

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

August 2016



This photo was entered into the photo competition in the recent Salmon Arm 2016 PNR meet held in June. The image was taken on my HO scale diorama built as my entry into the PROTOTYPE MODEL category of the NMRA - AP program. The diorama was built from an original image seen on RAILPICTURES.NET (ID#378904) taken by Doug Wingfield (MMR #484) of Lethbridge, on August 24, 1983 in Rosebery, B.C. This tripod shot WAS taken at home without any exterior lighting. Diorama is for sale, contact me for details (sproules@telusplanet.net).

The prototype operation on Slokan Lake ceased at the end of December 1989. While in service, tugboat Iris G pushed a rail barge north from Slokan City to Rosebery where cars and engine were transferred off the barge and service continued by rail north to Nakusp, B.C.

(photo by Dale Sproule)

6th Division Officers

Superintendent

Ed Molenkamp 6divsuper@pnr.nmra.org

Phone: 780-455-1479

Assistant Superintendent

Peter Ulvestad ulvestad@telus.net

Phone: 780-410-0788

Secretary

Doug Johnson djca@accesscomm.ca

Treasurer

Rick Walker walkr@telusplanet.net

Achievement Program

Doug Wingfield, MMR dwfield@telus.net

Convention Coordinator

Rob Badmington badmington@shaw.ca

Highball! Editor

Rob Badmington highball@pnr.nmra.org

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

Hi everyone! I hope your summer has been great so far. With "train show season" around the corner we have lots to look forward to.

MMRF and the 6th Division joined to host their annual BBQ on the CN Main. Close to 30 folks came out for the Friday evening. Weather was fantastic (we may have to keep it to an evening as all the previous BBQ's were a day event in the heat).

CN provided only 6 trains this time but that gave us more time to sit and chat. It was nice to see members from nearly all the local clubs and organizations come out. Hope to see you all next year!

If you would like to host such an event in your town or city please give me a call.

Some great news to add, Regina will be once again having a train show in May of next year.

The 6th Division Meet (Muskeg Mixed) in Edmonton (Sherwood Park) to be held in conjunction with The Great Edmonton Train Show. This Meet will take place September 15-18. The convention will kick off on the Thursday night with a free Meet & Greet BBQ. The EMRA is hosting an operating session on the Friday night. The host committee has scheduled two great prototype tours with a possible third in the works.

The banquet and the clinics will be combined with the Great Edmonton Train Show. This has proved to be a great partnership so far and for future events as well. The banquet speaker is Dean Solowan who is a CN Community Police Officer. He will be speaking on rail safety along the tracks. Interested in all of these great events? - check out the website: www.muskegmixed2016.ca for more information and to register. Registration forms are available in The May 2016 Highball! as well.

Speaking of conventions, we are still looking for a bid on the 2017 Meet and beyond. Please contact Rob Badmington if interested. Also the 6th Division is scheduled to host the 2019 PNR Regional Convention.

Peter and I attended the Regional BOD Meetings in Salmon Arm this past June. What a great convention! The 6th Division was represented very well there. The main point taken from the BOD meetings was to allow electronic voting. After some discussion it was determined that nothing in the bylaws would prevent this so we will have electronic voting. Paper voting will still be available for those that do not have access to a computer.

Have a good rest of your summer and I hope to see you all in Edmonton in September.

From the Editor – Rob Badmington

This issue of Highball! includes reports on the recent NMRA National Convention in Indianapolis, the PNR Regional in Salmon Arm, and information on our upcoming 6th Division Meet in Sherwood Park, the Muskeg Mixed. These are the premier events for model railroaders to get together and socialize, learn, and enjoy the hobby with others.

I highly recommend taking the opportunity to join in the fun.

We also have reports from multiple locations throughout the Division describing activities closer to home. Wherever you are, you can be assured that there are other modellers who are having fun and will welcome you to participate.

Treasurer's Report– Rick Walker

The 6th Division shows \$519.36 over budget for the year September 2015-August 2016. This was partly due to no call for the budgeted \$500.00 seed money for the Fall AGM meet nor the \$500.00 allocated for other events. The 2015 Saskatoon meet returned \$500.00 seed money plus \$52.91 profit. Of little significance, interest rates are down which accounts for that shortfall to budget. On the expense side, Highball! was \$612.91 over budget due to the new editor, Rob Badmington, increasing the frequency of Highball! publications. Next year's budget will take that into account. Net income for the year was \$19.36.

	Sep '15 - Aug 16	Budget	\$ Over Budget
Income			
6th Division PNR AGM-Meet Rev	552.91	500.00	52.91
Interest	0.12	10.00	-9.88
PNR Membership Rebate	721.02	600.00	121.02
Total Income	1,274.05	1,110.00	164.05
Expense			
6th Division PNR AGM-Meet Exp	0.00	500.00	-500.00
Bank Charges	42.50	10.00	32.50
Event Seed Money	0.00	500.00	-500.00
Highball!	1,212.19	600.00	612.19
Total Expense	1,254.69	1,610.00	-355.31
Net Income	19.36	-500.00	519.36

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

Hard to believe we are half way through August! Fall weather will come soon enough and it will be time to plan our winter Model Railroad activities.

