

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

February 2022



Battle River Railway, a short line based out of Forestburg Alberta, will host a visit by attendees of the upcoming Rose City Meet, the 2022 6th Division Spring Meet. On the front porch of one of BRR's ex-CN SD40-2 locomotives is Norman Skretting, a professional railroader who also has an excellent model railroad in his basement. Norman's CN Clearwater Sub layout will be open for visitors during the Meet's layout tours.

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Highball! Editor

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

Greetings! With restrictions easing in our part of the world it will be great to start seeing many of you again. Make sure to check the Calendar of Events in this issue as there will be a few shows to attend in the upcoming months. It looks like the Camrose Committee is planning a great Convention this May. Wow - the last Convention was in 2019 in Cranbrook. That's a long time ago! I see that you have all continued to support the hobby of model railroading as membership remains stable.

As for NMRA Canada news, there are big changes coming to the website as we have a new webmaster, our very own Michael Ridout from Lethbridge. Good to have you on board Michael. NMRA Canada is also going to host some Zoom events starting this month. An email will go out with notice of these events and there will also be links to other regions and divisional events. Make sure you check it out.

In the meantime stay safe and I hope to see you all in Camrose.

2022 Silver Spike Award – Peter Ulvestad

The Silver Spike is awarded to a member of the Division for exemplary service to the Division. The recipient is selected by the nominations committee consisting of the three previous recipients. This year's committee will consist of Rick Astle, Doug Johnson and myself. The nominations committee is soliciting nominations for the 2022 award. If you know of an NMRA member residing within the 6th Division that you feel is worthy of this

award, please email a committee member their name along with a short description of why you feel they should be considered. Nominations will close on March 31, 2022. All previous recipients are listed in the 6th Div Abridged History:

<http://pnr.nmra.org/6div/history.html>

Peter Ulvestad, 6th Div Assistant Superintendent
ulvestad@telus.net.

From the Editor – Rob Badmington

Let's hope this time the restrictions are coming off for good. It is two years since we first heard of COVID 19 and while for a time it seemed that the stay at home orders meant we could spend more time with our model railroads, it also meant we couldn't gather with our friends and loved ones. So many of our meets and shows were cancelled, and even our regular club meetings took on new forms.

I am encouraged by the large number of upcoming events that are listed on the back page of this issue. I truly hope that they will all come to pass.

I am personally looking forward to attending the Rose City Meet in Camrose in May. Doug and his team are putting together a great program, and there are some very good model railroads to visit. Throw in a lot of prototype action with the opportunity to meet up with friends you may not have seen in several years, and it is shaping up to be a wonderful weekend.

There are also a number of train shows, flea markets, and other events in the coming months, so please get out of your basements and join your fellow modellers for some long overdue camaraderie.

2022 Election Time in 6th Division (second call for nominations) – Rick Astle

Your nomination committee is still looking for nominations as outlined in this article. Nominations will remain open until April 1, 2022 at which time a ballot if required will be prepared for publication in the Highball.

The division's bylaws outline the process for elections under article 5 and can be found at <http://pnr.nmra.org/6div/bylaws2015.html>.

These bylaws state in part: "Nomination for the offices of Superintendent and Assistant Superintendent shall be by the nominating committee of at least 3 people or by nomination by a minimum of 3 members. A letter of acceptance of the nomination from the individual shall be sent with the nomination or received within 5 days by the nominating committee chairman."

Our division has a substantial number of members with a significant level of knowledge and skill and I am sure some have wondered what the expectations of these roles are. The Division Superintendent's Guidebook located at <http://pnr.nmra.org/policies/> can answer those questions for you.

In the December 2021 issue of Highball I published the first call in the form of an outline of the process and to follow up on that article I am able to report that we have had one confirmed nomination for Superintendent but as yet have no nomination for Assistant Superintendent. Nominations remain open until April 1st 2022.

Do you know someone (maybe even you) who would be a great candidate for one of these positions? Have you approached this person with the idea of a nomination? Your confidence in that person may be all that is needed to unlock a talent the division didn't know about.

The NMRA and in particular the 6th Division PNR 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.

Thanks for your service.

Rick Astle, Chairman
6th Div Nomination Committee
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Achievement Program Report - Doug Burton, 6th Division, PNR AP Chair

Hi all. Things have been very quiet with AP. There have been some organizational changes. I can approve AP certificates.

Assessors are not called judges any longer. I can/will be designating who they will be and submit that to Ed for approval. Assessors no longer have to be MMRs to assess Cars, Motive Power and Structures. The current MMRs will still be assessors.

