

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

August 2024



Dennis Dreher (right) becomes Master Model Railroader #766 as he accepts his certificate from Doug Burton MMR at the banquet at Dino Tracks 2024 in Drumheller on June 23. The full story of Dennis' journey to complete the requirements is contained in the August 2024 issue of NMRA Magazine. Congratulations Dennis!

See the 6th Division Officer Reports, 11 Area Reports, and three interesting articles in this issue!

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Superintendent's Report – Ed Molenkamp, Supt. 6th Division, President NMRA Canada

Greetings to everyone in the Division,

I hope you all had a good summer as fall is approaching.

You will have seen some changes with the website recently as Peter Ulvestad has taken it over from Mark Johnson.

Thank You Peter for stepping up to the plate and a big thank you to Mark for the many years of handling it from its inception.

You will get a reminder email about our upcoming AGM which will be virtual again as per the new norm. Stay tuned.

There is also a report about Dino Tracks later in this issue.

The fall season of Shows and Mini Meets is just around the corner so stay current with upcoming events in this issue as well as the website.

The Division will have a table in Edmonton September 14th and 15th at the upcoming Great Edmonton Train Show so stop by and say hello.

Ed.

Assistant Superintendent's Report – Rick Astle

Wow! What a summer beginning with Dino Tracks in Drumheller, which by all accounts was a success filled with great clinics, tours, a train show and good fellowship. The dry weather and long periods of heat lead to many afternoons spent in the basement contemplating model railroad projects for the fall and some sleep for those without central air conditioning.

The fall modeling season kicks off early with the Big Valley Free-mo event August 15-18 with operating on the Saturday and Sunday. I plan to attend Saturday August 17th to visit with friends and collect some new video of the trains. September brings a host of activities which I know will be listed in this and future Highball! editions.

What about the 6th Division and how can I help? Since I ask this question of myself, I think it only fitting to ask it of you as well, and here is one option we can all work on. Do I know someone who likes model trains as I do but needs help with the hobby, or is there a former member who has not renewed that still has a passion for the hobby? How about offering to mentor them with their layout or just bring them to a club meeting or operating session and let them run some trains. You won't get them to join without showing them what NMRA has done and can do for them in their journey. Remember we are NMRA and we can make it better by being there to help even one budding model railroader.

See you at the next stop, Rick.

From the Editor – Rob Badmington

Every once in a while I wonder why my layout isn't progressing as fast I think maybe it should. I remind myself that if I practiced the "Five Minute Rule" I could get a lot of small tasks done. In case you're not familiar with the rule, the idea is that if you make a point of spending just a short five minutes every day doing something on the layout, the

time will add up quickly. Even in five minutes you can clean some track, ballast a couple of feet of track, or just tidy up a bit. Of course, the real purpose is to overcome the inertia of getting started every day because the five minutes will quickly become much longer once you get going on something.

Then I thought about how much time I actually spend on other model railroad activities away from my own layout, and it was a bit eye opening. I went back and looked at my calendar for the past 12 months. I discovered that I attended 35 meetings of my local club, participated in 50 operating sessions on other people's layouts, went to the PNR Regional Convention and the 6th Div Spring Meet, and attended more than 10 other shows, swap meets, and mini-meets, not to mention three solid days at SUPERTRAIN. And, oh yeah, this is the fourth Highball! I have edited in the past year. All I can say is, it's a good

thing I'm retired, because I wouldn't have time to go to work anyway.

One of the pleasures of editing Highball! is asking for and receiving the many contributions of articles, reports, news items, and photos. This issue contains a bumper crop! Thank you to all who sent stuff. More is always welcome from anyone who would like to contribute.

Hope to see you at the next event. There are lots of activities planned for the fall and winter.

2024 Elections for the 6th Division – Peter Ulvestad

The NMRA and in particular the 6th Division owes its success to all of its members in whatever capacity, from home layout builders to convention organizers and division officers. We will continue to flourish with those who are willing and able to step up to the plate.

Ed Molenkamp and Rick Astle were the only ones to step forward. Going forward the Division really needs new blood to step up.

Dino Tracks 2024 – Drumheller, AB – Ed Molenkamp, Chair



Dino Tracks in Drumheller was a wonderful experience that was enjoyed by all and everyone seemed to go home happy.

There were 42 full registrations and a couple day passes handed out with many highlights. Our guest speaker was Les Kozma who is a well-known author and historian on many subjects and I would bet that many of us have a few of his books on our shelves.

The whole event started off with a wonderful evening at the local craft brewery with pizza delivered to us.

It was good to re-connect with old and new friends.

Speaking about new friends, we had 4 new members join the Division because of the Convention. There was even a young fellow at the age of 12 coming down from Edmonton to attend. Let's make these new members feel welcome.

The prototype tours were self-guided with the exception of the Atlas Coal Mine. It was great to see all the improvements from the last time many of us were there.

The clinics were well attended with some interesting new topics including the local Rails to Trails Organization giving a presentation on their plans for the CN roadbed that goes through Drumheller.

The banquet had 52 folks enjoying a wonderful meal from a caterer that drove down from Edmonton. I think a few of us might have even recognized her.

The 2024 Silver Spike was awarded to Grant Halkyard of Regina in recognition of his years as Highball! editor as well as PNR Regional Convention Coordinator. A second Silver Spike was awarded to Mark Johnson of Edmonton for his many years as both the 6th Division and PNR webmaster.

Congratulations to Dennis Dreher for becoming Master Model Railroader #766! He joins an elite group of MMRs in the 6th Division.

There has been some interest brought forward from a few areas regarding upcoming conventions and looks like we're good for the next 4 years at least and there is a committee formed for the Regional which we are responsible for.

As Peter Ulvestad has taken over our Division website as well as the PNR site, he has resigned as Convention Coordinator so I will take the duties for now.

Ed

Achievement Program Report - Doug Burton MMR, 6th Division, PNR AP Chair

It has been a very active couple of months. The PNR leads the NMRA in AP and I am happy to report that the 6th Div is responsible for many of those certificates. When I started in this position I had very few assessments to do in the summer but it has now become just as busy as the rest of the year. In June, July and Aug we have processed 11 certificates. This is fantastic – congratulations to those participating in AP. We are going to begin listing these achievements on the Div 6th web site.

I would like to give a shout out to Dale Sproule who brought some very interesting dioramas to Drumheller. They were very well done and quite humorous. I would also like to thank those of you that brought items for show and tell there were enough to fill three tables.

I also want to thank Dennis Dreher MMR for helping me do 10 assessments for Trevor Dring for his Car and Structure certificates. It took us 4 hours on a Sunday afternoon to get through those models.

It's quite time consuming and it is often difficult to fit these assessments in during a Division meet. It often means the Assessors miss a planned activity. Now that there are a few

more Assessors in Regina, Edmonton, Lethbridge and Calgary it would be nice to see some of these assessments completed in their home cities so as to take some of the pressure off at the Division meets. If you do not live in one of these cities then please feel free to continue to bring models for assessment to the meets. I do not want to discourage anyone from bringing models for Show and Tell as it has become a great success and continues to grow.

