



# The Order Board

## Newsletter of The Calgary Model Railway Society



*Genesis Centre Feature Gym at noon on Saturday, April 16<sup>th</sup>*

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### President's Report

I want to thank everyone for their help and participation in making SUPERTRAIN 2016 a success.

I also wish to thank the SUPERTRAIN committee and the Board members for all their time and effort in making it happen.

We are moving forward with planning for the fall AGM and nominations for board positions. There will be three independent spots open to replace Monty Schnieder, Gord Smith, and Roger Walker, all of whom will reach the end of their second terms and thus must stand down. We are hoping that there will be sufficient nominees that we will have an election for those positions.



***President's Report Continued...***

John Lund is looking for those who would like to serve on the CMRS Board, if you are interested, please contact him. See later in this Orderboard for a summary of the duties of the Board.

We are looking into the possibility of a Rail Fan event, possibly in late June or July.

Roger can always use help with ideas and presenters for clinics at the AGM in October.

Although it may seem a long way off, we will also need presenters for Slide Night in November, so get out and take some photos and get them ready.

*Monty Schnieder  
President CMRS*

## **Notice of Annual General Meeting**

In accordance with our Bylaws, the Calgary Model Railway Society Annual General Meeting will be held on Sunday 16 Oct at 13:00 in the Glenmore Inn.

Agenda is:

- Approval of previous minutes
- Reports from Directors
- Other Business:
  - 2016/17 budget
  - Election of Directors
  - Business from the Floor

All CMRS members are invited to attend. A lunch will be provided starting at 12:00

*Jim Ironside  
Secretary CMRS*

  <p style="font-size: 2em; font-weight: bold; letter-spacing: 0.5em;">SELKIRK LEAF</p> <p><b>Deciduous leaves in nine colours, from fresh Spring to bright Fall, standard or fine scale, also Branch Netting to enhance your trees.</b></p> <p><b>Ph.403-335-2890</b>  <a href="http://selkirkleaf.com/">http://selkirkleaf.com/</a>  <b>Email: <a href="mailto:Selkirkleaf1@yahoo.ca">Selkirkleaf1@yahoo.ca</a></b></p>	 <p style="font-size: 1.5em; font-weight: bold;">THE DISPATCHER</p> <p><i>Specializing in Digital Command Control</i></p> <p style="font-size: 1.2em; font-weight: bold;">BRUCE SHAW</p> <p><b>Discount prices on:</b></p> <table style="width: 100%; border: none;"> <tr> <td>Digitrax</td> <td>Atlas</td> <td>Rapido</td> </tr> <tr> <td>Peco</td> <td>Kato</td> <td>ExactRail</td> </tr> <tr> <td>Soundtraxx</td> <td>Atbeam</td> <td>QSI</td> </tr> <tr> <td></td> <td>Intermountain</td> <td></td> </tr> </table> <p><b>(403) 251-9334</b>        10736 Maplecreek Dr. SE        Calgary, AB T2J 1V5</p> <p>Website - <a href="http://members.shaw.ca/dispatcher">http://members.shaw.ca/dispatcher</a>        Email: <a href="mailto:dispatcher@shaw.ca">dispatcher@shaw.ca</a></p>	Digitrax	Atlas	Rapido	Peco	Kato	ExactRail	Soundtraxx	Atbeam	QSI		Intermountain	
Digitrax	Atlas	Rapido											
Peco	Kato	ExactRail											
Soundtraxx	Atbeam	QSI											
	Intermountain												



## SUPERTRAIN Report

This was the second SUPERTRAIN at the Genesis Centre and the show was again a huge success. 12,700 people attended the show, some coming from as far as Toronto and Montréal. Over 200 volunteers and 400 exhibitors made the show happen. Our visitors generously donated \$3,111 in cash to the Calgary Food Bank and 1,020 pounds of food. Ten food trucks were parked outside serving a variety of meals, sweets and speciality coffees, for the pleasure of our visitors and exhibitors. The train rides, face painters, and the children's play area were again very popular with the kids. Iron Horse Park reported 5,450 riders on their trains. We were honoured with the presence of Mayor Nenshi visiting the show again this year.