You can get time for Dispatcher on any layout, even clubs. That being said a loop with a siding is not going to cut it. The layout you are on would still need a timetable or ABS etc. and follow reasonable railway operations. As an example, there are a lot of people that have accumulated a lot of hours at the EMRA in Edmonton towards this certificate.

There are some changes/clarifications to the paperwork that is required for some certificates essentially making it easier. You should give me a call or send an email so I can explain it.

If you are going to use a laser or 3D printer you should also contact me before you get started.

If you have modules that meet size requirements they can also be used for part of Civil, Electrical and Scenery certificates.

Do not forget about Golden Spike awards which are not really hard to achieve and you may already have all the qualifications met. Again modules are accepted for this.

I am sure we are all hoping that there won't be any further COVID restrictions and that the Rose City Meet will go ahead. I would really like to encourage people to bring something for Show and Tell. The item doesn't have to be complete and it doesn't have to be prototype correct. As an example, I will display my camera car which is not pretty but is effective.

Keep Building! Happy Modelling and hope to see you in Camrose.

Convention Report - Doug Burton, 6th Division Convention Coordinator

All of us have been working hard through COVID to keep this meet running. We have managed to keep the cost to a minimum with the ability to cancel if we have to. The supper will be catered by a new business in Camrose. The meet will still require that you are double vaxed and wear a mask so don't throw away your passport card. We are still looking for 2-3 presenters for clinics. We will be updating the web site as needed: [Rose City Meet 2022 - Home](#)

The web page has had some problems so if you can't view it just use your phone or tablet. Most of the problems are coming from old security systems or web access with some browsers.

We have arranged a great tour to the Battle River Railway and they are very excited that our group is interested in their operation. They are going to bring out their passenger cars and we have 2 engineers that will take you through their SD-40s. You can also have a look at their grain loading facilities.

If you are planning on doing a clinic please send me your file so it can be tested prior to the meet at least 2 weeks in advance. I will be testing the equipment in the meeting room this week Feb 10-15.

The walking tour of the bridges around here is impressive if you are looking at building a wood trestle.

We will also have some inside information as to when CN trains will be running.

We will be adding a word doc for registration on the website right away that you can send back to us.

Camrose is one of just a few places that was serviced by three railways at one point.

Our guest speaker is Ron Hillis, a retired CN dispatcher, who lived and worked in several stations for CN way back when. He has many funny stories. You will enjoy his presentation.

I encourage all participants to bring something for show and tell. I will have my camera car on display and it is not fancy but it works really well. I will also have 3 or 4 drawings of CN drop deck flat cars and well cars. It doesn't have to be complete as people are always interested in the build process. You can bring something if you want it assessed for AP but we can now do this from a distance.

If you have any questions please send me an email.

I look forward to seeing you all at the meet.

Our organization group is:

Chairman..... Doug Burton
Register Peter Ulvestad
Treasurer Dave Robinson
Events Ron Hillis
Web Master Brian Small



Doug Burton's layout features many well-detailed farm scenes as well as a scratchbuilt Canadian Northern Second Class station based on the prototype in Big Valley, Alberta. His layout will be one of several you can visit during the Rose City Meet in Camrose. (photos from Doug Burton's Blog: [CN Prairie](#))

Area Reports

Regina – Echo Valley Railroad Guild – Doug Johnson

With COVID restrictions in place until recently, several members of the Guild have been very busy working on their modular and home railroads. Major advancements have taken place and the layouts should be available for tours during the 2023 6th division convention which is scheduled for Regina – likely on the May long weekend. Details on the convention will be announced over the coming months.

Planning has begun for the Regina Railfest 2022 public show which is scheduled for the Caledonian Curling Club on April 30 and May 1. Hopefully the COVID restrictions, or lack thereof, will allow the show to take place. It has been three long years since the last show.

Edmonton – Edmonton Model Railroad Association – Rob Badmington

Members of the EMRA have been able to work on a major drywalling project in the extension to the club building at Fort Edmonton Park. While following all protocols, many members have worked on regular Tuesday night meetings as well as on other days to install dozens of sheets of drywall on the walls and ceiling. Taping and mudding will be left to a contractor.

The expansion includes significant new space for additions to the layout as well as proper workshop space and meeting rooms.



Calgary – Rob Badmington

It was a difficult decision for the Calgary Model Railway Society BOD and SUPERTRAIN Committee to make, cancelling Canada's largest train show for the third year, but serious financial commitments had to be made in the face of the risk of whether the show could take place and whether the paying public would show up in sufficient numbers to cover the costs. Given that a large percentage of the exhibitors and volunteers fall into the category of at-risk, it was decided to protect the safety of the

members and the financial position of the CMRS. SUPERTRAIN 2023 is scheduled for April 15 & 16, 2023.