We are co-sponsoring some upcoming events such as the Calgary Prototype Modelers meet and clinics at Edmonton Model Railway Association. I will be creating a position for both these events and if you present clinics you will earn points. There are always other opportunities for clinics which can be used to go towards Author or Volunteer certificates.

One of the nicest parts to my position is that I get to see all these great models and layouts. We really have some fantastic modelers in the 6th Div.

I would also like to add how great it is to work with Bill Fassett, PNR AP Chair. He is very helpful and offers lots of insight into AP standards.

Area Reports

Melville – Ron Haskell

The Melville Model Railway Club will be hosting its third annual Model Train Show 19-20 October at the CN Community Centre located at 575-2 Ave W in Melville, SK. Club layouts from across the province will be on display.

As well, tours of the Melville Train Station will be provided to participants.

The weekend promises to be a great event and will attract many curious local and area residents.



Participants at the 2023 Melville Model Train Show sporting their new CN 100 ball caps donated by the Show's major sponsor CN.

Edmonton – LaBaJa – Dave Robinson

The LaBaJa group of modellers has been fortunate in having the use of an un-rented warehouse for the past half year here in Edmonton. This has allowed us to set up most of our travelling display layout, whereas otherwise the layout is simply packed-up in our trailer. Unfortunately it's not a location where we can be open to the visiting public. "Most" because the warehouse space isn't quite wide enough so we had to build a temporary table in order to complete the mainline route and be able to run trains - sort of a shoo-fly if you will. With most of the layout up, we've been able to work on many areas, do some much-needed repairs, and generally spruce-up the whole display.

Many of our members have been contributing over this period. We've been busy:

- adding lights in several locations, some using Atlas' new line of lights which are pretty good;
- the signalling system and crossing locations have benefitted;
- under-the-table wiring, including repairs, cleanup, and adding new communication cables;
- we have added several vehicles to some of our many roadways, and have wired the new vehicles in place to reduce some of the set-up time at shows;
- re-done some industrial areas with new or reconditioned buildings;
- have added lots of new detail bits all over, including some very nice 3D-printed items;

- built new yard lights in our main classification yard, they're tall and mounted on some neat magnetic contacts so are a breeze to install and won't break off if accidentally whacked;
- have repaired track ballasting in several areas, it's amazing how it deteriorates on a travelling layout;
- we have a couple of new items that some folks have already commented on at shows: 'smoke' mechanisms in a burning building and in a sawdust burner, but they're 'environmentally and lung friendly';
- replaced old and broken chainlink fencing in several spots, another item that takes a beating.

This year so far, our club displayed at the Calgary SUPERTRAIN show in April, and had a wonderful time there. Crowds in Calgary are great, plus we were honoured with TWO awards. In June, we travelled to Vegreville for their annual Father's Day event with good crowds, followed the next weekend at Drumheller for Dino Tracks - hot, dinosaur hot!

So we have been very busy working and displaying this year. Of course we have some more plans for new features. We're grateful for the warehouse space, but we don't know how long we'll be able to stay as industrial real estate is very fluid. In the meantime, LaBaJa hopes to see everyone visiting at future shows.

Olds - Didsbury - Carstairs - Rick Astle

The Mountain View Model Railroad Club has enjoyed a great summer showcasing our indoor HO layout as well as our outdoor garden railroad for our many visitors to the Didsbury Museum.

This year we set up a mini car show in the layout community of Mac Beth to support the Didsbury Car Club's Show and Shine in May and left it set up for visitors to view.



Our garden railroad saw many trains being run on weekends when club members were in attendance. One such train was the Canadian National passenger train pulled by a Pacific steam locomotive. We are looking

forward to the fall as the many shows and layout activities move indoors. We hope to encourage new memberships by sponsoring some fun operating sessions for existing members as well as those with

trains of their own in either DC or DCC. Our 2024-25 meeting schedule will be on our web site by the end of August at www.mvmrc.ca/page2.html.

Moose Jaw - Thunder Creek Model Railway Club – Al Howard

The Thunder Creek Model Railroad Club has recessed from our regular meetings during July and August. We will reconvene on September 12. We are however still operating our display at the Town & Country Mall in Moose Jaw every Friday and Saturday during the summer.

Over the summer several members are continuing to develop and refine our modules. The Club is also investigating whether or not to develop a presence on Facebook. Please contact webmaster1@tcmrc.org for more information on our Club.

Regina – Echo Valley Railroad Guild – Doug Johnson

Despite the warm summertime outdoor weather, or maybe to escape the heat and smoke, several members of the Guild have been active on basement or modular layouts. Members of the On30 group have been expanding the existing layout, with about 30 feet of new modules being built. The unveiling of the new layout will be at the Melville show in October. Photos of Malcolm Anderson’s new modelling are attached.

The Free-Mo group will be journeying to Winnipeg for the public show in September and several members attended the recent Free-Mo gathering in Big Valley. Planning has begun for Railfest 2025, the public show to be held at the Caledonian curling club on April 26 and 27 next year. All in all, it has been a busy modelling summer.

The Guild is also pleased to announce that we are now an NMRA 100% club.



Airdrie / Iron Horse Park – Greg Orme

As soon as SUPERTRAIN was over we turned our attention to finalizing our plans for Iron Horse Park's 2024 Run-Day Season.

With all that work in preparation behind us we took advantage of this and held our first of the 2024 season AMES - IHP Play-Days on the Saturday May 4.

Brooke Edwards, Bill Wilson, Graham and Aaron Wood who are a few of our northern members from the Edmonton area joined in to run their locomotives with us.

May 19 opening day for our 2024 season went off without a hitch and shortly after that we held our second club run play day which took place on Friday 31st May and again the weather was kind to participants.

There were four 7 1/2 inch steam locomotives operating plus some action on the raised track later in the day.

You know the saying All Work and no Play...so we are trying to have at least one play-date a month this season.

We recently completed some long overdue maintenance on our Station and Lioness Birthday Building by giving them a brand new coat of paint.

The Lioness Building was our original club house when our track was located at Camp Gardner, Bragg Creek in the 1980's. The building was relocated to its present Iron Horse Park site in November 1997.

Now for some Member Recognition:

Recently some new buildings appeared at Iron Horse Park. Both are storage sheds – one for our G-Scale Track and the other for the Raised Track. A big thank you to Ricky Lee, Peter Hews, Gary Callander and Alan Rautenberg for their effects in making these projects happen. Good work guys!

From our members in the Edmonton Area:

Saskatoon – Roger deWeerd

On August 18 Prairie Rail Workshop opened their doors to the public during the Rock 102 Show and Shine Car Show and we had over 160 visitors drop in to visit and view the layouts in operation. August 8 saw the first planning meeting for our February All Aboard Train Show, we are planning a big show as we celebrate 40 years of hosting the show here in Saskatoon. Mark your

Onoway Heritage Days

On Saturday June 15th, Ric Moses, Ray Therrian, Ivan Hall, Brooke Edwards and Ric's neighbour, Greg Farkash, represented AMES at the annual Onoway Heritage Days. Train trips were given on a track laid down the Onoway main street. Any donation money received was given to the Legion Poppy Fund. Thank you, fellows, for promoting our club at this event.