The Genesis Centre has again been very appreciated by our exhibitors. The Genesis personnel have been very courteous and helpful, with some that have not hesitated stepping in and help us and our volunteers. The waiting time at the main entrance has been considerably improved from last year with the changes we made, and the lineup was very manageable. With the addition of 900 parking stalls at the McKnight-Westwinds C-Train station, and free shuttle from and to the Genesis Centre, no one should have missed the show because they could not find parking, as we experienced last year. Another change we made this year is replacing the wooden ticket booths at the main entrance with a new one. We received very positive feedback from our volunteers and visitors on it.

Although less attended than the prior years, the Saturday night Gala for our exhibitors and volunteers was again a great success. The Glenmore Inn once more served a fantastic meal. We had a very entertaining presentation by Tom Price, titled "Connections beyond the end of track".

The layouts at the show were amazing. We can't award them all, but I want to take this opportunity to acknowledge the quality of the layouts and the number of hours the exhibitors have spent on them for the pleasure of our visitors. I also want to thank all of you who take the time to entertain and answer our visitor's questions. Congratulations to this year's winners:

- People's Choice Award – Edmonton LaBaja
- Scale Winner – Edmonton LaBaja
- Scale Runner Up #1 – Calgary N-Scal Tracksters
- Scale Runner Up #2 – Big Trees R. R.
- Fun Winner – Thomas Goes Nowhere
- Fun Runner Up #1 – Calgary LEGO Train Club
- Fun Runner Up #2 – Rocky Mountain Garden Railway

Three junior layouts were also awarded, Tyler Junior Layout, Seguins HO and Leonardo Rappazzo.

I'd like to thank the exhibitors for their continuing support of SUPERTRAIN. Some are new, and I sure hope you will come back next year. I also want to thank our volunteers, as without you the show wouldn't be possible. A special thanks to my Team on the SUPERTRAIN Committee for the thousands of hours they put in to prepare and run the largest and best model train show in Canada.

The Genesis Centre is already reserved for next year's show, which will be on April 22-23, 2017. Thank you everyone and see you next year!

*Daniel Charest  
Chairman, SUPERTRAIN 2016*



## Selkirk Express – Salmon Arm



A reminder that the NMRA's Selkirk Express 2016 is fast approaching on June 15 – 19, 2016.

The registration form is on the website. Should you want a hard copy of the form, contact the registrar through the contacts page or e-mail at [registrar@selkirkepress2016.ca](mailto:registrar@selkirkepress2016.ca).

Visit the website at [www.SelkirkExpress2016.ca](http://www.SelkirkExpress2016.ca).

## *Nominations for Election of Board Members*

Three of the Board of Directors positions are coming up for election at the fall AGM. The current Directors are at the end of their second terms and cannot run again; therefore we especially need nominations for those positions. The positions are nominally allocated to independent members versus those allocated to clubs, however, any member of the CMRS can run for one of these positions even if they are also a member of a club. The duties for these positions are not assigned beforehand, rather the Board decides responsibilities at their first meeting depending on who is interested in doing what functions.

As a rough guide, the following are some of the responsibilities of the CMRS Board:

- **Membership:** selling memberships, requires attendance at all local events to sell memberships, maintaining the record of members, issuing renewal reminders.
- **Secretary:** Recording minutes of meetings; Renewing Society registration; General administration; Keeping long term records of the Society
- **Clinic Coordinator:** for the 2 annual mini-meets, finding presenters, organizing the rooms, setting up show and tell room, coordinating with Flea Market organizers, organizing special events such as the "Bouma Squares" challenge.
- **President:** include enforcing the by-laws and the rules and regulations of the Society, chairing meetings, supervise the affairs of the Society in such a way that all members receive fair and equitable treatment
- **Communication:** contact with the membership through the OrderBoard or email.
- **Slide Night:** find presenters, book facilities, arrange AV equipment and of course snacks.
- **Facilities Coordinator:** books the facilities for the minimeets and AGM
- **Layout Tours Coordinator:** arranges for layouts to be open on tour, manages signage
- **Trains for Kids:** purchase train sets and arrange for delivery to charities.
- **Rail Fan Events:** makes arrangements for rail fan events, selling tickets for events, arranging transportation.
- **Treasurer:** looks after Society accounts, pays bills, prepares budgets for Society and SUPERTRAIN, handles all money matters.
- **SUPERTRAIN Chairman:** coordinates all activities related to putting on SUPERTRAIN each year. Directs all SUPERTRAIN sub committees to ensure the success of SUPERTRAIN.



