

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

December 2022



Three first generation diesels struggle with a heavy train up the steep climb to Farron on Matthew Hicks' Kootenay Division layout in Calgary. The 3D scenery blends seamlessly with the painted backdrop. Hard to believe this is N scale. (photo by Rob Badmington)

6th Division Officers

Superintendent

Ed Molenkamp 6divsuper@pnr.nmra.org

Phone: 780-455-1479

Assistant Superintendent

Rick Astle ve6rla@gmail.com

Phone: 403-507-3314

Secretary

Doug Johnson djca@accesscomm.ca

Treasurer

Rick Walker walkr@telusplanet.net

Achievement Program

Doug Burton dwburton1234@gmail.com

Interim Convention Coordinator

Peter Ulvestad ulvestad@telus.net

Highball! Editor

Rob Badmington highball@pnr.nmra.org

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

Greetings everyone.

Let me start off by saying how sad it was to hear of Bob Hadlow's recent passing. He was an instrumental member of the 6th Division for many years. He held many talents and had much knowledge in so many areas of the hobby. Going all the way back to 1976 as our superintendent I will fondly remember the storytelling in hotel rooms at conventions in the past with many members from the 6th in attendance. I wish to offer my sincerest condolences to his family and friends.

We are heading into modeling season now with winter's firm grip.

Announcements have been received about the Winter/Spring Shows so keep an eye on the calendar of events here in this publication. We plan on having a booth at all the upcoming events so stop by the table to say, "Hi!"

Also, Regina is the site for our Spring Meet in May and I am looking forward to that. It has been awhile since we have been down that way.

I hope you all have a Merry Christmas and a Happy New Year.

Assistant Superintendent – Rick Astle

Some thoughts from my cubbyhole in the basement for this festive season. How about sharing with our readers something that you are working on, a new modelling skill you are perfecting or a picture or two of that new item for your railroad that appeared under the tree. The Highball! is your publication and our editor Rob does a fantastic job

putting it together for all of us to read and share. Your contribution could be as little as a photograph and a caption or as much as a detailed description of a project; it just takes a little thought and time. Let's help him make Highball! the best it can be.

From the Editor – Rob Badmington

As we rapidly approach the Christmas Season, we usually think about our family and friends. This year, many of us in the 6th Division are thinking about Bob Hadlow who passed away in November. Bob was a friend to so many modellers and had a great influence on the continuing success of our Division. A tribute to Bob follows on the next page.

This issue of Highball! includes several reports on fall activities across the Division. Doug Johnson and his crew are busy preparing for a great Spring Meet in Regina. Pictures and descriptions of some of the layouts we will be touring are also in this issue.

While the Northern Alberta Railways has been gone for over 40 years, it is still a favourite of many railfans and

modellers. Dave Audley's article on detailing and painting a couple of GP9s has many good tips.

Dave Halliday has shared some insights into the connections between the designers of automobiles and trains in his article on page 15.

While COVID hasn't yet completely gone away, it appears that we are mostly back to holding public shows and meets without restrictions. The fall shows were well attended and several more are planned for the spring, including SUPERTRAIN in Calgary, back after missing three years.

Wishing you and your families a Merry Christmas and Happy New Year! Hope Santa brings you some trains.

Bob Hadlow 1938 – 2022

Bob was born in Wainwright and raised in Edmonton where he developed a passion for music and sports. His interest in trains came naturally from his father who worked for Canadian National Railways, and who got Bob a job after high school in dining car service on the BC North Line to Prince Rupert. He became a salesman for Swift's Meat Packers in Peace River and then an Administrative Assistant for the Chemistry Department at the University of Alberta in Edmonton. In 1970 he transferred to the same position with the University of Calgary where he remained until he retired in 1996.

Bob's interest in trains led him to organized model railroading and he joined the NMRA and several clubs in Calgary. He was awarded Honorary Life Membership in the Calgary Model Trainmen's club, was one of the founding fathers of the Calgary Model Railway Society, and was an active member of the South Bank Short Lines club until his passing. Bob was also an enthusiastic railroad photographer and made many railfan trips with friends all over the West.

Bob served the NMRA as Superintendent of the 6th Division from 1976 through 1980. In his efforts to increase membership, he personally mailed our newsletter to every known model railroader within the Division's boundaries, something over 600 copies. Bob also served on the organizing committee of RAILRODEO '79, the NMRA National Convention hosted in Calgary. The 6th Division awarded Bob the Silver Spike in 1982 to recognize his service to the hobby.

Bob enjoyed attending Meets and Conventions and many of us have happy memories of his story-telling and laughter in hotel room gatherings in the evening after formal activities were over.

Bob is survived by his wife of 60 years, Pat Hadlow, daughter and son-in-law Carolyn and Richard Crooks and grandchildren Emma and Nolan of Port Moody, BC, and son Rob Hadlow of Calgary.



Bob Hadlow, surrounded by his S scale layout, the Red Pass & Gorge. (photo by George Barr)

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

Hi everyone, there has been a reasonable amount of activity happening in AP since August.

A Golden Spike was issued to Doug MacDonald and Jim McKay for their very nice Edmonton layout. If you would like your layout assessed for a Golden Spike please let us know.