Model Engineering

One of our members Ray Gibbs has just completed work on his beautifully made 7 1/2 inch Mogul steam locomotive. Nearly 30 years ago, Ray obtained this partially built 7 1/4 inch scale engine from an estate sale. Over the years since then he completely reworked it including a conversion to 7 1/2 inch scale.

Ray fired his engine up for the first time during our Friday May 31st club fun run day and, much to his credit, it operated almost flawlessly taking only 20 minutes to come up to operating pressure on propane and then pull him effortlessly around the track.

2024 Run Day Statistics: (Number of passengers) up to and including June 30th: 4119, on track for a record year!!!

As I have said, in previous reports there is never an end to the work required to keep things interesting and the trains running throughout the summer months at Iron Horse Park so if you find yourself with some extra time on your hands we are always looking for new members or volunteers to help out. If you would like to get involved we would be happy if you would consider joining us. Information is available on our Web site [Iron Horse Park - Public Pages](#).

Till next time Happy Railroading.

calendars and plan to come out, February 15 and 16 2025, Prairieland Park, Saskatoon, SK. More details to come on the show and we plan to send out registration forms in October. Save the dates and plan to join us for some great Saskatoon hospitality and lots of model trains.

Edmonton – Peter Ulvestad

The MMRF held their annual BBQ event in June with a record turnout. Work continues for the upcoming GETS on September 14/15 to be held At Millennium Place as well as the MMRF Fall Swap Meet on October 19, 2024 at the Central Lions Seniors Recreation Centre. See <https://www.mmrf.ab.ca/> for more info.

Lethbridge – Paul Smith

The Southern Alberta Model Railway Club has been progressing with various projects during the summer. Although summer has traditionally been a quieter time for the SAMRC, we're still meeting on Tuesday evenings. Our HO layout committee is firming up plans for industries and operating procedures in our harbour area. We're hoping to see some model building and track refinements once the new club year starts up in September. Our N scale group is refining a proposal for a brand new layout to replace our current railroad. We've discovered several issues with our existing plan and want to remedy matters with a new approach.

A group of members and guests spent the afternoon of June 15th at the Galt Historic Railway Park near

The Edmonton Model Railroad Association has been providing viewing through windows on the north side as well as continued viewing on the south. This means the public is now coming into the new viewing area that is part of our building expansion. Only a month left before the Fort is closed for the season.

Stirling. We checked out the historic buildings and displays, and we would recommend the facility to any Highball readers if they happen to be travelling in the area.

Finally, we've started (once again) to organize the clubhouse and clean out unwanted items. Hey, this is big news! How many of us tackle the dragon-sized dust bunnies under our layouts on a regular basis? Uh, well, neither have we...

Our club year will be beginning in September. Our Annual General Meeting will be held during that month. As always, any Highball reader who finds themselves in Lethbridge on a Tuesday evening is welcome to drop in at our clubhouse located in Gyro Park.

Alberta Free-mo 2024 – Big Valley, AB – Jim Ironside

Calgary Free-mo held its annual Alberta Free-mo setup at Big Valley from 15 - 18 August. It was a relatively modest setup - 55 Free-mo modules, total 384 feet, coming from British Columbia, Saskatchewan, and Alberta. Setup started 10:00 Thursday 15th and completed by early evening; trains ran 24 hours a day until teardown Sunday at 16:00. The setup ran loop to loop with a branch to a yard used for setting up trains. There were three sections of double track separated by two sections of single track to keep operators interested. Besides the full participants present from start of setup to end of teardown, some operators came for a shorter time to run their trains. Some children and grandchildren of participants ran trains as well - often better than their elders!! The setup ran well with the usual gremlins corrected fairly quickly.

Social aspects of these setups are always satisfying - seeing old friends and meeting new ones. The traditional Saturday 'Bring your own meat' PotLuck overflowed with delicious food, enough to have some left over for Sunday lunch. The Village of Big Valley was, as always, very cooperative in hosting us, including the many participants who camped on site.

As is normal for these setups, Alberta Prairie Railway scheduled trips to Big Valley to coincide with our presence there. Visitors from the train were amazed at the scale of the setup and the detail of the modules, and there was no shortage of moving trains to catch the eye.

If you would like to be part of the fun next year, go to <https://calgaryfreemo.ca/afm.php> and use the Contact Us link to get on our mailing list. Hope to see you there.

Calgary – Dale Sproule

Our hearts go out to Jasper residents. The fire reminds me about the 1973-6th Division meet held in the fall of 1973 at the Jasper Park Lodge, organized by the SBSL club of Calgary. Accommodation was \$18.00 per night and who could refuse not to go even if just for the scenery for that price. I recall that someone lost their job at the Lodge for quoting \$18.00 per night instead of \$81.00.

The 2024 version of the 6th Division Spring Meet was held in Drumheller, an excellent choice of location considering its railroad history. The railroad history in Drumheller is rich but mostly unknown in modern times. CN ceased operations through Drumheller and finally removed the rails starting in 2014. There is always idle chatter of the line being put in again but maintenance costs would be sky high to bring the many bridges back to code.

Dave Audley and myself arrived early Saturday morning in time to set out our displays and catch the first of a choice of 6 clinics in the morning. It's always tough to choose which one of 2 clinics running at the same time to attend. Lunch time saw delegates driving over the 11 "bridges of Wayne" on the way to lunch at the Last Chance Saloon.

Approaching the Atlas Mine in East Coulee, you can still see a 4 span Howe Truss Bridge that was originally built in 1936 but now abandoned. The East Coulee bridge remains a rare example of wooden bridge architecture. One of 4 sections, probably measuring a foot long in HO scale was modeled years ago by my good friend and prize winning modeler Gordy Johnson. The model was sold to someone and is probably lost in time (a Mulroneysism)!

This bridge linked the Atlas Mine to a CP yard across the river from the mine in East Coulee and then to Drumheller where it hooked up to the CN. I've seen a photo of the East Coulee marshalling yard where there were at least 12 storage tracks full of boxcars ready to be loaded at the mine site. In those days boxcars were loaded from the side doors with sacks of finer grade coal fit for your furnace.

The Atlas Mine was active from 1936 -1974 and re-opened as a historic site in 1987. The afternoon tour is always a favorite and years ago I took the tour underground which is not available anymore that I can tell. It was HOT in the Atlas mine!

Back to the host hotel in Drumheller for dinner, and the highlight for me was the addition of Dennis Dreher to our ever growing list of MMR's. Well done Dennis, MMR # 766, our family of MMRs' grows ever bigger in the 6th Division. I am aware of at least 2 more modelers in

Calgary that are well on the way to becoming the next MMR.

Sunday morning, another 6 clinics being presented where again I had to pick and choose. Sunday afternoon was capped off by attending a train show in the local civic hall where I met long time Calgary modeler Dave Walling now living in Drumheller and was or still is a member of The Bow Valley Club which was a treat.

