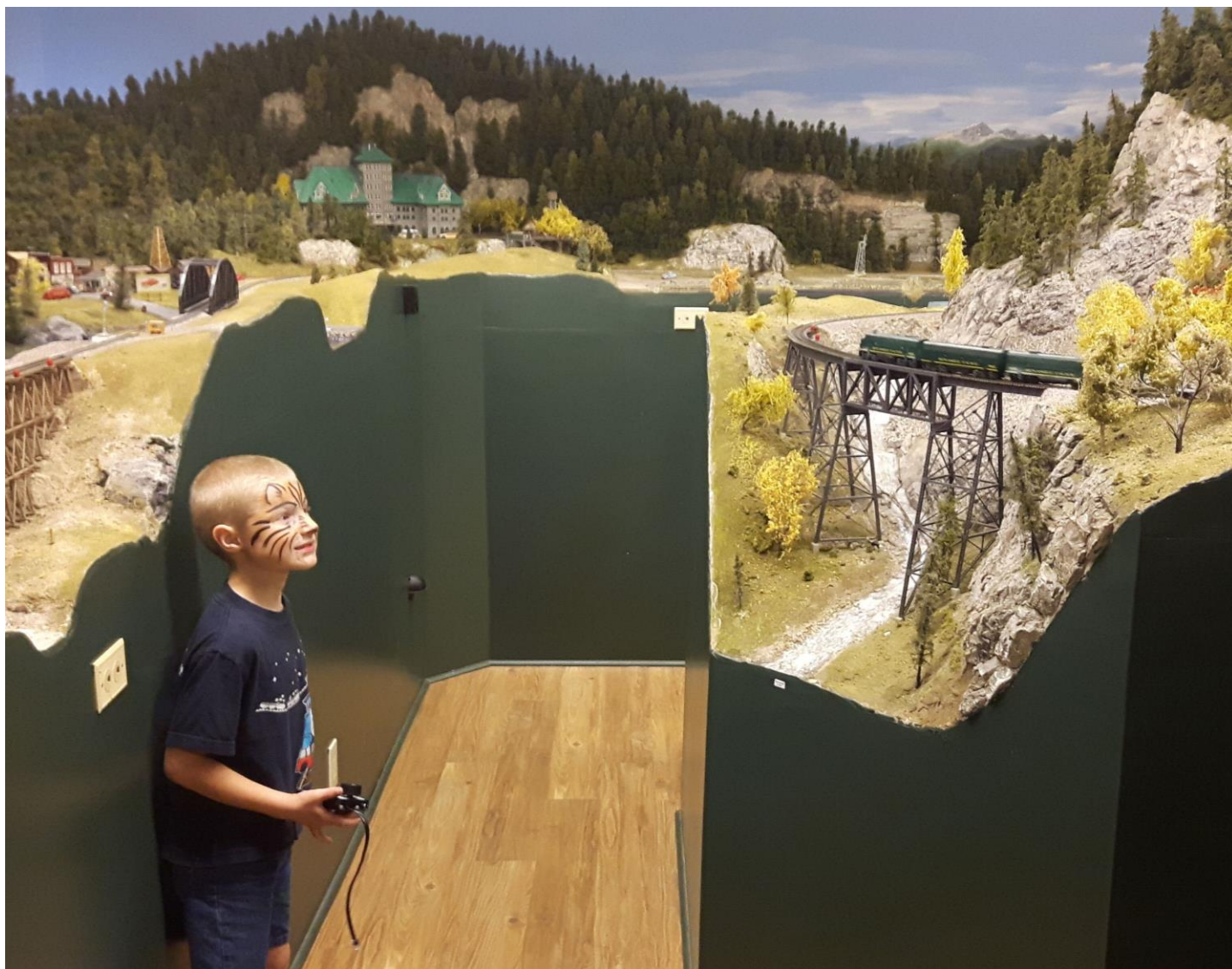
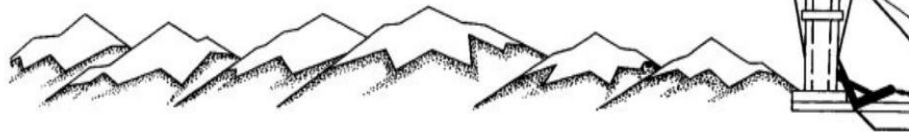


# Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

September 2017



## Starting them young!

Hudson guides train #432 towards Blue Springs on the Monashee Pacific Railway at the Edmonton Model Railroad Association's recent Open Operating Session. (photo by Peter Ulvestad)

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

It's hard to believe that summer is almost gone but that also means we will be getting back into our basements to get some of our unfinished projects completed.

