

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

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Do You Remember The Railrodder?

The National Film Board of Canada made a film starring Buster Keaton in 1965, where a man steals a track motorcar and crosses Canada on it. The film is available to watch on the internet and shows some very interesting railroad action.



Tom Price and Ken Ashmead restored a vintage Fairmont motorcar and are making a circuit of the track at Heritage Park's Railway Days on September 24, 2017. It's like deja vu!

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

Hello everyone!

We are now in that busy season of Christmas which gives us the opportunity to take some time off and relax with family and friends and perhaps knock some dust off the layout or a project or two.

2018 will bring more Shows/Meets again which is always refreshing and will help inspire us all.

In speaking to some of the organizers of this past year it was good to see attendance numbers up

at most shows and it was great to see Regina back on the circuit!

More details, like the location and dates have been promised for the Spring Meet and will be posted as soon as possible.

Preparations for the Regional Convention to be held in Cranbrook in 2019 are moving along. So look for information to be posted on that as well.

I hope you all have a safe and Merry Christmas and we will talk to you soon in the New Year!

From the Editor – Rob Badmington

One of the best things about the hobby of model railroading is the willingness of people to share their knowledge and experience. I can't say that this is unique to model railroaders, but a look through this issue certainly makes the point. Norman Skretting has adapted the knowledge gained in his many years as a train dispatcher at CN to his own model railroad, and has provided these insights to help the rest of us operate our model railroads realistically. Also in this issue, Al Matchett shares some ideas on converting inexpensive Christmas light LEDs into useful layout lighting. Doug Phillips offers his passion for CPR history and his expertise at finding obscure information in his story on the Langdon, Shepard & Co. "Contractors Car" at Heritage Park.

Other people offer their ideas and experience at meets through clinics or show and tell displays, like at the upcoming Prototype Modelers Meet in March in Calgary. A new way of sharing knowledge is through personal blogs about one's

layout or modeling projects. Mark Johnson, our division webmaster, has started listing some of these blogs on the 6th Division website.

Finally, our division is fortunate to have three Master Model Railroaders among us. Each of these gentlemen is more than willing to offer advice on your modeling projects. By contacting Doug Wingfield, our Division AP Chairman, you can have your model work evaluated. Whether you achieve enough points to gain an AP certificate or not, the constructive criticism offered helps to improve your skills.

As always, if you would like to share some of your knowledge with others, please consider sending a short article, with or without photos, to Highball! There are over 200 members of the 6th Division who would love to learn something from you.

From the entire staff of Highball! we wish you a very Merry Christmas and Happy New Year!

Achievement Program Report - Doug Wingfield, MMR #484, 6th Division, PNR

AP Chair

My column this month will list all those that have participated in the NMRA Achievement Program in the 6th Division for 2017. My thanks go out to all who made the effort and spent countless hours creating something for themselves and others to see.

A special thanks also goes out to those that assisted me in the assessment of the layouts, scenery, structures and paperwork to get the job done. THANK YOU!!

Congratulations to Mark Johnson of Edmonton for completing his Chief Dispatcher Certificate requirements earlier this year.

Congratulations as well go out to Doug Burton of Camrose for completing the requirements for Electrical and Chief Dispatcher Certificates in the AP Program. He is well on his way to MMR status judging by the categories he is working on.

Golden Spike Certificates were awarded this year to the following NMRA members.

Bill Smienk, Lethbridge
Norman Skretting, New Norway

Doug Burton, Camrose
Richard Astle, Olds
Lorraine Adams, Rockyview County
Greg Cave, Calgary
Greg Hancock, Rockyview County
George Nethery, Calgary
Mike Saucier, Medicine Hat
Judy Saucier, Medicine Hat
Mike Walker, Calgary
Ken Warenko, Calgary
James Warenko, Calgary

Doug Johnson of Regina earned a Merit Award for the magnificent mine structure he brought to Red Deer in May. He also won an award for that same structure at the PNR Regional meet in Spokane this past summer.

If I have missed anyone, I sincerely apologize.

Enjoy the Christmas Season and I hope Santa leaves some fine model railroad gifts under the tree for you. I am looking forward to 2018 and I wish everyone good health and safe travels wherever you may be.

Area Reports

Edmonton - Mark Johnson

The winter model railroading season is upon us, and I hope to attack some of those projects left idle in the summer when it was too nice to be inside.

There's lots of interest in model railroading in the Edmonton area - the Greater Edmonton Train Show was held in September, and attendance was up more than 20%. The 2018 show is already scheduled for September 15-16, again at Millennium Place in Sherwood Park.

The MMRF Fall Swap Meet was held on October 28, and was well attended by vendors and visitors alike. The EMRA fills two tables with items donated to the club. We're thinking of ways to make the items more attractive to purchasers - nobody seems to want freight car kits (Athearn blue box, for example). Perhaps we can spin suggestions from veteran Swap Meet vendors onto a "how-to" article for Highball!

The EMRA was able to take advantage of nice weather for the quarterly open operating session. Again, people came from across the Division to enjoy a full day of operations on the Monashee

Pacific - 24 hours of "fast time" fit into 6 actual hours of running.

Some modellers are taking advantage of new technologies to record and share progress on their layouts. Here are some of the "Blogs" started by Edmonton Area Modellers:

Ken King's Kootenay Western:
www.kootenaywestern.blogspot.com

Trevor Sokolan's BC Rail Northline:
www.bcrailnorthline.com

Norman Skretting's Clearwater Sub:
www.cnclearwatersub.blogspot.ca

Doug Burton's CN Prairie: www.cnprairie.ca

These are all fascinating glimpses into modelling developments and techniques - almost online clinics!

I've created a special section on the 6th Division Web Page (pnr.nmra.org/6div) with these blogs, to make it easier to find them. If you know of others, let me know, and I'll add them.

Note that writing on your blog counts toward the NMRA Achievement Program's Author certificate, too!

We've had some long discussions about the source of new members for the hobby generally, and clubs in particular. There's been a surge in new members in the EMRA, and they are primarily of two demographics: school-agers who are attracted by the operations, but pitch in to help on work nights, too; and recently retired people who are getting back into the hobby now that

they have more time and are looking for techniques for building their own layouts, It looks like the future of the hobby is in good shape! I'd be interested in hearing from other clubs on their membership growth.

I hope everyone has an enjoyable holiday season, and lots of modelling time squeezed in between the egg nog and turkey!

Calgary - Rob Badmington

There never seems to be a break from the railroad action in Calgary. We started off the season in September with Railway Days at Heritage Park. The weather was fantastic and large crowds enjoyed many model railroad layouts in several buildings while outside, two steam engines, a steam crane, a steam roller and steam tractor, and a vintage motor car vied for attention.