Many of the Calgary clubs have been meeting on Zoom or with very careful in-person meetings. Both South Bank Short Lines and Bow Valley Model railroad Club have had regular Zoom meetings with presentations by both members and guests. It has been a great way to keep in touch with fellow modellers, including friends in all of the Western provinces.

Lethbridge – Paul Smith

The Southern Alberta Model Railway Club is starting to hold meetings on a more regular basis, including our annual general meeting which was put on hold by the restrictions imposed last September. These sessions are still limited to members only for the present time. We've begun a campaign of cleaning track and equipment on our HO and N scale layouts, as well going over electrical systems and plans for scenery and structure

development. We're looking forward to increased member activity in the coming months. We're not planning any Open Houses or other public events for now.

On a sad note, we've lost two members with the recent passing of Joe Hammacher of Fort Macleod and Stu Wilcocks of Lethbridge. They will be missed.

Airdrie / Iron Horse Park – Greg Orme

I would like to wish everyone a Happy New Year and hopefully 2022 will be the end of this pandemic and we can get back to some sort of normal life.

With our 2021 Run Season well behind us we are working towards another season starting on the Sunday of the May long weekend despite COVID-19.

Hopefully the integration of our new Shuswap Subdivision into our run days will be completed to give our riders a whole new perspective to our operation.

Two new grain box cars have been added to our rolling stock and will be featured on the new siding for the new grain elevator that was acquired last year. GPS Tracking has been installed on 3 locomotives and now at any given time on a run day our dispatcher can confirm their location on a big screen monitor as well as by two-way radio communication.

Some of our planned projects we hope to proceed with in 2022 include Memorial Garden upgrades, a new fuel and Conductor car for our Mikado steam train, a new wooden Storage Shed and Model Coal Tipple for Raised Track as well as a Snow Shed on the Main Line. We also are continuing with our Steam Engineer Training Program and hope to qualify a few more members in the joy of operating a live steam engine.

During the height of Omicron we limited our activities at the park with just a couple of members at a time attending to park maintenance and security. But now that the cases are starting to diminish, we are gearing up now for our yearly Frostbite run scheduled for Family Day Monday February 21 depending on COVID and/or snow conditions.

Did you know that we have G-Gauge at Iron Horse Park? The guys that operate our G-Gauge are looking for anyone interested to participate. Members of the Rocky Mountain G-Scale club are scheduled to run their trains on our track on Family Day so come on out and have a look.

On a more personal note and after many years of setbacks for one reason or another for not working on my home layout, I can finally announce that the trains are finally running once again on the Kickamoose and Battle River Central.

As I have said in the past, 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.

Until next time, Happy Railroading. .

A Tale Of Two Stations - Models by Doug Johnson and Malcolm Anderson – Regina

For the village of Hope Springs on his HO_n3 Alice Arm Railway, Doug was looking for a small combined passenger station and freight house. He purchased an HO scale Bar Mills kit called The R.E.A. Depot At Cranberry. This is a small freight house. Doug then scratchbuilt a passenger station addition which doubled the size of the building. In the attached photos, this is the entire right hand side of the structure.

Malcolm wanted the same type of station to add to one of his modules on the On30 South Park and Western Railroad. He suggested, and received, a Christmas present of the O scale version of the same kit. He also then scratchbuilt the passenger wing of the station. For both structures, the additions were constructed from stripwood, sheetwood and assorted doors and windows from the scrap boxes. Doug added an entirely new roof using Bar Mills bark brown shingles, and Malcolm built a new roof using shingles from Monashee Laser Engineering.

Malcolm weathered his roof using a technique suggested in a brochure included with his Bar Mills kit. He first sprayed the sheet of shingles with gray primer, let it dry, and then followed by spraying spots of brown primer. After letting that dry, he brushed on streaks of diluted brown and gray acrylic paints. He then separated the sheet into strips of shingles. When the strips were applied to the roof, the result was a mottled random effect of weathering.

Both Doug and Malcolm were pleased with the results of their efforts, ending up with unique structures which suited the locations and styles of their particular railroads.



Alberta Regional Rail – David Halliday, Camrose

The dream of bringing rail passenger service back to Alberta seems to be one that won't die. The most common plan is to restore service between Edmonton and Calgary. There have been several proposals to recreate that rail journey.

However, Alberta Regional Rail (ARR) wants to start small but aims to create a much larger rail passenger network that would connect the province's major cities. "With over one million people and existing well-connected rail corridors, Calgary and surrounding regions are ready to make the move to useful and sustainable regional rail," ARR says on its website.

