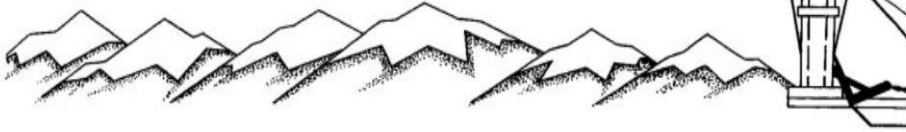


# Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

September 2015



## Portland National Convention Highlights

See Reports In This Issue



**On the cover:** The 6<sup>th</sup> Division provided some monetary support for Edmonton's LaBaJa Model Railroad Club to take their popular modular layout to the National Train Show in Portland, Oregon. In the photo above LaBaJa's Jim Lamarche and Jim Baker in red shirts pose with Larry Conte and Gail Myers of Calgary's Bow Valley Model Railroad Club. (photo by Rick Walker)

## **6th Division Officers**

Superintendent

Ed Molenkamp [6divsuper@pnr.nmra.org](mailto:6divsuper@pnr.nmra.org)

Phone: 780-455-1479

Assistant Superintendent

Peter Ulvestad [ulvestad@telus.net](mailto:ulvestad@telus.net)

Phone: 780-410-0788

Secretary

Volunteer Needed

Treasurer

Rick Walker [walkr@telusplanet.net](mailto:walkr@telusplanet.net)

Achievement Program

Doug Wingfield, MMR [dwfield@telus.net](mailto:dwfield@telus.net)

Convention Coordinator

Rob Badmington [badmington@shaw.ca](mailto:badmington@shaw.ca)

Highball! Editor

Rob Badmington [highball@pnr.nmra.org](mailto:highball@pnr.nmra.org)

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

Hello Everyone,

I hope you had a good summer in the heat! Activity in the Division was a little low as we were all out enjoying vacation time. I have just got back from Portland. All the guys I bumped into there said they had an enjoyable time. From Prototype Tours to Operating Sessions and a few late nights trying out all the craft beer that Portland has to offer I lost track of all the Canadians I met down there. I believe I bumped into at least a dozen 6th Division

members. While attending the PNR AGM we were able to appoint a new president for the Region, Shirley Sample. I know she will do a great job. As fall approaches we can all look forward to Shows and Mini-meets. Edmonton has GETS in 2 weeks and Boomer Auction is around the corner. Before you know it Christmas will be here! Our membership keeps on growing! So have a great fall and continue to spread the word about the joys of model railroading!

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### **From the Editor – Rob Badmington**

As summer turns into fall, many of us start thinking about returning to the basement for another model railroad season. Many others didn't take a break from the hobby over the summer, instead attending the NMRA National Convention in Portland in late August. Reading the reports and seeing the photos contributed by 6<sup>th</sup> Div members who went to the convention kind of makes me regret that I didn't attend myself. Alas, with a trip to Europe in mid-September, I felt I couldn't take the time. Thanks to Al Matchett, Dale Sproule, and Rick Walker for their reports and photos.

I can't say I was doing any modelling myself this summer and I didn't even do much railfanning. My excuse is that I was doing some part time work for an engineering consulting company, helping out with a couple of CP projects. One of

the projects is the construction of a brand new 30 kilometer long spur into a new potash mine near Moose Jaw. CP has put a lot of information about the project on their website, including an aerial fly-over of the whole route. Look here: <http://www.cpr.ca/en/community/belleplaine>

My plan is to release an issue of Highball! every two or three months timed to promote upcoming events in the Division as well as to report on activities that have just taken place. The first event coming up in September is the Great Edmonton Model Train Show, aka GETS, hosted by the Mainline Model Railroaders Fellowship. Driving around Edmonton last week I couldn't help noticing the numerous show banners displayed on many CN overpasses. The more we can attract the general public to our train shows, the better we can promote our

wonderful hobby and attract new members. The weekend after GETS, Heritage Park in Calgary puts on Railway Days, with plenty of steam trains, streetcars, railroading demonstrations, and model displays.

In October things really get rolling with the EMRA Open House at Fort Edmonton, 36<sup>th</sup> Annual Boomer Auction and CMRS Mini-meet in Calgary, and the MMRF Swap Meet in Edmonton. All the details of these events and more are listed near the back of this issue as well as on the PNR website.