On October 10, CMRS in conjunction with South Bank Short Lines conducted a seminar for age 55+ members of the Kerby Centre titled "Introduction to Model Railroading". Unfortunately due to a death in the family, I wasn't able to be there myself. Although the attendance was small, all concerned deemed it a success and worthy of another session to be scheduled in the new year.

SBSL's 38th Annual Boomer Auction followed closely on Oct 14, and the CMRS Fall Mini-meet and AGM were on Sunday the 15th. Both events were well attended.

CMRS held its annual Slide Night on November 24 with 60 members in attendance. There were seven featured presentations on topics varying from current CP and CN operations in the

Thompson Canyon, trains in Canada's National Parks, open top freight car loads, moving CP Engine #29 at night, a Swedish narrow gauge, and a 1/3 size British railroad. Also shown was a selection of slides from the collection of the late Peter Cox.

After Christmas, CMRS will hold its annual Layout Tours in late February. Then in March we will have another Model Railroad Weekend in Calgary. It starts off with the Prototype Modelers Meet on March 2-3, followed by the Calgary Model Trainmen's Flea Market and CMRS Spring Mini-meet on March 4. Details of all these events are listed on the back page of Highball! and on the NMRA/PNR website: <http://pnr.nmra.org/>

Members of The Calgary Model Trainmen's Club have undertaken a club project of building 13 HO gauge Tichy kit # 7011 Handcar Sheds. Members pay \$10 (CMT absorbed any extra costs) then participants build the kit painted in club colors and return it during a show and tell session in the Spring. Completed kits will then be located on one of the club's two layouts and the builder gets the \$10 returned, otherwise the member keeps his newly purchased kit, for \$10.

South Saskatchewan - Doug Johnson

Activity on the model railroading scene in south Saskatchewan has been picking up with the arrival of cool and snowy winter weather. The Thunder Creek club has recommenced their Tuesday evening sessions on their large modular layout in the workroom at the Western Development Museum in Moose Jaw. The club held a workshop for members on building coil

loads for gondolas. The session was based on a clinic which two members attended at the 2015 NMRA convention in Portland. The club obtained permission to use the information and the clinic was attended by twelve club members who now know how to build coils for their layout. Club planning is underway for the annual train show to be held at the Western Development Museum on

March 24th and 25th, 2018. Information can be obtained from the club website at www.tcmrc.org. Members of the Echo Valley Railroad Guild continue to make progress on Free-Mo modules. Word is that they are approaching 100 linear feet of modules and hope to attend the Saskatoon model railroad show in February, as well as other events later in 2018. Club members have met to

continue planning for the second annual Regina Railfest show at the Tartan Curling Club on May 5th and 6th, 2018. Layout and vendor registrations have been received from across the prairies, and interest is high following the successful 2017 show. Information can be obtained from Tyler Smith at smithtyler@sasktel.net.

Airdrie / Iron Horse Park - Greg Orme

Another successful season came to an end at Iron Horse Park on the Thanksgiving weekend. Not only did we see record breaking attendance, we completed the new Shuswap Sub yard and managed to install two new turnouts to relieve the congestion in the main Airdrie yard. Thanks to all who came out to support us over the warm smoky summer months.

Our second annual Halloween run on the 29th of October brought record breaking crowds riding for free with any donation made to the Airdrie Food Bank or by showing up in costume. During the first two weeks of November construction began on a much needed and long awaited locomotive storage shed being erected at the park. This structure now is for the most part complete and will provide ample storage for not only our club locomotives but our members will now have a location to store their locomotives as well. Plans are now being made for the work awaiting us in the spring to get the tracks laid into this new building as well as now being able to add additional tracks into the freed up space in our current Car Barn.

With the winter months ahead of us many of our members are now in the process of doing the necessary repairs and maintenance to the club equipment as well as their own in preparation for next year. It starts off with our Frostbite Run in February followed by SUPERTRAIN and then opening day of our 2018 season on the May long weekend.

We are always looking for new members or volunteers to help out at the park so if you have a bit of time and would like to get involved, we would be happy if you would consider joining us. Information is available on our Web site.

On a sadder note, on October the 29th we said goodbye to a dear friend and fellow member. Our past Secretary and Volunteer Coordinator John Majkot lost his courageous battle with cancer. John was a very active member in the club and will be greatly missed.

With this being the last report of the year I would like to wish each and every one a Very Merry Christmas and a Happy, Healthy and Prosperous New Year.

Lethbridge - Paul Smith

We're working on expanding our HO and N layouts. Basic benchwork is in place for the additions in both scales and trackwork is proceeding on the HO railroad.

The club celebrated the opening of our building expansion with a ribbon-cutting ceremony on

September 30. Mayor Chris Spearman was present and officially cut the ribbon.

We held our fall open house in October.

Our spring open house will be on the third weekend of March 2018 (Saturday and Sunday, 1000 to 1600).

Olds - Didsbury - Rick Astle

The Mountain View Model Railroad Club has just announced that the 2018 version of the Olds Model Train and Hobby Show will be moving. The show will be held at the Carstairs Curling Club on the weekend of May 26, 27. More details will be announced in the next few weeks. The club has

been working on upgrades to our layout at the Didsbury Museum and encourage readers to stop by for a visit on one of our scheduled Saturdays. Check out our web site at www.mvmrc.ca for our Saturday schedule or call Rick at (403) 556-8121 to arrange an alternate viewing.

For Sale

Greg Orme has been asked to dispose of an extensive collection of O Gauge and Lionel equipment. If you are interested in this type of equipment, please contact Greg directly at gorme@telus.net.



Every time I see a Lego train set-up, I am amazed by the creativity of the builders. Here is the Rocky Mountaineer at the NALUG display at the Greater Edmonton Train Show. (Photo by Rob Badmington)

The train order books that we used in Edmonton, when I was dispatching for CN, were hard cover and contained 200 pages. They were used for Train Order territory, CTC territory and also for MBS bulletins (slow orders). Each desk had its own number series for the territory (group of subdivisions) that it controlled. The book used for active train orders and clearances used a number series in the hundreds, i.e. 100-199, 200-299, etc. and began at the first number (100 or 200 or 300..) at 0001 (midnight) every day. If the desk controlled busy train order territory, the number series may have used 200 numbers, e.g. 100-299, to prevent duplication of numbers on the same date. There was a separate book numbered in the thousands, i.e. 1000-1999, etc., for slow orders, which were re-issued, if they were in effect for longer than two weeks.