We drove north out of Drumheller to ride the Bleriot Ferry, something I have not done since my Dad and family rode the same ferry years ago. It is still a free ferry, part of Alberta Highways. The free cable ferry ride across the Red Deer River is well worth the detour. If you have a choice, approach it from the south entrance. First, the view is stunning when you turn that last bend into the valley. Second, if it's quiet with no vehicles waiting, the south end has the button to call the ferry master to operate it. If you come from the north, you could be in for a bit of a wait before you're noticed. It is a pleasant 10 or so minute trek across the river.

Firecrown Media, a Tennessee company, is the new owner of Kalmbach Publishing. Kalmbach publishes Model Railroader, Trains, Garden Railways, Classic Trains, FineScale Modeler, and Classic Toy Trains.. Al Kalmbach founded the company in 1934 and ran it out of Milwaukee, Wisconsin. By the time you read this issue of Highball!, CPKC #2816 will have arrived back from its Mexico trip arriving from Medicine Hat to Calgary on or about July 10.

Two on-line sites you might want to visit: "End Of The Line" was a CFCN-TV production about the last run of VIA into Calgary, February 1990. The Documentary is about the last Via Rail & Canadian Pacific passenger train "The Canadian" in Calgary on Sunday January 14 1990. Interesting to me was the list of credits that had names of many people I worked with for 6 years up at Broadcast House. The only real error was no mention of Craigellachie! The producers interviewed Nick Morant and Floyd Yeats. Watch (<https://www.youtube.com/watch?v=WNKiUR4kPZI>)

Ever wonder how former Canadian Pacific Alco S-2 switcher 7019 was put on display at Heritage Park Historical Village in Calgary, AB? This Ghost Pine Film Productions Documentary Short titled "Last of the Firsts" shines a light on how this switcher was put on display at the park, as well as some history of the locomotive's origins. Enjoy! Watch (<https://www.youtube.com/watch?v=-09HmtdGf60>)

Finally, some sad news to report. Beth Creighton reports that Willis Creighton passed away Sunday, July 28th after a short illness. He wants his ashes spread along railroad

tracks near Prescott, Arizona. Willis was Chairman of RAILROADEO 79, the 1979 NMRA National Convention held in Calgary 45 years ago.

Help Needed -Modeling a burned down warehouse

Years ago either MR or RMC ran a 2-3 page construction article on modeling a partially burned down track-side warehouse. Does anyone have access to that article? Perhaps the article was on a MR disc of magazines once published? Can anyone steer me to find this material or explain how a building burns, obviously setting it on fire and squirting water is one approach. Any help is appreciated, reply to Dale Sproule (sroules@telusplanet.net)

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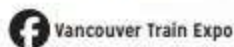
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Dave's Big Mistake – Dave Audley

This misadventure all started with a Theme Night at the SBSL meeting at Mike's house this past January. Mike's theme that evening was "Coal Trains"! And I have a set of "Big Otis" cars that I had never run! OK, then – let's dig these out of storage and see if they will run.



The kits soon arrived and I was anxious to get going on the build! Photo 2 shows the kit contents. Yes – this is a resin kit that is very well done!

I pretty much followed the instructions except for a couple of deviations. Photo #3 shows a piece of 1/64" square piece of Evergreen strip I added to have the ends and sides match the width of the car floor. That floor is slightly wider on one side – done so that you file the floor to fit the body. Remembering just how long that took on the previous builds, I opted for this solution!

This photo shows two of the Big Otis cars in front of Banff station. These are a set of 4 Funaro & Camerlengo kits I built several years ago. Plus a 5th kit unfinished and up on the "Someday Shelf"! I added a few other Bowser gons to make a respectable train and off to Mike's we went!

Getting those cars out and running caused me to take down that unfinished 5th car. A couple days and the car was painted and then later decaled.

This got me to wondering if F&C still had these kits available. Their web site seemed to indicate so and I called to get more information. During that call, I became the proud owner of 3 more kits! WOW!

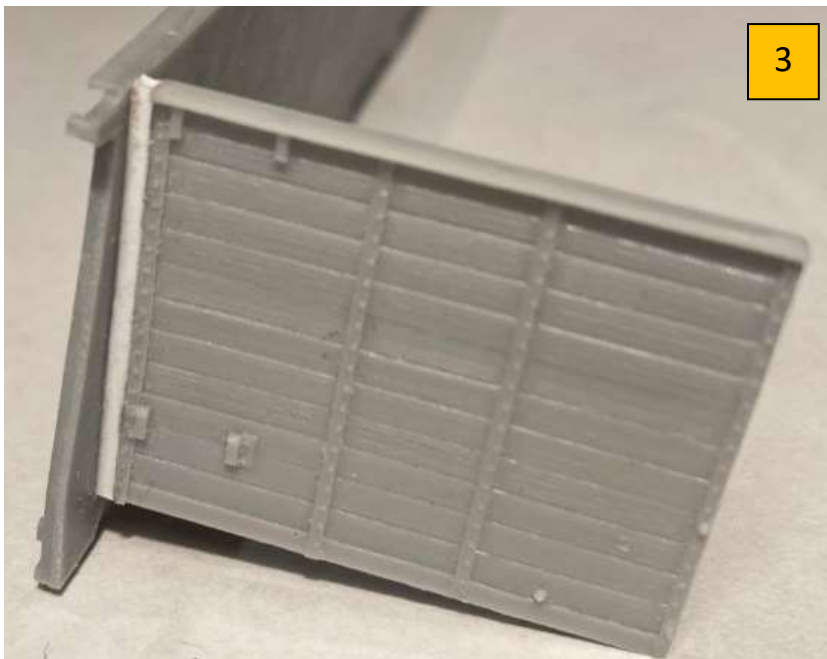
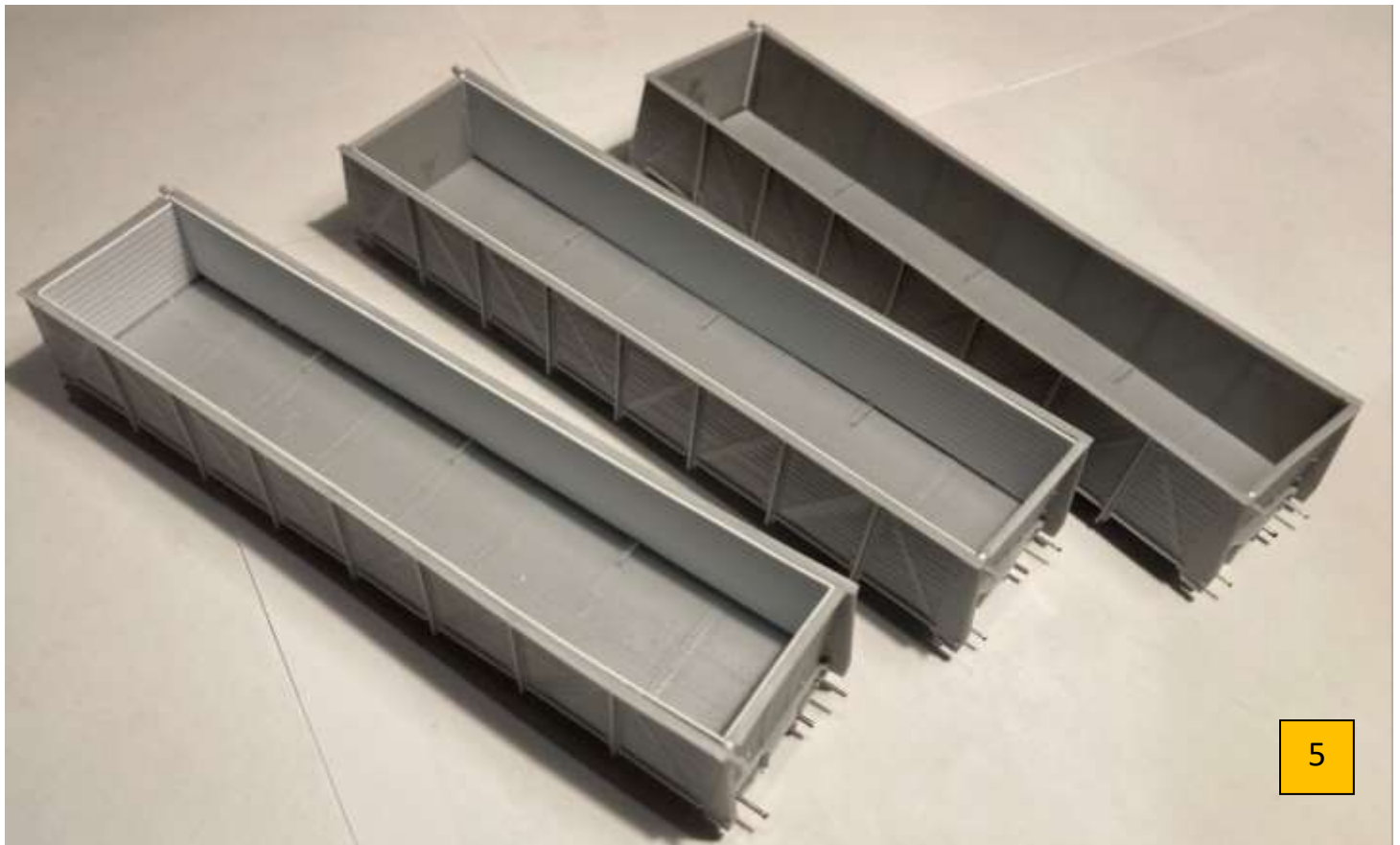


