbury Jct. (Sudbury) ..	Lv	6 57 AM	11 25 PM	"
277	856	7 55 AM		Ar Sudbury	Lv		10 40 PM	"
286	1003	8 00 AM	12 10 AM	Ar Capreol	Lv	6 35 AM	10 40 PM	"
427		9 00 AM	12 55 AM	Lv Capreol	Ar	5 50 AM	9 55 PM	"
576	1078	12 50 PM	4 10 AM	Ar Foleyet	Lv	2 40 AM	6 15 PM	"
724	1090	4 25 PM	7 10 AM	Ar Hornepayne	Lv	11 00 AM	2 15 PM	"
825	1036	7 00 PM	9 38 AM	Ar Longlac	Lv	8 47 PM	11 22 AM	"
855	1021	8 10 PM	10 20 AM	Ar Nakina	Lv	8 10 PM	10 25 AM	"
967	1118	11 15 PM	12 55 PM	Ar Armstrong	Lv	5 45 PM	7 35 AM	"
		10 30 PM	12 05 PM	Lv Armstrong	Ar	4 35 PM	6 20 AM	ET
		1 40 AM	3 05 PM	Ar Sioux Lookout	Lv	1 50 PM	2 45 AM	CT
1106	1197	1 55 AM	3 15 PM	Lv Sioux Lookout	Ar	1 40 PM	2 25 AM	"
1229	1082	5 20 AM	6 00 PM	Ar Redditt	Lv	11 10 AM	11 00 PM	"
1244	1066	5 45 AM	6 24 PM	Ar Minaki, Ont.	Lv	10 40 AM	10 23 PM	"
1358	772	8 30 AM	8 40 PM	Ar Winnipeg, Man.	Lv	8 20 AM	7 40 PM	"
		10 00 AM	9 10 PM	Lv Winnipeg	Ar	7 50 AM	6 30 PM	"
1412	858	11 24 AM	10 23 PM	Ar Portage la Prairie	Lv	6 37 AM	5 11 PM	"
1486	1520	1 14 PM	11 53 PM	Ar Brandon No. (Brandon) ..	Lv	5 11 AM	3 42 PM	"
1501	1571	1 40 PM	12 15 AM	Ar Rivers, Man.	Lv	4 50 AM	3 20 PM	"
1638	1812	5 00 PM	3 05 AM	Ar Melville, Sask.	Lv	2 05 AM	12 25 PM	"
1767	1784	7 50 PM	5 40 AM	Ar Wetrous	Lv	11 30 PM	9 40 AM	CT
		7 00 PM	4 50 AM	Lv Wetrous	Ar	10 20 PM	8 30 AM	MT
1829	1589	8 30 PM	4 05 AM	Ar Saskatoon	Lv	9 05 PM	7 15 AM	"
			6 25 AM	Lv Saskatoon	Ar	8 50 PM		"
1893	2154		7 40 AM	Ar Biggar, Sask.	Lv	7 30 PM		"
2033	2222		10 05 AM	Ar Wainwright, Alta.	Lv	5 05 PM		"
2159	2185		1 00 PM	Ar Edmonton	Lv	2 20 PM		"
		9 25 PM		Lv Saskatoon	Ar		6 45 AM	MT
1925	1687	11 40 PM		Ar No. Battleford	Lv		4 20 AM	"
2049	2029	3 25 AM		Ar Vermilion	Lv		12 50 AM	"
2179	2185	7 00 AM		Ar Edmonton	Lv		9 15 PM	"
		8 00 AM	1 25 PM	Lv Edmonton	Ar	2 00 PM	8 35 PM	"
2289	2985	10 45 AM	4 00 PM	Ar Edson	Lv	11 25 PM	5 45 PM	"
2395	3470	1 40 PM	6 35 PM	Ar Jasper	Lv	9 00 AM	3 00 PM	MT
		1 10 PM	5 45 PM	Lv Jasper, Alta.	Ar	7 50 AM	1 30 PM	PT
2528	2237	5 15 PM	9 20 PM	Ar Blue River, B.C.	Lv	3 55 AM	9 35 AM	"
2667	1153	9 25 PM	1 15 AM	Ar Kamloops Jct. (Kamloops) ..	Lv	12 05 AM	5 30 AM	"
2792	453	2 20 AM	5 45 AM	Ar Boston Bar	Lv	7 50 PM	12 40 AM	"
2864	34	4 41 AM	8 05 AM	Ar Chilliwack	Lv	5 34 PM	10 15 PM	"
2912	34	6 25 AM	9 30 AM	Ar New Westminster	Lv	4 00 PM	8 20 PM	"
2924	14	7 00 AM	10 00 AM	Ar Vancouver, B.C.	Lv	3 40 PM	7 45 PM	"