TRAIN ORDER BOOK

DATE **MAY 4 1986** 19 101

RESPONSE	ORDER NO.	OFFICE SIGNAL	ADDRESSES, BODY OF ORDER AND DISPATCHER'S INITIALS, SIGNATURES AS REQUIRED.	TIME OF REPETITION	TIME MADE "COMPLETE" AND DISPATCHER'S INITIALS
			2315 Transfer PWS to NTS		
202				2084	/
				2085	/
				2090	/
				8047	/
758	Extra	5724	East lined to Scott		/
349	Extra	5211	East lined to Kinsella - cleared SN		/
8302	Extra	5273	East lined to Ryley		/
360	Extra	5726	East cleared CD		/
784	Extra	5075	East cleared CD		/
219	Extra	9563	West at Clover Bar		/
201	Extra	9613	West lined to Clover Bar		/
759	Extra	5059	West lined to Kinsella		/

PWS Shurtley
A. Shurtley 2302

This picture was taken from the Train Order book for the Wainwright Sub (CTC) in use during May, 1986. It shows a transfer between my brother, Peter, and myself. On it can be found the time of the transfer, all of the train orders in effect (active on the left and slow orders on the right), trains on the road or cleared and our signatures and the time the transfer was completed. Once the page was completed and there were no active orders on the page, a diagonal red line was drawn on it. When there were no active orders preceding the page, another diagonal red line was drawn, forming an X and the dispatchers initial was written on the page to indicate the to the dispatcher that there was no active information ahead of the X.

At the time that I was dispatching, we only used Form 19 train orders and therefore we had to use the letter Y or R following 19 in the first column. Form 31 orders were not used. The dispatcher would dictate the order to one or more operators at the same time and he/she would determine whether the order should be a 19Y or 19R.

If the train order station had no train order signal, such as at the originating station for the train, "NS" was used in the response column. If there was a train order signal, the operator would respond with "SD" along with the current indication on the train order signal for the direction specified by the dispatcher (e.g. SDYW). Each train order station would be addressed separately in the order that the dispatcher decided, based upon the superiority of the trains involved in the

order. That is, the train being restricted by the order would be addressed first. If an order applied to all trains equally, then the order would be addressed to trains on the road first, then the superior direction and then the inferior direction.

TRAIN ORDER BOOK				DATE	19	105
FORM	RESPONSE	ORDER NO.	OFFICE SIGNAL	ADDRESSES, BODY OF ORDER AND DISPATCHER'S INITIALS, SIGNATURES AS REQUIRED.	TIME OF REPETITION	TIME MADE "COMPLETE" AND DISPR'S INITIALS
			B1	CLEAR Extra 1065 East at Unity WITH ORDERS 1st OK 0607720		
				VOID ON ARRIVAL AT Biggar		
			B1	CLEAR No 3 WITH ORDERS 202-2085-2090-2094 OK 0608720		
				VOID ON ARRIVAL AT		
194	NS	202	B1	Extra 9489 West Be governed by instructions contained in message file Gx 505 May 1st 720		
194	NS	203	B1	Extra 5289 West Be governed by instructions contained in message file Gx 505 May 1st 720	0647	0647720
			B1	CLEAR Extra 5289 West WITH ORDERS 202-203-2085-2090-2094 OK 0647720		
				VOID ON ARRIVAL AT Wainwright		

FORM 19

CN CANADIAN NATIONAL RAILWAYS CN 714 (6-72)

FORM 19

TRAIN ORDER NO _____

19 __

TO _____ AT _____

SIGNATURES

MADE _____ REPEATED AT _____ TIME _____ OPR _____

The operator at each station would make as many copies of the order as required, in duplicate. Fortunately for me, by the time I began as an operator, the 19's came with carbons already inserted in bunches of three. The dispatcher would include the instruction on how many to make by saying "Blue River, 19Y West, copy three" or "Avola, 19R East and West, copy five". The operator would then set the train order signal, get the correct number of sheets in the typewriter and respond with the indication showing on the train order signal. If the train order signal was already displaying red or stop, and the order was a 19Y, the correct response would be "SDR"direction".

When everyone had responded, the dispatcher would begin dictating the train order, giving the type of order (19Y or 19R), the order number (only once), beginning with the first train order station, writing the office signal in the next column, then the address in the larger column. This continued with each station involved until all had been addressed. At that point, the dispatcher would say "Period". Then everyone knew to begin typing the body of the train order. Once the dispatcher had

finished the order, he would give his initials, such as "NTS" (my initials). At that point, the dispatcher would expect each office to repeat the order, beginning with the first addressed. Once the operator finished repeating the order, the dispatcher would give him/her a repeated time. For most orders, this time would also be the completed time. The operator would write the time in the "Repeated" space, the three letters "Com" after the word "Made", the time next and then sign the order using their last name. If an order had to be repeated for any reason after the original repeat, the two times would not be the same (e.g. signatures required, needed more copies, etc.). Each operator would do the same in succession.

The Clearance (Form 710-C)

Once the operator had copied the required train orders for a train, the dispatcher would instruct him/her to clear the train. The operator would fill out the clearance form with all pertinent information, including the orders that he/she had for the train and, if it was in CTC territory, the "void on arrival" portion for directional extra trains only. The dispatcher would check the information against the active train orders in his/her train order book(s) and would respond with an "OK" time and his/her initials. The operator would write that on the first line beside "OK at" and sign the clearance with his/her initials and last name. After receiving an "OK" time, the operator would make up (usually two) sets of orders, with the clearance on the top and the orders in numerical order. If the train was to receive the orders while passing the station, the operator would insert the bundle in a string that was then attached to a "hoop" (that looked like a big "Y", a longer one was used for the headend). The operator then stood on the platform as the train approached and "handed up" the orders as the train passed. After the train passed, the operator would "OS" the passage of the train to the dispatcher. If there was a train register at that location, the conductor

would drop off a register ticket with train information that could be entered in the register and then relayed to the dispatcher.

The Time Table

Each Subdivision had a separate time table. As you can see from this example of the Clearwater Subdivision, it had schedules in both directions for the First Class trains and the way freights (561/562). There were three Eastward Fourth Class schedules spaced about 6-8 hours apart. Because a schedule remains in effect for 12 hours after the time at each station, unless fulfilled, superseded or annulled, most eastbound trains could use the schedules and make it over the road without running out of time. The schedules were run in sections, sometimes as many as 7 or 8. All of the westbound trains were run as extra trains and could proceed by dodging the eastward schedule trains, but would likely be helped along by the dispatcher using train orders.

Timetable No. 46 - April 30th, 1972													
WESTWARD TRAINS		Miles from Blue River	Yard Limits	CLEARWATER SUBDIVISION	STATIONS	Office Signals	Siding Car Capacity	EASTWARD TRAINS					
FIRST CLASS								FIRST CLASS		FOURTH CLASS			
163 PASSENGER	1 PASSENGER							2 PASSENGER	164 PASSENGER	860 FREIGHT	562 FREIGHT	862 FREIGHT	864 FREIGHT
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SAT & SUN	DAILY	DAILY						
2100	0235	0.0		..... BLUE RIVER . .CKWYZ	BR	38	s2240	s0355	0435	.....	1140	1920
			2.3	14.2									
2115	0250	14.2		..... MESSITER		23	2225	0340	0415	.....	1120	1900
				10.6									
2125	0300	24.8	23.8 25.6	..... AVOLA .....PWZ	VO	26	2215	0330	0355	.....	1105	1845
				11.9									
2140	0315	36.7	35.9 37.4	..... VAVENBY .....PZ	VA	21	2200	0315	0340	A0940	1050	1830
				8.5									
2150	0325	43.2	42.7 43.8 50.6	..... EXLOU Z		16	2150	0305	0325	0925	1035	1815
				8.7									
s2210	s0340	51.9		..... KAMLOOPS JCT .CKWYZ	KA	24	2140	0255	0300	0830	1020	1800
DAILY	DAILY						DAILY	DAILY	DAILY	DAILY EXCEPT SAT & SUN	DAILY	DAILY	
163	1						2	164	860	562	862	864	

This is the Time Table that I made up for my layout. It has far fewer stations on it than a prototypical Time Table, but it conveys the same information as the one below.