You might notice that I have included a couple of events taking place in BC. In November the 7<sup>th</sup> Division is putting on Vancouver Train Expo at a new location on the exhibition grounds with a lot more space than the old Rec Centre. I

believe they have already signed up enough layouts and vendors to fill the space. Hopefully they will be able to attract much bigger crowds to the show. I hope to be able to attend the show to give them some support from our side of the mountains. The NMRA Meet held in conjunction with the show is an added bonus. In June, the PNR Regional Convention will be held in Salmon Arm, and again, I plan to attend. There are some great modellers in BC and they promise to have a lot of interesting activities organized for us to enjoy.

Thanks go to the numerous people who sent reports, stories, and photos for this issue. As always, it is much appreciated.

Happy Railroading!

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### **Achievement Program Report – Doug Wingfield , MMR #484, 6<sup>th</sup> Division, PNR AP Chair**

Where has the summer gone?? It seems like only yesterday we were shovelling and now we are putting the windshield washer antifreeze in the car.

The good news is that it is almost model railroading time again. I hope everyone has their projects laid out for the upcoming season. I know I do. Those of you who know me are aware that scenery is not one of my favourite model railroading tasks. However, since February I have been slowly plodding along doing exactly that on the south end of my railroad. So far the results have been satisfactory although I am amazed at the number of buildings required to finish a section of the layout.

Speaking of home layouts and those of you that 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. All of the necessary AP forms are on the NMRA website.

As I write this, the Portland NMRA National Convention is history. For those of you that attended I hope it was a worthwhile experience and I look forward to seeing some of the clinics on line.

The weekend of September 11 will see another Vanrail meet in Vancouver for the OPSIG group. This year I am looking forward to my first visit to this event. I went to Northern Rails in Edmonton last year and thoroughly enjoyed the operations on a number of different layouts. Check out their website by looking for Vanrail on Google.

Some good news is the fact there are two 6th Division members who are actively working on the Achievement Program with the goal of Master Model Railroader in mind. Remember, I am available on email at any time for advice or encouragement to get the job done.

## **2015 Saskatoon Spring Meet Report– Rob Badmington**

A very enjoyable meet was hosted by the Prairie Rail Workshop and the Saskatchewan Railroad Historical Association in May. A total of 34 people attended and were treated to a variety of clinics, layout tours, and social events. The meet was centred at the railroad museum just southwest of the city. Registrants were given the opportunity to examine all of the buildings, artefacts, and rolling stock up close. A barbeque and the 6<sup>th</sup> Division Annual General Meeting

### **Area Reports**

#### **Calgary – Dale Sproule**

CMT is moving! Stampede Park has expansion plans that do not involve CMT so after 25 years in our present location we have had to find a new location. This will be the 5<sup>th</sup> home layout since CMT was founded in 1938. Our "last run" in our old location ran over 2 day weekend in May. Day 1: A train of 290 Ore Cars had three SD 40-3 in the lead, two SD 40-3 and SD 38 one third back in the train and two SD 32-2's and one SD 38 AC two thirds back in the train. Three engineers were needed to operate all the motive power. The only operational problem we had was stopping on a curve; when you start up again most of the train falls into the inside of the curve! Day 2: A 95 car train with the lead engine, a M.T.H. HO SD70ACe/SD70M-2 with Proto sound. The two helper engines are SD-40's by Kato with Digitrax DH163IP decoders installed. Other train operations were part of each days activities. We saw over 100 visitors and previous club members join us over 2 days.

Our new home, a room measuring 66' x 26' is in the basement of The Ramsay Community Hall located just a few blocks to the East from our old location. Ever since late May members have been boxing stuff and stripping down the layout of

were also held at the museum. Minutes of the AGM are posted at

<http://pnr.nmra.org/6div/minutes/2015.pdf> .

One of the highlights for me was visiting Keith Flory's outdoor 7 ½" gauge live steam operation. A secret tunnel led from the backyard workshop into the basement to his HO layout.

usable materials with an original target date of moving out by end of August. Finally, everything was boxed and whatever will not be used on a new layout or taken by members for their own use will go to the wreckers ball along with the building.

