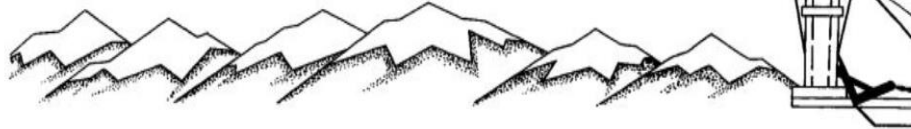


Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

May 2020



Ruphe & Tumbelle No. 18 has just refilled the tender with water and is proceeding at a leisurely pace through the gorgeous mountain scenery on Rick Reimer's On30 layout. Members of Calgary's South Bank Short Lines club were treated to a visit to Rick's layout just before the COVID-19 pandemic forced us all to stay home. See more photos of the R & T in this issue. (photo by Rob Badmington)

6th Division Officers

Superintendent

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Achievement Program

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Convention Coordinator

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Highball! Editor

Rob Badmington highball@pnr.nmra.org

Superintendent's Report - Ed Molenkamp, Superintendent 6th Division

Hello everyone

With the new normal of Skype and Zoom meetings it is nice to actually write a few things down.

Speaking of Zoom meetings, the PNR BOD is meeting this weekend because of the convention cancellation. We also have elections for a new president and vice president in the region.

The 6th Division Officers met last weekend on Zoom as well. We went over a few things including how to proceed with our own AGM. We should have something set up soon so stay tuned. I have heard that some clubs in the Division are doing Zoom meetings as well. Zoom is a great platform for all of the online meet-ups that are happening all over. In the end this might not be bad for the hobby as folks are learning of new ways to participate and share ideas online, and are getting back to the fun of building.

I would like to take this opportunity to congratulate Doug Johnson on receiving the Silver Spike Award this year. I am looking forward to coming down to Regina to present this award this fall. It will be a good excuse to do some rail fanning on the way. Congratulations Doug on a well-deserved award!

As you are aware the 2020 Camrose convention was postponed. Regina offered up their spot to Camrose for next year and Regina will now be in 2022.

Thanks guys!

I will say it again as everyone else has but it is a great opportunity to get on some long lost projects so get to work! I hope this finds you all healthy and safe.

Ed.

6th Division PNR Annual General Meeting (draft minutes)

Cranbrook, British Columbia – May 31, 2019

1. The meeting was called to order by Superintendent Ed Molenkamp at 9:03 p.m.
2. Ed Molenkamp introduced the executive members who were present at the meeting.
3. Doug Johnson distributed the draft minutes from the 2018 Annual Meeting in Blairmore, Alberta. Moved by Rick Astle, seconded by Doug Hunter, that the minutes be adopted as distributed. CARRIED
4. **Reports**
 1. **Superintendent's Report** – Ed Molenkamp

Ed reported that the Division had a good year. He said that he and Assistant Superintendent, Peter Ulvestad, attended several model railroad shows in Alberta and Saskatchewan during the year. Membership has continued to increase and is at an all time high.

2. **Financial Report** – Rick Walker

At the 2018 Annual General Meeting, it was agreed that the financial year end for the Division should be changed from August 31 to December 31, effective in 2018. As a result, Rick Walker presented several financial statements. The first was a report of income and expenses for the period from September 1, 2017 to August 31, 2018, along with a Balance Sheet at August 31, 2018, which indicated a bank balance of \$8,656.57. The Division had net income for that period of \$130.32. Because there were very few expenses, the net income was significantly higher than the budgeted amount. It was moved by Rick Astle and seconded by Jim McCowan that this financial report be approved. CARRIED

Rick Walker also presented a statement of income and expenses for the period from September 1, 2018 to December 31, 2018. This showed net income of \$57.65. He also presented a Balance Sheet at December 31, 2018, which showed a bank account balance of \$8,714.22. He also presented a budget for the period from January 1, 2019 to December 31, 2019. The budget projected a net loss of \$200.00 for the year. It was moved by Rick Walker and seconded by Doug Hunter that these financial reports be approved. CARRIED

Rick Walker presented a budget for the period from January 1, 2020 to December 31, 2020. This showed a projected net loss of \$240.00. Rick Walker moved that this financial budget be approved. This was seconded by Jim McCowan. CARRIED

3. **Highball!** – Rob Badmington

As the Editor of Highball!, Rob thanked everyone who had submitted contributions to the newsletter over the last year. He encouraged everyone to contribute as much information as possible. He said that approximately only twenty copies are distributed by mail and the rest are distributed by email. This saves the Division a lot of money for mailing costs.

4. **Achievement Program**

There was no report presented at the meeting. Ed Molenkamp indicated that Doug Burton has been acting as the Chair of the Achievement Program, and he has been assisted by Dale Sproule and Roger Walker. There have been many Golden Spike Awards presented and Ed congratulated Ray Clifford, our newest MMR.

5. **Convention Co-ordinator** – Doug Burton

Doug reported that the 2020 Convention will be held in Camrose, Alberta, from May 15 – May 17. Discussions are underway in respect of the 2021 Convention but nothing has been decided yet. The Regional Convention will be held in the Division in 2026.