At the time of this time table, there were five open train order offices on line and numerous long sidings (10-15 miles apart), so the dispatcher had some flexibility. There were many good dispatchers and many ways to dispatch.

Timetable No. 46 — April 30th, 1972												9					
WESTWARD TRAINS						CLEARWATER SUBDIVISION						EASTWARD TRAINS					
FOURTH CLASS	FIRST CLASS		Miles from Blue River	Yard Limits	STATIONS	Office Signals	Siding	Car Capacity	FIRST CLASS		FOURTH CLASS						
561	1	3							2	4	860	562	862	864			
Freight	Passenger	Passenger						Passenger	Passenger	Freight	Freight	Freight	Freight				
Tuesday, Thursday, Saturday	Daily	Daily															
0600	2320	1940	0.0	↓	BLUE RIVER CKPWYZ	BR	167	s0200	s0525	0630	1340	1435	2210				
0620	2328	1950	4.4		4.4 ANGUS HORNE	P	54	0147	0513	0620	1330	1423	2155				
0629	2335	1957	8.2		3.8 WOLFENDEN	P	144	0136	0505	0614	1320	1417	2148				
0639	2343	2006	13.6		5.4 MESSITER	P	131	0126	0456	0604	1310	1407	2139				
----	-----	-----	18.8		5.2 COTTONWOOD FLATS	P											
0703	0002	2026	24.8		6.0 AVOLA	PWY	VO	0105	0436	0544	1250	1345	2119				
0713	0009	2034	29.8		5.0 WIRE CACHE	P	54	0054	0428	0537	1235	1338	2111				
0721	0016	2041	34.5		4.7 McMURPHY	P	143	0045	0421	0529	1226	1329	2102				
0732	0033	2051	41.2		5.7 WABRON	P	131	0033	0411	0518	1212	1317	2051				
0741	0044	2100	47.1		5.9 IRVINE	P	60	0022	0401	0507	1200	1307	2033				
0750	0055	2109	53.0		5.9 VAVENTY	P	VA	137	0011	0350	0457	1145	1257	2024			
0805	0107	2120	61.6		8.6 BIRCH ISLAND	PWY		136	2359	0339	0445	1130	1245	2012			
0823	0118	2130	67.7		6.1 CLEARWATER	P	WR	55	2348	0329	0436	1100	1235	2003			
0835	0128	2140	73.8		6.1 BLACKPOOL	P		53	2336	0319	0428	1041	1225	1953			
0848	0144	2154	83.0		9.2 BOULDER	P		132	2320	0304	0415	1026	1207	1940			
0854	0150	2200	85.7		2.7 LITTLE FORT	P		64	2314	0258	0411	1019	1201	1934			
0903	0158	2208	90.9		5.2 CHU CHUA	P	C	53	2304	0250	0403	1009	1152	1926			
0913	0209	2219	98.1		7.2 CHINOOK COVE	P		54	2252	0240	0353	0957	1142	1915			
0923	0230	2240	104.4		6.3 BARRIERE	P		108	2240	0230	0343	0945	1132	1903			
0927	-----	-----	107.3		2.9 LOUIS CREEK	P						0940	-----	-----			
0938	0240	2250	107.4		0.9 EXLOU	P		55	2231	0220	0337	0938	1125	1857			
0953	0256	2306	116.4		8.2 McLURE	P	RU	57	2219	0208	0325	0925	1112	1841			
1008	0311	2321	124.7		8.3 VINSULLA	P		131	2206	0156	0311	0910	1048	1828			
1017	-----	-----	128.9		4.2 HEFFLEY	P						0855	-----	-----			
1030	0323	2334	132.4		3.5 RAYLEIGH	P		53	2153	0143	0247	0845	1030	1815			
1100	s0340	s2350	139.4	↑	7.0 KAMLOOPS JCT. CKPWYZ	KA	84	2140	0130	0230	0830	1015	1800				
								Daily	Daily	Daily	Daily ex. Sunday	Daily	Daily				
561	1	3						2	4	860	562	862	864				


CLEARWATER SUBDIVISION FOOTNOTES

<p>1 RULE MODIFICATIONS</p> <p>1.1 RULE 5— Blue River—the time of eastward fourth class trains applies at the siding west switch. Kamloops Jct.—the time of No. 561 applies at the siding east switch.</p> <p>2 GENERAL FOOTNOTES</p> <p>2.1 All trains keep sharp lookout for fallen rock between mileages 19.8 and 20.4.</p>	<p>2.2 Train Order delivery devices at Avola, Clearwater, Chu Chua, Vaventy and McLure.</p> <p>2.3 Blue River—Siding is located between east and west switches.</p> <p>2.4 Kamloops Jct.—Siding is located between crossover mileage 138.8 and yard west switch.</p> <p>3 EQUIPMENT RESTRICTIONS</p> <p>3.1 GF-30 class engines must not use Oil Spur on Shop track at Blue River.</p> <p align="right"><i>(Continued on Page 10)</i></p>
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The information from the Time Table is transferred on to the Train Sheet. The Train Sheet is the work sheet of the dispatcher. It is the best planning tool available to the dispatcher and all of the information needed to make decisions on meets, right overs, etc. can be found on the Train Sheet and in the Time Table. Because I do not have a copy of the prototype Clearwater Sub Train Sheet, I will use examples of my model railroad Clearwater Sub.

The Table No.

KAMLOOPS JCT, BC19....



CLEARWATER SUBDIVISION

WESTWARD TRAINS


EASTWARD TRAINS

		Designation			
		Engine			
		"			
		"			
		L Loads & Empties A			
		L Equated Tonnage A			
		Time Ordered			
		Time Off Duty			
		STATIONS			
	0.0	BLUE RIVER	CKW BR		
	14.2	MESSITER			1337
	24.8	AVOLA			1426
	26.7	VAVENBY			1235
	43.2	EXLOU			1148
	50.6	BUNGALOW M			
	51.9	KAMLOOPS JCT	CKW KA		
		A Loads & Empties L			
		A Equated Tonnage L			
		Length			

CLEARWATER Date:

This is what the dispatcher on my layout works with when we run with CTC (Centralized Traffic Control). I have another train sheet that is similar to use if I were to run with Time Table and Train Orders.