**MEMBERSHIPS**

Calgary Model Railway Society memberships can be purchased or renewed at any of our events or by mail. Cost is \$10 per year, running from July 1 to June 30. Multi-year memberships are also available. Membership forms can be printed from our website.

Completed forms and payment can be mailed to:

**The Calgary Model Railway Society**  
**PO Box 8071, Station A**  
**Calgary, AB T2H 0H7**

**ADVERTISING**

Do you have some Model Railroad related items for sale, or perhaps something rare you want? Consider an ad in the Orderboard. Text ads run twice free of charge for members (provided the ad is relatively small), and a \$15/year charge for business card size commercial ads.

Contact the Editor at [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) for details.

**Deadline for the next issue is Sept 18, 2016**

**Board of Directors**

<b>Monty Schnieder -</b> Independent <b>President</b> <a href="mailto:mschnied@telus.net">mschnied@telus.net</a>	<b>Al Matchett</b> CMT <b>Vice-President,</b> Trains for Kids, and Layout Tours <a href="mailto:al.m@shaw.ca">al.m@shaw.ca</a>	<b>Jim Ironside - Free-mo</b> <b>Secretary</b> H- 403-254-8116 <a href="mailto:ironsidejim@gmail.com">ironsidejim@gmail.com</a>	<b>Jason Thornhill -</b> Rocky Mountain Garden RR <b>Facilities, Railfan Events</b> <a href="mailto:jason@aspencrossing.com">jason@aspencrossing.com</a>
<b>Rick Walker -</b> Independent <b>Treasurer</b> <a href="mailto:walkr@telusplanet.net">walkr@telusplanet.net</a>	<b>Gord Smith -</b> Independent <b>Membership</b> H - 403-239-2514 <a href="mailto:gord.smith@shaw.ca">gord.smith@shaw.ca</a>	<b>Roger Walker -</b> Independent <b>Clinics</b> H-403-208-0210 <a href="mailto:walkerrg@telus.net">walkerrg@telus.net</a>	<b>John Lund - Cantrak</b> <b>Slide Night, Membership</b> <b>Appreciation</b> H -403-239-1070 <a href="mailto:jlund@telusplanet.net">jlund@telusplanet.net</a>
<b>Daniel Charest - Independent</b> <b>SUPERTRAIN Chairman</b> <a href="mailto:daniel@dan-nscaler.com">daniel@dan-nscaler.com</a>		<b>Brent Ciccone</b> Bow Valley <b>OrderBoard &amp; Communications</b> H- 403-283-0325 <a href="mailto:orderboard@calgarymodelrailway.ca">orderboard@calgarymodelrailway.ca</a>	

**Heritage Park Railway Days Photo Contest**

In conjunction with Railway Days, Heritage Park runs a photo contest. This years theme is "Working on the Railway" More info on the Heritage Park WebSite: <http://www.heritagepark.ca/> Model photos are also accepted.

While you are out and about taking photos, consider putting together a slide show for Slide Night. Contact John Lund if you would like to be a presenter at Slide Night in November (exact date to be confirmed).

*Editor*

**WebSites**

In this day and age many people have their own websites or have on going blogs about their model railroading activities. If you would like to have your site advertised on the CMRS webpages, please let us know. Contact either the CMRS webmaster at [rjohnson@ucalgary.ca](mailto:rjohnson@ucalgary.ca) or the Editor at [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca)

*Editor*



<b>Wanted</b>	<b>For Sale or Trade</b>
pre-1940 era, HO vehicles, in the box, or built.	PROTO 1000 BUDD CAR DC PGE #BC33. \$65
Call Steve at (403) 305-1536.	PROTO 2000 DCC/SOUND CNR 060 #7543. \$250
	RAPIDO GMD-1 DCC/SOUND CN WET NOODLE #1054 BLACK/RED \$295
	[OR TRADE FOR]
	NAR GMD-1 (not #311)
	Contact Gord Rycroft at 403-281-6048 or ringing rails@shaw.ca

## VIA versus AMTRAK

I am a bit late in writing this up, but this is the first time there has been space in the Orderboard for me to include my report!