ET—Eastern Time CT—Central Time MT—Mountain Time PT—Pacific Time

STANDARD TIMES SHOWN.

THE JASPER WAY THROUGH THE CANADIAN ROCKIES

Layout Design – Albion Yard, Victoria BC – Cal Sexsmith

The book “The Canadian Pacific’s Esquimalt & Nanaimo Railway – The CPR Steam Years, 1905-1949” by Robert Turner and Donald MacLachlan there is a plan of the E&N’s Albion Yard in downtown Victoria, BC. More information on the yard and surrounding area can be found in the companion volume “The Canadian Pacific’s Esquimalt & Nanaimo Railway – The Canadian Pacific, Via Rail & Short line Years, 1949-2013” by the same authors. Only rudimentary dimensions are given for the yard, but it became clear to me that you could reproduce the entire yard in HO scale on a 4 X 8 table.

The Albion Yard was named for the Albion Iron Works (later the Victoria Foundry). Albion Iron Works relocated to a new site kitty corner across the intersection of Government and Discovery Streets and sold their former property to the E&N. In 1908 the E&N constructed a large freight shed for less than carload (LCL) freight and team tracks for carload freight on the site. Initially up to 25 cars could be loaded and unloaded at the yard; this was soon increased to more than 40 cars. The E&N had to extend tracks for several blocks along Store Street to reach their passenger station on Johnson Street. Over the years the E&N extended several spurs from the Store Street trackage to various industries.

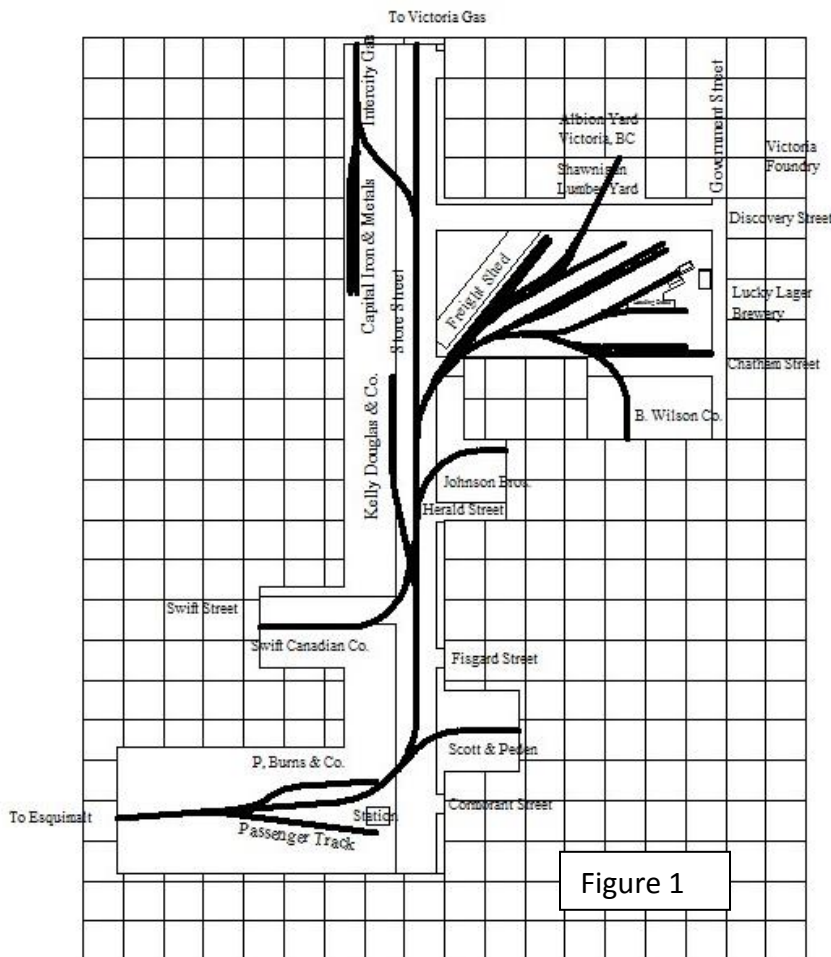
The team tracks served industries that did not have their own spurs. Two of these were the Victoria