Close to 50 registrants were in Red Deer for the Division Meet. It was nice to get together again and meet up with old friends and make new friendships. Many people commented on how folks were kept quite busy with clinics that were well attended. The prototype tours were fantastic! Thanks again to Paul Pettypiece for setting them up. The layout tours took us throughout the countryside from Red Deer to Olds and were well done. The Meet finished with a wonderful banquet. We all ate too much and we were able to witness Dale Sproule receiving his MMR. Congratulations Dale!

Next year's Meet is being planned for spring/early summer in the South. More information to follow very soon as plans come together.

Speaking of meets and planning, please welcome aboard Doug Burton from Camrose as our new Convention Coordinator. Thanks for your willingness and enthusiasm Doug.

I was able to attend the AGM in Spokane. The meet was great as always. A few things that came out in the meeting were that the PNR is looking into ways of streamlining the membership forms as currently it can take up to 3 months for a new member to get his/her membership card. The PNR is also looking into using election buddy to replace paper ballots. NMRA Canada used this in the recent elections and the response was much higher from the membership compared to paper.

The 6th Division is responsible for the Regional in 2019 and we have come up with something very different. With help from our friends in the 7th Division we will be hosting the meet in Cranbrook B.C. We will be requiring some help from the Division so stay tuned for more info soon and if you would like to help out then send me an email. Remember many hands make light work!

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

This issue of Highball! will likely break all records for size, but I have received so much input from our faithful contributors that I have to publish it all. Luckily, with the majority of Highball! subscribers now receiving their issues on line, printing and postage costs have been reduced substantially, and we won't break the bank.

While the traditional model railroad season typically takes a break for summer and gets going again in September, that just isn't the case

anymore. Most of the 6<sup>th</sup> Division has experienced record setting hot weather for much of the summer, and a cool basement is a great place to beat the heat and get some modelling done. For others there have been numerous model railroad meets, conventions, open houses, museums, and operating sessions to attend, not to mention real trains to ride and photograph. Read about some of them in this issue. Thank you to everyone who sent me a report and some photos of the activities you experienced.

Also in this issue are articles on track cleaning, a busy prototype facility in Northern Alberta, and a visit to the railway museum in Squamish BC.

If you have something going on in your neck of the woods, please send me a couple of

paragraphs and some photos to share with Highball! readers. I'll take care of editing the words and cropping the pictures. The next issue will be coming out at the end of November.

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

### **AP Chair**

Another summer is almost gone. Fortunately I have a cool basement to get away from the heat we have had in the south.

The highlight for me this summer was a birthday gift of a trip on the 'Rupert Rocket' from Jasper to Prince Rupert. Our dome car was the Banff Park, a significant car in that I believe it was on CPR's first The Canadian train that left Montreal for Vancouver in the mid 50's. Wonderful trip and I highly recommend it to those that have never been on it. Photo below shows Banff Park at Prince Rupert Harbour.



I have also entered the world of DCC as I purchased and installed a system on my layout.

So far 3 locomotives and my turntable motor have decoders installed and they even work!

There have been a number of inquiries this summer from different places in the 6th Division for information and requests for assessment of layouts, structures and cars. The Calgary Freemo Group have a wonderful number of modules set up near Balzac that they intend to take to Big Valley later in August. They will team up with the Edmonton Freemo Group to create one of the largest modular layouts ever. Over 1,000 feet of running will be on display in the hockey arena in Big Valley.

Dale Sproule, Greg Orme and I spent time assessing a number of their modules for the Golden Spike Certificate at their Balzac facility.

Now is the time to think of winter projects as in cars, buildings and even locomotives for assessment in the AP program.

At the Mini Meet in Calgary October 15th I will be giving my Scratchbuilding Structures clinic. This is the same one I did in Vancouver this past May. See the schedule notes in this issue of Highball for time and location.

Have a great remainder of the summer and we will see some of you in Calgary in October.

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## **Area Reports**

### **Edmonton – Mark Johnson**

The summer started out with a great Sixth Division Meet in Red Deer – the city that held the first Meet in 1965! Does anyone know where in Red Deer the meet was held? Inquiring, but aging, minds want to know! There were clinics, layout tours, historical tours, and lots of fellowship, new and old.