6. **Nomination Committee**

There was no report from the Nomination Committee. Rick Astle has agreed to be Chair of the Committee, assisted by Doug Hunter and Ron Coburn. Dick Bide has agreed to be the Chair of the Ballot Committee, as required in the future.

5. **Old Business**

Dale Sproule reported on the survey which had been undertaken by he and Al Matchett regarding the Convention attendance by 6th Division members. The results of the survey had been reported in Highball! and it was felt that they would be useful in arranging future conventions.

Discussion was also raised in respect of the mention in the 2018 Annual Meeting of the possible use of Facebook marketing for future Division conventions. Ed Molenkamp indicated that he

would review this usage. Discussion ensued in which it was questioned as to the usefulness of such information, as long as suitable communication with members had already occurred.

6. New Business

Ed Molenkamp reported that there had been executive appointments effective September 1, 2019, and all current executive members had volunteered to remain in their positions.

He reported that the Yellowhead group had requested a reimbursement of \$250.00 for expenses. It was moved by Rob Badmington and seconded by Doug Wilson that this expenditure be authorized. CARRIED

7. Adjournment

Moved by Rick Astle, seconded by Peter Ulvestad, that the meeting be adjourned. CARRIED
The meeting was adjourned at 10:00 p.m.

Recorded by Doug Johnson, 6th Division Secretary

From the Editor – Rob Badmington

Well, we barely got the February issue of Highball! out the door and this whole COVID-19 pandemic thing turned our world upside down. Instead of attending at least half a dozen shows, meets, and conventions this Spring and Summer, we all got told to stay home and avoid everyone else. While this was hugely disappointing in one respect, it provided a great opportunity to spend quality time in the basement, working on our home layouts and perhaps putting a dent in that stash of kits we all have.

Knowing that we wouldn't be getting together for quite some time, I asked a whole bunch of people to send photos and brief descriptions of things they have been working on during their Social Distancing time. Needless to say, I wasn't disappointed in the response, and I think you will be impressed too. In fact, this issue of Highball! will probably set a record for the size and diversity of content.

It may be well into 2021 before we can start attending model railroad events together again, as many shows and meets have been cancelled right through the Fall. Keep an eye on the PNR website (<http://pnr.nmra.org/>) for the latest news on upcoming events.

In the meantime, make sure you keep supporting your local hobby shops. The ones here in Calgary were able to keep supplies going out the door by offering delivery services and contactless pick-up.

I think we all probably know someone who was directly affected by COVID19 through illness or job loss. Let's keep them in mind as we look forward to getting together to enjoy our great hobby as a team sport once again.

Now I have to go and wash my hands again. Stay safe!

Achievement Program /Convention Report

May 14, 2020 - Doug Burton, 6th Division, PNR AP Chair

Hi everyone. This is my CCOVID-19 report and what I have been doing over the winter.

The Camrose Meet, Battle River Rails 2020 has been cancelled as you know but is now going to be held May Long Weekend 2021 with Regina being moved to 2022 and Drumheller in 2023. I will still be working with Camrose for their meet, but I would like to give up my position as Convention Coordinator but staying on as AP Chair. If you are interested in this position please let us know. If you need a volunteer position for your

road to MMR, here is a great opportunity that is not overly hard. If you have questions about this position give me a call or an email.

We have been doing AP at a distance and answering questions about AP.

I have built my four scratchbuilt cars for my Master Builder Cars, an annex for my UGG elevator and scenery backdrops and ground work. I have run out of some materials. For more info on these models see my blog over the next month. I have also been doing a few posts on my blog.

Here are some pictures of my cars. This one is a CN Express Car. This car has been judged and passed. Now I would like to share something with you. I also get a little nervous when my projects are being judged. So this car was done and all I needed to do was take pictures and send it off. I noticed that there seemed to be some shine on the decals so I thought I would just give them a touch up with some Microscale dull coat - a 4 min job. I did the first side and it went fine but it turned the decals on the other side to a white blob???. Tried to fix it and replace the decal or parts of it but it still doesn't look good. So in the end I had more than enough points for the rest of the model to overcome this disaster and it is still a pass. I have decaled a 100+ cars and still have no idea what went wrong. So I hope you can take some comfort in the fact that you need 87.5 points to pass, not 120 to win a contest.



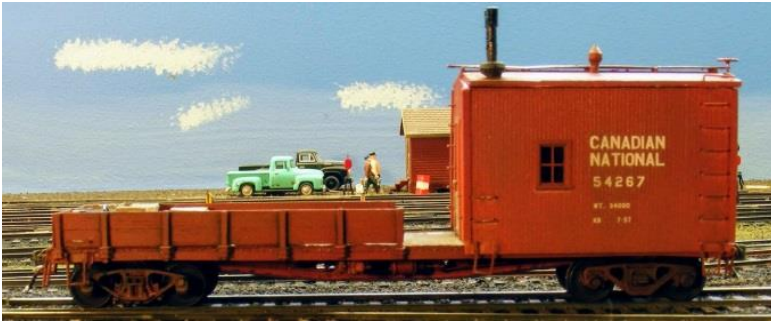
The next car is a CN 65 foot gondola with loads. This car has also been judged and passed.