Jack Hamilton, the PNR Achievement Program Chair is developing a program for remote assessment of models for the Achievement Program. This allows people to participate in the program from afar without the expense and trouble of getting the models and the assessors together. This is accomplished by the modeler preparing a CD with photos of the model and all of the related paperwork and submitting it through the local Division AP Chair to Jack Hamilton. Various qualified AP Assessors will view the information and make a determination as to whether the model qualifies at 87.5 points for a merit award. This is a great idea and hopefully

will encourage more people to participate in the AP program.

I must send my regrets to those who hope to enter a model for AP assessment at the Muskeg Mixed in Edmonton in September. Due to a large family reunion on the same weekend as the meet I will be unavailable for AP assessment. Hopefully the 6th Division Superintendent will ably fill in for me. All of the paperwork is on line at the NMRA website so it is just a matter of arranging for assessment at the meet or remotely as stated above.

I am available on email at any time for advice or encouragement to get the job done.

Have a good modeling summer and fall and we will talk at you in the next issue.

Area Reports

Edmonton – Mark Johnson

The summer is running out already - leaves were falling in our campground last week!

One more event for the summer, coming up as I write this: the MMRF all-modellers' BBQ and train watching held in the Deville/North Cooking Lake Community Hall, this year in the afternoon and evening.

These events have always been a great time for socializing and swapping stories, sometimes trying to figure out why CN won't run a train past the hall...

Then it's on to the model railroad season! GETS, the Greater Edmonton Train Show, is being held in Millennium Place in Sherwood Park, and this year, the 6th Division Meet will be held in the same facility, doubling the fun to be had! There's more information elsewhere in the Highball! and on the website at www.muskegmixed2016.ca

Later in the month, the biennial invitational operating weekend, Northern Rails, will be held in Edmonton, with operators from across the Division, Vancouver, and farther afield. This year,

several sessions are being held in Calgary before and after the Edmonton area sessions to provide more opportunities for travellers. Layout hosts are busy getting prepared for their guests.

Later, on Saturday, October 22, the biannual MMRF Fall Swap Meet will be held in the usual location, the Central Lion's Senior Citizens

Recreation Centre, from 9AM-Noon. Sales tables have gone quickly for these, so if you have some surplus treasures that don't fit your new layout plans, book a table by contacting Ric Francoeur, Ph. 780-458-1032.

More information is available at www.mmrf.ab.ca

Calgary Model Trainmen – Dale Sproule

CMT HAS FOUND A NEW HOME

Three years ago The Calgary Exhibition and Stampede gave CMT a 2 year notice to vacate our home of 25 years, a 25' x 100' building located near the Stampede Grounds by end of Summer 2014 so they could continue with expansion plans. A search over the next few months led us to The Ramsay Community Hall (close to our Stampede Park location). Ramsay thought we were an ideal fit into their 22' x 66' basement space. Our Lawyer found no outstanding problems, a deposit was put down and the lease was signed (for the first 5 years) with an idea that we may stay longer. To show good faith we even offered to put down the first years rent toward the current City roof repair.

CMT hosted our last open house in July 2014 then boxed up what we could use in our next layout. What we didn't take was left to the wrecking ball, moving trucks and manpower were arranged. We were ready to move! So what could go wrong???? Except 3 weeks before the move Ramsay Community Hall reported that the City Engineers found the building structurally unsound, the move in was cancelled and the building may be taken down, (apparently cheaper to replace than to fix). We were granted a 2 week extension from Stampede Park to keep our stuff at Stampede Park while a new building search started. Fortunately our contact at Ramsay had a Sister-In-Law working in a rather large warehouse and arrangements were made to store our stuff for an unknown amount of time. Our only request was to move our modules in/out only for SUPERTRAIN 2015, request granted. This may not seem like a big matter but we tied up a fork lift operator for 3 hours for taking out/returning our modules (at no cost to CMT). With this understanding we gave up participating at Railway Days and in doing so we find ourselves on a waiting list for the 2016 show this September.

Again the search for a home was on. During the search process we were still able to hold our

Business meetings in an unaffected part of the Ramsay Community Hall. We even explored an offer from Heritage Park to relocate there however it was our new President Paul Foster who found a lead inside the Calgary Rehabilitation Centre. They had a 20' x 35' room they wanted to rent out. Members viewed this possibility and voted to move in. We have an option to expand 400 square feet but we feel we need to get settled before we expand.

In the 4 weeks since moved in we have finally setup modules that we have used for SUPERTRAIN and are still sorting out boxes and boxes and even managed to run trains. Due to the inactivity of the club over the last 2 years we have lost 4 members but are looking for new members and are hosting an OPEN HOUSE, OCTOBER 29 from 10am-2pm

The future: We will become a modular club while developing a new track plan that may incorporate our existing modules (gone are the days of permanent fixed to the walls) with lightweight 2x4 modules.