KAMLOC



CLEARWATER SUBDIVISION

		Designation			
		Engine			
		"			
		"			
		L Loads & Empties A			
		L Equated Tonnage A			
		Time Ordered			
		Time Off Duty			
		STATIONS			
	0.0	2.3	BLUE RIVER	CKWY BR	
	14.2		MESSITER		1337
	24.8	23.8 25.6	AVOLA	VO	1426
	36.7	35.9 37.4	VAVENBY	VA	1235
	43.2	42.7 43.8	EXLOU		1148
	51.9	50.6	KAMLOOPS JCT	CKWYZ KA	
		A Loads & Empties L			
		A Equated Topnnage L			
		Length			

This is just a blown-up example of the middle of the train sheet. This train sheet is used for TT&TO because it has yard limits on it, as well as more office signals.

Time Table No



CLEARWATER SUBDIVISION

JOHNSON BALLANTYNE		SMITH KING							
EXTRA	163	1				Designation			
2435		6508				Engine			
2421		6604				"			
		6539				"			
15-1		9C				L Loads & Empties A			
1638						L Equated Tonnage A			
0001		0230				Time Ordered			
0215						Time Off Duty			
						STATIONS			
0025			0			BLUE RIVER CKW BR			
			14.2			MESSITER		1337	
			24.8		C	AVOLA		1426	
			36.7		T	VAVENBY		1235	
			43.2		C	EXLOU		1148	
			50.6			BUNGALOW M			
0145			51.3	50.6		<i>KAMLOOPS JCT CKW KA</i>			
15-1						A Loads & Empties L			
1638						A Equated Topnnage L			
1115						Length			

This is from the middle of the CTC train sheet with examples of how to fill in the spaces for each train.

Because we operate model railroads, dispatching with time table and train orders can be quite difficult. The times (fast clock) are also very compressed and people are not trained. It can work, but time is quite often the determining factor. I have found, that for my model railroad, a signal system is a much more satisfying approach to moving the trains.

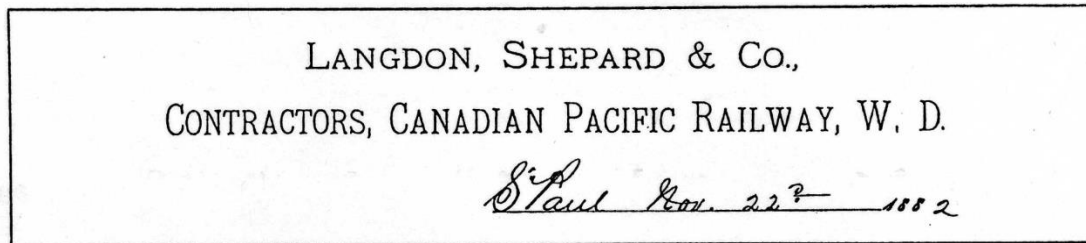
This has been a very cursory overview of the forms that were used on CN while I was dispatching. As I have said, I have adapted them for my model railroad, and hopefully, have made them appear as realistic as possible. I used Excel for the train sheets and time table and Word documents for the train order (form 19) and Clearance (Form 710C). Each railroad was different and examples are available online or at swap meets.

**A SHORT HISTORY ON THE LANGDON, SHEPARD & CO.
'CONTRACTORS CAR' AT HERITAGE PARK, CALGARY**

BY DOUGLAS R PHILLIPS

Most people have referred to this car as “Car 76”. This is because for a short time it carried that number while at the Park here in Calgary. Yet it had never carried that number while working in Western Canada.

In 1882 the contractor Langdon, Shepard & Co. of Minneapolis, Minn. was awarded the contract to construct the track of the Canadian Pacific Railway Company from Flat Creek, Manitoba (now called Oak Lake, Man.) to Calgary, N.W.T.



The contractor Langdon required a private car to travel between Minneapolis and End of Track during the construction period and ordered a car from the car builder Harlan & Hollingsworth of Wilmington, Delaware, U.S.A. in 1882. The car was delivered in May of that year at a cost of \$6,710.67, excluding Canadian duty.

The car carried the name Langdon, Shepard & Co. on its letter board and it was believed to have carried the name ‘CONTRACTOR’S CAR’ on its sides. Van Horne, in correspondences usually referred to the car as the “Langdon car”. No known photos have come to light prior to 1885.

Langdon, Shepard & Co completed their contract at Calgary on August 31, 1883 and the following month the car was turned over to James Ross, Manager of Construction for the North American Railway Contracting Co.

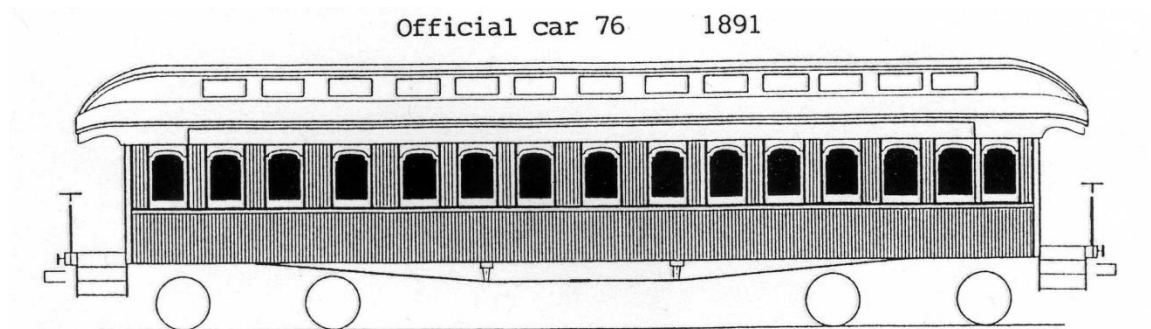
It was then transferred November 1883 to the CPR Mountain Division Construction Department, in charge of extending the railway west of the N.W.T./B.C. boundary to connect with the British Columbia section of the main line being built eastward by the Dominion Government.

In February 1885 Canadian Pacific purchased the car for \$6,000.00 and in Winnipeg ‘renamed’ the car **CONSTRUCTION DEPT.** stenciled it for Canadian Pacific and stained the outside in CPR standard colour at the time with the standard ornamentation on the corners of the car and around the door frames.

On November 7, 1885 this car was present at Craigellachie and the photographer Alex J. Ross photographed the car in that area with James Ross’s ten-year-old son John amusing himself with a spike maul out side the end of car.

With the main line now complete this car was transferred east to Montreal where it was assigned to the General Superintendent of the Eastern & Ontario Divisions. The car was then given the number "76" at Hochelaga Shops in Montreal on February 19, 1886.