Foundry and the Lucky Lager Brewery.

An auger ran under Government Street from an unloading track in Albion Yard to the brewery which also received carloads of fuel and hops. The foundry received several carloads of coke each week for its operations.

There were several carload industries in the vicinity of the Albion Yard with their own spurs. These included meat packers P. Burns & Co. and Swift Canadian; propane distributors Victoria Gas and Intercity Gas (both later BC Hydro); Kelly Douglas & Co. (grocery wholesale); B. Wilson Co., Johnson Bros. and Scott & Peden warehouses; Capital Iron & Metals; and Shawnigan Lumber. These industries combined with the activities at Albion Yard would require a wide variety of freight car types.

Figure 1 is a plan of the Albion Yard and the Store Street trackage based on



the sketches in Turner and MacLachlan’s books. This plan shows the locations of the various industries and is approximately drawn to scale. Some of the trackage has been slightly modified to accommodate Peco medium radius turnouts. If built in HO scale a space about 18 x 24 feet would be required.

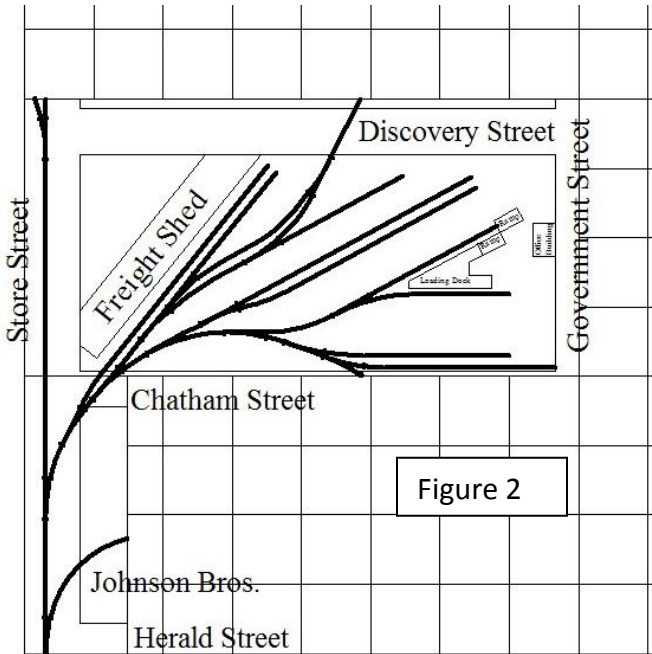


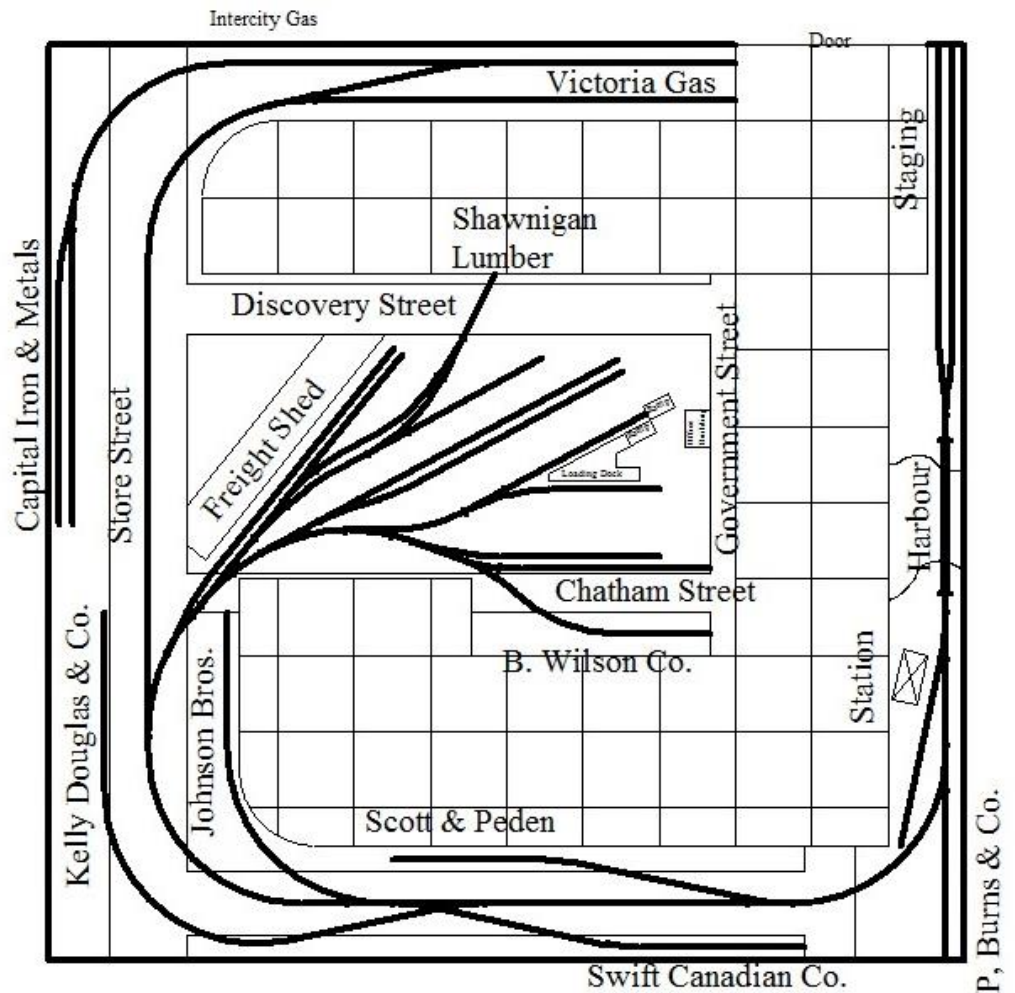
Figure #2 is just Albion Yard, built on a 4 x 8 table in HO scale, and an 18 inch by 48 inch L-shaped addition to allow for a switch lead.

Figure #3 adapts both Albion Yard and Store Street to a 12 x 12 room. Albion Yard remains on a 4 x 8 table while Store Street is wrapped around the perimeter of the room. The schematic of the trackage is faithful to the prototype, but most of the spurs are parallel to the street rather than perpendicular. Switch runs would originate in the staging yard, which represents Esquimalt Yard, and travel to Albion Yard. At Albion Yard the train can be sorted and cars delivered to the various industrial spots. The short runaround track at Albion Yard would allow the locomotive to switch both trailing point and facing point spurs, and if desired the train

to travel to and from staging with the locomotive on the head end. Conversely, two locomotives could work cooperatively to eliminate the need to make runaround movements. There is room in the track adjacent to the station to hold a couple of RDC cars which could move to and from staging to represent the daily passenger run to Courtney.

The Albion Yard and surrounding area would make an interesting to operate standalone layout or as an addition to a larger mainline layout.