The old clubhouse has been torn down and the lot (51-02'26.78"N, 114-02'59.92"W, elev. 3432 feet) is just another piece of asphalt that used to be home to Calgary's oldest Model Railroad Club, founded in 1938. We want new members! So many memories, so many members have passed through our doors and we look to the future as just another challenge!

So please come by and visit us. We may not look like we moved in but we are hoping for the best!

#7-11 Street N.E.
(Near the old General Hospital site)
SATURDAY, OCTOBER 29
10 am-2 pm.

Calgary – Rob Badmington

Model railroading in Calgary tends to wind down after SUPERTRAIN in April and then ramp up again in September. That is not to say there isn't still a lot going on. Calgary Free-mo held its annual event in the Agriplex in Big Valley, Alberta over the weekend of August 11-14. See the separate report on page 7.

Heritage Park is getting ready to hold Railway Days on Sept 24-25. This year the model railway displays will be spread out in a number of different buildings. There will be two operating steam engines and with luck, the fully restored 100 ton steam crane will be operational too. The crane has been restored over the past few years by dedicated staff and volunteers and sports a

new paint job on the outside and a brand new boiler inside. For the railfans, Heritage Park holds a photo contest with cash and gift card prizes. The theme this year is "Working on the Railroad". Entries can be submitted on-line at: <https://www.heritagepark.ca/plan-your-visit/event-calendar/railway-days-photo-contest.html> .

Most of the clubs resume regular meetings in September and then in October, we have the SBSL Boomer Auction, CMRS Fall Mini-meet and AGM, and CMT's first Open House in their new location. Meetings of the SUPERTRAIN organizing committee also start early in the fall.

Airdrie - Greg Orme

Is it just me or did June and July seem to last 5 minutes. Our 2016 run season started off on the Sunday of the May long weekend and like all 24th of May weekends it was cool and wet. Our first non-run day event was held on Monday, June 6th.



Student Engineer Ross Mcleod is about to depart Airdrie Station under the careful tutelage of Alan Pile, with 11 SBSL members and friends in tow. (Photo by George Barr)

Ten members from Calgary's South Bank Short Lines club plus 7 invited family and friends attended an evening of riding the High Iron followed with some pie and ice-cream while sitting on the station platform to finish off the visit. This event was arranged by IHP/SBSL member Alan Pile.

This year June and July were the wettest we have seen in some years but none the less and despite all of the rain that we had, it did not hold back

our loyal riders from attending IHP. Even the tide returned to our very own Burrard Inlet at our station stop of Vancouver and we had water once again by late July after almost 4 very dry years.

Between the thunder storms we have even managed to progress the construction on our new track project with the connection being made in front of Airdrie Station. We are currently ballasting the first loop from Vancouver to Airdrie and still hope to have trains running on this phase of the project by the end of Sept. with the second phase to begin in early 2017.

Iron Horse Park hosted a steam weekend on the August long which was attended by not only some of our membership but by a few members of the British Columbia Society of Model Engineers from Burnaby BC. who brought some of their equipment for the three day event.

We are hoping that the remainder of the season dries out a bit and we can finally get some sunny weather. If you are looking for a new adventure there is always something to do at Iron Horse Park. Remember if you would like to join us we are always looking for volunteers and new members.



British Columbia Society of Model Engineers Club owned Jubilee locomotive #2930 operated by Terry Anderson and Gerry Wittenberg. (Photo by Greg Orme)

Regina - Doug Johnson

After a two year absence, a model railroad show will be returning to Regina in 2017. The Echo Valley Railroad Guild will be organizing Regina Railfest which will be held on May 6th and 7th, 2017. This will be the largest model railroad show ever held in Regina. Located in the Tartan Curling Club, it will have 20,000 square feet of layouts, displays, exhibits and vendors. Further information can be obtained by contacting Ian McIntosh at 306-586-0770.

Didsbury – Rick Astle

The Mountain View Model Railroad Club will be commencing operations for the 2016-17 season on the weekend of September 10 & 11, 2016 at the Didsbury Museum. We will be showcasing our layout and the role of the railroad in the founding and settling of Didsbury and area in conjunction with the Mountain View Arts Festival. There will be numerous activities throughout town with indoor activities for adults and children at the high school, train station, library and the museum.

Lethbridge - Tony Lee

Good to see so many model railroaders at the PNR meet in Salmon Arm. Excellent convention in all aspects. Kudo's to the Salmon Arm group.

Here in Lethbridge our expansion is well along with the building now weatherproof and the interior rough in electrical, plumbing, heating work completed. The insulation is in and the drywall and exterior siding is being done as I send this report. Finally the textured ceiling, exterior concrete work and electrical work will be next.