The first phase, utilizing a north-south route, would connect the nearby communities of Airdrie, High River and Okotoks to Calgary. A line running west would connect Calgary to Cochrane and Canmore as well as Banff National Park and Lake Louise. A rail connection to Banff would benefit the tourism industry by allowing travelers arriving at Calgary International Airport to catch a train to the national park.

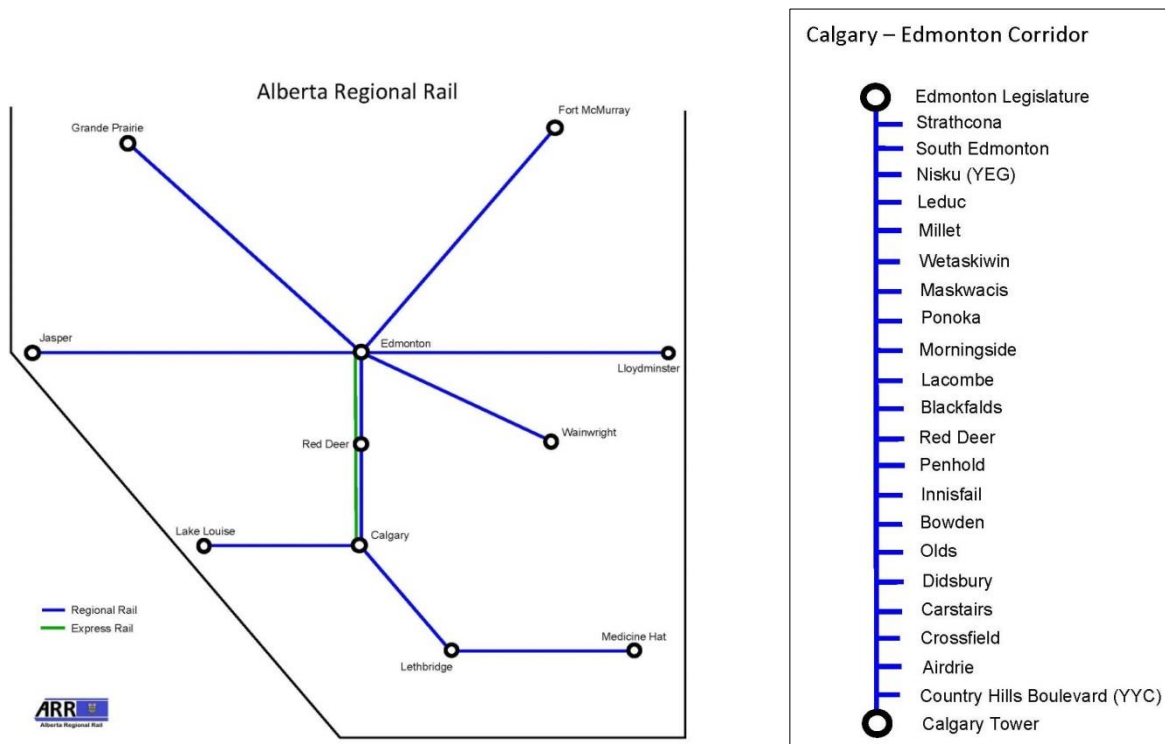
Eventually, ARR would add the Calgary to Edmonton route with both an express train between the two major cities, stopping only in Red Deer, and a commuter train that would stop at considerably more communities. "The Calgary-Edmonton corridor is the most urbanized area in the province of Alberta and one of the densest in Canada," ARR says.

Passenger service connected the province's two largest cities for decades, starting with full trains and later changing to Dayliners. The service ended in the 1980s.

ARR has plans that go far beyond the Calgary-Edmonton corridor. If those plans were fully realized, there would be service connecting Medicine Hat and Lethbridge with Calgary and Jasper, Lloydminster, Wainwright, Grande Prairie and Fort McMurray with Edmonton. The aim is to use existing rail rights of way, ARR says on its website. It would also look at electrification of some lines. However, using existing tracks requires reaching agreements with CN and CP.

ARR's Thomas Fryer says there have been informal discussions with CP and a formal approach will have to be made to CP executives.

For more information on Alberta Regional Rail, check out the websites: www.albertaregionalrail.com and www.abrailway.com



ARR Map: Alberta Regional Rail proposes a rail network that would cover much of Alberta. C-E Corridor Map: The commuter rail line Alberta Regional Rail envisions would have numerous stops between Calgary and Edmonton.