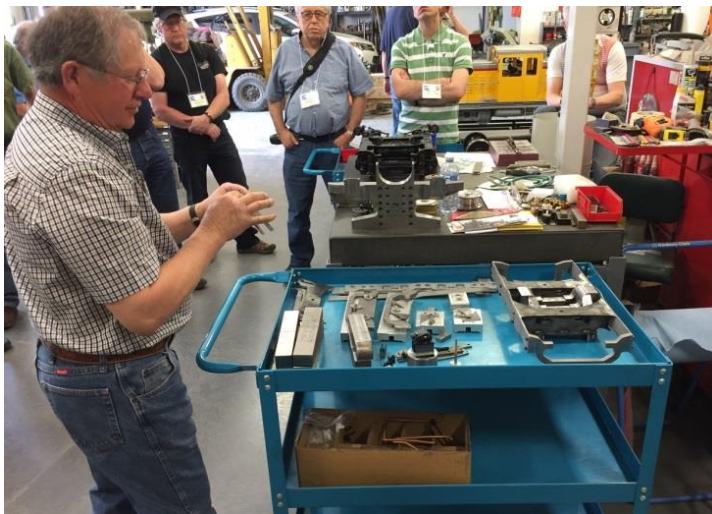
Perhaps the most fascinating for me was the "definitely out-of-the-box" tour of the incredible shop of the equally incredible live steam locomotive builder, Ernie Beskowiney.

He showed us in-progress construction of a pair of CN Mountains at 1.593 inches to the foot (7.5" gauge).

See the picture of our illustrious Assistant Superintendent at the cab and backhead of one of the engines.



Based on a set of plans found in a CN shop, he is recreating the locomotive, building ALL parts from scratch. The second picture shows Ernie at a tray of parts in various stages of development.



Most parts start from a shiny block of steel, usually stainless steel, like the one on the tray near the handle of the cart, and are milled into whatever part he needs. No need to worry about a supplier running out of that last part you need!

He makes everything himself - wheels, side rods, air tanks, even electricity - he converts the single phase power coming into the shop into the three phase power some of his huge machines require. Amazing!

On June 23, a group of about 41 modellers, railfans, and friends gathered at the annual Meet and Greet BBQ in the Deville/North Cooking Lake

Community Hall on the CN mainline just east of Sherwood Park. The CN provided 9 trains for the entertainment of the crowd. We get a chance to meet new people in the area and catch up on what our old friends are up to.

The EMRA hosted its quarterly Open Operating Session on August 26, with members and non-members who want a taste of TT&TO operation on a large model railroad. This time we had out-of-town visitors coming from Spirit River, Balzac, and Saskatoon, as well as the contingent from the Edmonton area. We operate for 12 scale hours on a 4-to-1 fast clock, then retire for a recap at a local eatery. See some photos on page 12. Others are welcome to join future sessions, contact Peter Ulvestad at [ulvestad@telus.net](mailto:ulvestad@telus.net) for more info.



**2017**  
**Greater Edmonton**

# Model Train Show

**September 16 - 17**  
Saturday & Sunday • 10:00 am to 5:00 pm

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2000 Premier Way, Sherwood Park, Alberta T8H 2G4 • Phone (780) 416-3300

Operating Layouts  
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For information, contact:  
Website: [www.mmrf.ab.ca](http://www.mmrf.ab.ca)  
John Koob: (780) 433-6658

FREE PARKING

We're also looking forward to the Greater Edmonton Model Train Show (GETS), to be held in Sherwood Park in Millennium Place again on September 16 and 17. All tables have been sold, with new exhibitors to enjoy.

The MMRF's Fall Swap meet is coming up on Saturday, October 28, in the usual place at the Central Lions' Centre. The tables are selling fast, so there will be a great opportunity to stock up on project material for the winter modelling season.

## **Calgary – Rob Badmington**

In early June, the Calgary Model Railway Society conducted a three day bus tour to numerous rail-oriented attractions in BC. A total of 35 of us enjoyed the Three Valley Gap Ghost Town, Revelstoke Railway Museum, Cranbrook, Kimberley Underground Mining Railway, and the Bellevue Underground Mine, as well as marvellous scenery along the way. Tour organizer Jason Thornhill of Aspen Crossing fame had much scrambling to do as a washout on the Trans-Canada Highway just west of Three Valley Gap prevented us from continuing west to the Okanagan and the Kettle Valley Steam Railway as originally planned. Even so, the revised itinerary was excellent and expectations are high for the next tour. Check out our bus!



My wife and I took the opportunity to ride one of the steam double-headers on the Alberta Prairie Railway out of Stettler on the Canada Day weekend, as did many others. We spotted many friends on the train and on the roads taking

photos of Alberta Railway Museum's CNR #1392 teamed up with APR's #41 on the run to Big Valley and back.