Interior painting and cabinets is to be done by club members. Although interior work will not be completed for some time we hope to occupy the

Members of the Echo Valley Railroad Guild have begun construction of several HO scale Free-Mo modules. These will replace the former HO scale permanent club layout which had to be demolished when the club's space was lost in 2015. Initial plans call for the construction of up to eight modules, patterned after prairie scenes. It is hoped that these will be operational and ready for public display by the spring of 2017.

Many local businesses will be participating with their own specials and sidewalk chalk art. Everyone is welcome. Take time for the family and spend the day touring Didsbury and try out some crafts, rope making, Lego trains, and see a display of trench art including a brass locomotive made from shell casings. Be sure to visit the club's layout on the second floor to see what we are doing and learn some history.

facility in early September. Cabinets for the workroom have been semi-completed by member Tom Sterenberg and will be ready for installation in September. All electrical work is being done by Don Cook, another long-time member.

We are hoping to have an open house for the public the third weekend of October, provided everything comes together. A massive cleanup will be required first however.

When completed this fall our enlarged facility should accommodate the club needs for many years.



Interior and Exterior views of the SAMRC club building expansion in Gyro Park. (Photos by Doug Wingfield)

Big Valley (Alberta Free-mo) – Jim Ironside

The thirteenth annual Alberta Free-mo meet was held in Big Valley Alberta on the weekend of 12 – 14 August 2016 with good weather, good fellowship, and good fun all around. This meet is an annual tradition sponsored by Calgary Free-mo and attended by Free-mo modellers from all over western Canada and some from the northern United States. It is 'Fun Run' for the benefit of those attending who love building and operating model trains. It is not a public show, but people are more than welcome to come and look. There is no admission charge (although there is a donation box for those so inclined). Alberta Prairie schedules this weekend for its train trips from Stetter to Big Valley, giving people the opportunity to have a full day of trains including the a train ride, Free-mo setup, a meal, and of course a train robbery.

The Free-mo standard defined a physical and electrical interface between modules; between the end plates of the modules it is pretty well free play, resulting in odd curves and lengths, a puzzle for the layout designer to solve in fitting the pieces into the space available. The layout is never the same twice – usually not even similar – so the design is always a challenge. There is a main line partly double track and partly single, for operating challenge; and usually one or more junctions and branch lines to explore.

The Call for Modules goes out in the spring on a number of channels, including to all those who have previously participated or expressed interest, and is repeated a couple of times up to mid-July. Modellers respond with the modules

they wish to bring, and the layout designer tries to fit them all in. Because it is more informal than a show, there is some flux throughout the process with some modules dropping out and some joining in; and there is often a 'Free-mo Waltz' on the setup day as final adjustments are made by shifting modules around to fit either the space or the arrival times or the operating concept better. This year the final layout boasted some 55 modules and 440 feet of layout.

Officially all modules and people were supposed to arrive by Friday noon. However, an advance party started at 08:30 Thursday, loading up a large 38' rental truck with all of the Calgary Free-mo group modules and supporting electrical bits and pieces needed for the setup, as well as a number of other private modules which the owners could not transport themselves. The truck was full to the very back door - it was a lot of stuff. Then it was off to Big Valley.

Thanks to some good advance planning, a



significant portion of the setup came with the advance party and, not coincidentally, the modules that came were the keystone module (the principle reference point for the setup) and those adjacent to the keystone. The first big task fell to two leveling teams, starting at the keystone, leveling the modules one at a time in each direction, and clamping them together. This is time consuming, as each module has to be carefully aligned to the preceding one with smooth and level track joints, but it goes faster when the team is experienced, which these were. Following them is the electrical team, who connect the cables between modules one at a time, sorting out problems as they arose. Arose they did – many of the modules were either new, or modified from previous setups – and we had some 'interesting' times. However, by about 21:30 we had all of the modules that were present connected and wired up.



Since we had made good progress on Thursday, the leveling and clamping went fairly quickly. The electrical connection was not quite so quick, with more 'interesting' issues arising, but by 19:00 we were able to run a train around the layout from end to end. We celebrated with a hamburger BBQ as our evening event. Then people ran trains until about 04:00 the next morning.

Saturday and Sunday were the official running days, and generally it was smooth with few problems arising. Typically these are caused by bad reception for radio throttles or occasional disconnection of some critical cable. Saturday night was our pot luck bring-your-own-meat BBQ. People again ran trains until the early hours of the morning.

As noted, the Alberta Prairie tourist train schedules trips to Big Valley for the days we are there. It arrived about 16:00 Sat, and noon on Sun, and we had a lot of those visitors as well as the local people who came and went for most of the time we were there. The result is that several hundred people saw the model trains in action.

At 16:00 on Sunday, we tore it all down and packed it away in our vehicles and the truck. By 19:00 we were clear of the Agriplex and on our way back to Calgary. Some went back with the truck to unload where we store stuff, then the truck was returned.

It was, as always, a great weekend. There were short trains and long trains, meets and the occasional collision. There was a brief rainstorm which pounded on the metal roof, but in the main the noisiest part was the laughter – there was fun throughout. Free-mo provides a means for modellers to build a few feet of track, but operate on a few hundred feet with like-minded modellers. Many Free-mo modellers also have home layouts to enjoy the best of both worlds.