Dennis Dreher of Edmonton is receiving Civil and Electrical certificates.

There has been what I think is a major change in the requirements for Structures Certificate. Under scratch building category "craftsman kits" can now be used. These kits need to be wood kits that contain the uncut wood for building -- please note: the wood in the kit cannot be pre-cut. This means that you would still have to cut all the wood to the proper length and assemble it - 90% of the parts must be cut, shaped, trimmed, etc., by the modeler. I will CAUTION you to contact me first so I can tell you if the kit is acceptable. Plastic or resin kits are not acceptable.

Structures are the topic for my ongoing series on AP categories. My comments are in **red** and important things in the document are in **blue**.

Structures are just about anything on the layout that was man made and doesn't fit into one of the other Master Builder categories. These are just some examples of the types of 'structures' that you could build to earn this certificate: buildings (all kinds), factories, bridges (all kinds), signal towers, **oil derricks, docks, power line towers, cranes (stationary or mobile), ships, etc.** **It could also include things like farm equipment and construction equipment.**

Of course, there is a certain level of complexity expected to qualify for a merit award. If you take a plank and put it across a drainage ditch and call it a bridge, it is unlikely to score 87-1/2 points no matter how nicely modeled a plank it is!

To qualify for the Master Builder - Structures certificate:

1. You must construct twelve scale structures: **At least six different types of structures must be represented in the total. Of which 6 must be scratch built and receive 87.5 points on each structure. But you actually only receive a pass or a fail on the total.**

The intent of this requirement is to show that you can model a variety of types of structures, not just several variations of the same type. For example: a wood frame station and a brick station would be different types but a wood frame station from Kansas and wood frame station from California would probably not be considered different, unless you could show that there was a substantial difference in the construction. Try your hand at building something completely different. You might learn some new modelling skills in the process and who knows, you might have fun doing it!

- a. **One of the six types must be a bridge or trestle.**

Before you panic with visions of elaborate wooden trestles dancing in your head, stop for a moment and consider just how many different types of bridges and trestles there are on or around a railroad. Remember your bridge doesn't have to span the Grand Canyon; **a short span over a creek or dirt road may be enough. The point is to demonstrate that you know how to build a bridge that is appropriate and will support the load that it has to carry. If there is no place on your layout for the tracks to cross a bridge, how about a bridge that carries something else?** You could replace a grade crossing with a bridge that carries the road up and over the tracks (as many prototype railroads have been doing in recent years), or build a foot bridge like the ones over many rail yards. Finally, remember that you can even build the bridge as a separate model - it doesn't have to go on your layout.

- b. **At least six of the models must be scratch built.**

The following parts are specifically excluded from the scratch built requirement:

- Light bulbs & electronics
- Paint, decals, etc.
- Figures
- Basic shapes** of wood, plastic, metal, etc.

- c. **The remaining six, if not scratch built, must be super detailed with scratch built or commercial parts.**

There are all sorts of ways to super detail structures. Look closely at what you are trying to model and see the little details: signs, ladders, electrical fixtures, window details, roof details, etc. For buildings including an interior (and a way to see it) is definitely recommended, with as much of it as possible scratch built for extra points. Including some sort of "scene within a scene" is a good way to catch the judges' eye. Adding detail to your structures will not only meet this part of the requirements, but will also add to your score and to the overall appeal of your model.

One way to save money and increase your scratch building score is to buy only one of a particular detail part, and use it as a model to make the rest yourself. This means build the others yourself from scratch, **NOT to use the commercial part as a master to make a mould to cast copies of it.**

2. You must earn a score of at least 87-1/2 points on six of the twelve models in either an NMRA sponsored contest or in AP Merit Award evaluation. **Note that only six of the twelve must earn 87-1/2 points.** The others don't even have to be evaluated! **They do all have to be described on the Statement of Qualification (SOQ).**
3. You must submit a Statement of Qualification (SOQ, see below) which includes the following:
 - a. An attachment giving a detailed description of each of the twelve models, including:
 - Identification of all scratch built features
 - All commercial components used
 - Materials used in building the model
 - A notation that the model is operational, if it is intended to be
 - If the model is a kit, whose kit is it?
 - b. Verification of the Merit Awards (photocopies of the certificates or signed Judging Forms, see below)
 - c. Photos of the model are helpful, though not required. **If they are going to be judged at distance photos are necessary. You could include a video also. If during judging we have questions we will contact you and not make assumptions.**
 - d. Your twelve structures do not all have to be of the same scale or era, or on the same layout. In fact, in most cases, it's better to build the structure separately, have it judged (either in a contest or in separate Merit Judging), and then install it in its final location. In this way, the judges can get a better look at it.

Note: Many contests require that structures NOT be mounted on any kind of scened base, or they will be considered "Displays". **However, for separate Merit Judging, they can be part of your layout.**

Here is a link to some structure models that have passed so you can get an idea of what they look like. I will add more from other people in the future. <https://photos.app.goo.gl/RoHMCAqzdiqMKZD2A>

Here are the people that make up my team so reach out to us if you have questions or need help.