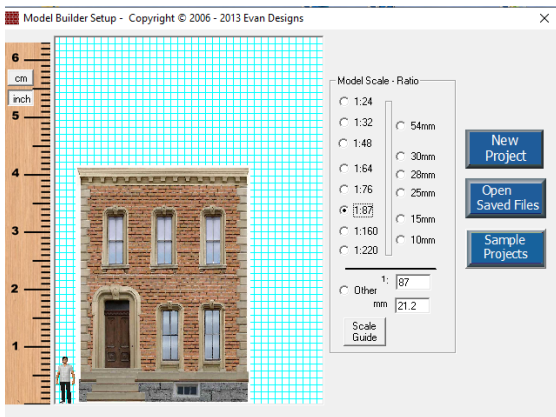
CREATING A PLEASING BACKDROP DIVIDER

By Richard Astle

Part of the Mountain View Model Railroad Club's obligation to the Didsbury Museum for space was to model three blocks of the downtown. This is how I took a track hiding divider from Plain Jane to something pleasing to look at like in this photo of the Town of Didsbury on the Mountain View Model Railroad Club's layout on the second floor of the Didsbury Museum.



I used photographs, heavy white paper (65#), soft lead pencil, glue stick and Model Builder software from Evan Designs to create this 3D representation of the intersection of 20th Street and 19th Avenue.

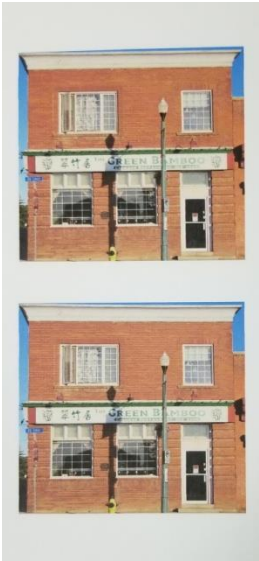


To accomplish this I took photographs of each building along 20th Street being careful to get the shot as close as possible from directly in front so as to not distort the perspective. I then edited each photo to isolate only the structure I wanted to model. I also took photographs of the respective intersections which I later edited to fit the scale of the corner buildings. For the purposes of this article we will use these two images.

In order to create the building effect I wanted I needed to make three identical copies of the structure and I needed to create it in HO (1:87) scale. I used a software from Evan Designs called Model Builder (link at the end). The opening page of the software is shown and there are a few settings to select the project and scale

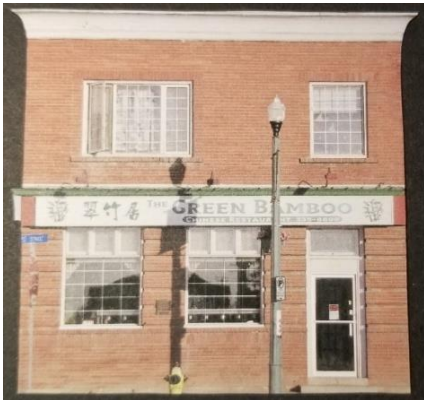


you want (in this image we see 1:87 is selected. After electing new project you need to set up your measurements and aspect ratio. Using feet and inches and using only one known dimension the program will scale the other for you when you import the image for the first time. In my case I knew the frontage numbers for single and double lots (26 and 52 feet) and proceeded to adjust the image to the desired width. Once you are satisfied with your imported image you can create a duplicate to fill the page as seen in this image. I then proceeded to print two copies on the heavy paper using the best ink quality setting.



The next step was to cut the three individual images I needed from the two sheets. To do this I used a hobby knife with a brand new No. 11 blade, a metal ruler and a sheet of plate glass. The first image I needed was the back one which required me to only cut out the image. The second image I needed was the middle and was cut in a similar fashion with the additional removal of all window glazing and the actual metal door leaving the window and door frames. Do not darken the inside edges of these cuts as the windows are painted white and the door is a bright metal. On my final top image I cut out the entire window and door structures back to the brick work. On this last cutting I used my soft lead pencil to darken the cuts on the window and door areas to place the brick in shadow. I am now ready to assemble my building facade by applying my glue stick to the back of my middle image being certain to apply the glue to all edges that if not fully bonded could be obvious in the final product. The middle image is then placed on top of the back image being sure to line up all edges. The next step is to repeat the process with the top image all the while being careful to line up the overlapping layers to make one final image with no telltale