Our largest setup to date was in 2013 for our 10th anniversary, when we had 600 feet of modules. In 2018 we will be holding our 15th Alberta Free-mo meet, and we are targeting 1000 feet of modules. We welcome modellers young and old to join us. Visit us on <http://calgaryfreemo.ca/> and at any of our meetings or setups.

INDY 2016 National Convention – Cal Sexsmith

In July of this year I was able to travel to the NMRA National Convention in Indianapolis.

My trip to Indianapolis could be described as Planes, Trains and Automobiles – and then more Trains! I left Saskatoon on a very early direct WestJet Flight to Toronto. This was followed by a UP Express (Union-Pearson, not Union Pacific) train to Union Station where I boarded a VIA Rail Train to Windsor. When I booked the VIA Rail trip

I selected Pearson Airport as my originating station which meant that the UP Express trip was included in my VIA trip. I rode Business Class on VIA. Business Class gives you access to the Business Lounge in Toronto, priority boarding to a reserved seat in the Business Class car and a hot meal including wine served at your seat.

I spent the night in Windsor and took a taxi early the next morning to Detroit to catch Amtrak's

Wolverine to Chicago. Because of the border crossing it is necessary to book your taxi several hours in advance. The taxi company adds a \$20 surcharge to all cross border trips and keeps the meter running while you wait to clear customs. I again had a business class seat, Amtrak's charge for business class is less than VIA's, but there is no meal, only free coffee. Because I was travelling Business Class I was able to access the Metropolitan Lounge at Chicago Union Station. In the late afternoon I boarded the Cardinal for Indianapolis. Unfortunately due to mechanical difficulties we were over an hour late leaving Chicago and nearly two hours late into Indy, at 2:00 AM due to a grade crossing incident in Crawfordsville Indiana. Fortunately the business class seats were comfortable and had leg rests like the old Daynighter cars on the CNR so I was able to get some sleep.

For me a big part of National Conventions are the various operating sessions that are offered. There were several operating sessions each day at Indianapolis as well as the Operations Road Show. As a result I was able to participate in six sessions during the week.

On Monday I operated on Chad Boas' Monon. Tuesday morning I operated on the Operations Road Show's portable layout. This layout large portable layout represents the Wabash between Peru and Lafayette, Indiana and was designed as a tool to teach time table and train order operations. Tuesday evening I operated at Chuck Tuttle's Salt Creek & Eastern. On Wednesday I was invited to a renegade session at Carl Griffin's. Carl models the Baltimore & Ohio in southern Ohio. Because of the tight quarters (less than 6 feet headroom in places and aisles as narrow as 18 inches) Carl chose not to be part of the regular operating sessions and layout tours. However he invited the Layout Design SIG Board to operate Wednesday evening and also invited other small groups to view the layout during the week. Thursday was at Bob Lehnen's Chicago & Eastern Illinois. Bob was willing to open early so we ended up with a 5 hour session. My final session was on Gerry Albers Virginian in Cincinnati, Ohio. Gerry's layout has been featured in a number of Kalmbach publications. In addition to the Virginian, Gerry also includes the Chesapeake & Ohio, New York Central and the latest iteration of Allen McClelland's Virginian & Ohio. Since Allen dismantled the second version of the V&O when he moved to a condo a number of years ago he has built a much smaller third version as part of Gerry's layout. Allen usually attends Gerry's operating sessions but was unable to attend due

to a family wedding; however his son Brad and grandson Brady were able to participate.

Following tradition the Layout Design Special Interest Group (LDSIG) held their layout tour on Wednesday following the LDSIG AGM. This year the LDSIG Board (of which I am a member) rented a big black SUV and toured together. We managed to visit 8 of the 12 layouts on the tour. First was Richard McPherson's Great Northern in Muncie, Indiana. The theme of Richard's medium sized layout would be familiar to many in the Sixth Division as he is modelling the Great Northern in the Great Falls Montana area. After leaving Richard's we headed to the town of Fishers, Indiana where we saw two Milwaukee themed layouts. The first was Kurt Kruty's. Kurt's layout is in the early stages and although most of the bench work is in place and track laying is just starting. John Dick's layout is much smaller. It is constructed in a room created when he filled in the upper floor of what had been a two storey entry foyer. This relatively complete layout is based on the Milwaukee Beer Line which served a number of brewery's and other industries in Milwaukee. The well done layout was designed with operations in mind.

The other layouts that we visited were all in the Lafayette area. The first two were Chad Boas' Monon and Chuck Tuttle's Salt Creek & Eastern which I also operated on. We also visited Larry Swanson's representation of the Rio Grande and Santa Fe in Pueblo Colorado; this layout is in its early stages but did include some sections relocated from a previous home. Tim Kerkhoff's layout represent the Union Pacific's overland route and is mostly complete, unfortunately he is having some difficulties with the now obsolete CTC-80 system that runs his command control and signally systems. Finally we visited Garry Smith's Lafayette Junction. The centrepiece of his layout is an accurate representation of Lafayette Junction where several railroads intersected in the Lafayette area. The rest of the layout feeds the junction. All five of the Lafayette layouts were basement fillers with Chad's and Chuck's double decked and Garry's partially double decked.

