

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

August 2023



This unusual scene of a BNSF business train heading west on CPKC's main line in Canmore, AB, was captured by Doug Wingfield on August 3, 2023. The train continued west to Greater Vancouver, where it returned to BNSF rails in New Westminster and turned south for Seattle. The Three Sisters in the background are almost obscured by the smoke from wildfires, unfortunately not unusual for the summer of 2023.

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

Greetings everyone,

I hope you all had a good summer as we now head into the fall.

This time of the year we start to get ready to think about our winter projects as well as the upcoming shows and get-togethers.

The Edmonton show is right around the corner and it looks to be a good one with a few new vendors and layouts.

October is a busy month as well with the mini-meet and Boomer auction in Calgary and a swap meet in Edmonton.

Check the calendar of events for more details.

Planning for the Spring Meet is underway and the website should be up in the next 30 days so stay tuned. Keep the third weekend in June open for a great event in a location we haven't been to before.

If anyone made it to Texas for the National convention this month, please send a report to Rob to include in the next Highball!.

An email was sent out by NMRA Canada regarding the AGM on Sept 12 on Zoom. Hope to see you there!

Assistant Superintendent's Report – Rick Astle

Election Time Approaches

With the approach of 2024 it is once again time to gather a nominating committee to seek out candidates for the position of Superintendent and Assistant Superintendent. 6th Division by-laws read in part:

Article 3: Item 4: The Superintendent and Assistant Superintendent shall be elected for the term of two years to begin September 1 and end August 31 of even numbered years.

This means we need to form a nominating committee of 3 this fall in accordance with Article 5 of the division's by-laws. I have chaired this committee for the past two elections with the help of Doug Hunter and Ron Coburn.

While the job is not overly demanding it does require publishing three nomination requests in the Highball usually in the three issues prior to the 2024 AGM which has traditionally been in conjunction with the May Divisional Meet.

A good first step is to contact the individuals currently in these positions to see if they will run again and get written confirmation, then publish the nomination notices and report to the membership the results of your search. If there is more than one candidate for either position then the ballot committee calls for a vote.

If you are up to the task 6th Division could use your help.

From the Editor – Rob Badmington

I hope you have had a great summer. With the days getting shorter it's time to think about the model railroading season ahead. There are a lot of events and activities coming up in the next few months, with shows, club open houses, swap meets, and auctions to start with.

The prototype has certainly provided plenty of interest over the summer, starting with the return of The Empress CP 2816 under steam doing test runs out of Calgary. BNSF sent its Business Train to Alberta and BC in August, and since the merger last April, CPKC has been running plenty

of KCS units across the system. A few new reefer containers with CPKC markings have been noted recently.

Members of the 6th Division have been getting some pretty good press coverage lately. Trevor Marshall of Saskatoon has feature articles in Railroad Model Craftsman, and Bill Smienk of Lethbridge has his layout featured in the September issue of NMRA Magazine.

Most of you probably know that Rod Stewart, the famous British rock and roll star, is a model railroader. When he was in Calgary to do a show in mid-August, he dropped by Trains and Such for about an hour, buying up a lot of small details, vehicles and accessories to add to his layout. The guys at the store said he was a genuinely nice guy and he promised to come back next time he is in the city.

I personally haven't done much model building in the basement this summer, but I have been active in many other ways. I regularly participate in operating sessions on a friend's large layout, with up to ten of us running way freights, yards, through freight, and passenger trains every two weeks. Speaking of operations, in this issue, Cal Sexsmith begins a series of articles on model railroad operations with the intent of encouraging you to try it yourself.

Plans are being made to hold the 2024 6th Division Spring Meet next June. Until a contract is signed with the hotel, the exact dates and location won't be divulged. We also have the PNR Regional Convention on the last weekend of May in Surrey, BC. I'm looking forward to both events. Hope to see you there.

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

Well, summer is coming to a close and we will be getting back into the swing of things. Anita and I have had a lot of things on this summer and ended up making 3 trips to Saskatchewan over the course of 4 months!

There are some Golden Spike awards that I will get to in the next few weeks given that we now have the information on memberships. If there are any of you that have not received your award please send me an email. There are a couple of assessments that have not been completed on my end and these will be completed shortly.