This is a CN Horse car and is currently being judged.

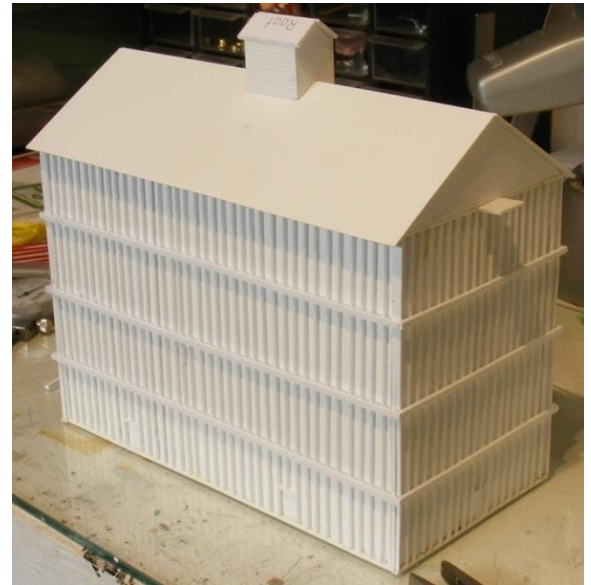


The last one is a CN boom car for my crane and is also currently being judged by members of my fantastic team.



This is a photo of the annex I built. There are still a few things to finish on this structure but the hard part is done.

Here is a picture of some of the scenery I have also been working on.



Here is a picture of the lathe that Brian Small and I have that is now up and running.



This picture shows work in progress which looks like a mess but as you can see I am surrounded by all the things I need without having to keep going to the back to get things.



Here are the members of the 6th Div AP Team

Doug Wingfield	MMR	Lethbridge
Dale Sproule	MMR	Calgary
Roger Walker	MMR	Calgary
Greg Orme		Calgary
Doug Hunter		Regina

Dale Armstrong		Swift Current
Jeff Betcher		Regina
Cal Sexsmith		Saskatoon
Doug Burton		Edmonton/Camrose
Ray Clifford	MMR	Edmonton/Camrose

Nominating Committee Report – Rick Astle

Our current Superintendent, Ed Molenkamp, has accepted the nomination for re-election to the position of Superintendent. No further nominations were received.

Our current Assistant Superintendent, Peter Ulvestad, has accepted the nomination for re-election to the position of Assistant Superintendent. No further nominations were received.

Requests for nominations to the positions of Superintended and Assistant Superintended were published in the September 2019, December 2019 and February 2020 editions of the Highball! and the deadline for nominations was May 1st, 2020.

COVID-19 has forced the cancellation of our spring meet in Camrose and thereby the division's general meeting and with only one nominee for each position there is no need for a formal vote. The nomination committee declares Ed and Peter re-elected to their respective positions for the term ending August 31, 2022.

At the business meeting in Cranbrook Ron Coburn and Doug Hunter together with myself stepped forward. I would like to thank Ron and Doug for their support.

Rick Astle
Nomination Committee Chair ve6rla@gmail.com

Ron Coburn
rdcoburn@accesscomm.ca

Doug Hunter
hunter25@sasktel.net

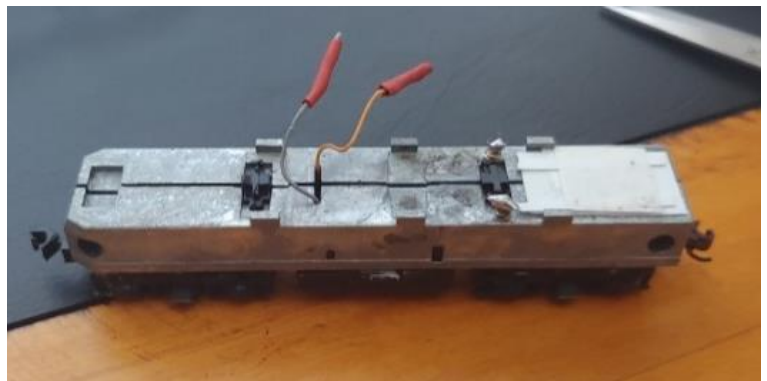
Area Reports

Moose Jaw - Thunder Creek Model Railroad Club - Greg King

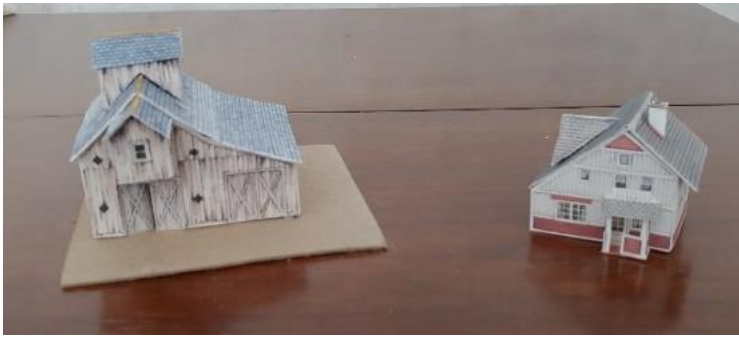
Members of the TCMRC sent photos of some of the projects they have been working on this past winter.