Photo #4 shows another deviation from the instructions. I added lift rings, a Detail Associates part, along the side of the underbody channel to hold the brake line pipe. The bottom car shows the lift rings while the other bodies have the brake piping added. In order to install the cross bearers, I cut a slot that allowed the cross bearers to fit over the piping. The other bodies also have stainless steel piping that goes through the slots cast in the cross bearers. The kit has Evergreen tubing that doesn't very easily stay in a straight line. I substituted the stainless tubing – Engineering's smallest tubing – to fix that problem. These pipes simulate the operating connections to the floor doors (non-operating).



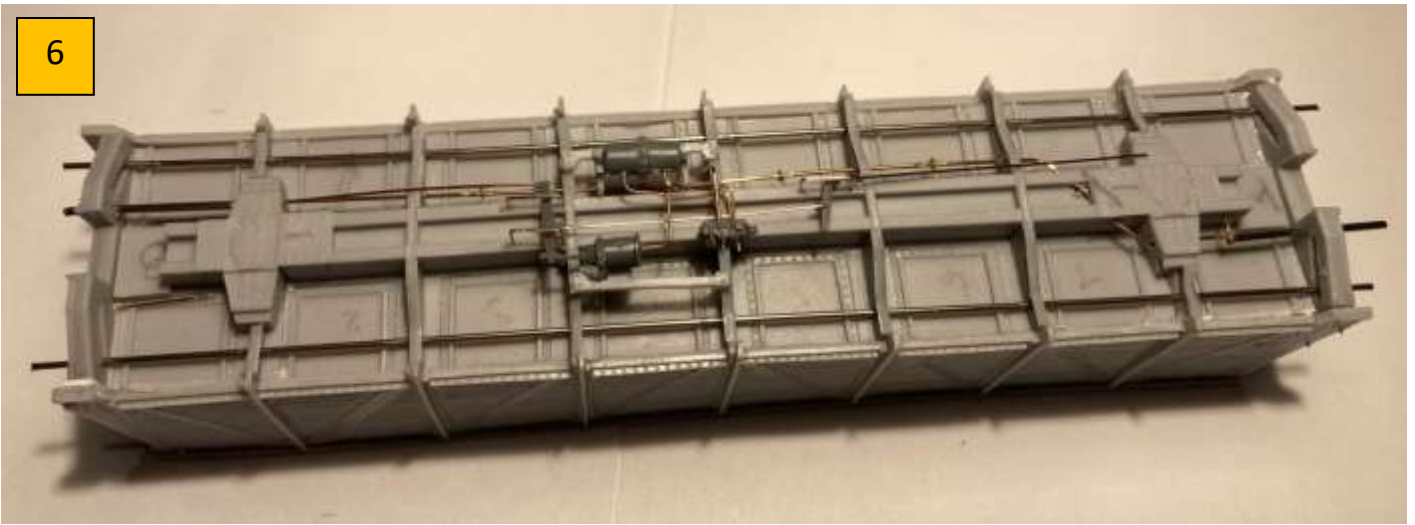
The instructions, before car body assembly, suggest scribing boards on the inside of the wall castings. These castings are thin and I worried about scribing right through the sides! I had some 0.010 thick Evergreen sheets scribed with the correct width boards, matching the boards on the outside of the car body. I cut pieces to fit the inside of the

car bodies and glued them in. This does a couple of things – it stiffens the sides and adds missing detail. Photo 5 shows two bodies with interiors added and the third without.



Now that I had solid car bodies to work with, I turned my attention to all that really nifty underbody brake details. One note – I added small sections of stainless tubing to the ends of the brass brake pipe. I drilled a hole in the end plate placing the tubing through that hole and gluing to the brass pipe. I like doing that as it allows me to glue brake hoses into the pipe making a very solid joint.

6



Next up is the car body detailing. I added all the grabs, ladders, stirrup steps, and brake details as shown in photo #7. I also added the interior braces. I had made the stainless pipes long so I could cut them to the exact body length. Because of resin shrinkage, the bodies are NOT exactly the same length or width. Hence making the stainless tubes longer to fit. I then added the levers, drilling a 1/76 hole and gluing a length of wire in the hole and then gluing the assembly into the pipe. Four of these on each car! The ladder on the B end interferes slightly with the brake wheel. I added a square piece of 0.010 styrene as a stand-off and mounted the brake wheel assembly to that. Note the brake chain running to the bottom of the car end. You need to do some sanding in order to mount the couplers.



7

Now the cars were ready for paint. I washed the cars in warm, soapy water and then applied Sylvan Resin Prep – the helps with paint adhesion on resin. Photo #8 shows the 3 cars painted Scale Coat #10 Black, with trucks mounted and brake hoses added.