Golden Spike

Mike Westren Calgary
Dave Audley Calgary
Rob Badmington Calgary
Dale Sproule Calgary
Ray Clifford Leduc County
Dale Armstrong Saskatchewan
Dennis Dreher Edmonton
Doug Hunter Regina
Cal Sexsmith Saskatoon
Jeff Betcher Regina

AP Evaluators

Ray Clifford MMR Leduc County
Doug Wingfield MMR Lethbridge
Dale Sproule MMR Calgary
Rodger Walker MMR Calgary
Dennis Dreher Edmonton
Doug Hunter AP Civil Regina
Dale Armstrong AP Civil Saskatchewan
Jeff Betcher AP Structures Regina
Peter Ulvestad AP Civil Edmonton
Greg Orme Calgary

I hope this review helps get rid of some of your anxieties for Structures. Please do not over think these requirements. So have a Merry Christmas and keep on modeling. Til next time.

Doug Burton AP Coordinator

Convention Report- Peter Ulvestad, Convention Coordinator

In the last Highball!, I stated that it would be the 6th Division's turn in 2028 to host the PNR Regional convention. I have since been corrected and it is actually 2027 that is our turn to host. We are looking for clubs or individuals to step forward with bids for 2027. Bids should be ready by 2024 or early 2025. If you have any

questions about holding a convention, please contact myself or Ed Molenkamp.

For the 2024 Divisional meet, we have a possible bid coming but a formal bid has not received. If you and your group would like to host 2024 please let me know.

Host City By Conventions Held				
Host City	Conventions			Last Held
	Divisional	Regional	National	
Calgary	13	1	1	2014
Edmonton	11	1		2016
Lethbridge	8	1		2008
Saskatoon	6	1		2015
Regina	5	1		2012
Great Falls (now in 5 th Div)	4			1987
Red Deer	4			2017
Moose Jaw	2			2011
Camrose	2			2022
Jasper	1			1973
Hinton	1			1983
Medicine Hat	1			1994
Wainwright / Lloydminster	1			2003
Crowsnest Pass	1			2018
Cranbrook		1		2019
	60	6	1	

Host City By Last Held				
Host City	Last Held	Conventions		
		Divisional	Regional	National
Camrose	2022	2		
Cranbrook	2019		1	
Crowsnest Pass	2018	1		
Red Deer	2017	4		
Edmonton	2016	11	1	
Saskatoon	2015	6	1	
Calgary	2014	13	1	1
Regina	2012	5	1	
Moose Jaw	2011	2		
Lethbridge	2008	8	1	
Wainwright / Lloydminster	2003	1		
Medicine Hat	1994	1		
Great Falls (now in 5 th Div)	1987	4		
Hinton	1983	1		
Jasper	1973	1		
		60	6	1

Area Reports

Edmonton – Peter Ulvestad

The MMRF hosted the Greater Edmonton Train Show on September 10 and 11. There were a great number of vendors, layouts and a large public turnout. Planning is already underway for next year's show. The Fall MMRF Swap Meet was held on October 22nd, over 300 people attended. The spring swap meet is scheduled for April 1st, 2023.

On September 25th, the EMRA held it first Open House in 4 years. This was followed by a Friday operating

session as part of the Northern Rails Ops Weekend. An Open Operating Session scheduled for November 5 had to be cancelled due to a low number of participants. The next session is scheduled for the last Saturday in January.

Northern Rails returned this year featuring 7 layouts with 21 operators participating. The next Northern Rails will be held in the fall of 2024.

Lethbridge – Paul Smith

The Southern Alberta Model Railway Club has had a busy fall/early winter session with the beginning of our club year in September. Members and guests gathered on September 17 at the Lethbridge Rotary Picnic Shelter for a barbeque and meeting to celebrate our 50th anniversary as a club. We think this is a significant milestone and look forward to our next 50 years!

We held our Annual General Meeting on September 27 to review club business and our programs for the coming year. We have a full slate of activities planned for all of

our layouts this year, which includes trackwork, wiring, scenery and structures plus operating formats and equipment roster improvements/refinements.

The SAMRC held our first Open House in years on the October 22-23 weekend. We had a good attendance from the public and everyone enjoyed seeing all of the layouts in action. We hope we can return to our traditional spring and fall Open Houses for the future. Check our web site for details of the spring event.

The Calgary Model Trainmen made the trek south for a visit on November 19. They checked out our club layouts and then went on to see the home layouts of SAMRC members Dale Gloer and Bill Smienk. Incidentally, Bill's CPR theme layout was featured in ***Great Model Railroads 2023***.

On a sad note, we lost one of our long-time members with the passing of Rolf Freund of Lethbridge. We miss him.

Olds - Didsbury - Carstairs - Rick Astle

Mountain View Model Railroad Club members continue to work on the HO layout on the second floor of the museum with the addition of more trees and some great scenes for visitors to see.

Club members have also been running trains both club and personal just to have some fun. We operate the layout in both DC and DCC and encourage visitors to bring their own trains to run. We are also quite willing to help with the service and repair of faulty units when asked.

Our garden railroad fell victim to the early fall snow and although dug out, without some very favorable weather may remain silent until next spring.

The Didsbury Museum home of our layout will be closing Friday December 23rd at 4:00pm and will remain closed until Tuesday January 3rd at 10:00am.

We wish you the best this holiday season and if you have visitors during the festive time and would like

Club activities will slow down for the holiday period before resuming in January. Any Highball! reader who might be in Lethbridge on a Tuesday evening is welcome to visit our clubhouse in Gyro Park.