If you are an NMRA member you will get credit for doing a clinic at GETS. The clinics are being run under the NMRA so this is possible. If you would like to do a clinic send me an email.

AP is also looking into setting up clinics over the winter in Edmonton at a common venue, with a schedule. Information on this will be sent out as it becomes available over the next couple of months.

We will also get back on the road going to shows and hope to touch base with lots of you and sincerely hope that we can be as successful as last winter.

If you have any questions about Golden Spikes or any AP assessments send me an email at dwburton1234@gmail.com.



I saw this car in Camrose this summer.

Area Reports

Melville – Ron Haskell

The Melville Model Train Show will take place 14-15 October this year. Last year's show was a great success. It was the Club's first ever and visitors, expecting a much more modest event, were "blown away" by both the number and quality of the layouts on display. As well, participating clubs welcomed going to a new venue, especially one that is a major centre of railway activity. A divisional point and junction with regular scheduled stops by the *Canadian* make Melville a perfect backdrop for a model train show. This year's show promises to be no less exciting. The modern and spacious Horizon Credit Union Centre will once again house the show as well as the Saturday evening banquet. Banquet prices remain the same as last year - \$35. As well visiting club members will be offered tours of the historic Melville Train Station throughout the weekend. The Club looks forward to welcoming returning participants as well as new ones.

For further information please contact Ron Haskell at r_haskell@hotmail.com or 306-730-6707.



Lethbridge – Paul Smith

The Southern Alberta Model Railway Club has been working on various projects over the summer. Members have been tackling various track, scenery, structure and electrical activities on the HO scale layout. One large project has involved the development of an operating system through brainstorming meetings coupled with trial op sessions. The operation committee plans to make a presentation to the executive in the fall toward seeking further member input and evaluation. The N scale layout group is reviewing track configuration and associated

details with an eye toward possible changes for improved operation. They will be continuing maintenance on locomotives and rolling stock during this process.

We're looking forward to the beginning of a new year in September. We'll be holding our Annual General Meeting toward the end of that month. Our Fall Open House is scheduled for the weekend of October 21 and 22 (1100 to 1600 both days) - any Highball readers who happen to be in Lethbridge at that time are welcome to visit us at our Gyro Park clubhouse.

Regina – Echo Valley Railroad Guild – Doug Johnson

Things have been relatively quiet in the Regina model railroading scene as summer activities have taken over. Several club members went to the annual big Free-Mo meet at Big Valley put on by the Calgary Free-Mo group and said it was a successful event. Others have been

spending time on modules, with N scale, On30 and Free-Mo being active. Members of the Free-Mo group are planning on attending the Melville show on October 14 and 15.

Airdrie / Iron Horse Park – Greg Orme

I can hardly believe it's the middle of August already, where has the summer gone. I missed reporting in the last Highball! so I will try to catch up here. In my last report I mentioned that we were planning our first "Bunny Run" Easter Saturday April 8 which was a great success. We raised the equivalent of \$2,300 in food

donations and ticket sales. We opened as usual on the May long weekend and have had a very successful season so far. Our attendance is down a bit from last year's average but with the temperatures the way they have been, folks are looking for cooler adventures I guess. Our grounds-keeping team have done an

amazing job, keeping our 11 acres in shape especially in view of the non-stop weed control. We have started a ballast renewal project and our track ballast team is having great success in removing the old ballast and replacing it with fresh, angular limestone on our mainline. We figure this will be an ongoing process for at least two seasons as 2.5 km. is a lot of ballast to remove and replace. The club continues to grow as we have welcomed a significant number of new members since February. We now have 109, the highest number we have ever had.

By the time you read this report we should have had another successful summer fund raiser for the Airdrie Food Bank on Sunday August the 27th.

Some of our Edmonton area members are planning to represent AMES at the Edmonton Model Train show, Saturday & Sunday September 8 and 9.

As in the past 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 website.

Till next time Happy Railroading....

Edmonton – Peter Ulvestad

The Annual MMRF BBQ was held in June at the Deville / North Cooking Lake Hall. It was one of the largest attended with attendees from all the area clubs and the Camrose area. The weather and food was great plus we had lots of trains.