CP's Canada 150 Train made a stop in Calgary on July 30. It was great to see four F9's in classic CPR maroon and grey leading a long train of vintage passenger cars. CP did an outstanding job of commemorating our sesquicentennial. Speaking of CP, on June 18, they moved engine #29 from downtown Calgary to put it on display at a new location near the HQ at Ogden.

Upcoming in Calgary, Heritage Park will be holding Railway Days on September 23 and 24. In addition to the usual activities, look for the inaugural start-up of the only working steam crane in Canada, a working track motor car, a handcar ride, and an opportunity to view the on-going restoration of the oldest remaining Colonist Car. There is also a planned evening photo shoot on Friday evening. Watch their website for the latest details.

CMRS in conjunction with South Bank Short Lines will be conducting a special "Introduction to Model Railroading" seminar for members of the Kerby Centre on October 10. The Kerby Centre is a social centre for people 55+, which is a prime target market for recruiting new people to the hobby. We'll see how it goes and report next time. SBSL's 38<sup>th</sup> Annual Boomer Auction follows closely on Oct 14, and the CMRS Fall Mini-meet and AGM are on Sunday the 15<sup>th</sup>. Everyone is welcome at these events.

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## **South Saskatchewan - Doug Johnson**

The model railroading scene has been very quiet in south Saskatchewan over the summer, as everyone seems to have been outside enjoying the hot, dry weather. Once the fall weather starts to hit, I'm sure activity will recommence. Some members of the Echo Valley Railroad Guild in Regina have been working on Free-Mo modules. Currently there are over 70 linear feet of modules, with a potential of 100 feet or so within the next several months. The modules will be going to the Winnipeg train show in September. Club members

will also be taking their N scale layout to the show.

I'm sad to report that long-time NMRA member Murray Ardelan passed away on July 1. Murray was a member of the Thunder Creek Model Railroad Club in Moose Jaw and his contributions to model railroading will be missed.

Rupert James from Regina and I attended the PNR convention in Spokane, Washington in June. It was well organized and well attended, with about 150 members and guests. There were

several prototype tours. One of the highlights was a visit to a BNSF refueling facility which could refuel an entire train (generally 3 locomotives) in less than 20 minutes. Another highlight was a group of mini-clinics held together in one room at one time, with each clinician at a separate table. Attendees could move from table to table observing, asking questions and participating in the various activities. This concept was very well

received and I highly recommend it for future conventions or events.

Following along after the successful first Regina Railfest show in May, the Echo Valley Railroad Guild announced that the 2018 version will be held at the Tartan Curling Club in Regina (same location) on May 5 and 6, 2018. Further information is available from Tyler Smith at [smithtyler@sasktel.net](mailto:smithtyler@sasktel.net).

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## **Big Valley, AB – Jim Ironside**

Alberta Free-mo, sponsored each year by Calgary Free-mo, held its annual 'Fun Run' (ie our not-a-show opportunity to play with trains) in the Big Valley Arena from setup on Thu/Fri 17/18 Aug to teardown late afternoon Sun 20 Aug. Over 500 feet of modules, including a branch, two yards, mostly double track, all running loop to loop, provided participants from Alberta, Saskatchewan, Manitoba, British Columbia, Idaho, Washington, and Montana with lots of running and switching possibilities from early mornings to early next mornings. A signalled section of over a hundred feet added operational realism.

As important as running the trains was the opportunity to meet, laugh, and exchange information with many friends, old and new. As usual, Alberta Prairie ran their real train excursions to Big Valley to coincide with our setup, so their guests could also visit the arena and see and enjoy the model trains.

Next year is the 15th anniversary of this setup, and our target is 1000' feet of modules. We welcome all to take part. See our [CalgaryFreemo.ca](http://CalgaryFreemo.ca) website to follow us as we prepare for the really big event, and join in the fun.



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## **Olds - Didsbury – Rick Astle**

As many who attended the Olds Model Train and Hobby Show last February already know the cost to host the show at Olds College has become prohibitive and as a result the Olds show will be no longer. In its place I am pleased to announce a new venue, new name and new date. The Mountain View Model Train and Hobby Show will

return in the larger Didsbury Curling Rink in September 2018 between Labour Day and GETS.

It will be held in conjunction with the Mountain View Arts Festival. This date can be a great starting point to the modelling season and a springboard to the Great Edmonton Train Show

the following weekend as well as providing a whole host of Arts Festival activities for visitors to Didsbury to see. More to come in the spring of 2018.