Then just 3 weeks before the move, The City advised Ramsay Community Hall of safety concerns over uncompleted roof repairs. Parts of the building are out of bounds until sufficient repairs are completed. We got a 2 week extension from the wrecking ball and were lucky enough to find warehouse space where our stuff will go into temporary storage, for how long we don't know. Meanwhile, the Ramsay Community Hall folks are looking forward to seeing us as tenants and we still look forward to moving in there. Meanwhile we will have our September Business Meeting inside Ramsay Hall away from the roof repair area. "Breakfast With The President", a Saturday morning club tradition continues to attract between 5-9 members each time, then we either go back to the club, go to hobby shops, etc. The name seems to have stuck but it could have been called most anything else. We've even started planning our new layout.

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## Olds-Didsbury-Innisfail – Rick Astle, Dave Audley, Rob Badmington

This story starts back in May when Dave Audley visited the museum in Innisfail and noted that their two small N scale model railroads were not operating well. The museum asked if Dave could find some help to maintain them over the summer. Rob put Dave in touch with Rick Astle of Olds who readily agreed to get involved.

The dioramas are basically loops with very nicely done scenery. There is a door bell button mounted on the front of either display that allows the public to start the train. This is a DC operation that, in fact, allows 2 different trains to run in sequence, stopping in stopping sections – one in the front window and the other behind the back drop. Very basic operation. They mostly suffer from dirty track as the station freight shed is not a clean area.

Rick and Dave discovered, after some serious running, that there were occasional derailments roughly in front of the station structure. After some careful examination, they discovered that

there were “half moon” patterns worn in the track! These “half moons” were worn through the top of the rail down into the rail’s web – about 1/2 the height of the rail!

What might have happened is the train or the engine partially derailed, holding the running engine in a static position, and when the freight shed was locked up for the night, the power supply was left on, leaving the engine running long enough so that the wheels slowly ground through the metal rail! Fortunately, the track is ballasted with real crushed rock. This eliminated the possibility of a fire.

Once the damaged section of track was replaced, attention turned to the trains. It was found that the museum’s the little 4-4-0 locomotive was too light to pull more than one car at a time. A call was put out to N scalers for the donation of a heavier steam engine. Selwyn Morris of Cantrak came through with a nice replacement, a Minitrix Santa Fe 4-6-2.



Left – The damaged track.

Below – The new engine completes the scene.

(photos by Rick Astle)



## **Lethbridge – Tony Lee**

Lethbridge has been relatively quiet over the summer modelling period, although several major developments have transpired.

First our grant application was approved in early June by the City of Lethbridge to expand our facility in Gyro Park. Now the real work starts. It is anticipated construction would start in May 2016 and be completed by September of 2016. This expansion will allow us to expand both the HO and N scale layouts, as well as giving us a much larger work room and meeting space.

## **Camrose - Dave Halliday**

Battle River Railway Modellers operate a layout at Duggan Mall that's open to the public every Saturday. Modules from the layout will be taken to GETS in Sherwood Park in September. Not many model railroad clubs have a prototype railway that shares the same name, but the guys

Secondly our signalling project spearheaded by Dale Gloer is well under way. Signals are being scratchbuilt and wiring is progressing rapidly.

Work on upgrading some areas of scenery is also progressing, however the layout is requiring a massive amount of new trees and vegetation.

The annual meeting is set for September 22, 2015 at 7:30 p.m. Should be a great year at SAMRC.

in Camrose do. The full size Battle River Railway operates trains on the former CN Alliance Sub southeast of Camrose. The 59 mile long branch has only two curves and they are both within the first two miles. The rest is dead straight.