In closing, the Southern Alberta Model Railway Club would like to wish Highball! readers all the best for the season and coming new year..

to visit, remember the club layout can be seen by appointment when the museum is closed. Just call Rick @ 403-507-3314 or 403-556-8121 to arrange a suitable time to meet.



Saskatoon – Mervin Rempel

On October 30th from 1:30 until 4:30 Prairie Rail Workshop held its Annual Fall Swap Meet. The location changed and our hosts were very welcoming and even helped with promoting the event. Many thanks to the Royal Canadian Legion Branch 63 in Saskatoon for providing the facility. The swap meet was very successful with 25 tables of model railroad items up for sale. We had over a hundred people come through during the afternoon with a lot of happy people leaving with cherished prizes. Many different items were up for grabs, everything from locomotives and rolling stock to details, structures, vehicles, and the list goes on. Deals were made and friendships rekindled as it is also a social gathering for the model railroaders in the area. Sellers and buyers came from various areas around the province

to sell what they didn't require and maybe purchase what they did.

I am looking forward to hosting our Spring Swap Meet coming up March 12th 2023, again at the Royal Canadian Legion Branch 63. Details will be sent out to those on my list of contacts in late January or early February. If there are others who would like to participate and book a table for the meet, send me an email at prwswapmeet@gmail.com and I will reply to you. Thanks to everyone who participated and I look forward to seeing you all at the spring meet. A big thank you to the members of the Prairie Rail Workshop for your assistance during the afternoon. Have a Merry Christmas season and remember to mark March 12th down in your calendars for the next swap meet.

Prairie Rail Workshop is holding its 38th Annual Model Train Show at the Western Development Museum on February 25th & 26, 2023. For more info please check our Facebook Page @PrairieRailWorkshop or on our website

at www.prairierailworkshop.com. If anyone wants to participate in the show as a vendor, or with a club or personal layout to put into the show you can email us at allaboardtrainshow@gmail.com.

Airdrie / Iron Horse Park – Greg Orme

As the last train pulled out of the station on the Thanksgiving weekend we ended another very successful season at Iron Horse Park. Ridership, although not record breaking, was made up mainly of our loyal riders who came back time and time again throughout the summer months.

The new Shuswap Subdivision saw operation this year as riders were finally treated to a new route with trackage that now extends over to and joining up with the Mountain Subdivision. Next season we hope to make this route a regular journey with all our trains.

The mild fall temperatures allowed us to host our fourth Halloween run on the 30th of October which was a great success. Over 800 riders dressed in costume to support the Airdrie food Bank. Once again anyone who was dressed in costume or who made a donation to the Airdrie Food Bank was rewarded with a free ride. Also any cash ticket sales from those who just showed up for a ride was also donated to the Airdrie Food Bank. Over three hundred pounds of non-perishable food was collected along with \$300.00 cash for ticket sales which was topped up to \$500.00.

The Station was opened up one last time for the year on November 19th when we hosted the Airdrie Ability Center Society's Christmas Bake and Craft sale. The Station was turned into Santa's workshop for a day with plenty of crafts and bake goods along with free hot chocolate.

As with every Fall/Winter season we are now once again into maintenance mode on all of the club's equipment as well as some members' equipment in preparation for next year. Hopefully this coming February Family Day will allow us to hold our Frostbite Run with our opening day for the 2023 season beginning on the Sunday of the May long weekend.

Have you ever wondered what it would be like to be the Engineer and operate one of our Locomotives? Or maybe a conductor is more to your liking. Well, next year we are going to host a couple of open houses just so you can find out, how much fun it can be.

Contrary to popular belief, our membership is not limited to having your own equipment as we have a number of club locomotives to go around.

Also, you do not require any prior knowledge or experience with a miniature Railway. It's far from that and we would be more than happy to share our experience with you. We have locomotives and experienced members just waiting for you to come and give it a try. Who knows, you may just find out that you like it.

As I have said in my past reports we are always looking for new members or volunteers to help out at the park so keep us in mind and if you have a bit of time and would like to get involved we would be happy if you would consider joining us. Watch for Information on our web site regarding the open houses that I mentioned. You can also get information regarding membership or volunteering there as well.

Finally it is with great sorrow that we say good bye to a dear friend and a champion of the Sixth Division. As most of you know, Bob Hadlow passed away on Nov.13th. Bob was very instrumental in me following in his footsteps and becoming the Superintendent of the division. Every time I saw him I would jokingly called him Had Boblow and it will be one of the fond memories that I will keep.

With this being my last report for 2022 I would like to wish each and everyone a Very Merry Christmas and a Happy, Healthy and Prosperous New Year 2023.

Happy Model Railroading.

Calgary – Dale Sproule

First in my Calgary area report I must note the passing of Bob Hadlow on Sunday evening, Nov 13, age 84. His funeral was on Friday, December 2. Bob joined CMT while we were in the Planetarium probably around 1973. He often said that he had in excess of 40 odd diesel locomotives. In an earlier life he worked dining car service

on the CN around Jasper. In August of 1979 his home became the Hadlow Hilton for his many friends attending "RAILRODEO", the 1979 NMRA Convention held in Calgary where Tom Beaton and many others from the West Coast who could not find hotel accommodation stayed with Bob and Pat. Sometime in the 80s he switched to S scale. Bob

served 6 terms as our 6th Division Superintendent from 1976-1981. Bob was recognized for years of service to CMT by receiving the "CMT Member of The Year" award in 1989 for "outstanding service to the club" and sometime after that became an Honorary CMT member, the only one the club has ever had.