The Mountain View Model Railroad Clubs season will begin the weekend of September 9 and 10,

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## **Saskatoon – Cal Sexsmith**

The Saskatchewan Railway Museum held its annual Railway Heritage Day on August 7th. This year's event was a huge success with over 700 visitors. The parking lot was full within half an hour of opening and the overflow parking was full by 11:30 am, only an hour and a half after opening.

A number of special activities were part of this year's event. Probably the most popular was Keith Flory's 7 1/2" gauge live steam locomotive which was giving rides all day. Those who attended the 2015 Spring Meet in Saskatoon had the opportunity to ride behind Keith's locomotive at that time. Search "Keith Flory Locomotive" on You Tube to see videos of this locomotive in action.

2017 in the museum during this year's rendition of the Mountain View Arts Festival. This could be a fun time to see what Didsbury has to offer as well as checking out the layout on the second floor of the museum.

Also on offer were speeder rides and a show and shine for special interest cars. Demonstrations of the Museum's Trackmobile were popular as was the telegraph line set up by the Morse Telegraphy Club enabling visitors to send themselves a telegram from one end of the site to the other. For those interested in a workout a handcar was set up on the shop track, this also proved to be a popular activity. Finally, there was a food truck on site selling burgers, hot dogs and ice cream treats.

Next year's Railway Heritage Day will be Monday August 6, 2018 at the Museum just outside of Saskatoon.

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## **Airdrie / Iron Horse Park - Greg Orme**



Hard to believe summer has slipped away so fast. It has been a busy year for IRON HORSE PARK starting off with our yearly boiler inspection and testing in early May. After that we saw a big crowd of faithful riders on our opening day on the May long weekend. At the request of Parks Canada we took part in their salute to the Railways at the Cave and Basin in Banff on July 6th and 7th, giving rides to people visiting from all over the world.

On a personal note I can finally cross the Alberta Prairie Railway train trip from Stettler to Big Valley off my bucket list. My daughter treated my wife and me to the Newfoundlander Special on Aug 5th.



Ridership at Iron Horse Park has been very steady this year and Sunday Aug. 27th was no exception with record crowds coming out to celebrate our 20th year and our Veterans Food Bank day. All ticket sales will be donated to the Airdrie Veterans through the Airdrie Food Bank. Free rides were also given for a donation of a non-perishable food item. We are in the final process of building a new

Locomotive storage building and hope to have that completed before the snow flies. Remember our season runs until Thanksgiving weekend so if

you haven't been out to ride the rails, there is still time.

## **C & E Express 2017 – Red Deer, Alberta**

The 6<sup>th</sup> Division held its annual Spring Meet at the Black Knight Inn in Red Deer May 19 to 21. Chairman Ed Molenkamp lined up an interesting program of clinics, contests, layout tours, prototype tours, a ladies program, and social events.

The 6<sup>th</sup> Division's Annual General Meeting was held Sunday morning. Minutes of the AGM can be found here:

<http://pnr.nmra.org/6div/minutes/2017.pdf>

It was in 2007 that the Division last awarded its Silver Spike Award to a member for long term service to the Division and its members. This year, the selection committee, consisting of previous recipients, made the award to John Wrinch of Calgary. John's many contributions to the hobby include many clinics presentations, and leading the South Bank Short Lines club and their annual Boomer Auction.



The abandoned Minto Trestle dwarfs visitors to the site on the prototype tour. (photo by Doug Johnson)



John Wrinch with the Silver Spike Plaque (photo by Dale Sproule)



AP Chairman Doug Wingfield looks ready to award an AP Certificate for Locomotives to Ernie Beskowiney on the spot. (photo by Doug Johnson)

## **Rycroft Reload, An Industry to Model – Bob Cardwell**

The old Northern Alberta line from Grande Prairie to Edmonton was abandoned years ago a few kilometres east of Rycroft, roughly 70 kilometres north of Grande Prairie. There have been a number of new industries locate on the line between Grande Prairie and Rycroft, but recently new industries have located on the stub east of the town. Currently there are four unique facilities, with a fifth under construction. One of these industries is Rycroft Reload. It was opened in 2013 and underwent an expansion in 2015.

This industry would be very easy to model, lends itself to selective compression and in real life generates significant traffic for CN. To date they have handled frac sand, pipe (both for pipelines and casing for wells), grains, fertilizer and huge wind turbines. The day I visited the facility there were loaded grain cars ready to lift, empty sand cars waiting for pickup on the double ended siding beside the main and loaded sand cars waiting, basically a “rolling inventory” for the customer. A trackmobile (did I say SW1200?) is used to move cars around the facility and spot the empties onto the passing siding. Derails locked by CN protect both ends of the siding. Customers



A Shuttlewagon Trackmobile moves railcars around the facility to loading or unloading positions. It is equipped with couplers at both ends and wheels for both road and rail.

provide their own loading/unloading equipment, which is generally a conveyor, auger or crane.