Back Image



Middle Image

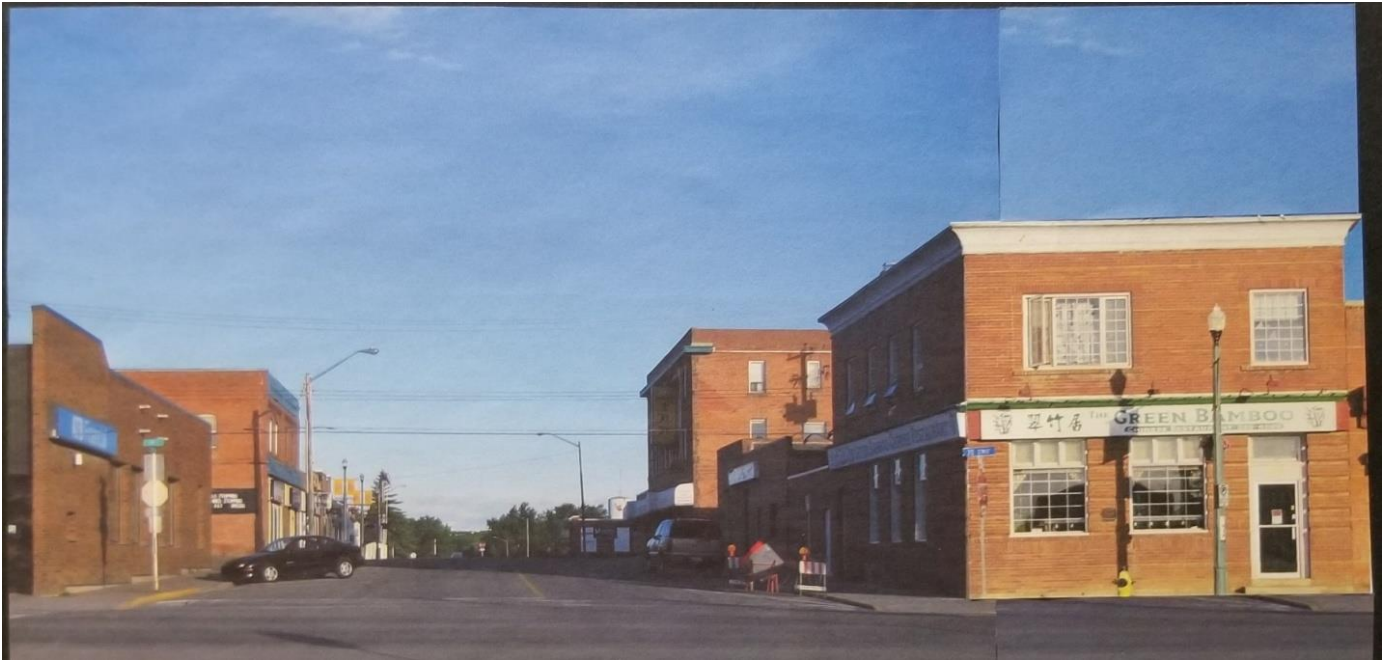


Top Image



Final Layered Image

signs of the multiple layers used. This new three layer image looks very similar to the original image with the exception that the eye of the viewer will detect the very slight change in depth within the image that cannot be seen in the back image. This process is then carried out on the rest of the buildings in the block placing them tight to each other until reaching a street corner. At the street corner a photograph of the street is cropped and printed so that the edge of the building in the photograph lines up with the edge of our layered image to give the effect of three dimensions as seen in this final image. In this particular case I printed the street scene at 105% to match the building scale.



I hope you enjoyed reading about my journey in creating this backdrop and if you are looking for a modeling software package to help you create backdrops or convert plans found in magazines into 3D buildings try Model Builder Software from Evan Designs.

Model Builder Software can be purchased and downloaded for \$39.00 US at <https://evandesigns.com/products/model-builder>

Am I alone.....???? – Roger Walker MMR

...or do any of you agree with me???

This is a commentary on some of the things manufacturers give to us, but which we may not want.

Let me start with trucks and axles. I recently dis-assembled a tank car from Rapido. It is a beautiful car with lots of great detail, but the wheelsets are “blackened”. The axles remain shiny metal (? nickel silver). In my opinion, Rapido has this backwards. The axles should be dark (not truly black) and weathered, and the wheel treads should be bright and shiny, not blackened. The blackening can be filed or sanded off, but it took me more than half an hour to make the treads on four wheelsets bright and shiny (as on the prototype). So my first question is, do we really want pre-blackened wheelsets? I certainly do not – I love to see shiny wheel treads on my track. It is far quicker to hand paint the faces of the wheels than to remove the blackening on the treads.

My second question concerns the various “slippery engineering plastics” that are now pretty well standard on all trucks. The manufacturers present these as “free rolling” or words to that effect, but I have not seen any research on just how much better axles rotate in these engineering plastics. The disadvantage of these plastics is that they are very hard to paint and glue. I am a very firm believer in weathering trucks, first because it brings out the detail that manufacturers have cast into the sideframes, and second, because paler (not black) sideframes show up better in the relatively low lighting of most layouts. I have found that paint will stick to these plastics if they are well cleaned first, but flexing the sideframes to insert the wheelsets may cause some of the paint to peel off. I have also found that in many older sideframes made of styrene, wheelsets rotate freely in journal boxes if the boxes are reamed out, and if graphite or powdered Teflon is used in the bearings.