Calgary's South Bank Short Lines Club hosted their 41st annual Boomer Auction in mid-October, great to see a crowd, perhaps not as many as before but it went to past 4 pm with all good stuff being offered.



Bidders at the Boomer Auction, October 15. (photo by George Barr)

The Calgary Model Railway Society (CMRS) held their Fall Mini-meet and AGM on October 16 with a good attendance. The Calgary Model Railway Society hosted their Fall Slide Night November 18, with a smaller crowd attending this year. CMRS will hold SUPERTRAIN on April 15-16, 2023 at the Genesis Centre, Calgary where previous shows have occurred. It will be good to get back into a big local show.

Heritage Park Railway Days, a distant memory now with snow on the ground, occurred September 3-4, Labour Day long weekend. CMT participated with our travelling modular layout found in the Roundhouse. Apparently crowds were great this year, better than on the last two years!

Eleven CMT members travelled to Lethbridge on the Aspen Crossing 47 seat charter bus to view two private layouts and the Southern Alberta Model Railroad Club layout. Thanks go to the Lethbridge club members, Bill Smienk and Dale Gloer for their hospitality in opening their layouts and of course Aspen Crossing for the use of their tour bus. Bill Smienk incidentally has a great 8 page photo spread in the 2023 edition of Model Railroader's "Great Model Railroads" magazine. CMT presented one of our 75th Anniversary cars and mug to each layout owner as thanks for their hospitality.

HOBBYTECH, a Calgary hobby shop has moved to a new address: 412-28 Street N.E., Calgary T2A 6T7. Much bigger and better! Hobbytech reported the theft of several SCALE TRAINS diesel locomotives from early November, so if you are approached for a great selling price, be aware.

CP Christmas train schedule: Regina Dec 5, Medicine Hat Dec 7, Edmonton Dec 9, Calgary Dec 11, then West to Vancouver.

Athearn has already released their NAR Bay Window Caboose and next May (2023) Athearn will release their NAR GP9 locomotives.

Queen City Express 2023 - Regina – Doug Johnson, Chair

The organizing committee continues work on the 2023 convention to be held in Regina on the May long weekend. Arrangements have been made to hold the event at the Fairfield by Marriott hotel and a block of guest rooms has been booked. Room rates are currently being discussed with the hotel and we will advise when they have been finalized. We anticipate that room rates will be about \$140 plus tax, including breakfast.

The meet website is now up and running at www.queencityexpress.ca. Check it out as information will be added on an ongoing basis.

Several layouts have been now been arranged for the layout tour. Ian McIntosh's railroad was featured in the previous edition of Highball! and Rupert James' and Bill Stahl's layouts appear in this edition. More layouts will appear in the Spring 2023 edition and descriptions and photos will be placed on the website.

The committee looks forward to having everyone at the first division meet held in Regina since 2012!

Rupert James' model railroad is proto-freelanced in HO-scale and is constructed in three levels occupying a space approximately 18' x 11'. The lowest level consists of a rail yard. The middle level is Free-mo modules, with double-track mainline. The upper level is a single-track mainline with several industries. A double-track helix connects the levels. The middle and upper levels are around-the-room. To enable obstruction-free passage of persons into the centre of the layout, Rupert constructed a two-level lift gate. Automated signalling makes use of Arduino microcontroller boards. Track is Micro-Engineering code-83 and all turnouts are hand made using Fast Tracks jigs. (photos provided by Doug Johnson)



William A. Stahl's two double-deck railroads will be on the layout tour at the 6th Division meet in May 2023. The On30 South Park & Western RR is set in the South Park region of central Colorado in October 1910. The railroad winds past cow towns and cattle drives in the South Park before climbing through colourful aspen groves to the mines in the high country, blanketed by the first snow of the season.



The HO North Fork Sub is set in south-eastern British Columbia in the first years of the 20th Century. The completed upper deck has rugged mountain scenery and two mining towns, featuring a detailed stamping mill scratch-built by the late Bill Tokaruk, MMR.



Northern Alberta Railways Proto 2000 GP9s – Dave Audley

Having long been a fan of the Northern Alberta Railways, I managed to pick up two of the Proto 2000 GP9s that were produced in two different runs several years ago. I knew that several details were missing or incorrect but I was willing to live with that for several years.

In 2021, Les Kozma published his book the “Northern Alberta Railways Diesels - 1952 – 1980”. This book is still available from the Alberta Railway Museum. Paging through the book and studying the photos brought my two models to mind. I went through my NAR storage drawer and dug out the two GP9s, comparing them to photos in the book.

It quickly became apparent that, with addition of just a few details, I could bring these models closer to the NAR #'s 205 and 210. The rear of the long hood on the 210 also needed a paint correction as the yellow stripe went straight across the hood.

Follow along as I use photos to show what I did.