Jim Carr projects (HO sand N scale)

Photos of installing a Digitrax 136 decoder in his N scale F7 B engine, you can see the screws with the heads cut. The holes are made with a 1/16 drill and 1/8 inch into frame with brass screws cut off to provide a solder point.



The photos below are HO and N barn, house and a viaduct made from paper printouts.



Greg King projects (HO scale)

A Kanamodel Western Canada grain complex with trackhoe ready to rip into it. Layout is strictly for operations so little to no scenery completed.



Ramp drivers would back up to dump clay into a gondola that was situated in Avonlea, my hometown situated on a CN sub.



Bill Ash projects (N scale)

Ticket booth for drive in theatre



Scratch built Drive in theatre screen, front and rear view which fits over auto back up monitor



Scratch built (~35 hours) from pictures of Corner Gas film location in Dog River



Calgary - Dale Sproule

Calgary Model Trainmen

The Calgary Model Trainmen's Club have suspended all group activities until at least June due to the COVID-19 virus. Individual members can still visit the club, and operate trains while separated from other members at the suggested distance. Our annual post-Christmas brunch was slated for the Strathmore Crossing Restaurant and Inn in mid-January but was frozen out by below 30 temperatures so late April was chosen at Aspen Crossing instead, but that was cancelled due to the virus problem too.

The Calgary Model Trainmen's Club (CMT) next Open House is still scheduled for Saturday, November 14, 2020.

At the time of this writing (May 4, 2020), closures seems to be lifting towards phase 1. During the past many weeks, most activities that hobbyists enjoy have disappeared. The virus has driven many of us stay home and rediscover our hobby. Some of us have taken to heavy drinking since the liquor stores remain open, go figure! With all of our new spare time, I hope you have maybe found a new outlet: replaced that missing coupler or cleaned out that drawer of "things" put aside

for another day. I've discovered a hidden talent, playing the tin whistle. As an old Clarinet player in high school, this was a natural transition and I've found plenty of YouTube tutorials. I'm over the first 2 week period of sounding like I'm strangling a duck! A good YouTube presented by TRAINMASTER TV is

<https://trainmasters.tv/categories/layouts> It gives you 24-2 minute bits of videos from different layout for downloading (if you want to join). I did however pay attention to the 24 minute presentation on the evolution of FAST TRACKS, the maker of turnout jigs combined with Tim Warris' Bronx Terminal display.

Many model railroad events in Calgary have been cancelled or postponed. The biggest one was SUPERTRAIN 2020. Plan to attend SUPERTRAIN on April 10 & 11, 2021. Other events tentatively still scheduled are:

Oct. 18, 2020 CMRS Fall Mini Meet and AGM, Glenmore Inn.

March 14, 2021 Spring Mini Meet and CMT Fleamarket, Glenmore Inn

Lethbridge - Paul Smith

The Southern Alberta Model Railway Club suspended our regular activities in March in light of the current situation. This included our Tuesday night meetings and our March Open House. Our planned Sale for this summer has been postponed indefinitely. Individual club

members have been working at times on projects relating to our club layouts. Hopefully we'll be able to resume some level of formal activity in the fall. For now we ask that no visitors come to our Gyro Park clubhouse.

Olds - Didsbury - Carstairs - Rick Astle

Members of the Mountain View Model Railroad Club were hard at work preparing our newest portable N-scale project for SUPERTRAIN in April. Unfortunately we weren't able to display it this year, due to the cancellation of the show.





Updates to the layout located on the second floor of the Didsbury Museum continue as well. With the shutdown of club activities in mid-March as a result of COVID-19, activities including our show Carstairs 2020 were halted. Carstairs 2021 will return the weekend of May 15th and 16th in the Carstairs Curling Rink. Members have had lots of time to consider their own layouts to keep active. Our plan to develop an outdoor garden railroad on museum property has also been delayed.

The club layout is open to the public during museum hours and upon special request can be viewed during off hours or as a private group tour. The Didsbury Museum is expected to re-open in June during the first phase of relaxations with some limitations on gathering and this will mean the layout will also be available for viewing. Call or email Rick Astle at 403 507-3314 or ve6rla@gmail.com to arrange your visitation.



With club members in isolation I had lots of time to complete scenic elements on the upper deck of my Eastern Slopes Railway and I thought I would share a couple shots with you. When some of the social distancing restrictions are eased I would be pleased to show my work and welcome visitors to my layout.



In the mean time stay safe, keep busy with our hobby and we will get through to the other side.