Figure 3



Resistorized Wheel Sets

Norman Skretting

I have recently had a signal system installed on my layout that was developed by Kevin Rudko of Signalogic Systems. As like in most signal systems, the presence of a train, engine or cars are detected by block detectors that sense a change in current. Blocks can be longer than a train or as short as the switch (or OS) portion of a siding or interlocking. If a train is occupying a long block where the engine is present, the block detector will be activated because of the current draw of the motor or decoder. Once the engine leaves the block, the block detector no longer has a current drawing piece of rolling stock present to activate it. Then the signal system thinks that the block is now clear and will allow a permissive signal into that block. That means the potential for an accident/collision is possible. In order to prevent that from happening, we need to find a way to have all of the equipment be able to activate the block detectors.

The first, and most expensive, way is to purchase detectable wheels sets from someone else. The biggest problem is that the ones I found are only made with one type of wheel set, which will not fit in all trucks. Also the cost can be prohibitive. In order to cut down on the cost and find a universal system that will work on all of my equipment, I read a few articles on the web and came up with my own version of what was available on line with the help of Kevin Rudko. In order to activate his block detection circuitry, a resistance of between 5k and 22k ohms is required. My cost per car was minimal and I have been able to convert my whole fleet of over 450 cars for less than \$50.

Basically, there are two types of wheel sets available which will work for making detectable wheel sets. Both require a metal wheel attached to a plastic or metal axle. Many manufacturers produce these wheels sets, including Intermountain, NARC, Kadee, Atlas, Athearn, True Line Trains and many others. However, a wheel set with a plastic wheel will not be suitable for our application. I only do one axle per car because even the smallest block on my layout is at least two 50 ft cars long, so there will always be two resistorized wheels in the block at any given time. I also use the inside wheel of a truck in order to reduce the chance of damaging a resistor on the undercarriage of the car. Also, in Kevin's system, the loss of shunt timer is set for five seconds, which would take care of almost any other continuity problems.

To convert a wheel set with a metal axle, I use a surface mount 10k ohm resistor that, when bought in bulk, costs as little as 1 cent per resistor. They come in a convenient roll that has a protective film on top that keeps the tiny resistors in the roll and easy to work with. To prepare the wheel set, you will need to find the wheel with the plastic bushing (usually black, but can be any colour). Take a small file and clean a portion of the back of the wheel that is about 1/4 inch (1 cm) square. Then take a small flat file and clean off a portion of the axle next to that wheel about a third of the way around the axle.



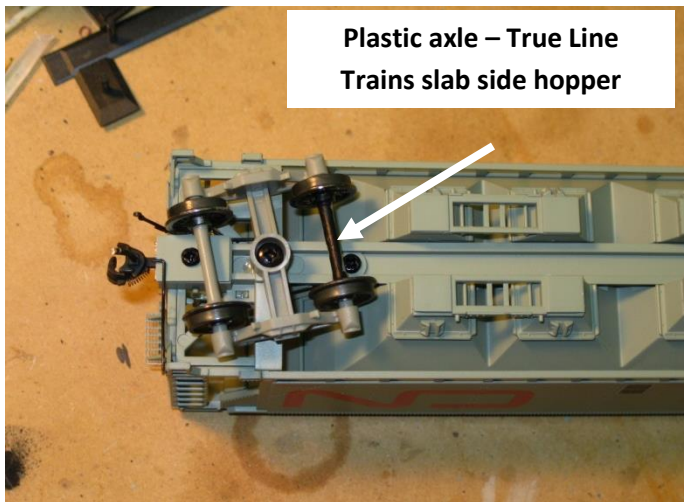
If you feel that the wheel needs to be more firmly secured to the axle, you can secure it with CA cement. When that dries, take a small tube of clear caulking and squeeze on a dab across the plastic bushing where you will be mounting the resistor. Carefully remove the protective plastic strip from one resistor, lift it from the hard plastic carrying strip with a toothpick that has a little bit of sticky material on the end, such as Sticky Tac, and place it on the caulking. With the back side of an X-Acto blade, gently push it in to the caulking so that one end is up against the wheel and

the other is touching the axle. Allow the caulking to cure for about 30 minutes.