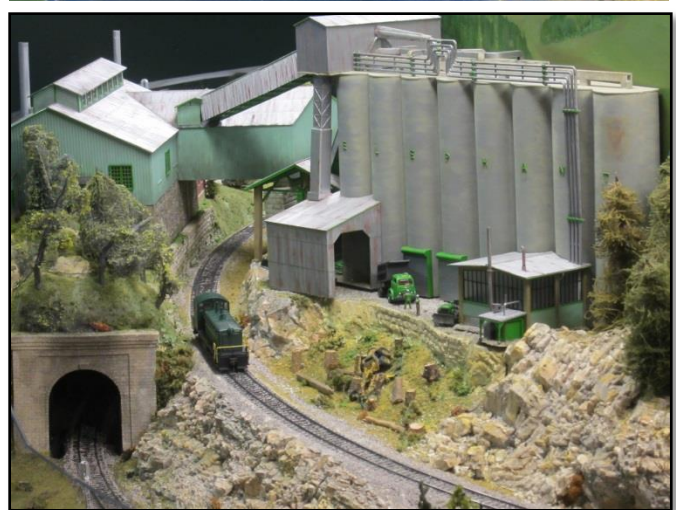
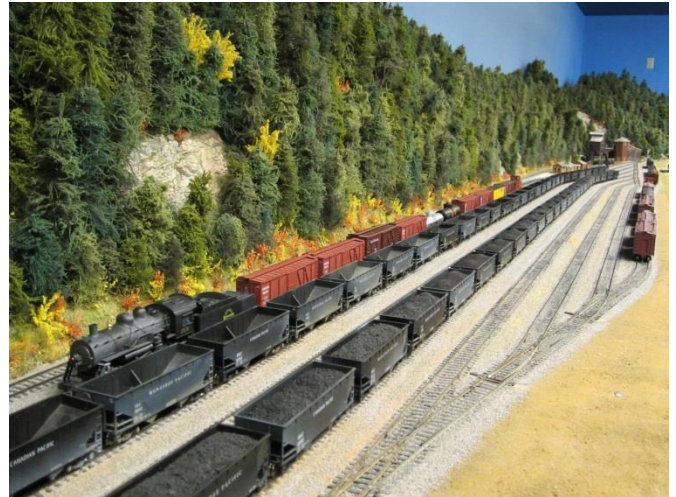
Battle River Railway locomotives 5251 and 5353 wait for clearance in the Camrose rail yard before heading out on the Alliance subdivision with a string of grain hopper cars. Both locomotives are ex-CN SD40-2s.

(photo by Dave Halliday)

## Edmonton – Rob Badmington

Edmonton lost one of its most well-known hobby figures with the death of Ed Rudzki at age 89 on July 15. Ed was owner of Roundhouse Sales and most of us dealt with him at some point over the past fifty years. I personally started visiting the store when I was still in junior high school. Ed patiently answered my many questions, and directed me to the club in the Edmonton Gardens where I made lifelong friends.

Speaking of the Edmonton Model Railroad Association, the club will be hosting its annual Open House at the freight shed at Fort Edmonton Park on October 4. If you have never seen the Monashee Pacific Railway up close, this is your chance. Behind the scenes tours will be conducted throughout the day. The EMRA designed and built the layout for operation, and the revolutionary “mushroom” design provides an incredibly long mainline run without trains running through a scene more than once.



**Photos of the EMRA’s Monashee Pacific Railway.**

Top – The yard at Monashee Summit.

Middle – The Krickinback Inn overlooks Echo Lake.

Bottom – The fertilizer plant at Trail generates a lot of traffic for the railway. (Photos by Ken Zinyk)



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# Portland NMRA National Convention - by Al Matchett

**Portland, OR August 23-30 2015**

I attended the NMRA National Convention recently held in Portland, OR. This was my first national convention and comes after my first ever NMRA regional convention in Tacoma last year. I had booked several prototype tours ahead of time, joined OpSIG a few months earlier in order to sign up for some operating sessions, and planned out my clinic list all in order to be ready for the big event. At first I had planned to drive down in order to do some railfanning in the Columbia Gorge and also collect prototype photos around the Kettle Falls, WA area where I model. However, with all the forest fires in the area accompanied by heavy smoke I changed my plans at the last minute and flew down on the first Sunday of the convention.