Last year I undertook two train trips, one on VIA, from Jasper to Vancouver and return, and another on AMTRAK from Sacramento to Chicago, one way. I thought it might be of interest to compare the two.

In early May of last year (2015) I took the Canadian from Jasper to Vancouver. I regularly receive an email from VIA each week, on Tuesday, where they offer what are essentially "Seat Sales". Perusing one of these I found a ticket for a sleeping berth to go from Jasper to Vancouver at a reasonable \$240 each way. When you consider that this includes one night of accommodation and all meals I think it was a good deal. Prices this year seem to be much higher.

A careful review of the schedule revealed that by leaving on a Friday afternoon and returning on Sunday evening I would have all day Saturday and most of Sunday in Vancouver, making for a nice weekend. Departing from Edmonton doesn't work out so well since the train departs the VIA station in the north part of Edmonton at 7:30 AM, working backwards and allowing some time for traffic I would have to leave home in the middle of the night to get to Edmonton in time. Jasper offers a much friendlier departure time of around 3:00 PM, and it doesn't take much longer to drive to Jasper than it takes to get to Edmonton, plus the drive is much more interesting!

I booked an upper berth for both legs of the trip. The next time I go I will get the lower berth. The upper berth is a little awkward to climb up into, but it is fine once you are up there with enough space (assuming you aren't over 6 feet tall). The downside is that there is no window and you can't tell what time it is in the night. Having a window would allow you to look out in the night and early morning before you get up.

The car attendant and all the staff on VIA were very friendly and accommodating. They leave you a little bag with towels and soap on your seat and somehow they managed to know that I was going to be ready for bed and had it all made up when I returned from the bar car. Overall I was impressed by the staff on VIA. I spent my time wandering around the train, they had the new(er) dome cars on the train as well as the Skyline and Park cars, so there was plenty of Dome space for everyone. The Park car was one of the ones refurbished in their latest "Prestige" class offering. I am an old curmudgeon, I liked the old version of the Park cars better! I didn't like the new fixed seating in the back of the new Park car, but I gather that they were required to change it for safety reasons from the original chairs that weren't bolted down.

On departing Jasper (an hour late) they offered free hors d'oeuvres and champagne to anyone in the Park car. Most of the passengers seemed to be on some sort of tour with an abundance of Australians along with Americans and British on board. The Aussies, as is there want, were having a good time, but not being too rowdy. It made for an enjoyable trip. The return journey was more subdued, probably since a good part of it



happens during the early morning hours.

The food on board was excellent, as good as many restaurant meals. Amazing considering the small space in the kitchen. One thing to note is that dinner is done in shifts and they give out the spaces in the station at Jasper before departure. I didn't know this and was waiting around outside the station so I ended up with the last shift. Arrival in Vancouver is early in the morning, but there is just enough time to have breakfast before arrival. There is a convenient Skytrain station right near the train station in Vancouver, so it makes it easy to get around. I deliberately packed a bare minimum of stuff for the weekend since I knew I would end up carrying it around Vancouver for the day until I could check in at the hotel in the afternoon. I spent an enjoyable couple days in Vancouver, weather was cooperative, and then I caught the train on Sunday evening at 8:00 PM for the return journey. The big downside of the schedule is that you go through the Fraser canyon in the dark both ways.

Overall a very enjoyable trip and I was really impressed with VIA's service.

Later that summer, I went to the NMRA national convention in Portland. I decided that I would like to stop at the California Railway Museum in Sacramento and then take the train to Chicago on the way back (a "shortcut"). I flew home from Chicago after a few days in that city. By the way, the California Railway Museum is well worth a visit, I went there when it opened in the morning, took a break for lunch and was still there when closing time came at 5:00 PM!