Following the tour we had a quick fast food supper and then went to Carl Griffin's for our renegade operating session.

One of the best tours at the convention was the tour to the Amtrak Beech Grove Shops. The Beech Grove Shop complex was built by a New York Central predecessor over 100 years ago. Amtrak maintains all of their diesel locomotives and all passenger cars except for the Amfleet cars at Beech Grove. The electric locomotives and

Amfleet equipment are maintained at Bear, Delaware. Every diesel locomotive comes through the shops for a rebuild every eight years and passenger cars are cycled through every four years. This is not including equipment that comes through the shops for emergency or wreck repairs. The shop also provides rebuilt components that are installed in locomotives at outlying shops. They have also built all of Amtrak's official cars including Amtrak's business car that was converted from an Amfleet coach.

Friday evening was the SIG dinner. This dinner is organized by the Layout Design SIG, but is open to members of all SIGS. This year the dinner was held at the historic Rathskeller and the guest speaker was Tony Koester. Tony's talk was about some of the pioneers of realistic operations including John Allen and Allen McClelland.

This year I was so busy going on tours and attending operating sessions that I went to very few clinics. This was also partly because the number of clinics offered seemed to be down from previous years. Unlike previous years very few clinics were presented more than once.

The train show again ran Friday, Saturday and Sunday with Friday morning reserved for convention attendees. Because I was at Beech Grove Friday morning, in Cincinnati Saturday and on the way home Sunday I was only able to attend the show Friday afternoon. Although I managed to see all of the vendors and manufacturers I didn't have the opportunity to see very many of the modular layouts.

TRIP HOME

The return trip was another adventure. I departed Indianapolis early Sunday morning on the Hoosier State. Unlike Amtrak's Cardinal, which runs three days per week between Chicago and Washington DC via Indianapolis, the Hoosier State is not an Amtrak train and is subsidized by the state of Indiana. The Hoosier State runs between Chicago and Indianapolis on the four days per week that the Cardinal does not run. The Hoosier State uses rebuilt Budd cars painted in an Illinois Central inspired brown and orange paint scheme. The Business Class car is a former Santa Fe full length dome and the Business Class passengers are

treated to a complementary hot breakfast northbound and a complementary dinner southbound. Both prepared on board.

In Chicago I transferred to Amtrak's Wolverine to Detroit. The wolverine was very full that day with over 400 passengers. I was unable to get a Business Class seat as they were sold out and had to ride in a very crowded coach. Fortunately I was able to get a window seat, but there were no empty seats on the train. To add insult to injury the microwave oven in the café car failed and there was no hot food. Because they added extra cars to the train before we left Chicago the train left late and arrived in Detroit over two hours late. I had arranged for a taxi in Detroit to take me back to Windsor after I arrived in Detroit. The charge for this service was more than the coach ticket from Chicago to Detroit. The cab driver explained to me that it would be much cheaper if I had of stayed overnight in Detroit and caught a cab back the next morning. This is because he had to wait for the late train, and I paid for it!

Because I was returning home on the Canadian I had an extra day to spend in southern Ontario, so I rented a car and drove back to Dearborn, Michigan to visit the Henry Ford Museum and Greenfield Village. If you plan on visiting this excellent museum I would recommend planning on spending two days, one day for the Museum and one for the Village.

I began the last leg of my trip on a VIA corridor run from Windsor to Toronto. In Toronto I boarded the Canadian for the two day trip back to Saskatoon. The trip on the Canadian was excellent as usual. I took a lower berth which gives you a place to get horizontal at night and includes all meals in the dining car. You only pay for beer! However, with the new prestige class the dome seats in the Park car are reserved for the Prestige Class passengers. But that being said there are three Skyline domes, one for coach passengers and the other two for regular sleeping car passengers. The train ran on time and arrived in Winnipeg early for the four hour stop. After leaving Winnipeg at noon it was a quick trip across the prairie for an on-time arrival in Saskatoon.

Selkirk Express PNR Regional Convention – Dale Sproule

"SELKIRK EXPRESS" held in Salmon Arm from June 15-19, 2016 saw 164 registrants from AB, BC, SK, WA, OR, ID, CA and AZ, and 71 Companion registrants.

I had a chance to revisit many old friends from all over the PNR. The Public Show saw another 10 members from Bow Valley (Calgary), 10 from Lethbridge operating their N-scale layout, and

many more operators were needed for a very large Free-Mo layout. I also saw our 6th Division Superintendent Ed Molenkamp and Asst. Superintendent Peter Ulvestad who both attended the Convention.