The MMRF is hosting the Greater Edmonton Train Show (GETS) on September 9 and 10. The venue continues to be Millennium Place in Sherwood Park. https://www.mmrf.ab.ca/greater_edmonton_model_train_show

The Fall MMRF Swap Meet is scheduled for October 21. Note that the times have changed.

<https://www.mmrf.ab.ca/node/56>

The Edmonton Model Railroad Association is on their final approach for completing the building expansion. Final inspections will be happening soon. The layout extension is in the planning stages.

The EMRA's Annual Open House is scheduled for October 1st from 10 AM to 5 PM.

Calgary – Dale Sproule

Mark your calendars for April 2024. That's when Canadian Pacific 4-6-4 No. 2816 will embark on a celebratory tour of the Canadian Pacific Kansas City system from Calgary to Mexico City. The Final Spike Steam Tour will depart Calgary on April 14, the one-year anniversary of the merger of CP and Kansas City Southern. Incidentally, Rapido has just announced their release of 2816.

CPKC had initially planned for the 2816 trip to run this summer, and the locomotive has been running main line tests this month after a successful stationary steam test last month. Along the way the 2816 and CPKC business train will be on display in Moose Jaw, Sask.; Minot, N.D.; St. Paul, Minn.; Bensenville, Ill.; Davenport, Iowa; Kansas City, Mo.; Shreveport, La.; Laredo, Texas; and Mexico City. A full, detailed schedule will be released early next year. Dubbed the Empress, the 2816 was built by Montreal Locomotive Works in 1930. CP re-acquired the 2816 in 1998 and returned the locomotive to service in 2001 after an extensive overhaul that included converting it to burn oil. It's been in storage since 2012.

Canadian Pacific Kansas City released its new locomotive livery in June, more than two months after the Class I was created by the merger of Canadian Pacific and Kansas City Southern. Employees voted on a new paint scheme from a handful of options, most of which were a combination of CP and KCS' colors of red, white, yellow and black. A digital rendering of the winning paint scheme is very similar to CP's current scheme, except with angled bands of yellow and black at the rear. The railroad's beaver logo



is on the long hood as well as “CPKC” in white. The nose also says “CPKC.” Below the cab windows are three flags, representing the three nations the railroad operates in. It was unclear when the first CPKC unit would roll out of the

paint shop. Employees selected the paint scheme for the merged railway, with the winning choice garnering 40% of the vote. More information is available on CPKC’s website.

Regina - Echo Valley Railroad Guild – Doug Johnson

Things have been relatively quiet in the Regina model railroading scene as summer activities have taken over. Several club members went to the annual big Free-Mo meet at Big Valley put on by the Calgary Free-Mo group and said it was a successful event. Others have been

spending time on modules, with N scale, On30 and Free-Mo being active. Members of the Free-Mo group are planning on attending the Melville show on October 14 and 15.

Olds - Didsbury - Carstairs - Rick Astle

Mountain View Model Railroad Club - With SUPERTRAIN 2023 being such a huge success club members took a few days to recuperate before beginning our summer long season of entertaining young and old at the outdoor garden train and indoor HO layout at the Didsbury Museum. School tours in June start the season off right and the museum opens extended hours on Sundays from 1 to 4 May long weekend to the end of August. Several community events also take place and the club supports the museum activities by running trains and telling patrons of the role the railroad had in founding the settlement of Didsbury and many others along the Red Deer Sub.

As August winds down the club prepares for the Mountain View Arts Festival September 16, 17 and the beginning of the fall model railway meetings. Special

tours of the model railway and museum can be arranged by calling the museum at 403.335.9295 or by calling Rick at 403.507.3314 week days or 403.556.8121 evenings.



Alberta Free-mo 2023 – Big Valley, AB – Jim Ironside

Alberta Free-mo is an annual August gathering of Free-mo model railway enthusiasts from across the west of Canada and northern United States organized by Calgary Free-mo. This year’s meet in Big Valley Alberta 10-13 Aug had 740 feet of modules connected together, filling a hockey rink in the Big Valley Agriplex. Forty-four participants with 94 modules came from Saskatchewan, Alberta, British Columbia, and Idaho. Setup took place on Thursday; running (including all night) on Friday through Sunday; and all was torn down late Sunday afternoon. It is a social as well as a train event – many participants come back year over year, and it is great to see old friends and make new ones with a shared obsession.