The next day I caught Amtrak's California Zephyr to Chicago. I had booked a cabin on this train as they only have cabins. It was somewhat similar to the berth on the Canadian except it had walls and a door separating the compartment instead of the curtains on the Canadian. It was fine for one, but would be crowded with two people in there. The Amtrak cars are all double deckers, my cabin was on the bottom with more cabins above and large double bedrooms at one end that are the full width of the car.

Clientele is very different on Amtrak, most people actually seemed to be using the train as transportation, rather than as a tour like it was on VIA. That is, people were using the train to go someplace rather than flying. There are a lot of smaller centres on the Amtrak route and it seems that the train is still the way to get from place to place if you live in one of these smaller towns, especially in the mid west states. One big difference with Amtrak is that the train really moves, across the desert stretches in the middle of the night we were really flying along, I would guess 70 - 80 mph or more, compared to VIA's rather sedate 40-50 mph.

Scenery was interesting, lots of desert, then when you get into Colorado on the second day you start going through some canyons following the river, that was interesting. Overall though not as spectacular as the Canadian Rockies. They only have one dome car on the Zephyr and it is shared between the sleeping class and coach passengers so it was always crowded and I often couldn't get a seat. Same with the dining car, it was very busy and the food was not very good, sort of equivalent to a cheap school cafeteria and served on paper plates and plastic cutlery! The staff were not nearly as friendly or accommodating, the sleeping car attendant was OK but the dining car staff were overworked trying to serve everyone.

Passed through a lot of little towns that looked just like the ones you see on model railroads, a station by the tracks, main street with some business, a little park, and then houses on the outskirts. Now I know where those Atlas and Bachmann plastic buildings come from! In summary these were two very different experiences, VIA is more like a land cruise, where the focus is on having an enjoyable trip, Amtrak is all about getting you from one place to the other.

*Brent Ciccone*

*Editor*



### On-line Bonus Content

For this month's bonus content I am simply going to link you to the SUPERTRAIN website. There you can see photos from SUPERTRAIN 2016 and photos of the award winners. Thanks to Richard Johnson for taking the photos.

<http://www.supertrain.ca/index.html>

Again, please consider converting to reading the OrderBoard on-line and save the society the cost of printing and mailing.

*Editor*

### Marklin Trains

I am located in Saskatoon and have a large selection of Marklin track, switches, rolling stock and building. Due to downsizing I have to dispose of them. There is no one in Saskatoon that is active in Marklin and if your club has someone that is interested in Marklin, I would like to be put in touch with them to discuss disposition of this aspect of my hobbies. I can provide an email list to anyone interested. Thanks Del Peters

Del Peters Realty  
Phone 306-934-3151

### Coming Events Schedule

June 15 - 19, 2016	The Selkirk Express - Regional convention for the 7th division of the Pacific Northwest Region of the NMRA, Salmon Arm BC <a href="http://www.selkirkexpress2016.ca/">http://www.selkirkexpress2016.ca/</a>
Aug 13-14, 2016	Alberta Free-mo - Annual Free-mo setup in Big Valley AB <a href="http://calgaryfreemo.ca/">http://calgaryfreemo.ca/</a>
Sept 7 - 10, 2016	National Narrow Gauge Convention, Augusta Maine
Sept 17-18, 2016	Great Edmonton Train Show <a href="http://www.mmrf.ab.ca/">http://www.mmrf.ab.ca/</a>
Sept 23-25, 2016	Northern Rails 2016: Edmonton and Calgary <a href="#">download details</a>
Sept 24-25, 2016	Railway Days Heritage Park <a href="http://www.heritagepark.ca">www.heritagepark.ca</a>
October 15, 2016	Boomer Auction-St. Andrew's Presbyterian Church, 703 Heritage Dr SW - South Bank Short Lines Association - doors open 09:00, auction 10:30
<b>October 16, 2016</b>	<b>CMRS Fall Mini Meet and Annual General Meeting - Glenmore Inn</b>

Send an email to [orderboard@calgarymodelrailway.ca](mailto:orderboard@calgarymodelrailway.ca) with submissions for coming events!  
Deadline for the next issue is Sept 18, 2016