I removed the body and then separated the body from the walkway. This allowed easier access for correcting the paint error on the rear of the hood. Scale Coat “Santa Fe Blue” is an exact match for the blue paint on the model. I applied the blue paint in a fairly straight line across the hood. You don’t have to be too exact as the yellow decal stripe is pretty wide and covers quite well! I removed the factory grab irons as well, making placing decal and paint easier. I replaced those grab irons with Tichy 18” drop grabs. More durable and a better scale appearance. See photos 1 & 2 to see how this turned out.



Photo 1



Photo 2

On both models, I added "Miniatures by Eric" High Hood bells and skate antennas as per the photos of these units in Less's book. I also added Detail Associates mu stands. On unit 205, I added a Details West winterization hatch. Both units have Cal Scale air and mu hoses on the pilot faces. See photo 3



Photo 3

Further study of photos of both units showed that the side handrails (both short and long) were incorrect. NAR's GP9's handrails bend in at an angle matching the hood front angle before bending back and down to the bottom of the steps. Once I saw this, I just couldn't live with that "error"! I had on hand an Athearn Genesis CPR GP9 that has the correct handrails. My first thought was to see if I could get a handrail set from Athearn. Those are not available. That meant I would have to make my own. Using the handrails on the CPR GP9 as a pattern, I bent handrails using Tichy 0.012 wire. I used older Athearn "Blue Box" stanchions to hold the new handrails installed on unit 210 (I have another set of handrails bent, ready to install on the 205). Photos 3, 4 & 5 show the finished handrails, comparing them to the old Proto 2000 handrails.



Photo 4

Photo 5

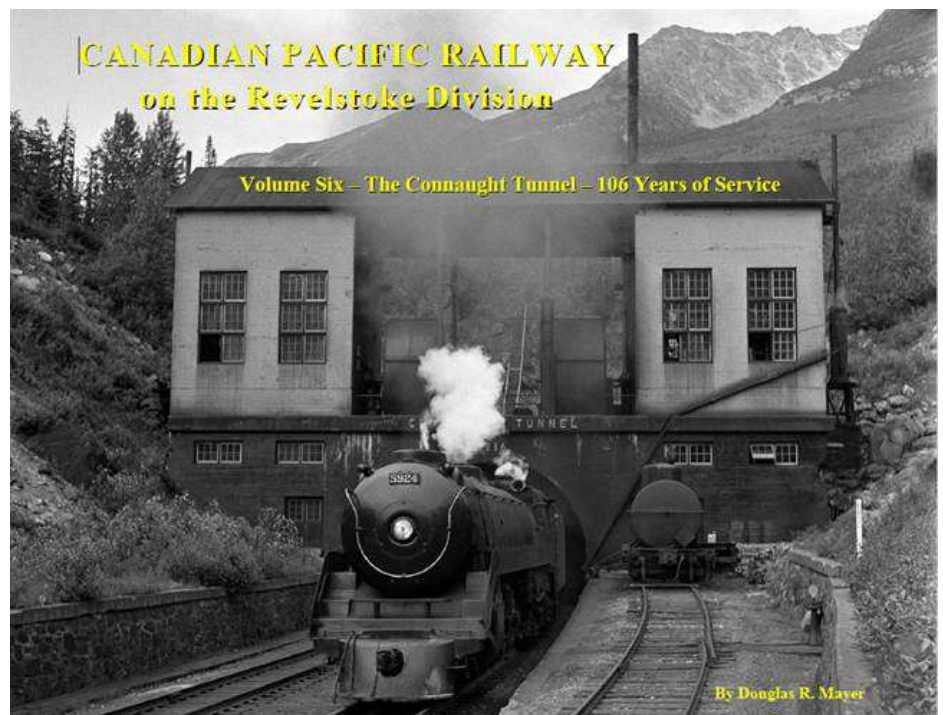
Scale Coat CPR yellow and CPR grey paint allowed finishing and were a good match to the factory paint. I followed the paint diagrams in the back of Les' book. Highball Graphics and Black Cat Publishing both have NAR decals. I used Highball Graphics striping on the back of the long hood as it was a good colour match to the model.

I am planning on finishing NAR #205 early in the new year. This turned out to be an interesting and enjoyable project that was relatively easy to do.

REVELSTOKE HERITAGE RAILWAY SOCIETY PUBLISHES NEW BOOK

The Revelstoke Heritage Railway Society is pleased to announce Doug Mayer's latest volume in his popular series on Canadian Pacific Railway's Revelstoke Division. "Volume Six: The Connaught Tunnel" chronicles the planning, construction, and remarkable century-plus working life of what was North America's longest railway tunnel. Completed in 1916, the Connaught Tunnel was a "game-changer" for the CPR and major engineering accomplishment, bypassing the worst sections of the iconic Rogers Pass. The Tunnel continues to be an important part of the Revelstoke Division and is well-known to generations of railroaders in the Revelstoke area.

Mayer has assembled a compelling story after researching far and wide in numerous public and private collections for archival and photographic content, some not previously published. He explores many topics, including the Tunnel's innovative design and construction, abandonment of the former Rogers Pass right-of-way, the massive 1931 flood, the Tunnel's infrastructure, and even the legendary stalled Selkirk steam locomotive incident. Richly illustrated, the hundred-page book is sure to please historians, railway buffs, industrial engineering enthusiasts, and anyone curious about the CPR's Revelstoke Division.