The Stettler Alberta Prairie train makes Big Valley a destination when we are there, and many train guests came to see our setup. Local residents came to see what

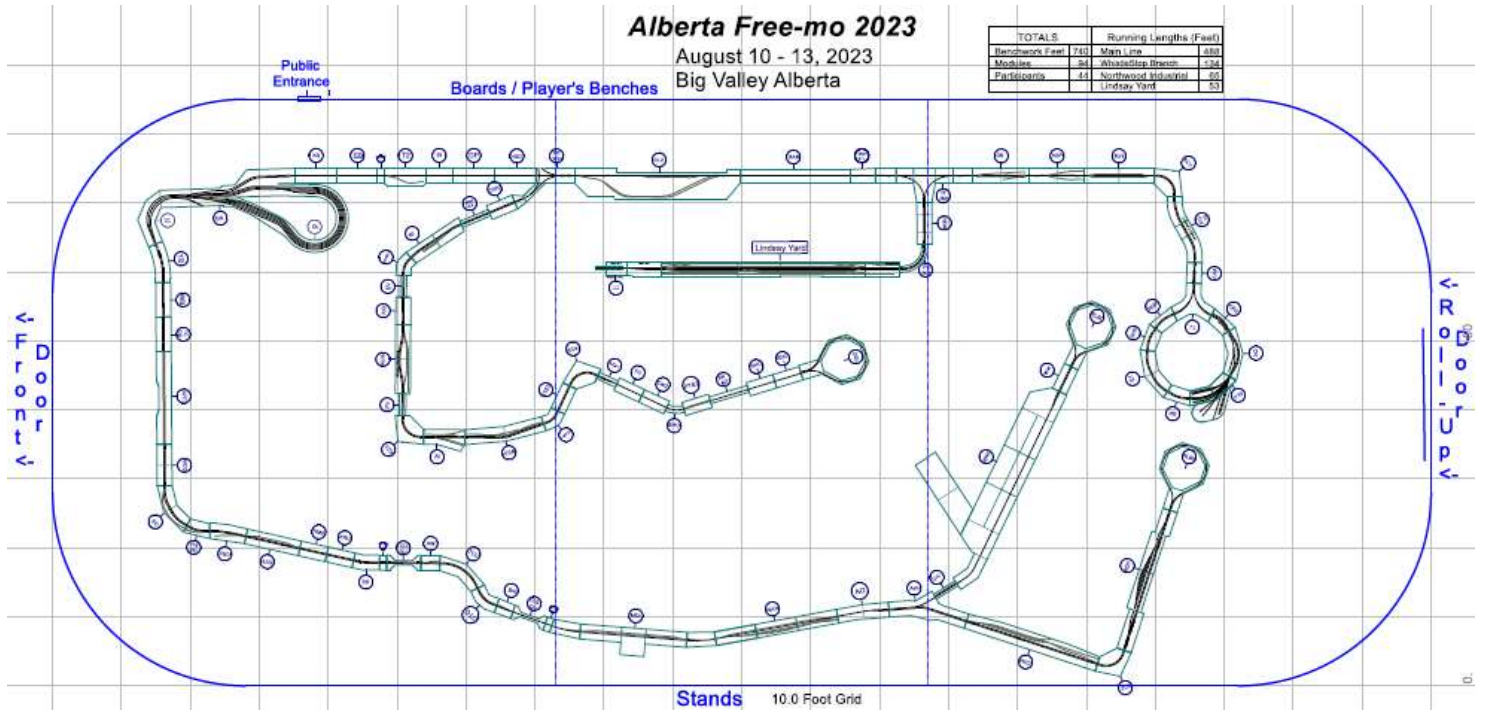
this year brings. Because this is a ‘Fun Run’ and not a show, there was no entry charge for visitors.

Free-mo is an international standard for modular model train layouts, allowing individual modules to be built conforming to a standard interface but otherwise with whatever size and curvature the owners wish. Module status varies from bare plywood to incredible scenery. Large modules are constructed in sections for transport and reassembled on site. Modules can then be connected in any order and orientation – ‘Never the same layout twice’. Participants offer their modules; the challenge for the layout designer is to fit them all into the space. The ‘As Built’ layout plan and an overall photo of the setup in the Agriplex are below. As always, there was a bit of a ‘Free-mo Waltz’ from the ‘As Planned’ to the ‘As Built’, rearranging some modules on site to adapt to unexpected changes.