In 1891 the Earl of Aberdeen and Lady Aberdeen occupied the car on a trip to the West and the car was attached to the first 'passenger train' to run over the newly completed Shuswap & Okanagan Railway between Sicamous and Vernon, B.C.



The car was named **ROSEMERE** at Montreal September 12, 1894. Alterations were made to the interior at about this time. In July 1900 the car was fitted with six-wheeled trucks.

In July of 1915 the car **ROSEMERE** was used to carry the remains of the late Sir Sanford Fleming, accompanied by the family, from Halifax to Ottawa for burial.

In 1871 the Dominion government appointed Sandford Fleming Engineer-in-Chief of the Canadian Pacific Railway and placed him in charge of the surveys for the proposed transcontinental railway. Fleming resigned from the post in 1880 and later served as an engineering consultant and a director of the Canadian Pacific Railway Company. He was an honored guest at the driving of the last spike in Eagle Pass November 7, 1885.

October 31, 1916 the body colour of the car **ROSEMERE** was changed from mahogany to Tuscan red and renamed **NEW BRUNSWICK** at Montreal. It was taken out of service in the spring of 1918 and stored.

The name **ROSEMERE** was restored to the car at Montreal December 19/1919, either to clarify the accounting records or to allow its return to service as a spare car. Between April 22, 1918 and December 19/1919 another car carried the name **NEW BRUNSWICK**. Only one of these two cars would have been allowed in service during that period.

In November 1920 the car **ROSEMERE** was sold together with CPR official car '7' and wooden snow plows 400740 and 400741 to the Edmonton, Dunvegan & British Columbia Railway in exchange for ED&BC official car **ALBERTA**.

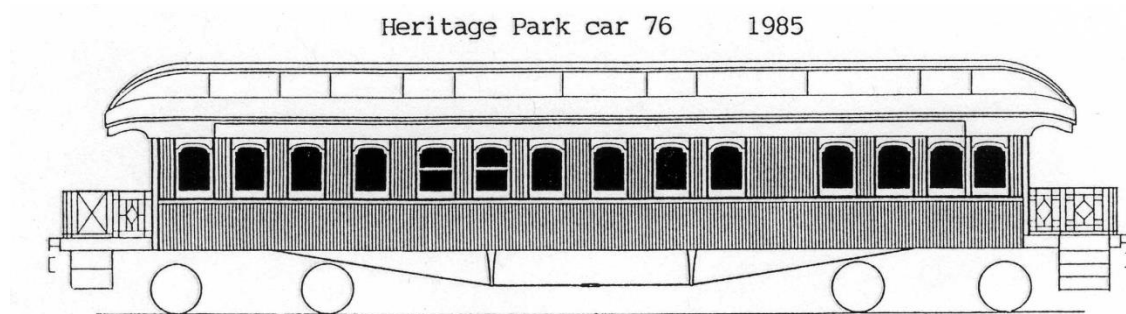
Renamed ED&BC **DUNVEGAN** c1921 it was assigned to the General Manager. In 1929 the ED&BC and a number of other Alberta Government-owned railways were purchased by the CPR and CNR and incorporated as a separate company, Northern Alberta Railways June 14, 1929. The **DUNVEGAN** became the NAR **DUNVEGAN** and the colour for passenger car stock at that time was a green tone. Replaced in 1932 by former CNR official car '**86**' and reassigned to the Superintendent

of the NAR. A steel under-frame from a former baggage car partially destroyed by fire was applied in the 1940's and the car was painted Royal Blue. It was replaced in 1948 by a new superintendent's car and was numbered NAR '3' and used as an office and accommodation for maintenance of way crews. It was retired in 1964 at the age of 82.

Donated by the NAR to the Glenbow Foundation in Calgary July 1964 and moved to Heritage Park in Calgary where it is maintained and displayed as a historical exhibit. Refurbished and named NAR DUNVEGAN.

In 1972, after it caught the attention of Omer Lavallee of Canadian Pacific, the exterior of the car was partially restored to its 1880s appearance, but painted an ochre yellow, included CPR lettering and provided with the number '76' before the cars complete history was researched and developed.

The car was present at the centennial reenactment of the driving of the last spike at Craigellachie, B.C., November 7, 1985. On return to the park the car was repainted in a darker shade of ochre and the number removed. The darker shade is closer to that which was used in the early 1880s on other cars, but never used on this car, except at the Park.



Some day, to be historically correct, the car will need to have the under-frame corrected to a more suitable length for the size of the car, the windows refitted to original configuration and the colour corrected to mahogany colour as it was in 1885 with the CPR standard ornamentation, and name of the day. In 2017 the car celebrated its 135th birthday. Few railway cars remain from this era, nor do any have the historical significance of this artifact.

I prefer to call it the “**Langdon Car**” or the “**Construction**” car rather than Car ‘76’, the number it wore when it was assigned in the East.

Using Christmas LEDs for Model Railroads

By Al Matchett, President Calgary Model Railway Society

(this article was published in the CMRS Orderboard and has been updated)

A couple of years ago I was looking for Christmas Lights to replace some of our older light strings. While checking out the selection at the local Rona, I came across some packages of 'micro dot' and white indoor LED lights made by Danson Décor. Looking at them more closely, I came to realize these could easily be adapted for model railroad use. I ended up buying several packages of each to experiment with.



Figure 1 - LED Sets; T1 size and 'Micro Dot'

The white indoor set is a string of 20 cool white T1 size LEDs that are battery operated. The LED has a conical indentation that better scatters the light from the LED source. The LED has two long leads connected to wires and is shrink wrapped with clear tubing. For model railroad use, I usually cut the wires off at the lead, remove the clear shrink tubing and then solder on new flexible wire to the leads. I have used these LEDs in building interiors for internal lighting, I would generally add a plastic disk with a central hole sized to match the LED to use a lamp shade and reflector.

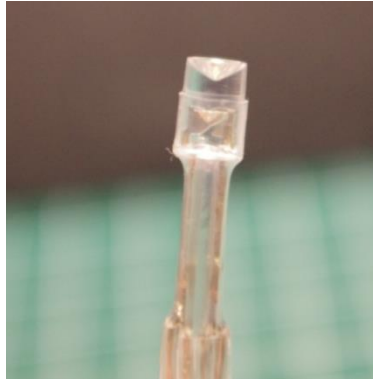


Figure 2 - T1 size LED close up

The second interesting part of this LED set is the battery power supply. This uses three AA batteries and is current limited in order to drive the LED string. I cut off the LED string, added alligator clips and marked the positive and negative leads. Now I have a great LED tester and power source for portable structures.