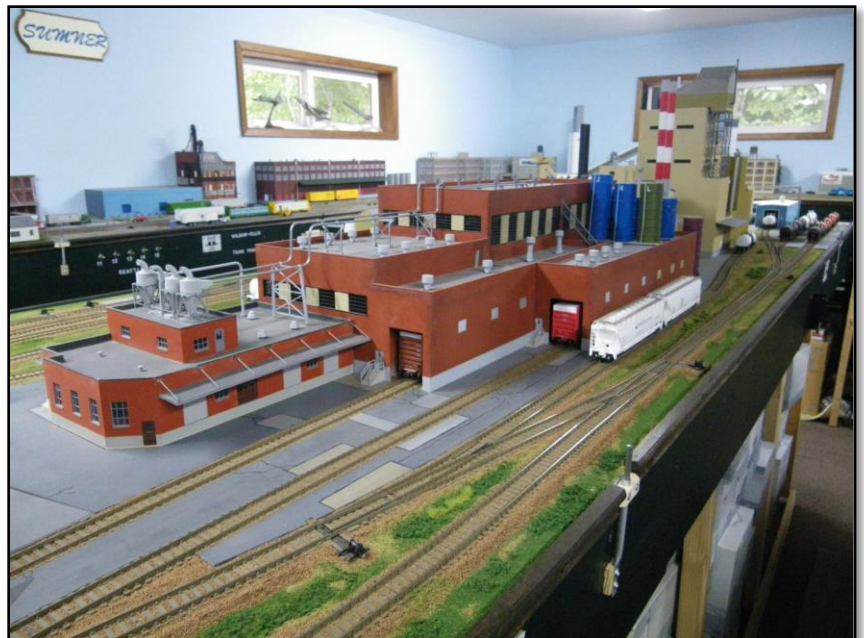
Getting around Portland proved to be extremely easy as public transit from the airport to the convention hotel area was available using their light rail transit system. With the public transit options available I never once needed a car to get around.

By arriving mid afternoon on Sunday, Aug. 23<sup>rd</sup> it allowed me to get in a few clinics before going for dinner with some Calgary area attendees. Monday morning was taken up with a prototype tour to the Port of Vancouver, WA. This proved to be very interesting as we were able to view how each tenant at the port handled the various products being shipped in and out. As a Subaru car owner I was quite interested in seeing their new car import operation. Portland is one of two Subaru import ports on the west coast (Los Angeles is the other). I was surprised to learn that imported cars are shipped over with no installed accessories (floor mats, sound systems, etc.) in order to save

weight on the ship. Subaru maintains a facility in the port that takes the newly arrived cars, installs the accessories specified by the customer and then loads them on autoracks for the journey to the dealer. In addition to autos, the Vancouver port handles inbound steel slabs from Russia, inbound urea, outbound grain, scrap steel, etc. Monday afternoon and Tuesday morning were taken up by more clinics.

I was lucky enough to get an operating spot on the Monday evening OpSIG operations night. A group of six of us drove out to an eastern suburb of Portland where we were able to operate on Jay Becker's Tillamook, Bay City & Garibaldi. This is an HO industrial switching layout able to accommodate three crews; our crew was assigned the Paper Mill switch job. We were operating for three and a half hours and were unable to complete all our work in that time; the other two crews had to get back to the hotel as they had to catch early morning tours so we cut it short. This was my first exposure to a true industrial switching layout and I found it a lot of fun. With limited run around opportunities and lots of tracks to service, moves had to be planned out way in advance.

**Figure 1 - The paper mill on Jay Becker's Tillamook, Bay City & Garibaldi layout**



On tap for Tuesday afternoon was a guided tour of the BNSF Vancouver, WA yard. A BNSF yard superintendent gave us a good tour of the yard and answered the numerous questions asked by the attendees. At the end of the tour a one hour photo session at the Vancouver, WA Amtrak station was held. We were lucky enough to see some un-repainted engines in Santa Fe blue and yellow plus my favorite Burlington Northern . green and black in addition to the 'standard' BNSF orange/green and orange/black. Our luck ran out after we had boarded the bus for the trip back, as the northbound Coast Starlight and a very late westbound Portland section of the Empire Builder made simultaneous stops at the Amtrak station. One of the attendees mentioned he had been trying to catch this for a long time but had never seen it occur before. Of course we were unable to take pictures so it will have to be consigned to memory.