8

The next photo – #9 – shows one of the cars now with decals. I used both the kit decals and decals I ordered from Black Cat. The Black Cat decals are way better and when I order more kits later this year, I will order more decals from Black Cat. In order to use the F&C decals, I applied 3 coats of Revell Clear Gloss paint. Any less and those decals break apart!



9

Oh, yeah! Dave's Mistake! The cars are now decaled with a very shiny, black gloss paint. A Rick Walker paint job, if you will. I wanted these cars in a flat finish. I grabbed a can of Revell Clear Flat finished and sprayed the first car. Oops! The spray can was empty. I grabbed what I thought was my second can of Clear Flat and started on the second car. Wait a minute! Where did the lettering go? Oh no! Flat BLACK! Photos #10 & #11 show the results! What to do? After much thought and some discussion with my buddy Dale, I decided to leave that car as is!

10



11



So there you have it! So close to the finish line and a slip up! This will be on my mind as I get more kits to build on my way to a 16 car train!

RADIO DISPATCHING– Cal Sexsmith

Introduction

With the development of reliable radio communications railways began to look at using radios to dispatch more lightly travelled lines instead of Time Table & Train Order. By having the dispatcher talk directly to the train crews the position of Operator could be eliminated and orders could be delivered to trains anywhere, not just at open stations. The initial experiments in the 1960s basically used TT&TO but with train orders transmitted directly to the train crews by radio. Later on specific protocols and forms were developed.

Forms of Radio Dispatching

Several methods of radio dispatching were developed. In addition to simply transmitting train orders by radio there was also Direct Traffic Control (DTC), Track Warrant Control (TWC), Manual Block System (MBS) and Occupancy Control System (OCS).

DTC was developed by the Southern Pacific and requires that the railway be divided into several named blocks. At each block boundary signs are erected letting the train crew know that they are entering a new block and what its name is. The Dispatcher contacts a train crew and gives them permission to occupy one or more blocks. The crew enters this information on a form provided for that purpose and repeats the information back to the Dispatcher. As the train clears a block the crew contacts the Dispatcher and releases the block. Bruce Morden has done a clinic focusing on DTC and it can be found at <https://www.opsig.org/Virtual/2021> . Bruce's presentation was January 3rd 2021 so you need to scroll down the page to find it.

TWC has for the most part superseded DTC. Although similar in many ways to DTC, TWC differs in that there are no fixed blocks. The Dispatcher grants authority to trains using easily identifiable landmarks such as stations and mile posts. Although sometimes other locations such as switches, grade crossings and bridges may be used. What is important is that the train crews understand where the locations are.

Well known model railroader Jim Providenza has called TWC the prototype's gift to model railroaders, sometimes paraphrased as God's gift to model railroaders. This is because it is easy to implement on a model railroad. All that is needed are some generic forms and an understanding of the rules, which are quite simple. While radios can be used, in their absence a phone system will also work or on a small layout simply talking to each other.

TWC is now used by most railroads in the US. MBS and OCS are very similar to TWC and are used by Canadian Railways. The systems mainly differ in the layout of the forms and some of the terminology use. OCS has superseded MBS.

Using Track Warrant Control

TWC is the most common form of radio dispatching in North America and has been adapted to many model railroads. Jim Providenza developed a simplified TWC form that eliminated features not normally needed on a model railroad. A copy of Jim's form is included with this article.

The easiest way to explain TWC is to go through the various entries on the form:

- **No.:** Track Warrants are consecutively numbered each day usually starting with No. 1
- **Date:** Self explanatory
- **To:** This is the train identification, usually the word Extra, the number of the lead locomotive and its direction. For example Extra 123 West.
- **At:** This is the location where the train receives the Track Warrant
- **Box 1:** This box is checked if the train had a previous warrant. There can only be one active warrant per train at a time.
- **Box 2:** This describes where the train starts and ends. Note that the train can only move in the direction shown on the warrant.
- **Box 3:** This box is checked if the train has to wait for another train to arrive before proceeding.

- **Box 4:** In this case the train can move in either direction between the two named point as many times as the crew wants until the warrant expires or is cancelled. The train must be clear of the main track when the warrant expires. Either Box 2 or Box 4 will be checked, not both.
- **Box 5:** This lets a train know that there is a following train that cannot be held up.
- **Box 6:** Train stays on the main track when the destination is reached.
- **Box 7:** Train must clear the main track when the destination is reached. Usually into a passing siding but yard and industrial tracks may also be used. Either Box 6 or Box 7 will be checked, not both.
- **Box 8:** This allows two trains to occupy the same section of track. Both trains will need this box checked on their warrant. Trains will need to look out for each other as they would in yard limits.
- **Box 9:** The authority granted by the warrant ends at this time and the train must be clear of the main track. Very important if Box 4 is checked.
- **Box 10:** Any other instructions that the Dispatcher may have.
- **OK:** The time that the Dispatcher OKs the warrant.
- **Dispatcher:** The Dispatcher's name or initials, entered after the warrant has been OK'd
- **Reported Clear:** This is the time that the train crew completes the warrant and the train is clear of the main track unless Box 6 was checked.
- **By:** The train crew's name or initials, entered after the train is reported clear.

The Dispatcher will also need to make a copy of the warrants for their use. They also need to have some system of keeping track of where the trains are. For two or three trains this can be done using their copy of the warrants. For more trains than that a magnet board works well as do train sheets and computer programs. On the prototype there are programs that keep track of over lapping warrants and will so advise the Dispatcher.

Adapting to a Model Railroad

DTC, TWC, MBS and OCS are all easily adaptable to model railroading and generally quite intuitive to use. In its simplest form clearances are issued and acknowledged verbally with no writing involved, although the dispatcher may have a magnet board or other means to keep track of the clearances issued.

Most of the forms used for these dispatching methods can be easily produced and simplified for model railroad use as seen by the Santa Cruz Northern example. The complexity of the form and what to leave in and take out is up to the layout owner and the crew's skill level. I have seen DTC forms which were simply a list of the blocks. As the crew was authorized to occupy a block they circled it, when they released the block they put an "X" over it.

Communications can be FRS radios or similar, which closely mimics the prototype. Some have used fixed telephones. Finally, on a small layout with the dispatcher in the room you can just talk to each other without any electronic middle man, a "virtual" radio if you like.

Conclusion

These dispatching methods are all very similar with the biggest difference being either fixed blocks or variable limits. Most take very little set up with no need for any extra electronics or signalling and minimal training of crews. The main limitation is a sometimes overwhelming amount of radio traffic on layouts with high traffic densities and multiple operators. If the system is overloaded it may be necessary to move at least part of the layout to another system.

TWC Form

Form developed by Jim Providenza for his Santa Cruz Northern.