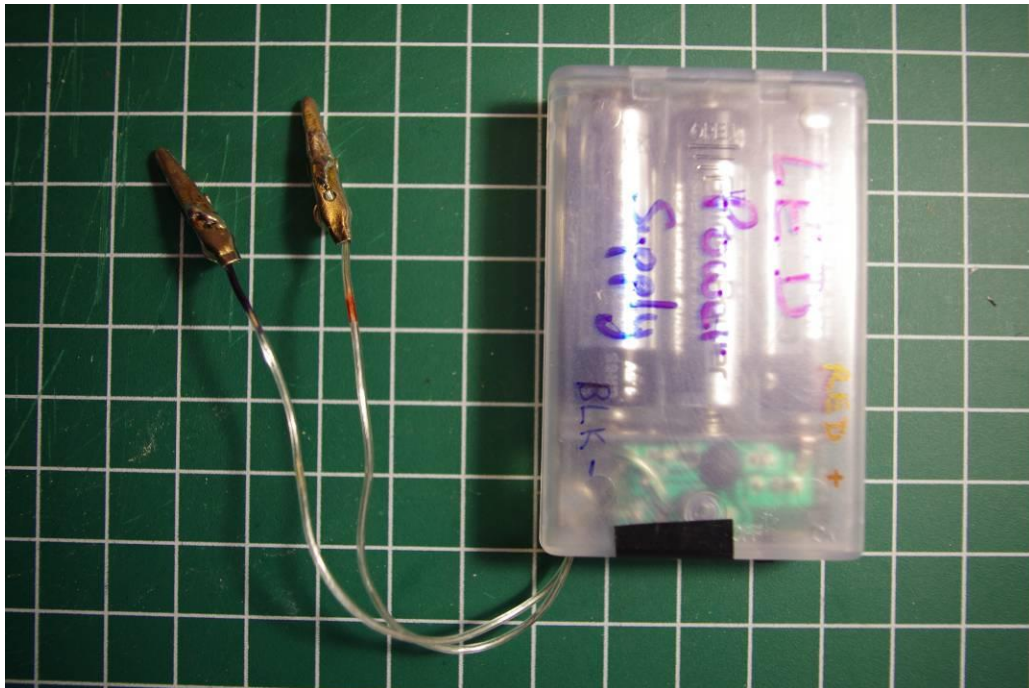


Figure 3 - T1 LED set modified battery power supply

The 'micro dot' lights come in a string of 96 LEDs complete with a wall wart transformer and come in warm white and multi color strings. The LED light string is built of small rectangular LEDs encased in a drop of clear plastic all wired in parallel. The LEDs are connected via solid wire with a thin insulation. It is very easy to cut out as many LEDs as you need by clipping the wires between individual LEDs.

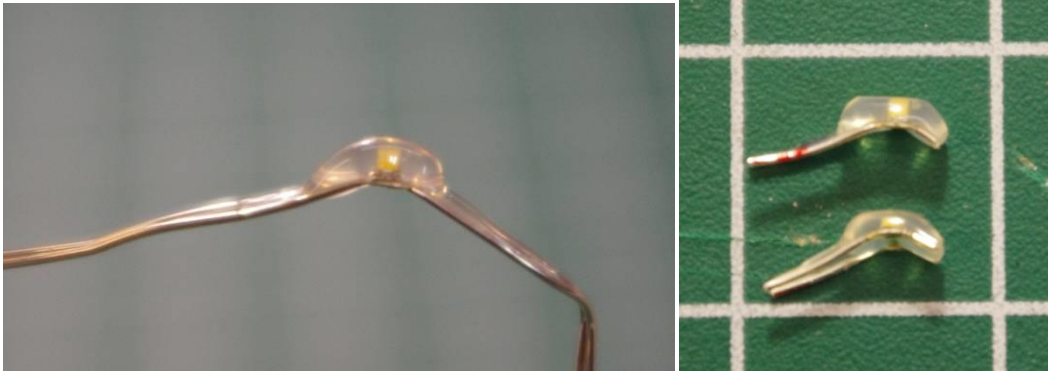


Figure 4 - Micro Dot LED close ups

Normally I file the plastic drop flat above the LED to provide a better surface to glue the LED to whatever I happen to be working on. I then cut the leads flush with the plastic drop on one side and short on the other, scrape off the insulation using a knife blade and then solder on very flexible wire to the leads (I use ESU AWG36 Hi-Flex wire). Make sure to determine the LED polarity using a battery tester so you can get your wire color correct. For locomotive use, I follow the NMRA specifications and solder on a blue wire to the positive side, and whatever color you need for the negative side. For the front headlight I use a white wire, rear headlight a yellow wire, number boards a green wire, etc.

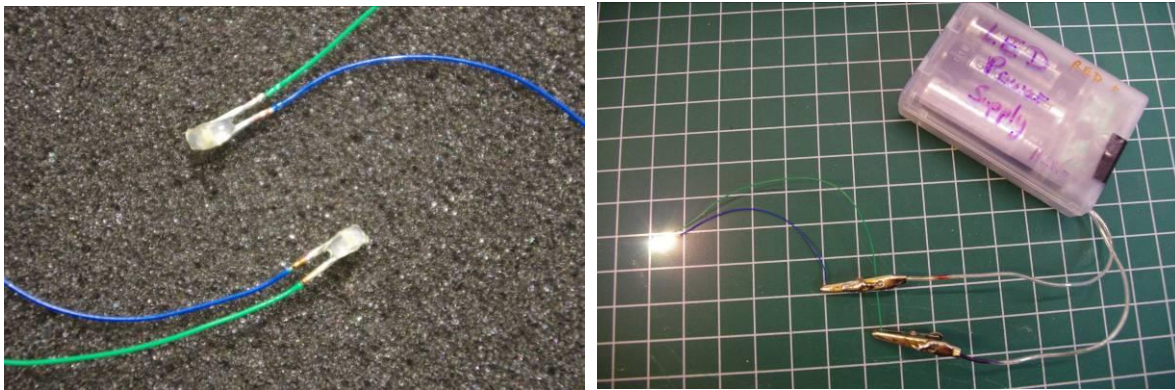


Figure 5 - Micro Dot LEDs clipped, wired and under test

I have tried to completely remove the plastic drop by cutting and filing but have had limited success. Out of three attempts I only managed to get one where I completely removed the plastic drop and soldered on wires to the surface mount pads, the other two were destroyed in the process.

I am currently working on a sound decoder install for an older Proto 2000 GP60 that is using the 'micro dot' LEDs for headlights and number boards. At first I attached the LEDs to the various plastic light guides while everything was in the shell. While this worked OK I ended up with too much light leakage so I painted what I could reach with black paint, this helped somewhat but there were areas I simply could not reach.