Besides Alberta Free-mo, Calgary Free-mo sets up Fun Runs several times a year, and also attends formal shows like the Greater Edmonton Train Show (GETS), SUPERTRAIN, and Heritage Park Railway Days.

layout while your home layout is only a foot long, contact us at Info@CalgaryFreemo.ca. For more information, visit <https://www.calgaryfreemo.ca/>.

The minimum length for a module is 6 inches; there is no maximum. If you would like your trains to run on an 800'



Photos from Alberta Free-mo 2023 (photos by Greg King unless otherwise noted)



Mike Murphy from Idaho came up to join the fun.



A 200 x 85 space with no columns provides enough room for a very large layout, and even plenty of aisle space. (photo by Grant Reiersen)



Comfortable chairs seem to be necessities when operating trains on a layout this big.



Alberta Prairie No. 41 brought a trainload of passengers from Stettler to Big Valley. Many took the opportunity to visit the Free-mo set-up in the arena.



Bridges are a popular feature on many modules, whether crossing a road or a river.



Campbell Sandtower – Dale Sproule

PART 1: CAMPBELL SANDTOWER KIT CONSTRUCTION

Recently I decided to rebuild my 1972 version of my Campbell Sand House kit #358 after seeing Greg Orme purchase his but my plans were long gone so Greg sent me a copy. Thanks Greg!

The prototype was located in Durango, Colorado on the Cumbres and Toltec Railway and was leveled in about 1980 to make room for a balloon track. Wet sand was originally dumped into the sand bin then shoveled into the dryer house, heated dry sand was then blown up the pipe by compressed air and stored in the top tank until it was dumped into the sand dome of a narrow gauge steam locomotives. Rumor has it that crews slept in the sand house to keep warm in the winter, makes a nice story at least. Prototype photos were found at FRIENDS OF CUMBRES AND TOLTEC SCENIC RAILROAD, HISTORIC PHOTO COLLECTION, DORMAN COLECTION (photo RD003-224.JPG), then TYPE IN DURANGO SANDHOUSE. Note: There is a difference between the sandhouses in Durango and Chama even though both serviced Cumbres and Toltec.

Replacement basswood pieces were cut on a Proxxon table saw. Basswood stains better than Campbell sugar pine which is too oily. I used Fiebings leather dye cut with 99.4% Isopropyl. I have tried at least 3 types of India Ink, they all turn a tinge of blue but Fiebings black is shoe dye is dead on for black or shades thereof! Assembly of 3 parts follow:

SANDHOUSE: My original sand house survived. I stripped a poor Campbell shingle job from 1972 and used Campbell metal corrugated Aluminum pieces. From photos I cut several corrugated pieces to 2.5 x 9 foot sections then glued with contact cement. There are 3 sizes of Campbell corrugated Aluminum siding, 6, 9 and 12 inch. I used the 12 inch pieces so one piece cut into 2 pieces and placed vertically covers the roof perfectly. Campbell suggests 2 coats of Floquil SP Lettering Gray to eliminate the shiny roof sections, this worked really well. Today Floquil is gone but you can consult (microscale.com) for a paint cross-reference of hobby paints. Evergreen styrene pipe resembles the stack.

SAND BIN: I adopted the Sand Bin article from the March/April 1995 issue of The Narrow Gauge Gazette for the sand bin and cut and prepared pre-stained materials as follows: I cut basswood 4x12 planks and glued into a box configuration leaving the ends like a bunch of interlaced fingers (see photos) then cut and prepared a selection of corner posts and intermediate posts but did not sand a tilt in the top for drainage. A razor saw was run down all posts first before gluing Northeastern 10x10 basswood corner posts into position. Next, Northeastern 12 x 12's were rounded off to approximately 10 inch diameter posts. These were lined to a bottom reference line and each was marked where a hole was drilled for the reinforcement rods at the same height above the bottom. Glue these into position directly across from each other. Insert Tichy nut-bolt casting into one of the pair of posts, insert the rods and add the second nut-bolt casting so the rod can't come out in the opposite pile, then paint using Floquil rust.