Some of my On3 trucks need assembly, and engineering plastics are difficult to glue. I have found that E6000, a caulk-like glue available at hardware stores, will stick these plastics reasonably well. It is also the only glue that will allow engineering plastic parts to be glued to wood or styrene. But because this glue is very viscous, it is hard to apply small amounts to tiny details.

The bottom line here is a balance between “free rolling” and painting, weathering and gluing. Unless you run very long trains on club layouts, the advantage of engineering plastics is probably minimal (if at all). The plastics do have their role, especially in delicate parts such as handrails on locos that are easily damaged by handling.

I would be very interested to hear from readers, pro or con, and will collate any replies for another note in the Highball. I would also like suggestions as to how to get a message across to the manufacturers. Please contact me at walkerrg@telus.net.

Upgrading Older Central Valley Trucks – Dave Audley – Calgary

I have been collecting older Central Valley trucks for some time now. I had scratch built a model of CPR's first company built baggage car and I wanted a set of trucks for that car.

When I opened the little plastic box, I discovered that the brass tire had come off of the plastic wheel. Now, I could have just glued the brass tire back onto the wheel, cleaned the wheels up and been done with the project. See photo #1.



I prefer installing Intermountain wheel sets as I like the way they look and operate. They also have a better shaped flange. This became an opportunity to change out the Central Valley wheel sets for a better, current set of wheels.

Photo #2 shows the tools needed.



I started by drilling out the rivets that hold the truck together (see photo #3).

Be careful not to twist the side frames as the springs and journal boxes may come loose. This makes a much larger and more complex project if that happens. Turning the bolster over, I drill a clearance hole for two 2-56 by 3/16” screws – one on each end of the bolster. Photo #3 shows all of the components.

Using a 2-56 tap (available as a Kadee part), I tapped the side frame holes. I then screwed one side frame to the bolster. Then I lined up 2 sets of Intermountain 36” wheel sets in their respective journals and then held the other side frame in place, putting another 2-56 by 3/16” screw. I tightened both screws and checked for square and running.

This gave me a really good set of fine running trucks to use under my baggage car!