**Figure 2 - A southbound stack train and northbound autorack train on the Columbia River bridge taken from the Vancouver, WA Amtrak station**

I had booked one last tour for Wednesday afternoon to the SP Fiber Technologies Paper Mill in Newberg, OR which takes old newspaper and cardboard plus woodchips to produce newsprint

and packaging grade paper. We were given a historical overview of the mill followed by the current processes and how rail fits into the picture. At one time, the mill had its own switch engine and crew who performed in plant moves and then interchanged with the Southern Pacific. Times have changed since then, the in plant trackage has been reduced and switching operations are now handled by the Portland & Western. The plant has two production machines running 24/7, one machine making newsprint and one for various grades of packaging material. The company has its own electric power plant that burns old railway ties in addition to other types of fuels, the tour guide said they burn close to a million ties annually. The ties were being shipped in on old coal gondolas plus garbage containers loaded on 89' flatcars. The ties are chipped into small pieces before going to the power plant, this type of operation could be great for a model railroad offering an interesting load type. Most raw materials are currently delivered by truck but most outbound loads go via rail. The mill has an indoor dock with two tracks able to accommodate eight hi-cube 50 foot boxcars. If there was one thing that really caught my attention it was the statement that the quality of the incoming newspaper/cardboard has significantly deteriorated in the last few years ever since the blue bin programs were introduced. The mill has to sort all incoming used product and often finds scrap products such as steel, concrete, plastic, etc. mixed in with the paper/cardboard. The mill has to pay for the raw product and then pay the same company again to get the scrap supposedly in the 'clean' material hauled away! So whenever you are putting your recycling in the blue box make sure to pull off any tape, plastic or wire staples as this will make the mill's job easier.

On Thursday, I made my own way down to the Oregon Rail Heritage Center where the two famous 4-8-4s SP 4449 and SP&S 700 reside. The 4449 was in the middle of a rebuild so it was interesting to see underlying parts of the locomotive with all the jacketing removed. Doyle McCormack's Nickel Plate painted Alco PA also resides in the building. An enjoyable couple of hours were spent taking photos of the locomotives in the engine house and reading the exhibit material. The Center does not charge any admission but does gratefully accept donations.

In between all the tours and clinics, I did manage to get some railfanning in around the UP Albina south yard throat and around the Steel Bridge. On one evening around the Steel Bridge, I was able to see a southbound UP manifest, two Amtrak Cascades trains cross the bridge, a BNSF light power move cross the bridge, the lower rail portion of the bridge lift to allow a ship to pass by and then a northbound UP manifest cross the bridge. All this action occurred in an hour and a half!

All the clinics I attended were filled with useful information; in fact I filled up the notebook I brought down for clinic notes. Looking through my notes, the clinic where I took the most notes was about using a digital camera to enhance model railroads presented by Bill Brown, MMR. This was a two part clinic held from 8:30pm to 11pm Friday night. Bill presented great information on how to use your digital camera to take pictures that can be used for backdrops, building flats, structure flats, building interiors, signs and whatever else you can think of. He does have commercial products that he sells but this was geared to the modeller who wants to do his own work.

The one area that I found disappointing was the National Train Show. With the publicity showing 180,000 square feet of space I was expecting it to be very large with lots of displays, layouts and vendors. The convention registration allowed us exclusive access on Friday from 9 am to 12 noon. Entering the show right at 9 am and wandering about a bit showed that although there was a lot of floor space, a lot of it was unused. I would estimate that the show was only slightly larger than Calgary's annual SUPERTRAIN show. That being said, there were some interesting layouts to see including LaBaJa from Edmonton and the



Coldslap Free-Mo group who setup a large modular layout in conjunction with some US Free-Mo groups. I found the extensive N-scale and Z-scale modular setups to very interesting. The Z-scale group in particular showed what could be done in a relatively small space. I did do some shopping and added a few items for projects that I have on the go. All in all, it was a very enjoyable first national convention and I would definitely consider going to another. Now all I have to do is register for the PNR regional meet next year in Salmon Arm. Keep the conventions coming!