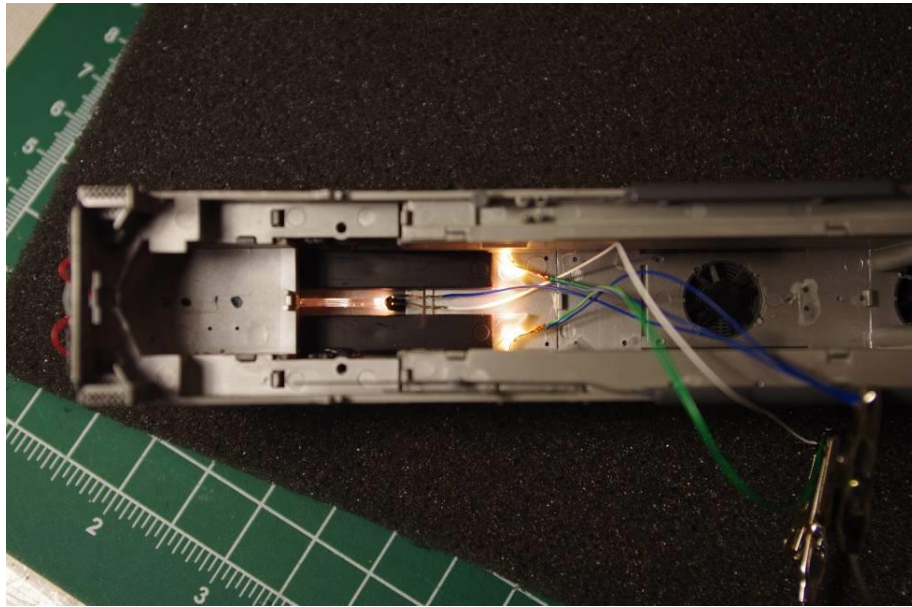


Figure 6 – Micro Dot LEDs glued to GP60 shell number board and front headlight light guides

At this point I realized it was fairly easy to remove the headlight and number board parts to allow the LEDs to be attached at the work bench. I pulled these parts out, and removed the LEDs by using ACC de-bonder. Once I could get a better look at the parts, it was much easier to properly center and glue the micro dot LEDs to the number boards and headlight tubes. All exposed areas that can leak light have been painted black. The GP60 shell currently has all light tubes and number boards installed back in the shell but I have not had time to mate it to the chassis.

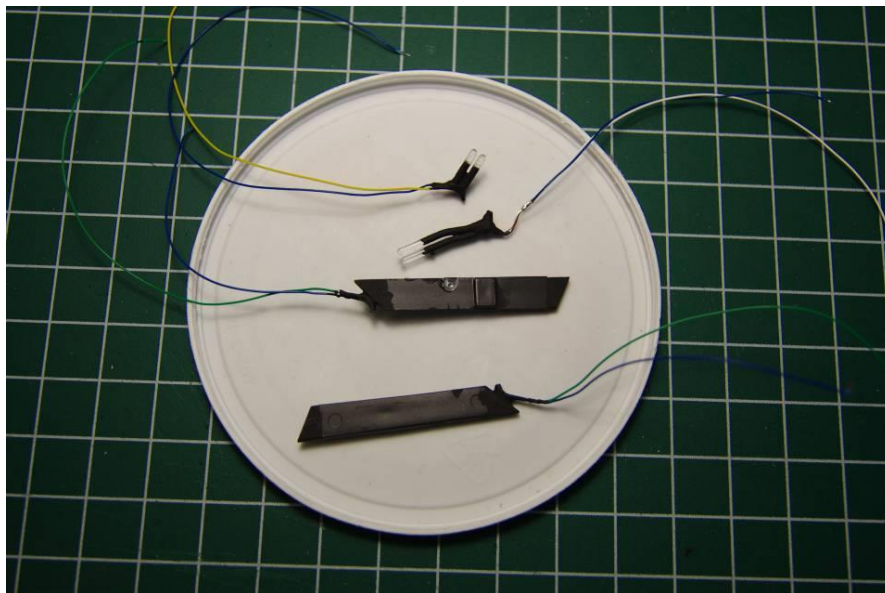


Figure 7 - Front/Rear headlights and number boards with Micro Dot LEDs attached

I have not used the color micro dots yet but I have some ideas on how to use them for buildings and structures.

I don't remember exactly what I paid for each of these sets but I'm pretty sure it was under \$10 each. Next time you are in your local big box home improvement store, make sure to check out the LED Christmas lights and think about how you can use these for your model railroad needs.

Upcoming Events in the 6th Division

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

Feb 25-25, (Sat-Sun) Saskatoon, SK

All Aboard 2018 Model Train Show, Western Development Museum, Layouts, Vendors, Consignments.
Saturday 9:00 a.m. - 5:00 p.m. Sunday 9:00 a.m. - 4:30 p.m. <http://prairierailworkshop.com/train-show/>

Mar 2-3 (Fri - Sat), Calgary, AB

Railroad Prototype Modellers Meet, St. Andrews Presbyterian Church, 703 Heritage Drive SW. Friday 7pm – 9 pm - Slide Night, with an emphasis on subjects you can model. Bring some digital images or slides to show. Saturday 9am – 4pm – Show and Tell to share modelling ideas, four clinics, draw tickets for displaying your models. Door Prizes! Entry for all sessions is \$10. For further information, please contact: Dave Audley, 403-275-1869 (daudley@telusplanet.net)

Mar 4, (Sun) Calgary, AB

CMT Annual Flea Market, Glenmore Inn, 2720 Glenmore Trail SE (corner of Glenmore Trail & Odgen Road, SE). The Flea Market runs from 8:30 to 10:30. Time to start putting aside those items you no longer need so that you can buy more stuff that you do need! Tables are \$20 each, half tables can be booked for \$10. To book a table contact Brookes Harrow at bharrow@nucleus.com or 403-201-4937.

Mar 4, (Sun) Calgary, AB

CMRS Spring Mini-meet follows the CMT Flea Market at 11:00 at the Glenmore Inn with several clinics lined up, along with Show and Tell. <http://www.calgarymodelrailway.ca/mini-meets.html>

Mar 17-18, (Sat - Sun) Lethbridge, AB

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

Apr 14-15, (Sat-Sun) Calgary, AB

SUPERTRAIN 2018, Canada's Biggest and Best Annual Model Train Show; 9 AM to 5 PM both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. FREE PARKING at McKnight-Westwinds C-Train Station with free shuttle. Adult - \$15, under 16 - free. Over 70,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, clinics, museums and railroad historical associations, Lego and Thomas Play Area, garden railways, ride-on trains, and much more. Info:- www.supertrain.ca or email to info@supertrain.ca

May 5-6, (Sat-Sun) Regina, SK

Regina Railfest 2018, Over 20,000 sq. ft. of model railroad layouts, displays, exhibits, and vendors! Saturday 9:00 a.m. - 5:00 p.m. Sunday 9:00 a.m. - 4:00 p.m. Adults - \$10, Youth (5-16) - \$5, Children (4 and under) – FREE, Families - \$20 (2 adults and up to 3 youth or children). Tartan Curling Club, 1464 Broadway Ave. <http://reginarailfest.com/railfest-2017> or contact Tyler Smith smithtyler@sasktel.net