A styrofoam insert for the inside of the sand bin was cut and contoured. I only had Blue styrofoam so I painted the shaped surface with white paint. The styrofoam was painted full strength Elmers Clear Transparent and Ashland white sand from Michaels white sand was sprinkled on top. I found glue like Carpenters yellow glue results in the yellow showing under the white sand. The sand is sparkly so I sprayed the sand with Dullcoat. Final touch was adding discarded rails painted rust and rail brown glued vertically between posts seen in prototype photos that Campbell missed. Paint and weathering the bin followed.

SANDTOWER: I used the spout assembly and top bin from the Campbell kit. Using Campbell plans a jig was made to hold 2 new tower supports parallel and parts were added. A Tichy lamp shade and Ngeineering LED with an appropriate resistor (minimum 1K) at the far end of the wires is used. I made sure the LED works before mounting to the tower. I felt the LED was too bright so I made up a series 5K pot added to the 1 K. The lamp was extended to shine more over the centre of the trackage and a diagonal brace added. For a final touch I installed myself as a "worker" standing on the tower talking to a pal, probably Greg Orme.

Finally 3 major components were joined together, then made a ladder as described in the Campbell instructions with the aid of jig o keep parts aligned. Next step is to create a diorama for my sandhouse, the article follows.

PART 2: THE DIORAMA

Now that the sandhouse is complete I wanted to create a diorama. There are some essential parts to consider. Track is an important component to a diorama. An 8 inch length of black tie code 83 Atlas flextrack placed at an angle to the edge of the base, visually this looks much better than parallel to the edge of a base, important point #1 (same applies to roads), weathered track using the George Selios method was used. First problem: Floquil stains that he used in 1988 are not available but don't despair, there are lots of alternatives. Products from MIG/AMMO, Vallejo, AK, Revell, or plain Jane rattle cans are in hobby shops, probably more on-line. I am fortunate to still have a collection of some Floquil paint and stains but in time these will dry up or be used. There are lots of ways to color track, all of us have our favorite method. Microscale.com provides a cross reference for paints such as Floquil and Poly-S. Consider the size of your base before you start. Next, a small amount of glue applied to the sandhouse will allow me to lift this building and pit onto my layout later. Typical ballast and ground cover followed. I protected the Ngeengineering LED #38 magnetic wire from being pulled accidentally away from the bottom of the base with a small piece of cardstock glued to the bottom of the base. Finally, I feel that any diorama needs to be visually pleasing to the eye so I used a glue stick to bond black construction paper from Michaels around the perimeter of the base and screwed my dimmer circuit to the black construction paper.

People make a (model) railroad run, don't forget figures.

So how do my men arrive at the sandtower to work? My crew arrives by truck on a dirt road, a mixture of sand grout from Michaels, 1 part Linen to 2 parts Summer Wheat or Sandstone/Haystack. Once applied and before it dries run your truck into the drying grout to leave tire marks.



For photography purposes, I use a light blue cardstock background from Michaels.

Operating Your Railway – Cal Sexsmith

Introduction

This is planned as the first in a series of articles on model railroad operations. The intent is to help you set up operations on your railway and to encourage participation in operating sessions.

For the purposes of this series I will define an operating session as an organized session on a model railroad where an attempt is made to operate trains according to prototype practice. Most operating sessions will have some form of train control – or macro operations – and some form of car control – or micro operations. Sessions where random trains are run for the purpose of simply seeing a train run on a model railroad will be referred to as running sessions.

Although most operating sessions have both macro and micro operations in many cases much more attention will be paid to one or the other type of operation. A good example of a model railroad focused on macro operations is the La Mesa Club in San Diego. This railroad represents the joint Southern Pacific-Santa Fe line between Bakersfield and Mojave over Tehachapi Pass. During operating sessions trains are controlled using time table and train order rules. Clearances and train orders are delivered to trains at five staffed train order stations. Communication to the trains is by written train orders from the train order operators who in turn are in telephone communication with the dispatcher. Car forwarding is very informal as the main purpose of their operating sessions is to move trains over the line.