As always, there is too much to do so again I had to pick and choose. The Convention offered the usual fare: Clinics, Contests, Prototype Tours, Layout Tours, and Banquet

Wednesday afternoon I picked up the Registration package Grab Bag and Tickets. Registrants could also setup models/photos as early as Wednesday. There were 27 clinics in total to choose from conducted in 2 rooms usually at the same time, none were repeated. I even presented a clinic on construction of my 3.5' x 7' Rosebery Barge project. (See the photo on the front page – Ed.)

Paul Ingraham: Two years I started building a rather large (by my standards) portable 3.5' x 7' module based on a picture taken on August 24, 1983 at Rosebery, B.C. by Doug Wingfield. The entire operation terminated in 1989. I had no way of knowing the barge dimensions except through some Robert Turner books. The barge I was modeling was briefly mentioned with the outside dimensions but no other details. I put out a call to friends asking if anyone had measured the barge. Then one day 1-3/4 years ago Paul emailed me from Sunnyvale, California. He had actually walked my barge, taking photos but more importantly, he took dimensions! And asked me if I wanted them? Obviously YES was my reply. My point here this is such a wonderful hobby that complete strangers make the extra effort of helping others. He had modeled the same barge in N scale for his regional meet and again he surprised me 3 months ago by asking (as though he needed to ask me) if I thought it would be OK if he brought his N scale model to the Salmon Arm Meet. Naturally I encouraged him to do so, he did and I finally met Paul and his barge at the meet. He flew with his buddy from Sunnyvale just to attend the Salmon Arm meet.

CONTESTS: (As reported by Jim Little, Contest Chairman):

Overall there were 77 entries combined for contests (model and photo), Achievement Program, and display. Achievement Program evaluating took place on Friday afternoon, and Contest judging was carried out Saturday morning. A total of 12 people participated in the judging. A similar number assisted Jack Hamilton to evaluate model for the Achievement Program. As a result of the high quality of models displayed, a total of 11 Merit Awards were given

out in the Contest Room. There were no entries in Steam Engines, Non-Revenue or Traction, 1 entry each in Caboose, Diesel and Other, and Passenger Cars. Full results are reported in The Switchlist.

The Train Show also produced some excellent modelling, which in turn generated additional AP awards. These awards and certificates were as follows - 19 Structure Merit Awards along with 5 Golden Spikes. In addition, the following AP Certificates were awarded – 4 Scenery AP Certificates, 3 Electrical AP Certificates, 3 Structure AP Certificates”.

PHOTOGRAPHY CONTEST: Limited to prints only (i.e. slides were NOT be accepted). Photographs were accepted for both prototype and model, colour and black and white.

SPECIAL CONTEST: The Convention Committee promoted a Special Contest of an Interaction Hobbies “Crossing Shanty” kit. Interaction Hobbies is based in Salmon Arm. Unfortunately only 3 modified models appeared at the Convention.

LADIES CONTESTS: There were 2 open Contests for ladies attending the meet: Railroadiana and Needlework. There were 2 entries put into each category.

“BURGER AND BEER BASH” 290 tickets sold for Friday evening social event that was setup away from the Convention Hotel at The Shaw Centre, (location of the Public Show) that has 2 Hockey rinks and Dining facilities. Besides food and drink we got a look at the Saturday-Sunday Public Show. Some early purchases were seen.

“SPOKANE FALLS 2017 EXPRESS” organizers have their act together, a whole year in advance they advertised with Registration costs, dinner costs and even their Banquet menu. I took away their advertising information and their website will be operational in the fall.

LAYOUT TOURS: Sunday was devoted to self-guided local layout tours. Some additional layouts in Vernon were open on Monday as well.

BUSINESS MEETINGS: Sunday saw the PNR Annual General Meeting and by the time that started I was part way home however I look forward to reading a 6th Division report from our Superintendent reporting results from this meeting.

RPM MEET: This was advertised but I can't comment since I didn't attend.

PUBLIC SHOW: About 2300 people attended the public train show on the two days of the weekend. The Saturday-Sunday Public Show saw

a mix of sellers and was held in the "Shaw Centre". Free-mo took up one rink and a mix of sellers and layouts (just like SUPERTRAIN) took up the second rink. There were 9 layouts from AB, BC, WA, ID and 30 Vendors from AB, BC and WA.

PROTOTYPE TOURS: Three were 3 offered: _

#1 TOUR: Kettle Valley Steam Railway in Summerland BC. 105 took part in the KVR tour. Shawn and I chose the Kettle Valley tour. CPR steam engine 3716 took our train out over the Trout Creek Bridge (that's one big bridge) on the last remaining 11 km original trackage of the Kettle Valley Railway. The tour stopped at the North Okanagan Model Railroad Club in Vernon on the return to Salmon Arm.

#2 TOUR: 71 took part in the Revelstoke/Three Valley Gap Railway Museums Tour. It went to the Revelstoke Railway Museum, the Last Spike Monument at Craigellachie and Three Valley Lake Chateau and Heritage Ghost Town.