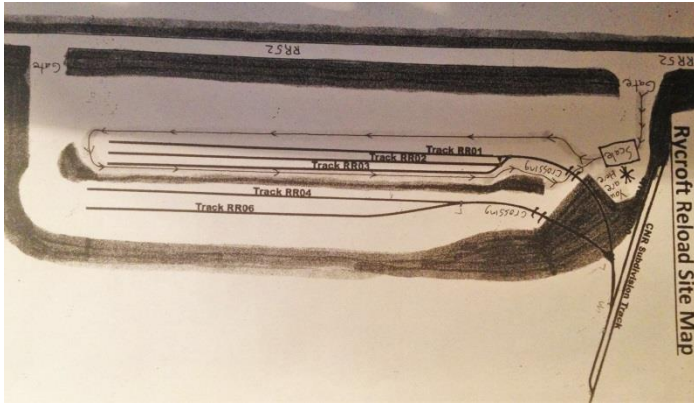
Tracks one, two, and three are for sand, four is for grain loading and sand storage, and six is used for pipe and is really a multi-use track. Each track is 2000 feet long, holding 46 sand cars, 35 grain cars or 30 pipe cars. If only my basement was larger... I didn't miss track five. Room was left between four and six for future expansion.

CN provides regular service. They arrived when I was there and switched two tracks within the facility, dropping off empty grain cars, lifting loaded grain cars and empty sand hoppers off the siding.

Support facilities include a small office, truck scale and shelter for a loader used for yard maintenance. The entire facility was immaculate and my tour guide was friendly, knowledgeable and very informative. I would like to thank facility manager Dan Raskauskas for taking time out of his busy day to answer questions and tour me around the facility and Jeremy Walker of Devco Developments for granting me access to the facility. (photos by the author)



End of track showing sand cars waiting to be unloaded. Scaling and unloading of sand is done by three Rycroft Reload employees, who also scale out and prepare bills of lading and other paperwork



Facility diagram



Self-propelled sand conveyor placed under a hopper car lifts sand into an adjacent truck.



Silo and loading auger for oats heading east.



Saddles for 36" pipe banded and ready to return to the pipe plant.



Tour guide, office and scale house. Scale is on his right.

## **Track Cleaning Tip – Mark Johnson**

We got talking about track cleaning after an operating session last month, and I strongly recommended "No-Ox-ID A Special." Here's the spiel: With sound-equipped engines, especially small or light ones, poor electrical contact is very noticeable. I had a Proto 2000 0-8-0 that could not make it through the ladder of my yard without interruptions in the sound that completely spoiled the realism. The N-scale club in town recommended No-Ox, and I had ordered a tube (well, actually two tubes, because they LOOKED small - one is enough to last two lifetimes). I used a toothpick to put a dab on each rail, then spun the wheels on the loco for a few seconds to spread it out, and INSTANTLY the engine was able to run through the whole yard, ladder and all, without any sound interruption at all.

I have a few feet of dual gauge track and turnouts, and while the track has been used frequently by standard gauge trains, nothing had run on the narrow gauge. In preparation for demonstrating the functionality of my wiring for the AP Engineer - Electrical certificate, I plunked down my little HOn3 outside-frame 2-8-0, reminding myself why I'm not in N scale as I tried to get all those little wheels on the right two rails of the dual gauge track. It wouldn't move more than a few scale inches until I applied the No-Ox as on the 0-8-0. Back and forth it went without a

problem, through the mess of rails and frogs that make up a full dual-gauge turnout, along rail that had not ever been run!

I don't ever clean track anymore, beyond vacuuming up a few pounds of cat hair that would otherwise find its way into every bearing. The layout sat for six months during renovations involving holes in the drywall ceiling, and when a friend dropped by, I ran a train with a sound equipped engine slowly around the layout as we talked - no stalls or interruptions.

OK, enough - try it - you'll love it!



Here's a link to one retailer:

<http://www.rtoolsnsolutions.com/lubricants/NoOxGrease.asp>

You can also try eBay, or mooch some from my two tubes...



An impressive model of the St. Eugene Mine complex built by Doug Johnson was displayed at the C&E Express Meet. (photo by Peter Ulvestad)

**Scenes from the Open Operating Session on the Monashee Pacific Railway in Edmonton on August 26.** (photos by Peter Ulvestad)



Cal and Lorraine work Castlegar yard.