Now you will need to connect both ends of the resistor, one end to the wheel and one end to the axle. To do this you will need a conductive paint. I use "Total Ground Conductive Coating" from MG Chemicals purchased at Active Electronics. Even though they had none in stock, they were able to get a few cans from a store in Calgary. This is a spray can, but instead of spraying it on the wheel set, you spray some on a piece of cardboard and then use a small brush to apply it to the resistor and the cleaned off portion of wheel and axle that you had prepared earlier. When this has dried, check the resistance with a multi-meter to make sure that the connection is solid and that there is a 10k ohm resistance.

That takes care of the metal axle cars. The wheel sets with plastic axles are done similarly and could also use a resistor glued to the axle. However, the nice part about the conductive paint is that the thinner it is, the higher the resistance there is.

Now **both** wheels will have to have a portion cleaned on the back side instead of one wheel and one axle. Make sure that the tread of the wheels will conduct electricity and clean to the bare metal, if you need to. Kadee wheel sets are big offenders here, since many have paint all over the wheel face, back and tread. Once again you will need to make sure that the wheels are secure to the axle and don't have any large gaps in the joints by gluing them, if required.



When that is complete, you can spray some paint on a piece of cardboard and use a brush to paint from the bare patch on one wheel to the bare patch on the other. Try to be careful not to brush too much paint across the axle and with some practice, you will be able to get the paint to the right thickness. Test with the multi meter to determine what the resistance is.

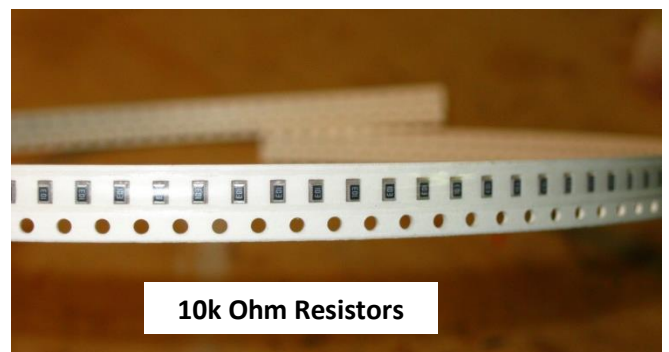
Most of the axles that I have done have a resistance variation of 5k to 20k ohms, but most are in the 10k ohm range. They all activate the block detectors. I try to keep them well above 5k ohms to reduce the current draw. If you have found that there is not enough

resistance, you can carefully remove some of the paint with a sharp X-Acto knife blade. If you remove too much material or the resistance is too high, add a little more paint.

The process is a little daunting when you have a large number of cars to do, but the results are worth the effort. There will be some maintenance required because you will have to keep the wheel treads clean to have consistent electrical contact. Most metal wheels do not get too dirty, but dirt is what will be your nemesis.



The can of paint cost just under \$20 and the resistors are only 1-2 cents each. I have done over 400 cars and still have paint left in the can. I tried spraying directly on the wheels sets with plastic axles but found that I had more control of the painting process with a brush.



Good Luck!!!

Upcoming 2015 Events in the 6th Division

See all the PNR events and our most recent additions at pnr.nmra.org

Feb 21-22, Saskatoon, SK

All Aboard 2015, Western Development Museum 2610 Lorne Ave. Saturday 9-5:00, Sunday 9-4:30. Layouts, Vendors, and Consignment Tables. Info:- www.prairierailworkshop.com, allaboardtrainshow@gmail.com

Mar 14 (Sat), Calgary, AB

Calgary Prototype Modellers Meet. Passenger Trains and Their Facilities, Engines, Cars, and Various Buildings 9 AM-4 PM St. Andrews Presbyterian Church 703 Heritage Dr. SW Clinics: "Slide Resurrection" by Dr. George Barr. "Van Horne Style Stations" by Don Thomas. "The Burnett Cars" by Doug Phillips. "God Bless Hall" by Les Kozma. Info: Dave Audley, 403-275-1869 or daudley@telusplanet.net Admission: \$10, under 12: free.