Santa Cruz Northern

Track Warrant

(Mark "X" in box for each item instructed)

No. _____ Date _____

To: _____ At: _____

1. Track Warrant No. ____ is void.
2. Proceed from _____ to _____
3. Not in effect until after arrival of _____
4. Work between _____ & _____
5. Do not foul limits ahead of _____
6. Hold Main Track at last named point.
7. Clear Main Track at last named point.
8. Authority joint between _____ and
_____ with _____
9. This authority expires at _____
10. Other specific instructions _____

OK _____ Dispatcher _____

Reported Clear _____ By _____

Riding the Rails of Switzerland – Rupert James

In June 2024, Doug Johnson and I who are both members of Regina's Echo Valley Railroad Guild, and our spouses enjoyed a rail tour of Switzerland. Starting and ending in Zurich, the trip included five of Switzerland's famous scenic railways, a couple of mountain rack railways and several regional train trips. This was a tour by Scenic Luxury Tours, a company that got its start in Australia but is now headquartered in Switzerland and operates land tours as well as river and ocean cruises. We were a group of 25, including 10 Canadians, 14 Australians and an Austrian guide.

Railway System

Switzerland is said to have 5,317 km of railways. Trains are frequent, very quiet and smooth and yes, the trains do run on time. Indeed, of all the clocks we saw on churches, storefronts, town squares, old buildings, railway stations and clock radios in hotel rooms displayed the correct time. I have never seen this in any other country. Regular regional passenger trains travelled at speeds up to 160 km/hr, as measured by the GPS on my phone. Inter-city express trains travel much faster. I would say that about 90% of the railway ties are pre-stressed concrete with the remainder being creosoted lumber. Tourist railways had a higher proportion of wood ties.

Passenger and freight trains are electric, using a catenary and pantograph system. The cars are carpeted, spotlessly clean (including the plentiful washrooms which are enormous compared with an aircraft washroom) and the windows are clean. We saw one diesel switcher idling in a rail yard to move cars on non-electrified industrial spurs.

Station stops enroute are typically no longer than 90 seconds. Passengers must promptly board or leave a train. We saw a train depart Zurich on time, leaving behind some late passengers who were rushing toward the train to board. Too bad if you are late, the train leaves without you! Entering and leaving cars is made easier by having station platforms that are the same height as the door sills. Some cars have automatic foldouts that bridge the gap between the platform and cars, increasing safety for children and passengers with mobility issues. The tourist trains have a very good food and beverage service.

Zurich to Lugano

The first leg of the trip was on a regional train from Zurich to Lucerne. Zurich's train station (the Zürich Hauptbahnhof) is said to be the busiest in Europe, handling up to 3,000 trains and 500,000 passengers per day. The station has 16 at-grade terminal tracks, below which is a huge underground shopping centre and below



that 8 underground pass-through tracks (trains enter from one end, load and unload passengers and depart in the same direction) and 2 underground terminal tracks. It was interesting to note that all the ties under the at-grade terminal tracks are creosoted wood whereas the ties for the underground tracks are concrete.

Following a walking tour of Lucerne and lunch we embarked by coach to Fluelen where we boarded the Gotthard Panorama Express to travel to Lugano. As with most of our trips on tourist trains, our group had an entire car to ourselves which made getting to know our fellow travellers very easy. This is a scenic tourist train, standard gauge, that passes through several spiral tunnels as well as the original 15 km long Gotthard railway tunnel which opened in 1882. Of interest, the

Gotthard Base Tunnel, opened in 2016, is the world's longest (57 km) and deepest (8,040 ft) railway tunnel and is used for freight (100 km/hr in tunnel) and high-speed (230 km/hr in tunnel) inter-city rail passenger travel.



Lugano, located in the extreme south-east of Switzerland is a few kilometres from Italy. Unlike Zurich, Lucerne and most of Switzerland where German is the most prominent language, Italian is spoken in the south-east of the country. With palm trees and a Mediterranean climate, Lugano is very different from the rest of Switzerland. Besides a walking tour of Lugano and a day trip by boat on Lake Lugano to the village of Gandria, we also rode on one of Lugano's three funicular railways.

Lugano to St. Moritz

After two nights in Lugano we embarked on the Bernina Express coach, a ride of 2 ½ hours partly through Italy from Lugano to Tirano where we boarded the Bernina Express train for a 4-hour trip to St. Moritz. This narrow-gauge (1 m) railway traverses 196 bridges, passes through 55 tunnels and climbs over the Bernina Pass and



then briefly stops at a small station located 7,392 ft above sea level for the passengers to disembark to take photos of the spectacular glacier and valley. The Bernina Express uses a rack-and-pinion system in the steepest parts. The difference in height from Tirano to the Bernina Pass is 5,900 ft.

St. Moritz to Zermatt

This 8-hour journey was aboard the Glacier Express, a narrow-gauge (1 m) tourist train. Known as the slowest "Express" train in the world, the Glacier Express averages 36 km/hr over the 291 km journey as it traverses 291 bridges, passes through 91 tunnels including the 15.4 km long Furka tunnel at an altitude of 4,900 ft. The highest point on the line is the Oberalp Pass where the train achieves an elevation of 6,670 ft above sea level. A rack-and-pinion system is used on 24 km of the route.

To drive a vehicle over the Furka pass there are two alternate routes. One route is to drive on the seasonal road that consists of many switchbacks to reach the a height of 7,969 ft above sea level and then more switchbacks to descend the other side, a trip that can take up to 90 minutes, depending on traffic. The faster and less "white knuckle" route is to board the Autoverlad Furka, a dedicated shuttle train that runs back and forth through the Ferka tunnel. For loading, there are ramps which swing across the gap between the platform and covered flat rail cars. This allows cars and trucks to drive onto the train and then drive from flatcar to flatcar across steel bridges over the gaps between cars. Once vehicles are parked, the train travels through the Furka tunnel with drivers and passengers remaining in their seats. To unload, vehicles drive forward until reaching another ramp that swings across the cap onto the platform at the other end of the train. The whole process, including the travel time, is 20 minutes and costs the equivalent of about C\$40 for a standard passenger vehicle.



We spent two nights in the mountain town of Zermatt. A spectacular town with traditional wooden alpine buildings, Zermatt permits only electric vehicles within its perimeters – these are not electric vehicles that one would see on a highway but purpose-built enclosed micro-buses that can carry up to 6 persons. Even the police drive such vehicles.

Zermatt, at 5,130 ft above sea level, is located at the base of the Matterhorn (14,692 ft) and the language is German. During our day in Zermatt, we rode up the Gornergrat mountain rack railway. This railway is 9 km in



length, rises to an elevation of 10,135 ft and was completed in 1898. It has been electrified since it first opened. We were extremely fortunate to have a clear day for this trip, so we had tremendous views of not only the Matterhorn but also the other 28 peaks in the vicinity, as well as more than one glacier.

Zermatt to Lausanne

This was a 2-hour journey mostly by regional train, the last portion of which was along the north shore of Lac Lemman (also known as Lake Geneva). The French Alps are the backdrop to the scenery as the border runs down the centre of the lake. Lausanne, located in western Switzerland, is the home of the International Olympic Committee and the Olympic Museum which was most interesting. We spent two nights in Lausanne.

During our stay we took a regional train to Montreux to visit the Charlie Chaplin Museum, an absolute gem of a museum designed by a Canadian. The Museum is located in the mansion where Charlie and his family lived

amongst spectacular scenery when he was exiled by the United States on the grounds of being a Communist sympathizer (which he was not) in the MacCarthy era. Chaplin was friends with many celebrities of the day, including Albert Einstein who was a very close friend.