Doug A (front) is getting used to using a timetable while running train #1.  
Mike (middle) is the conductor with son Hudson (back) as engineer of through freight #432.

# West Coast Railway Museum Visit

Squamish, BC - July 7, 2017

Al Matchett

My wife had registered for a school trustee conference in Whistler BC and asked if I would be interested in coming along. Since the West Coast Railway Association museum is located just down the highway from Whistler I jumped at the chance.

We flew out to Vancouver early in July and drove up to Whistler. On the way up we saw a lot of kite surfers at the head of Howe Sound so decided to check it out. While driving through downtown Squamish we came across abandoned rail tracks which eventually led to the old PGE car ferry float terminal. This is all fenced off but I did manage to get some interesting photos of the remaining equipment. It is in surprisingly good condition considering it was abandoned when the North Vancouver to Squamish portion of the railway was completed in 1956.



While my wife attended her conference I was able to explore the Whistler area. First off was the local Whistler 'train wreck' site. This is the site where seven old boxcars are lying amid the old growth forest and have been covered by local graffiti artists. The wreck apparently occurred in 1956 on the PGE when the area was very sparsely settled. A local logging company helped haul the boxcars off the tracks and into the forest after a train derailed. The boxcars were left to rust in the forest but have since become a tourist attraction. Access to the area has greatly improved since a suspension bridge was built in 2016 across the Cheakamus River from the nearby Trans Canada Trail. It is now an easy 3 km hike from the parking lot to the wreck site. I went out there in the early evening so had the area to myself. I was there for about an hour exploring the area, taking pictures and was even lucky enough to see a northbound CN freight go by.



The next day I took a solo trip back to Squamish to check out the West Coast Railway Association museum which is located on the former grounds of the BC Rail shop complex. The crown jewel of the collection is the CPR Royal Hudson 2860. On the day of my visit the roundhouse pavilion had been booked for a wedding but I was lucky enough to get about 30 minutes to go through the pieces inside. Also inside the roundhouse were Baldwin PGE #2 saddle tank 2-6-2, PGE wooden caboose 1817, BC Rail caboose 1859 and CPR business car "British Columbia" built in 1890.



The next three hours were spent wandering through the grounds looking at the various pieces in the collection. There are significant items in the collection such as;

- the first PGE diesel GE 65-tonner #551
- PGE RSC3 #561 (lead the first train over the North Vancouver to Squamish line)
- three Budd Rail Diesel Cars, BC-33 (RDC-3 in PGE colors), BC-21 and BC-14 (both are RDC-1 in BC Rail red/blue/white colors)
- Great Northern RS1 #102
- Operating CPR FP7A #4069 in maroon and grey paint scheme



Being a big Burlington Northern fan, I was most surprised to come across transfer caboose 11474 inside the main shop building. A cursory glance revealed it was built from an old switcher locomotive frame. I took as many pictures as possible as this would be a great scratch building exercise. Checking into the history of this caboose revealed it was built from an old Great Northern Baldwin VO1000. It appears this caboose had spent most of its life in the New Westminster area before the WCRA obtained it for their collection.

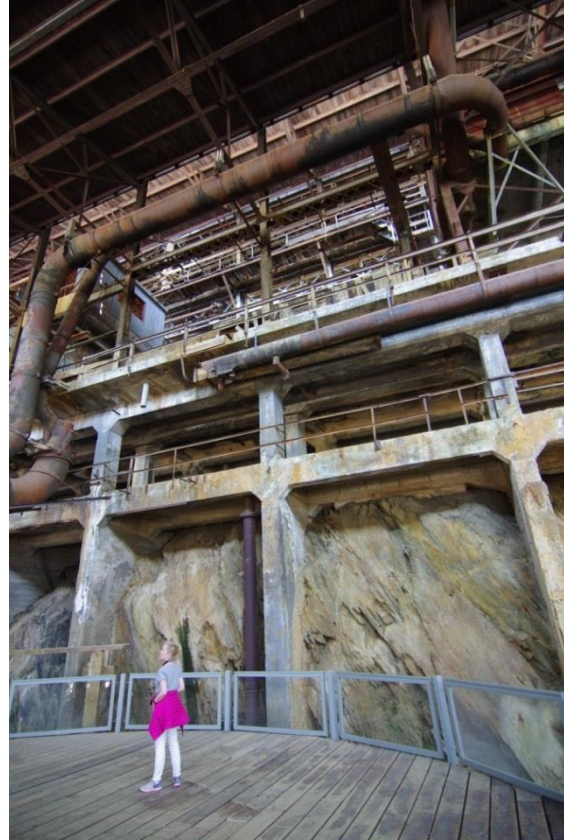


As with most railway museums, some of the items have seen better days and the WCRA is no exception. I came across an old wooden CP wreck crane service car that was literally falling apart. Even though it was photogenic it was somewhat sad to see the condition it was in, whether it can be saved is a tough question.