Airdrie / Iron Horse Park - Greg Orme

On February the 17th we held our annual Frostbite Run with just under 200 hearty souls riding the rails on this chilly day. Little did we know then that the world would be turned upside down and shaken out by a Virus with a similar name as a Mexican Beer.

Needless to say our hearts go out to anyone that has lost a friend or loved one to this disease.

We have basically shut down here at Iron Horse Park with just a few members practicing physical distancing to continue with equipment and building maintenance.

Our opening day for our 2020 season if we are even going to have one this year has now been pushed back from the May long weekend to July 1st. This

date will continue to change until the Chief Medical Officer of Health for the Province of Alberta says we can go back to normal activities.

Hopefully with nicer weather soon to come and opening day now up in the air it will give us some time to progress with the addition of our Shuswap Sub. This new trackage extends over towards our Mountain Sub and will give us an alternate route to use, not only on our public run days but for the use of our members.

We are also trying to commission three new club owned steam engines and designated riding cars.

Even though we are closed for the foreseeable future we are always looking for new members or

volunteers to help out at the park so once this COVID-19 is over and if you have a bit of time and would like to get involved, we would be happy if you would consider joining us. Information is available on our website.

So until next time, stay out of harm's way. And Happy Railroading!

NMRA Canada Election - Brian Stokes, Nominations Committee Chair, NMRA Canada

NMRA Canada Executive

Ballots were sent to the Canadian members via email in early February and by regular mail to those without valid email addresses shortly after that. There was one candidate declared for each position: John Bate for Canadian District Director, Ed Molenkamp for President, and Steve Juranics for

Vice President. All three candidates were acclaimed and we had a whopping 29% turnout (that's not sarcasm - for an uncontested ballot in the NMRA it is actually a very good turnout). The nominations for At-Large North American Director are still scheduled to close on June 1st, so the deadline is coming up!

Upcoming Events in the 6th Division

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

October 18, 2020 (Sun), Calgary, AB (to be confirmed)

CMRS Fall Mini Meet and Annual General Meeting, Glenmore Inn. www.calgarymodelrailway.ca/mini-meets.html

November 14, 2020 (Sat), Calgary, AB

Calgary Model Trainmen Club Open House. #7-11 Street NE, Calgary. 10 am – 4 pm.

March 14, 2021 (Sun), Calgary, AB

CMT Annual Flea Market, Glenmore Inn, 2720 Glenmore Trail SE (corner of Glenmore Trail & Odgen Road, SE). The Flea Market runs from 8:30 to 10:30. Time to start putting aside those items you no longer need so that you can buy more stuff that you do need!

March 14, 2021 (Sun), Calgary, AB

CMRS Spring Mini-meet follows the CMT Flea Market at 11:00 at the Glenmore Inn with several clinics lined up, along with Show and Tell. <http://www.calgarymodelrailway.ca/mini-meets.html>

April 10-11, 2021, (Sat-Sun), Calgary, AB

SUPERTRAIN 2021, Canada's Largest Model Train Show. 9 AM to 5 PM both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. FREE PARKING at McKnight-Westwinds C-Train Station with free shuttle. Adult - \$15, under 16 - free. Over 70,000 sq. ft. of operating layouts, exhibits and displays, railroad artists, hobby shops, model manufacturers, demonstrations, clinics, 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

May 15-16, 2021 (Sat-Sun), Carstairs, AB

Model Railroad and Hobby Extravaganza, Carstairs Curling Club, 350 11 Ave. Saturday 10am to 5pm and Sunday 10am to 4pm. \$5.00 per person with 5 and under free. Info:- Rick, 1mvmrc@gmail.com, 403-556-8121 (home), 403-507-3314 (cell)

Ruphe and Tumbelle Railway – Rick Reimer, Calgary

The Ruphe and Tumbelle Railway is a 1930's era narrow gauge railway running through the mountains somewhere between Skagway, Alaska and Chama, New Mexico. The scenery and craftsmanship on the layout is magnificent, with detailed scenes enhanced by perfect lighting. Rick's background as an Artistic Designer is in evidence throughout the layout. When the room lights are dimmed, there are even stars shining in the night sky. Notice how the shadows fall realistically across the scenes in the photos.





(5 photos by Rob Badmington)

Pandemic Projects Pages

Many members have taken the opportunity of home isolation during the COVID-19 Pandemic to complete a wide variety of models and other projects. If you have something you would like to share in the next issue of Highball!, please send them to the Editor. In the meantime, enjoy some fantastic modelling!

CP SD70ACU and Lake Louise Station — Owen Kyme, Red Deer

After an almost 2 year hiatus, I got the bug to model again. I was inspired after attending the Canadian Pacific Railway's Remembrance Day service in Ogden on November 11, 2019. After the service, CP unveiled 5 rebuilt SD70ACU locomotives painted to represent all divisions of the military. Air, Sea, and Army, (both Arid and Temperate schemes). My son instantly fell in love with 7021 and asked if we could build one. The flame was re-lit and research began. Many photos were taken in pursuit of the details.