Montreux is also famous for being the long-time home of Freddie Mercury of the rock group Queen. The group recorded music for almost 20 years at a music studio owned by them which is now a museum in Montreux.

Lausanne to Interlaken

Following a short regional train ride from Lausanne to Montreux we boarded the GoldenPass Express. After departing Montreux for a journey of just over 3 hours, this narrow-gauge (1 m) train uses a rack-and-pinion system to climb grades of up to 23% over the first 22 km. Over the next 40 km the train encounters grades as steep as 30% while spectacular Swiss farms and mountain meadows are viewed through the panoramic windows.

At the town of Zweisimmen the train becomes standard gauge while in motion. As the train travels at a speed of roughly 15 km/hr, each wheel set is hydraulically changed from narrow gauge to standard-gauge (and vice versa if moving in the opposite direction) and the height of the cars is adjusted 20 cm to accommodate different height platforms located on the remainder of the route. If I had not been aware of this magnificent piece of engineering before our trip, I would likely not have been aware, aside from a few words on the screens in each car – there is no fanfare or bragging about this engineering to the passengers. There is video of this mechanism in operation online (search “GoldenPass Express gauge change” on YouTube).



We enjoyed



two nights in Interlaken, taking a day trip first on the Bernese Oberland Railway to the village of Grindelwald where we boarded the Eiger Express gondola. This gondola, which opened in 2020, has 44 gondola cars, each of which holds 26 people comfortably seated and travels across the 5,900 ft rock face of the famous Eiger, considered the most difficult mountain to climb in the Alps and where 64 climbers have lost their lives

since 1935. After disembarking at 7,638 ft we boarded the Jungfrau rack railway that took us to 11,333 ft above sea level. Completed in 1912 this railway is 9 km in length and takes one to a very large visitors centre which has been prominently featured in James Bond movies as a Bond nemesis lair. Our travelling companions from Australia were fascinated to be able to walk on snow (yawn!).

Interlaken to Zurich

We took a regional train from Interlaken to Bern, the capital city of Switzerland, where we enjoyed a walking tour. After eating lunch we had our last rail Swiss rail trip from Bern to Zurich.

Conclusion

This was the trip of a lifetime. The train rides were through spectacular scenery, the trains themselves were impressive and what we learned about Switzerland was most interesting. We were lucky to have had very good weather, with only a few rain showers.

It was very interesting to witness legendary Swiss efficiency and listen to the speaking of German, Italian and French within one country. As is true in many countries, simply trying to say some words in the local language (saying danke, merci or ciao, as appropriate for the location) was courteously met with fluent English. We had no difficulty speaking with anyone.

Our spouses were very patient as Doug and I wandered up and down railway platforms taking photos of various pieces of rolling stock while we waited for our trains to arrive and engaged in “train talk” from time to time.







Turnouts on a rack railway



Diesel switcher



French TGV High-Speed Train standing in station



Maintenance locomotive



Maintenance



Log cars

Upcoming Events in and near the 6th Division

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

Sept 14-15, (Sat-Sun), Sherwood Park, AB

2024 Greater Edmonton Model Train Show, Millennium Place, 2000 Premier Way in Sherwood Park. Two soccer fields of model railroading fun. Activities for the whole family including the LEGO Activity Centre Info:- www.mmrf.ab.ca
email: trainshow@mmrf.ab.ca

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

Heritage Park's Railway Days. 10 am to 5 pm. The extraordinary rail collection takes centre stage for two days with demonstrations, hands-on activities, and exciting exhibits. Regular park admission prices.

Sept 27-29, (Fri-Sun), Edmonton, AB

Northern Rails 2024 - Operations Weekend - For further information please visit our website at <https://northernrails.ca> or contact us at info@northernrails.ca

Oct 6 (Sun), Edmonton, AB

Edmonton Model Railroad Association Open House, Fort Edmonton. 10:00am – 5:00pm

Oct 19 (Sat), Edmonton, AB

MMRF Fall Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. Open for vendors set-up at 10 AM, and for the public at 11 AM and running until 3 PM. Admission: Adults - \$5.00, Youth (age 6 - 16) - \$3.00. Vendor table reservations starting in September (likely). www.mmrf.ab.ca Info:- Ric Francoeur, swapmeet@mmrf.ca 780-458-1032

Oct 19, (Sat), Calgary, AB

43rd Annual Boomer Auction, Sponsored by South Bank Short Lines, (www.sbsltrains.ca) St. Andrews Presbyterian Church, 703 Heritage Dr. SW. Setup and viewing 08:30am, dining car opens 09:30 am, auction starts at 10:00am.

Oct 20, (Sun) Calgary, AB

CMRS Fall Mini Meet and AGM, Clinics, Show & Tell. More information at [The Calgary Model Railway Society](http://TheCalgaryModelRailwaySociety)

Oct 19-20, (Sat-Sun), Lethbridge, AB

Southern Alberta Model Railway Club (SAMRC) Open House. Gyro Park, 1420 10A Ave South. 11:00am – 4:00pm

Oct 19-20, (Sat-Sun), Melville, SK

Melville Model Railway Club will be hosting its **Third Annual Model Train Show** at the CN Community Centre located at 575-2 Ave W, Melville.

Nov 2-3, (Sat-Sun), Vancouver, BC

Vancouver Train Expo 2024, PNE Forum

Dec 20 – Jan 5, (except Dec 24-25) Calgary, AB

Calgary Model Trainmen's Club and Calgary Free-mo present **25 Days of Christmas Run**. 10 am to 6pm daily at CMT layout, #7 – 11 St. NE, Calgary. Bring your own train to run. See: <https://www.calgarymodeltrainmen.com/>

Feb 15-16, 2025 (Sat-Sun), Saskatoon SK

The Annual All Aboard Model Train Show will be held at The World Trade Centre at Prairieland Park, 803 Ruth Street E in Saskatoon. If you would like to participate or for other information please email us at allaboardtrainshow@gmail.com

April 26-27, (Sat-Sun), Regina, SK

Regina Railfest 2025 – Model Railroad Show. Over 25,000 sq. ft. of model railroad layouts, displays, exhibits, and vendors. More information available at www.reginarailfest.com . Caledonian Curling Club, 2225 Sandra Schmirler Way.

May 9-11, (Fri-Sun), 2025, Pasco, WA

2025 PNR Convention, "[The Ainsworth Connector](#)" Pasco Red Lion Hotel and Conference Center.

Activities include self-guided layout tours, Free-mo layouts, operating sessions, clinics, Celebration Room, AP evaluations, non-rail program, Annual General Meeting, Sunday awards luncheon with keynote speaker, raffles and prizes, Modeling With the Masters (pre-convention clinic on May 8).

May 23-25, 2025, Burnaby, BC

[Railway Modellers' Meet of British Columbia](#)



A happy group of model railroaders rides the narrow gauge train at the Atlas Mine in East Coulee AB as part of the Prototype Tours at the Dino Tracks Spring Meet in June, 2024. (photo by Doug Burton)