## Portland NMRA National Convention - by Dale Sproule

The Columbia Gorge Model Railroad Club and the 2nd Division, Pacific Northwest Region of the NMRA club welcomed delegates to "Portland, Oregon and Portland Daylight Express", the 80th Annual National Model Railroad Association Convention held in Portland from August 23-20, 2015. Portland has hosted the 1952 and 1994 meets (don't forget that Calgary hosted RAILRODEO in 1979). These meets are partly social where my Son - Shawn and myself were 2 of 1500 registrants from 47 States, a large contingent of 153 from Canada, several each from Australia, United Kingdom, New Zealand, and from France, Germany, Switzerland, Japan, Brazil, Argentina. I think due to heavy early Registration numbers, organizers believed their total numbers would end up much higher than they actually were. Representing Calgary were Shawn and myself, Al Matchett, Roger and Gay Walker, Rick Walker, Marshall Ouellet and from Edmonton were Ed Molenkamp and many others. A few other friends attended from the Vancouver area and a crowd from Salmon Arm who were pitching their 2016 PNR meet. This was my 5<sup>th</sup> National meet and Shawn's first. The 122 page Convention book was available on-line a few weeks ago which allowed me to do planning of the entire meet. Outside tours were booked months ago. I am a clinic and contest guy so that is where my interests lie at these meets. Organizers again outdid themselves providing more than a person can do in 24 hours. Pre-registration started as early as Saturday evening.

I counted 87 JUDGED MODELS, The People's Choice categories had over 140 photo prints, Arts & Crafts, Thumbs Award, Favorite Train, a non-competitive Model Showcase (show and tell) and naturally, the AP entries. Did you know that the NMRA runs 2 parallel model contests at these meets: Scratchbuilt and kit model entries in each category. My favorite locomotive was the Nn3, Class B

Shay! There is an excellent photo spread of all models at ([www.model-railroad-hobbyist.com/node/23481](http://www.model-railroad-hobbyist.com/node/23481)). NMRA President Charlie Getz and Chief Judge Bob Hamm presented awards Thursday afternoon which was open to all delegates and is an appreciated departure from sitting through the same event as part of a Banquet .

I counted 186 CLINIC topics from my Convention Handbook, 80% were repeated twice starting Sunday noon through Saturday afternoon with up to 6 clinic rooms offering 1-hour clinics from 8 am-10:30 pm all at the same time. There were 16 separate LAYOUT TOURS showing 61 layouts in all sorts of different scales starting Monday morning at 7:45 am Monday morning (I should know, boy I should know!) through to Saturday. Shawn and myself took in 4 different tours, our favorite was the F-scale layout by Tom Miller

(<https://www.youtube.com/watch?v=GCTPHbjpPcs>) Inside a 45 x 90 layout room, scenery is 100% complete based on D&RGW and RGS in the 1940's with NCE DCC controlled and Phoenix sound 24 hour lighting effects and sound effects. Jaw dropping! As part of the 2<sup>nd</sup> level viewing platform of the layout was a collection of model ships, one-of-a-kind ships handcrafted by Fine Art Models, priceless! The 11,000 foot outdoor live steam RR features a 410 ft. long, 30ft high bridge plus 325 foot tunnel, all home to a 1-1/2" scale Big boy and 2-1/2" scale K-36 plus dozens of pieces of rolling stock. We all got at least 2 train rides pulled by the Big Boy! I snooped around his machine shop-amazing - all computer controlled equipment needed to turn out such quality.

The 4 day Silent Auction had 87 sellers, 315 buyers for the 926 items sold of 1173 entered, 79% of the entered items were sold. The COMPANY STORE for once was sold out of Convention Shirts and Convention Cars very early so unless you pre-booked one, you

were disappointed but they still had Convention pins. Registrants could also attend any of the 7 MODELING WITH THE MASTERS sessions and all SIG ACTIVITIES: (Layout Design and LDSIG/OPSIG Dinner, Operations, RPM, S-Scale, Computer/Model Railroad Interface, LCC) and register for any of the 16 GENERAL INTEREST TOURS and 20 PROTOTYPE AND INDUSTRIAL tours but I did attend the PNR BOD and GENERAL MEETING. I counted 15 separate destinations for the Ladies program. The 25<sup>th</sup> NATIONAL TRAIN SHOW (Friday to Sunday, August 28-30) was laid out on 180,000 square feet with free

admission to delegates. Like I said, not enough hours each day.

Any convention despite its size requires an army of volunteers to fix problems as they occurred. They provided us a great meet.

Finally, I hope organizers of the 2020 National Narrow Gauge Convention and 2020 NMRA Convention talk to each other: Each is scheduled to run in St. Louis the same week. You have 2 meets to look forward to in 2016, the PNR meet in Salmon Arm in June and the 6<sup>th</sup> Division meet in Edmonton in September.



The Columbia Gorge Model Railroad Club has a very large layout that was open to registrants of the National Convention.