This photo of a Santa Fe train on the La Mesa Club layout was taken during an operating session for attendees of the 2008 NMRA National Convention by Rob Badmington

The North Shore Club in Boston almost totally ignores train control, no dispatcher or operators, no clock fast or otherwise; but a very detailed, complex and realistic car forwarding system. This proto-freelanced line represents an east-west line linking the Atlantic coast with the Midwest that intersects with a north-south line along the coast linking New England with the southern US. A large classification yard is the central focus of the railroad where cars are sorted into trains heading to a variety of destinations. When I operated there it was explained to me that what was important was the flow of freight cars.

Macro-Operations

As previously mentioned macro-operations focus on train control, or dispatching methods if you like. The prototype has used many forms of train control. The earliest systems assumed no communication between the train crews and dispatcher. Later when telegraph and telephone lines were put into service there was limited communication via written orders. Finally constant radio communication was established between the train crews and dispatcher. Various types of signals were also used to transmit information to the train crews. Before the adoption of radio, most communications were one way from the dispatcher to the train crews.

Some types of Macro Operations are listed below:

Time Table and Train Order (TT&TO): The timetable is the primary document authorizing train movement. The dispatcher may modify the timetable by issuing train orders to the affected trains. TT&TO may be combined with Automatic Block Signals (ABS).

Manual Block: The railway is divided into a series of blocks. At each boundary between blocks there is a staffed block station. The block operator manually controls signals that authorize train movement.

Rule 251: This rule applies to double track where each track is assigned a specific direction and is equipped with ABS. Although timetables and train orders are not required their use can make the system more flexible.

Staff Control: A variation on Manual Block. In order to occupy a block the train crew must be in possession of a unique staff or token. Often used for single track sections in what is otherwise a double track railway or for one train at a time dead end branchlines.

Centralized Traffic Control (CTC): Train movements are authorized by signal indications. Track circuits automatically transmit train locations to the dispatcher who controls the signals.

Direct Traffic Control (DTC), Manual Block System (MBS), Track Warrant Control (TWC), and Occupancy Control System (OCS): These are all forms of radio dispatching where the dispatcher verbally authorizes train movement by radio. Instructions are written on pre-printed forms by the train crews.

Yard Limits: Strictly speaking Yard Limits refers to a specific rule that authorizes yard engines to occupy the main track at certain situations at specific locations. In model railroading it refers to train crews keeping out of each other's way without a dispatcher or operators.

Mother May I: This is a model railroad term for what is basically a strictly verbal version of DTC/MBS/TWC/OCS. Many do not like the term "Mother May I" preferring Verbal Track Warrants or Verbal Train Orders.

Sequence Operations: This is another model railroad term. Trains are operated in a sequence and meeting points are specified in advance. In some ways it is TT&TO without the timetable and clock or DTC/MBS/TWC/OCS without radios. Generally no dispatcher, but in some cases verbal train orders may be issued to keep things moving usually by modifying meeting points.

Micro-Operations

Micro-operations are focused on where the individual cars are going, not the trains. This is where we get into car forwarding schemes. Car forwarding can be divided into two main types: waybills and switch lists. Sometimes an operations scheme will use both, as does the prototype. In modelling waybills and switch lists can be generated either manually or by computer.

Waybills: In the prototype a waybill is a legal document. The waybill will include the reporting marks, the shipper and origin, the consignee and destination, the routing, the commodity, the freight charges, and any special instructions. In model railroading waybills are simulated using car cards or tabs on cars.

Switch Lists: The conductor will make a switchlist from the information on the waybills for his train. Likewise the yard master will make a switchlist for each track in his yard. Sometimes a station agent will make a

switchlist for cars in his town. The switchlist will be used by the train crew to switch the train or the yard. During a train's run or during a shift at a yard many switchlists may be written. In model railroading a switchlist may be created by a computer program, written manually or written from information on car cards.



Switch lists generated by the computer program JMRI are used to sort freight cars on Brian Keay's Wolverine Lynx Railroad.

Next

Over the next few issues I will go into more detail on the various macro and micro operating schemes. Please feel free to contact me with any questions, comments or corrections at calvinsexsmith@sasktel.net .