“This book has been over ten years in the making. I have been intrigued with the Connaught Tunnel even before we decided to build a model of the Tunnel's West Portal on the Revelstoke Model Railway Club's layout,” says Mayer, “Most Canadians are unaware of just how significant the Connaught Tunnel was, and still is.”

“This is a landmark work on a remarkable piece of engineering” says Jim Cullen, Executive Director of the Revelstoke Heritage Railway Society. “Not only is it the largest book our Museum has published, but its depth on the Connaught Tunnel story is unique and original. Doug has pulled together a big and complex, century-plus long story, drawing on material sourced from across the continent.”

Mayer's book series is an important fundraising vehicle for the Revelstoke Heritage Railway Society, a registered charitable non-profit organization. Mayer donates his research time and expenses, and all profits from the sale of his books are retained by the society. He is a member of the Society's Board of Trustees and has been involved in the organization since 1988. Copies of the book will be available in the Revelstoke Railway Museum's Museum Store by mid-December, in time for holiday reading and gift giving. A special pre-order offer will be launched within the next two weeks.

Contact: <https://www.railwaymuseum.com/>



RMMBC 2023

The 2023 Railway Modellers Meet of British Columbia

Online: May 4/18

In-Person: May 26-28

The RMMBC Committee is happy to announce the 2023 edition of the Railway Modellers Meet of British Columbia. This year RMMBC will consist of an Online Prologue and In-person meet.

In-Person Meet May 26-28 SFU Campus, Burnaby (Vancouver), BC

This is a beautiful time of year in the Greater Vancouver area. Why not take a weekend to attend the premier event in BC for model railroading. The SFU Campus provides convenient, low-cost accommodation for out-of-town visitors. The In-person meet will include:

- A full program of **Model and Prototype Clinics**
- Two half-days of **Operating Sessions**
- An evening of **Layout Tours**
- **Model Displays** throughout
- **Discussion Groups** for getting to know your fellow modellers

Online Prologue May 4 and 18

Don't miss our "Online Prologue" for a series of virtual (Zoom) clinics that will be May 4th and May 18th (Thursday evenings). Free by donation.

Stay Tuned

For updates and more information, check the RMMBC website www.railwaymodellersmeetofbc.ca

Cars and Trains - Dave Halliday

Trains and automobiles may appear to be two separate industries, but there are more connections between them than you'd think. General Motors and its Electro-Motive Division represent the biggest connection between the two industries, but there are many more.

The aim of this story is to trace some of those connections, but there are probably a number of others. This story is not intended to offer an exhaustive list.

Electro-Motive had its beginnings at the dawn of the automotive industry with automobile pioneer Alexander Winton who built cars for more than two decades. The Reynolds-Alberta Museum in Wetaskiwin has one of those cars – a 1918 Winton.

While Winton was building cars, he added a separate engine manufacturing division in 1912 that built gasoline and diesel engines for stationary, marine and heavy vehicle use.

In 1930, GM bought the Winton Engine Corp. which would produce the first practical two-stroke diesels that would power early diesel locomotives. In 1941, locomotive engine production became part of Electro-Motive.

Locomotive engines such as the 567 series helped Electro-Motive become the leading diesel-electric locomotive builder for decades with E, F, GP and SD series locomotives until it was finally overtaken by General Electric (now Wabtec). Like many other GM divisions, Electro-Motive was eventually sold off and now is owned by Progress Rail.



For more than two decades, Alexander Winton built cars such as this 1918 Winton that is part of the collection at the Reynolds-Alberta Museum in Wetaskiwin (although not currently on display.) However, it was his contribution to building large diesel engines such as those used in railway locomotives that made a far more lasting impression. (The Reynolds-Alberta Museum supplied the car photos and given us permission to use them.)

In addition to locomotives, Electro-Motive built the Aerotrain passenger train which was introduced to the public in 1955 and featured automotive-influenced styling. The 40-seat passenger cars were based on a GM intercity bus design (General Motors Bus and Coach Division.) The prime mover for the Aerotrain locomotive was a 12-cylinder diesel from the SW1200 switcher. Other components in the locomotive were also borrowed from the switcher.



EMD sold the trainsets to the Chicago, Rock Island and Pacific (Rock Island line). The trains were retired in the mid-1960s and the locomotives and some passenger cars now are housed in museums. Disneyland operated a scaled-down version of the Aerotrain in the late 1950s. Con Cor offered an HO-scale Aerotrain set about a decade ago.

Studebaker, an independent car manufacturer that shut down auto production in early 1966, was linked to the railway industry through famed designer Raymond Loewy. In addition to his designs of Studebaker automobiles such as the 1950-51 bullet-nose models, Loewy designed car bodies for Fairbanks Morse locomotives such as H10-44 switcher, the Erie built and C liners.



The bullet-nose 1951 Studebaker Champion is one of many automotive designs to come from Raymond Loewy's design studio which also produced locomotive body designs. This restored Studebaker is part of the collection at the Reynolds-Alberta Museum in Wetaskiwin, although not currently on display. Canadian Pacific C-Liner 4104 was captured in Crowsnest BC on June 30, 1974.