Our own Superintendent Ed Molenkamp is seen discussing layout design with NMRA Director Fred Headon of Winnipeg.

(2 photos by Rick Walker)



## More Pictures from Portland



NMRA President Charlie Getz conducts a Meet and Greet with members where he outlined his vision of the future direction of the NMRA in a rapidly changing environment.



A wonderful replica of Portland Union Station in Lego was on display at the National Train Show.  
(both photos - Rick Walker)

## Upcoming Events in the 6<sup>th</sup> Division (and a couple in the 7<sup>th</sup> Division)

See all the PNR events and our most recent additions at [pnr.nmra.org](http://pnr.nmra.org)

### **Sep 19 & 20, Sherwood Park, AB**

2015 MMRF Great Edmonton Model Train Show, 10:00 to 5:00 each day. Millennium Place, 2000 Premier Way, Sherwood Park. Admission \$10.00, \$5 for youth 16 and under. Children 4 and under free. Two soccer fields of model railroading fun. Activities for the whole family including the LEGO Activity Centre. Many operating layouts and static displays. How-to clinics & demonstrations by the experts. Dealer booths. Email: [trainshow@mmrf.ab.ca](mailto:trainshow@mmrf.ab.ca)

### **Sep 26 & 27, Calgary, AB**

Railway Days at Heritage Park. 9:30am-5:00pm. Info:- [www.heritagepark.ca/plan-your-visit/event-calendar/railway-days.html](http://www.heritagepark.ca/plan-your-visit/event-calendar/railway-days.html)

### **Oct 4 (Sun), Edmonton, AB**

Edmonton Model Railroad Association - Annual Open House 10:00 am to 5:00 pm. Located in the Freight shed at Fort Edmonton Park. See the Monashee Pacific Model Railroad up close and in action. Tours running throughout the day or explore on your own. Used model railway equipment for sale! Free Admission! No charge to enter the park as Fort Edmonton Park will be closed for the season! Info: - [www.EMRA.club](http://www.EMRA.club)

### **Oct 17 (Sat), Calgary, AB**

36th Annual Boomer Auction, Sponsored by South Bank Short Lines, St. Andrews Presbyterian Church, 703 Heritage Dr. SW, setup and viewing 9:30am, auction starts at 11:00am. Info: - John Wrinch, (403) 281-745, [jawrinch@shaw.ca](mailto:jawrinch@shaw.ca)

### **Oct 18 (Sun), Calgary, AB**

CMRS Fall Mini Meet and Annual General Meeting, Glenmore Inn. Clinics, Show & Tell

### **Oct 24 (Sat), Edmonton, AB**

MMRF Fall Swap Meet. 9:00 AM to Noon. Central Lions Seniors Recreation Centre, 11113 113 Street, Edmonton. For more information please contact Ric Francoeur, [swapmeet@mmrf.ab.ca](mailto:swapmeet@mmrf.ab.ca)

### **Nov 6-8, Vancouver, BC**

Vancouver Train Expo is the reinvigorated 33rd annual train show and 7th Division Meet. This year's show will be held in the Forum Building on the PNE grounds - northeast corner of Renfrew and Hastings Streets in Vancouver. Twice the floor space of previous years! Operating Sessions Friday November 6; Public show, clinics, RPM, layouts, model contest, Saturday and Sunday November 7 & 8, 10:00 AM to 4:00 PM Adults (16-59) \$10, Seniors (60+) \$8, Youth (6-15) and NMRA members \$5, Families \$25, Children (under 6) free. Registration and Info: [www.vancouvertrainexpo.ca](http://www.vancouvertrainexpo.ca)

### **Apr 16-17, 2016 Calgary, AB**

SUPERTRAIN 2016 Canada's Biggest and Best Annual Model Train Show. 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](http://www.supertrain.ca) or email to [info@supertrain.ca](mailto:info@supertrain.ca)

### **Jun 15-19, 2016 Salmon Arm, BC**

PNR Regional Convention - Selkirk Express 2016. There will be bus trips to the Kettle Valley Steam Railway and to the Revelstoke Railway Museum. Layout tours, clinics, contests, a public show and Free-Mo meet. Info: [www.SelkirkExpress2016.ca](http://www.SelkirkExpress2016.ca)