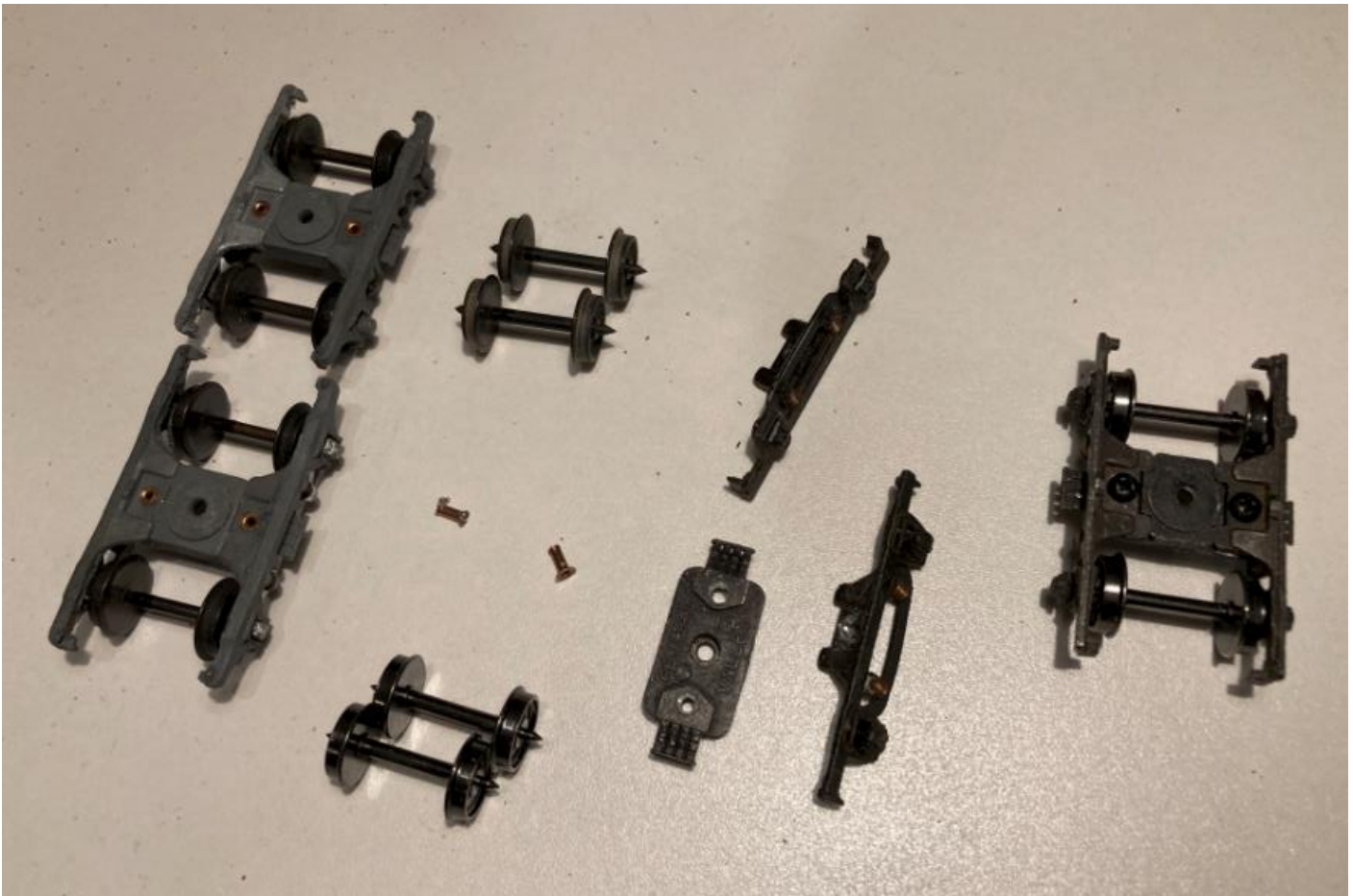


Photo #3



Mark Johnson of Edmonton, is operating Train 314 on Norman Skretting's CN Clearwater Sub layout. His train is in the clear in the siding at Vavenby BC, waiting for the passage of train No. 1, the Super Continental.

Upcoming Events in and near the 6th Division

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

Note: All events are subject to modification or cancellation due to pandemic restrictions in effect at the time. Please check with the organizers close to the event date.

March 26-27, (Sat-Sun), Saskatoon, SK

Prairie Rail Workshop Model Railroad Club is holding its 37th Annual All Aboard Train Show at the Western Development Museum. The show times are Saturday 9am – 5pm and Sunday 9am – 4:30pm. For additional information please check our Facebook page or our website www.prairierailworkshop.com

April 30 - May 1, (Sat-Sun) Regina, SK

Regina Railfest 2022, Caledonian Curling Club, 2255 Sandra Schmirler Way. Over 25,000 square feet of model railroads, displays and vendors! Saturday 9:00 a.m. – 5:00 p.m. Sunday 9:00 a.m. – 4:00 p.m. Adults - \$10.00, Youth (5 – 16) \$5.00, Children (4 and under) -free. Families (2 adults and up to 3 youth or children) \$20.00. Contact Ron Coburn at (306)545-4883 or Rupert James at (306)789-7923 or visit the website [RAILFEST 2022 \(reginarailfest.com\)](http://RAILFEST2022(reginarailfest.com)).

May 11-14, Eugene, OR

Make Tracks to Eugene - PNR Regional convention. Valley River Inn. Info:- pnr.nmra.org/1div/Eugene2020/home.htm

May 20-23, (Fri-Sun), Camrose, AB

Rose City Meet - 6th Division, Pacific Northwest Region, National Model Railroad Association, Spring Meet. Clinics, Op Sessions, Show & Tell, Prototype Tour to Battle River Railway, and Layout Tours. At the Canalta Hotel Camrose. See the website: <https://rosecitymeet.ca/> for more details.

May 27-29, (Fri-Sun), Burnaby, BC

Railway Modelers Meet of British Columbia (RMMBC) Virtual and tentatively live at Simon Fraser University. The emphasis is primarily on "modelling," as the name implies, with many interesting clinics, layout tours, and operating sessions. Latest information at: railwaymodellermeeetofbc.ca/

June 5, (Sun) Calgary AB

CMRS Spring Mini Meet and CMT Flea Market, Glenmore Inn. Clinics, Show & Tell

Sept 17 - 20, (Sat – Thu) Nelson BC

Canadian Pacific Historical Association Convention. Joint CPHA-GNRHS convention, and the first-ever national CPHA convention. Watch for more information in future issues of CP TRACKS and on the CPHA website (www.cptracks.ca). Please remember that you must be a member of either CPHA or GNRHS to attend this event. <https://www.cptracks.ca/nelson2022.html>

October 15, (Sat), Calgary, AB

41st 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 22 (Sat), Edmonton, AB

MMRF Fall Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 9AM-1PM, Admission \$3.00 Vendor Tables: \$25.00 Info:- Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.ca