#3 TOUR: 32 spouses took the "No Tracks! No Trains! Just Fun and Games Mystery Tour". I understand a winery was involved!

BANQUET: 232 attended the Banquet on Saturday night. There were 2 highlights of the evening: recognition to Bob Gardner, MMR # 103, a Salmon Arm resident who moved from Lethbridge some years ago. Bob was recognized for his years of service to the hobby in Salmon Arm. Bob is 89 and this will probably be his last Convention. He received a great round of applause. I've known Bob since 1971, nicest guy you would ever meet! The Dinner speaker was Tom Price who has talked at many SUPERTRAIN dinners before, you missed another great presentation on "The Race for the Boundary."

BUSINESS MEETINGS: Time did not allow me to attend the Wednesday PNR Board Meeting but especially the Sunday PNR Annual General Meeting but I look forward to a full report by Superintendent Ed Molenkamp in (perhaps) this edition of the HIGHBALL.

6th Division Nominations - Doug Johnson, Nominating Committee Chair

As chair of the nominating committee, I report that the deadline for nominations for the positions of Superintendent and Assistant Super has now passed. Two nominations have been received – Ed Molenkamp for Super and Peter Ulvestad for Assistant. Since no other nominations have been received and I assume nominations are not accepted during the upcoming annual meeting (?), it appears that Ed and Peter have been now named as Super and Assistant for two-year terms beginning September 1, 2016. Details regarding the responsibilities of these positions can be found in the PNR Superintendent's Guidebook which is located at <http://pnr.nmra.org/policies/>.

Please contact any member of the Nominating Committee if you have any questions or comments.

Doug Johnson, Nominating Committee Chair, djca@accesscomm.ca

Rupert James, Member, Nominating Committee, pfon@myaccess.ca

Len Komarnisky, Member, Nominating Committee, lenkom@shaw.ca



On the left, a CPR freight train led by three C-Liners eases across a high trestle in the Coquihalla Canyon on Bob Gardner's layout. On the right, Bob Gardner MMR #103 relaxes at his workbench during layout tours in Salmon Arm in June. (photos by Rob Badmington)

Upcoming Events in the 6th Division (and two in the 7th Division)

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

Sep 15-18, Sherwood Park, AB

6th Division annual Meet "Muskeg Mixed" at Millennium Place, 2000 Premier Way, Sherwood Park. All the most up-to-date info is at www.muskegmixed2016.ca/

Sep 17-18, Sherwood Park, AB

2016 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. Info:- www.mmrf.ab.ca Email: trainshow@mmrf.ab.ca

Sep 24-25, Calgary, AB

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

Oct 2 (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

Oct 15-16, Lethbridge, AB

Southern Alberta Model Railway Club Open House at the expanded club building in Gyro Park, 15th Street and 10th Avenue A South. 1:00 pm to 4:30 pm both days.

Oct 15 (Sat), Calgary, AB

37th Annual Boomer Auction, Sponsored by South Bank Short Lines, St. Andrews Presbyterian Church, 703 Heritage Dr. SW. Setup and viewing 9:00am, auction starts at 10:30am. Note earlier start times. Info: - John Wrinch, (403) 281-5745, jawrinch@shaw.ca

Oct 16 (Sun), Calgary, AB

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

Oct 22 (Sat), Edmonton, AB

MMRF Fall Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9AM-Noon, Admission \$3. Info:- Ric Francoeur, Ph. 780-458-1032 www.mmr.ab.ca

Oct 29 (Sat), Calgary, AB

CMT Open House in our new home. 10am-2pm. Come and check out our space in the Calgary Rehabilitation Centre, #7 – 11 Street NE.

Nov 3-6, Vancouver, BC

The “Railway Modellers Meet of British Columbia” (RMMBC) is taking place this year in conjunction with VTE starting Thursday Nov 3rd and running through Sunday the 6th at the Atrium Inn, 2889 East Hastings – right near the PNE. The emphasis is primarily on “modelling,” as the name implies, with many interesting clinics, layout tours, and operating sessions. Registration is now open and you are urged to reserve a spot soon to avoid disappointment. Full information and registration is at: <http://railwaymodellermmeetofbc.ca/>

Nov 5-6, Vancouver, BC

Vancouver Train Expo (VTE) 2016 is the reinvigorated 34th annual train show. Info:- www.vancouvertrainexpo.ca

February 25-26, 2017, Saskatoon, SK

All Aboard 2017 Train Show at Saskatoon Western Development Museum. www.prairierailworkshop.com/train-show/

May 6-7, 2017, Regina, SK

Regina Railfest, the largest model railroad show ever held in Regina. At the Tartan Curling Club, it will have 20,000 square feet of layouts, displays, exhibits and vendors. Further information can be obtained by contacting Ian McIntosh at 306-586-0770.



Don Weixl’s Nitro Pass & Okanagan Railway in Vernon, combines excellent model building with carefully renditioned photo backdrops to create very realistic scenes. (photo by Rob Badmington)