I found an ACU shell being produced by Pacific Northwest Resins, decals from CMR Products and Switch Line Decals. The shell was decent with only some small clean up required. However, there was no provision for the brake wheel on the conductor's side long hood. I cut out an opening and enclosed the back with thin styrene. I then installed the brake wheel and mechanism.

Detail parts from Details West, Detail Associates and Miniatures by Eric were added including front and rear ditch lights, snow plow, grab irons, sun shades, PTC antennae, and horn.

The paint was a 50:50 mix of Vallejo Sand and Pale Sand; I feel the colour is a close representation. The chassis used was from a Kato SD90MAC.

I still need to add MU hoses, windshield wipers, full lighting and sound.

Below is the starting point followed by an almost finished CP 7021.





The second project I have been working on is a structure for the Laggan Sub on my home layout. The structure being built is the Lake Louise Station.



The station itself I had 3D printed by a friend in multiple pieces using clear PETG filament. We used drawings and pictures to try and replicate the station as close to real as possible.



It has gone through many changes in its time so I cannot say exactly what year it will represent. This was his first print of something this extensive so it was a learning process for us both. It did require a lot of clean up and prep during assembly. It is certainly not perfect with some warping of the base and it was a bit of a struggle to bond the pieces together however the material is very durable. Overall I am quite happy with it.

Again, I used Vallejo on this project with primer base first, Wood for the logs and Vermillion Red for the roof. I also applied Plastruct shingles on the roof before paint was applied. I used angle to finish the peak and flat to finish the eaves.

The building was printed with interior walls and does have a removable roof should I choose to finish the interior. Inside you will find the long bar, dining area, fire places and even washrooms.

An Inventory of Your Model Railroad – Dave Audley, Calgary

This past Fall, at our regular Monday evening meeting, one of our members, Al Hough, talked about the passing of four of our members in the past several years. Our club, South Bank Short Lines, pitches in with the sale of the equipment and layout items. Our discussion quickly centered on the idea that an owner's inventory would be very helpful in taking on this task. That evolved into a discussion about our own inventories.

This idea was in my mind for quite a while. COVID-19 provided lots of time to research on line inventories. I was looking for an easy to use but comprehensive data base. I did look at several options before settling on a data base called "Yard Office".

Yard Office comes as a free software with a \$27.00 US registration fee, if you want to use more than just the basic features. I found that entering individual items – locomotives or cars initially – goes very quickly! In not quite two weeks, working about one or two hours/day, I entered over 600 items. My inventory is about 94% entered at this time.

The inventory allows you to add item locations. That is on the layout, on a shelf or in a drawer. I have a set of IKEA 3 drawer cabinets under one part of the layout. I store unused equipment in these drawers and each drawer has a card holder with the content type of equipment on the card. Labeling each cabinet allowed me to add a location to each item. I now can find any item just by looking up the car type and then the location of that item.

This data base also allows you to photo an item and add the photo to the item page. You have a picture right there on the sheet! I also found some duplicate items. I have been collecting for many years now. This “finding” means that I can sell the duplicates, or re-decal the number on one of the duplicates. The inventory also “found” some long forgotten items. As I was doing the inventory, I found I had way too many Sultran sulphur hoppers. I decided that some had to go. Another club member bought about half the cars, and I went back into the inventory to show each car sold, who to and for how much the car sold.

The data base will also allow you to add books, CDs, video tapes and art work. In fact, anything in your house hold! My next job is adding my book collection. You can print off a copy of the inventory and place the copy in your safe deposit box. Very useful in case of fire or flood! You should update this yearly so that additions or deletions are listed. I highly recommend Yard Office.

Megantar Station – Bill Smienk, Lethbridge

I have included a couple of pictures of my station in Megantar on my layout.

It is a Monashee Laser Engineering kit but I added a complete interior and lighting to the interior and exterior.





Weathering a Woodchip Gondola – Roger Walker MMR, Calgary

Being confined at home has some advantages, and gives the opportunity to catch up on some weathering and placing cars into service. The car illustrated here is a woodchip gondola, lettered for Great Northern. I bought it at an auction – one of three cars for \$40. Not too bad, even after adding KD couplers and metal wheelsets – the end cost was less than \$20 per car. The cars were not boxed, but I believe they came from Walthers. There is minimal detail, but the ladders are separately attached, and grab irons are cast on. There is not much underbody detail. As purchased, the car was definitely a vibrant GN SKY BLUE!



My first move was to fade the blue colour, which I did by airbrushing Tamiya Sky Gray (much diluted with solvent) over the outside of the car, and along the top of the inside. When dry, I then masked off the car and airbrushed the underside a mix of Brown and Sky Gray.

The second move was to weather each panel, between the side ribs. I used prototype photos to do this. There are several pictures posted on rpicturearchives.net – on this website I went to woodchip hopper, then GN, and found

images of GN 174419. Please check this website yourself, because I'm not sure if I can reproduce the photo here for copyright reasons. There are commonly broader areas of paler rust (almost a buff colour) with a darker rust inside. I used acrylics to model this. I applied colour with a fine paintbrush, and then worked this with a damp cosmetic sponge to mimic the prototype. I commonly had to mop off all of the colour and start over, until I achieved the buff colour of the prototype. I used the images from rrpicturearchives.net to place the paler colours, using Burnt Siena as my basic colour.