Mar 15 (Sun), Calgary, AB

CMT Annual Flea Market 2015. 8:30 to 10:30 am. Glenmore Inn, corner of Glenmore Trail and Ogden Road. \$20 for standard 2' X 8' size table. Info:- bharrow@nucleus.com or call 403-201-4937.

Mar 21-22, Moose Jaw, SK

Model Train Show. Sponsored by the Thunder Creek Model Railroad Club. Western Development Museum, 50 Diefenbaker Drive. The museum is opened from 9 a.m. to 5 p.m. Info:- stirling.millar@live.ca, www.wdm.ca or 306-693-5989

Mar 21-22, Lethbridge, AB

Southern Alberta Railway Club OPEN HOUSE, 1:00 - 4:30 PM, at the clubhouse in GYRO PARK at 15 St and 10 Ave "A" South. Both days will feature trains running on the club layouts, a lot of conversation, and special viewings for new members who wish to join our club. Info:- www.albertasouthernrailway.ca

Apr 18-19, Calgary, AB

SUPERTRAIN 2015 Canada's Biggest and Best Annual Model Train Show is moving to a new venue. 9 AM to 5 PM both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. FREE PAVED PARKING or take the C-Train to Saddletowne Station. Adult - \$10, Youth (6-12) - \$5, under 6 - free. Over 70,000 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 email to info@supertrain.ca

May 2 (Sat), Edmonton, AB

MMRF Spring Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9AM-Noon, Admission \$3, 8' tables \$25; 6' tables \$20. Tables are sold first-com, first-served. Info:- Ric Francoeur, swapmeet@mmrf.ab.ca www.mmrf.ab.ca

May 8-10, Saskatoon, SK

6th Division 50th Anniversary Spring Meet at the Saskatchewan Railway Museum. Hosted by the Prairie Rail Workshop and the Saskatchewan Railroad Historical Association. Clinics, contests, layout tours, social events. See Registration Form in this issue. Info:- Cal Sexsmith, calvinsexsmith@sasktel.net

Jun 27 (Sat), Edmonton, AB

A Model Railroad BBQ and drop-in social day will be held from 10-6 at the Deville/North Cooking Lake Community Hall, located at 21033 Wye Road, North Cooking Lake. Sponsored by the Mainline Model Railroaders Fellowship - everyone welcome! Info:- www.mmrf.ab.ca

Aug 23-29, Portland, OR

NMRA 2015 **National Convention** "Portland Daylight Express" Info:- www.nmra2015portland.org

REGISTRATION FORM

Sixth Division - National Model Railroad Association - Pacific Northwest Region

50th Anniversary SPRING MEET May 8th to 10th, 2015

SASKATOON

Hosted by the Prairie Rail Workshop and the Saskatchewan Railroad Historical Association

at

The Saskatchewan Railway Museum

NAME: _____

ADDRESS: _____

CITY: _____ PROVINCE: _____

POSTAL CODE: _____ PHONE: _____

EMAIL: _____

EARLY REGISTRATION (Before April 30, 2015) Members \$20
NMRA, Prairie Rail Workshop, SRHA

EARLY REGISTRATION (Before April 30, 2015) Non-Members \$25

LATE REGISTRATION \$30

BARBEQUE TICKETS (Not included in registration) \$15

Barbeque tickets must be purchased by April 30. Registrants may purchase extra tickets for guests.

TOTAL ENCLOSED \$ _____

Please make cheques payable to "The 6th Division 2015 Meet" and mail to:

Cal Sexsmith, Registrar
302-10th Street East
Saskatoon, SK, S7N 0C7