PNR 2024 Convention – Surrey Excursion - Lori Sebelley, Convention Chair



Be sure to mark your calendar to attend the PNR’s 2024 convention. It is “on track” for May 22-26, 2024, in Surrey, British Columbia. The convention committee continues to work hard organizing many events, including a social gathering, self-guided layout tours, contests, displays, AP evaluation, clinics, Modelling with the Masters, operating sessions, non-rail activities, a banquet with keynote speaker, and a raffle. We also hope to have escorted prototype tours and a hands-on project as well. The website should be on line in September.

I hope to see you all there!

**EDMONTON
MODEL
RAILROAD
ASSOCIATION**



**ANNUAL OPEN HOUSE
SUNDAY OCTOBER 1, 2023
10:00 - 17:00
FREIGHT SHED @
FORT EDMONTON PARK**

SEE THE MONASHEE PACIFIC RAILWAY
UP CLOSE AND IN ACTION.

USED MODEL RAILWAY EQUIPMENT FOR SALE.
ADMISSION: FREE

PLEASE BRING A NON-PERISHABLE DONATION FOR THE EDMONTON FOOD BANK
NO ADMISSION CHARGE TO FORT EDMONTON PARK AS IT WILL BE CLOSED FOR THE SEASON

**MODEL RAILROAD
AUCTION**

SOUTH BANK SHORT LINES ASSOCIATION
www.sbsltrains.ca
Presents the

**42nd Annual
BOOMER AUCTION**
Saturday, October 14th, 2023

St. Andrews Presbyterian Church
703 Heritage Drive, S.W., Calgary.

**Selling Locomotives, Rolling Stock, Buildings, Kits, Tools, Parts,
Photographs, Slides, Books and Railroadiana.**
Magazines and VHS tapes will NOT be sold.
Sellers will be charged 15% commission on Sales

SCHEDULE
Doors open for Set-up/Display/Viewing ----- 0830 hrs.
Auction starts -----1000 hrs.

**Dining Car Service: open 0930 hrs.
Great Food-----Great Prices**

ADMISSION: Under 6 ----- Free
6 to 16 ----- \$2.00
Over 16 ----- \$5.00

NOTE: Masks will be available at the door.
Check our website www.sbsltrains.ca for the latest information.

Upcoming Events in and near the 6th Division

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

Sept 9-10, (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 9-10, (Sat-Sun), Sherwood Park, AB

2023 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 Admission \$15.00, \$5 for youth 16 and under. Children 4 and under free.

Sept 12 (Tue), on ZOOM

NMRA Canada Annual General Meeting (AGM). 6:00 pm MDT/CST. The ZOOM login credentials will be emailed out by September 10, 2023 along with minutes from last year's AGM.

Sept 24, (Sun), Revelstoke, BC

The Revelstoke Railway Museum presents Railway Day 2023. Rides, demonstrations, games, food trucks, special guests. Fun for the whole family. Admission by donation

Oct 1 (Sun), Edmonton, AB

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

Oct 14-15 (Sat-Sun), Melville, SK

Melville Model Train Show, Horizon Credit Union Centre (HCUC) convention hall. Several clubs from Saskatchewan and Manitoba will be displaying their layouts at the show. For further information please contact Ron Haskell at r_haskell@hotmail.com or 306-730-6707.

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. The highlight will be participating in the CMRS Peanut Butter Lid Challenge. The idea is to build a scenic element or diorama on top of a Peanut Butter Lid! More information at [The Calgary Model Railway Society](http://TheCalgaryModelRailwaySociety)

Oct 21 (Sat), Edmonton, AB

MMRF Fall Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. Time: 11 A.M. to 3 P.M.
Admission: Adults - \$5.00, Youth (age 6 - 16) - \$3.00. Vendor Tables (6'): \$30.00
Info:- Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.ca

Oct 21-22 (Sat-Sun), Lethbridge, AB

Southern Alberta Model Railway Club Open House, at the club building in Gyro Park, 15th Street and 10th Avenue A South. 11:00 – 16:00. Check our web site (albertasouthernrailway.ca) for further details.

Nov 10, (Fri) Calgary, AB

CMRS Slide Night: Looking for presenters for the next slide night at the River Park Church. Please contact Barry Crispin. [The Calgary Model Railway Society](http://TheCalgaryModelRailwaySociety)

May 22-26, 2024, (Wed-Sun), Surrey, BC

2024 Surrey Excursion PNR Convention at the Sheraton Guildford Hotel.