After Studebaker left the auto industry, the company merged with Worthington to form Studebaker-Worthington which owned Montreal Locomotive Works for several years.

Industrial designer Brooks Stevens, who designed the 1962 Studebaker GT Hawk, the 1963 Jeep Wagoneer which survived with redesigns until 1991 and the Oscar Meyer Weinermobile, also designed railway cars. He designed the Skytop Lounge observation cars for the Chicago, Milwaukee, St. Paul and Pacific Railroad (The Milwaukee Road) passenger trains.



Here's a photo of a 1963 Studebaker Gran Turismo Hawk, a design created by Brooks Stevens who also designed the Milwaukee Road observation car shown here in St. Paul MN in November 2016 (photo by Rob Badmington).

Budd is a familiar name for railway fans due to building stainless-steel passenger cars (such as those used on the Via Rail Canadian) and rail diesel cars (RDCs). But the Philadelphia company was also an automotive pioneer, building the first all-steel bodies for companies such as Dodge in 1916. Before this innovation, automobile bodies were typically wood frames covered with metal.

Memories of the CPRHA Convention - Nelson

Over 200 people attended the Canadian Pacific Historical Association's first-ever convention in Nelson, BC, this past September. The convention program, which was run jointly with the Great Northern Historical Association, consisted of clinic presentations, tours of the Kootenay Region, a display room, and social events.

CPR arrived to Nelson in 1891 and closed their diesel shops in 1974, hardly a trace of their presence exists except for the train leaving town at 9 pm and returning at 5 am. The level crossing right in front of the host hotel required horns to be blown.....great stuff!

The Silvery Slocan bus tour included Kaslo and the preserved paddle-wheeler Moyie, the ghost town of Sandon, and the beautiful Slocan Valley. Another bus tour travelled along the route of the Great Northern's line into Nelson, with stops at Salmo, Fruitvale, and Columbia Gardens. A real highlight of this tour was a ride on a train operated by the short line "Nelson and Fort Sheppard" (NFTS) between Columbia Gardens and Fruitvale. One busload rode in the southerly direction with the locomotive leading, and the other trip backed up the line. We were welcome to ride in the leading vestibule of the coach for an unencumbered view of the track (and bears) ahead. Several conventioners were also invited into the locomotive cab for the ride. The entire train crew was perhaps the most friendly and accommodating crew ever encountered on such a ride. The tour also stopped at the Waneta Mall in Trail to visit the Golden City Model Railroad Club. Their layout features historically accurate models of the buildings of Rossland BC.



There were almost three dozen presentations on all manner of topics of interest to Great Northern and Canadian Pacific enthusiasts, several of which were presented by current or former employees, including some 6th Division members. A room was available for displays of models, photos, plans, and other ephemera related to the railways. Many interesting discussions were generated by the displayed items.

Nelson is a small city which takes pride in offering locally owned businesses instead of the usual gamut of franchise operations and most attendees enjoyed several lunches and dinners in some first class restaurants and brew pubs. At the Torchlight Brewery across from the hotel a group of

conventioners was sitting on the outside deck and was personally greeted and welcomed to Nelson by the City's mayor who happened to walk by and notice our name badges.

Another highlight of Nelson is the restored streetcar that runs regularly along a route parallel to the lakeshore. It is a popular attraction for all tourists and especially a large group of rail enthusiasts.

A banquet wound up the convention. A tasty buffet meal was followed by author and historian Robert Turner who enlightened the crowd with more stories and insights into the fascinating railway and steamship operations in the Kootenay Region.

Observations by Rob Badmington, Dale Sproule, Dave Audley and John Wrinch (photos by Rob Badmington)



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.

Mar 12 (Sun), Saskatoon SK

Spring Swap Meet at the Royal Canadian Legion Branch 63. If you would like to participate and book a table for the meet, send an email to prwswapmeet@gmail.com

Mar 12 (Sun), Calgary, AB

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

Mar 18-19 (Sat-Sun), Moose Jaw SK

Moose Jaw Model Train Show. Check www.tcmrc.org/ for updated information.

Apr 1 (Sat), Edmonton, AB

MMRF Spring 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

April 15-16, (Sat-Sun), Calgary, AB

SUPERTRAIN 2023, Canada's Largest Model Train Show. 9 AM to 5 PM both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. Adult - \$15, under 16 - free. Over 40,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, 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

Online: May 4 & 18, In-Person: May 26-28, (Fri-Sun), Burnaby, BC

Railway Modelers Meet of British Columbia (RMMBC) Virtual and 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/

May 10-14, Tacoma, WA

2023 Pacific Northwest Region Convention "The Prairie Line Experience" including multiple tracks of clinics, layout tours spanning the region, contests, AP evaluations, train spotting opportunities, tours and non-rail events. At the Comfort Inn and Suites. Info:- www.pnrtacoma2023.org

May 19-23, Regina, AB

Queen City Express 6th Division, Pacific Northwest Region, National Model Railroad Association, Spring Meet. Convention hotel is the Fairfield Inn & Suites, South Regina. Info:- www.queencyexpress.ca.

Oct 14, (Sat), Calgary, AB

42nd 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 15, (Sun) Calgary AB

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