Once I had finished the WCRA museum, I went a few more kilometers down the Sea to Sky highway to visit the Britannia Mine Museum. This copper/zinc/lead mine was in operation from 1904 to 1974 and is now a National Historic Site. It proved to be an excellent museum with a guided mine tour showing the various types of equipment used by miners back in the early 20<sup>th</sup> century.

A display of working rock drills was done for the tour, they are incredibly loud and considering that there was very little personal protection back then it is amazing how the miners coped with the conditions. While not trains we typically model, I did take a lot of pictures of various mine equipment used on the mine railways. This air powered mucker made short work of loading ore “muck” into the mine ore cars. Before this was introduced “muckers” were expected to move 10 tons of muck per person per shift using only their shovel!



The Britannia mill building itself is an incredible site to see from the inside. It is the third mill building on the site and was built over a 2-year span after the second mill burnt down in 1921. The mill is built in seven levels on a hillside and incorporates the hillside rock as part of the mill wall. Photos do not really do it justice but you can see from the scale of the girl how large the mill building is. There is an incline railway within the mill building that used a winch powered cable to haul a bulkhead flatcar up the track. This was used to deliver heavy supplies to each level of the building. The tour guide explained that the stairway to the right of the track was used by workers to ascend into the building and originally did not have a handrail! Considering how steep the stairway gets at the top it must have taken a lot of nerve to ascend and especially descend!



This was my favorite mine piece by far, the intended use of this piece of equipment should be obvious! It could be a very unusual scratch building project for a contest!



If you are in the Squamish area I would highly recommend you set aside a day to visit the West Coast Railway Association museum and the Britannia Mine museum. They are well worth the time.

## Upcoming Events in the 6<sup>th</sup> Division

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

### **Until October 2017, Banff, AB**

Trains Trains Trains, at Siding 29 - Cave and Basin National Historic Site

### **Sep 16-17, Sherwood Park, AB**

2017 MMRF Great Edmonton Model Train Show, 10 AM - 5 PM, Millennium Place, 2000 Premier Way in Sherwood Park. Layouts, displays, clinics, dealers and LEGO! Info:- [www.mmrf.ab.ca](http://www.mmrf.ab.ca) email: [trainshow@mmrf.ab.ca](mailto:trainshow@mmrf.ab.ca)

### **Sep 23-24, Calgary, AB**

Railway Days at Heritage Park. 10:00am-5:00pm. Double-heading of Heritage Park's two steam locomotives. Unveiling and inaugural start-up of the recently restored CPR Steam Railway Crane, the only working model in Canada! Model railway layouts, kids activities, and much more. 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 1 (Sun), Edmonton, AB**

EMRA Open House. Visit the largest HO model railroad in Western Canada at the Fort Edmonton freight shed (T6H 4P3) on Sunday, October 1, 2017. 10 am - 4:30 pm. Free admission, donations to the Food Bank appreciated. Info:- [www.emra.club](http://www.emra.club)

### **Oct 14 (Sat), Calgary, AB**

38th Annual Boomer Auction, Sponsored by South Bank Short Lines, [www.sbsltrains.ca](http://www.sbsltrains.ca) St. Andrews Presbyterian Church, 703 Heritage Dr. SW. Setup and viewing 9:00am, dining car opens 10:00 am, auction starts at 10:30am. Info: - John Wrinch, (403) 281-5745, [jawrinch@shaw.ca](mailto:jawrinch@shaw.ca)

### **Oct 15 (Sun), Calgary, AB**

CMRS Fall Mini Meet and Annual General Meeting, Glenmore Inn. [www.calgarymodelrailway.ca/mini-meets.html](http://www.calgarymodelrailway.ca/mini-meets.html)

### **Oct 28 (Sat), Edmonton, AB**

MMRF Fall Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9AM-Noon, Admission \$3, vendor tables \$25 Info:- Ric Francoeur, Ph. 780-458-1032 [www.mmrf.ab.ca](http://www.mmrf.ab.ca)

### **Nov 24 (Fri), Calgary, AB**

CMRS Fall Slide Night at River Park Church, 3818 14A Street SW. Show starts at 7pm.



Restored UP Café Car at the Inland Northwest Rail Museum, just west of Spokane and visited on a tour at the PNR Regional Convention in June. (photo by Doug Johnson)