When this first weathering coat was thoroughly dry (a couple of days), I used somewhat stronger colours to model the darker rust – random mixes of Burnt Siena and Burnt Umber, Again, I applied the paint with the tip of a paintbrush, and then worked the colour with a damp cosmetic sponge. I used lots of trial and error, but the advantage of using acrylics is that you can mop off the paint if it is too intense or in the wrong places. When I was happy with the effect, I set the car aside for another couple of days.

The most distinctive part of the weathering consists of the prominent rust streaks. I had no idea how these formed, so sent out a message to my modelling friends. Rob Badmington came up with the most plausible explanation, namely that the car may have been unloaded by some form of front end loader inside the car. Its scooping motions may have bent the insides of the side sheets of the car, loosening the paint from the inside, and giving rise to the linear or curving rust lines on the outsides. Many of these cars also had covers held in place by wires running along the top outsides of the cars. Flapping of the covers and wires may have damaged the paint along the top edges of the cars. Anyway, I tried to follow in principle, if not in detail, the rust streaks of car 174419, with a photograph of the prototype in front of me. I used a very fine paintbrush, with random mixtures of Burnt Siena and Burnt Umber. As you can imagine, this is not a quickie job! Again, offending rust streaks can be removed before the paint dries, and I could remove those streaks that didn't look right.

When the car was thoroughly dry (a few days), I gave it a light airbrush coat of Tamiya Flat Finish.

I used real sawdust to make the woodchip load, with the sawdust supported on a styrene sheet near the top of the car. Before cementing in this sheet, I added weight to bring the car to NMRA standards.

The truck side frames were airbrushed a gray-brown colour, and then weathered with PanPastels (light gray, darker gray and rust colours). The faces of the wheels were painted with acrylics (dark gray) and weathered with PanPastel rust. Finally, the couplers were rusted with Burnt Siena acrylics – when dry, the couplers were manipulated by hand to make sure they moved freely with no paint stuck in the moving parts.

The lessons to be learned are first, that you don't need a \$60 car to look good in a train consist. What the viewer sees is the weathering – the fading of the car and the style of rusting. The viewer does not notice that the grab irons are cast on! The second lesson is that no-one need be afraid of this style of weathering. The initial fading using the airbrush uses diluted paint, with many passes over the car side to achieve the desired fading. You don't need to be an airbrush expert, and there is little danger of overdoing the fading, or of getting very uneven results. And the joy of using acrylics is that if you don't like the initial application, you have a minute or two to mop it off with water and try again.

I'll bet that you have an old car to practise on, so go for it while isolated from viruses and your friends.

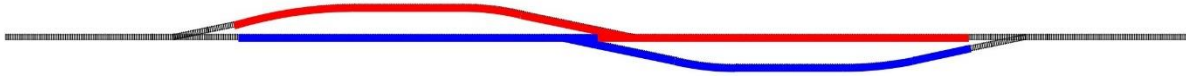
Efficient Passing Siding Design – Rupert James, Regina

Anyone who has operated a model railroad knows the importance of locating passing sidings at appropriate locations on the track plan. Not only do these allow trains to pass each other in either direction but they also serve as a runaround track when shunting cars. A simple passing siding looks like this:



The red train waits in the passing siding while the blue train continues along the main line. If the passing siding allows for a maximum train length of 6 feet it would be impossible for an 8-foot-long train to pass without having to break the train and park a portion of it in a spur track or another passing siding some distance away.

I like using a design which uses two staggered passing sidings. These can be used independently or together to accommodate various train lengths. It looks like this:

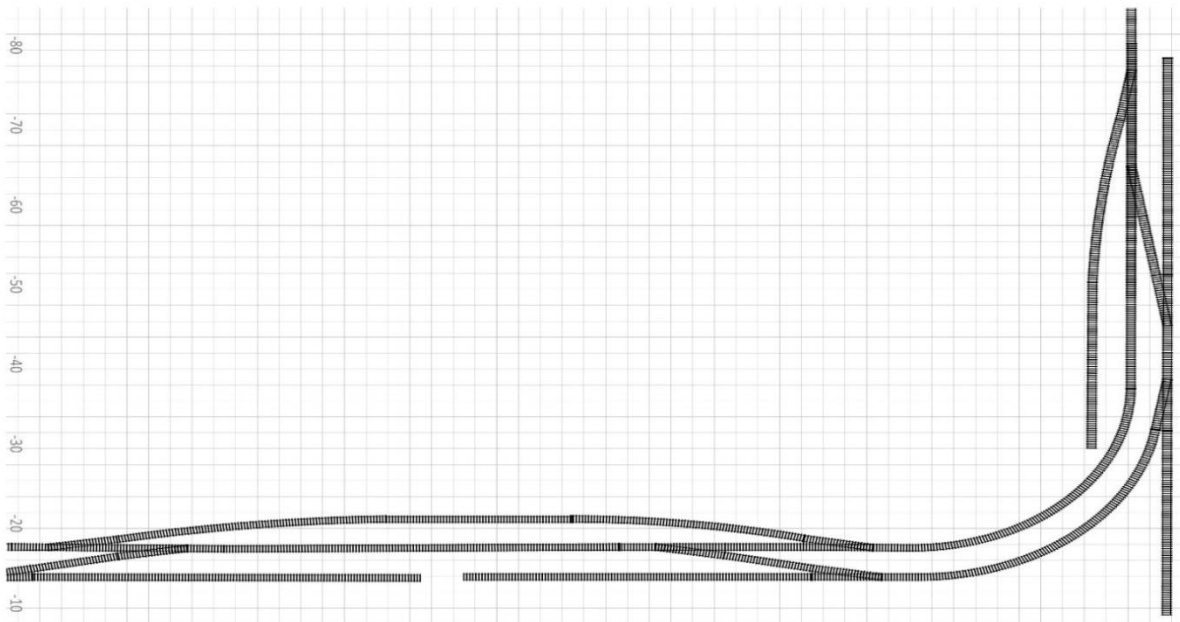


Say each of the passing sidings can accommodate a train of up to 6 feet in length. By routing the turnouts as shown it is possible for a train of up to 14 feet to pass – not 12 feet as one might expect. The middle turnouts and the tracks leading to them create additional space for each train. The amount of this extra space will vary with the number of the turnout used. For example, a number 10 turnout is much longer than a number 4 and therefore will add to this extra space.

Each of the passing tracks creates opportunities to add spurs on the curves, as follows:



Below is an excerpt from the track plan for my model railroad showing one of these partly on a curve.



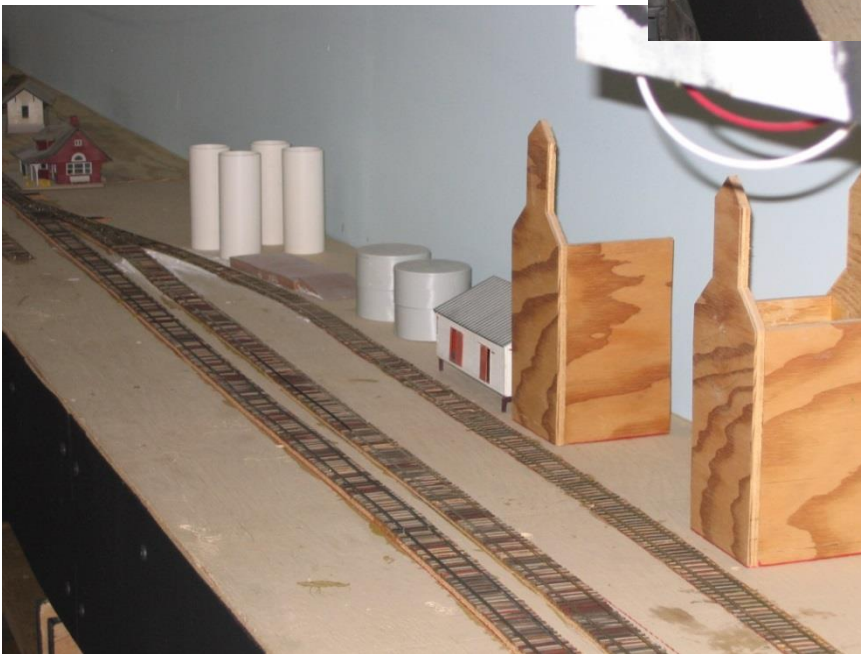
Other model railroad articles can be found on my blog at <https://rupertsinsights.blogspot.com/>

Parkland Division Updates – Cal Sexsmith, Saskatoon

Some photos of recent progress on the Parkland Division. My efforts the past few months has been on the town of Meadow Lake, Saskatchewan, the most northerly point on the CPR. Trackwork and wiring are complete, fascia is installed, and the Bluepoint manual switch machines are working. A few mostly stand-in structures, like the Revell station for example, are also in place. Track arrangements west of the station mirror the prototype, east of the station not so much.

Next steps will be designing then building the needed structures. I also plan on having some solo operating sessions to see if things work as planned and to de-bug the trackwork.

Close up of the west end of the business track showing the Kana Models standard CPR stock pens and two Walthers elevators. In the prototype there were two of these stockpens side by side and there was a standpipe for unloading tankcars between the stock pens and the first elevator, a pipe ran from the standpipe to the Meadow Lake Co-op bulk fuel plant which was across the street from the stock pens. In the prototype there were eight elevators representing four grain companies (each with one to four elevators). I'll have four elevators, one each.



Close up of the east end of the business track showing mock-ups for two elevators, two bulk oil depots and a loading platform. In the prototype there were three bulk oil depots at the east end each with enough space for one tank car each and the loading platform was right in the middle of things with a standpipe at either end, might just have room for all three. In the middle of all of the elevators there was a salvage/scrap yard.

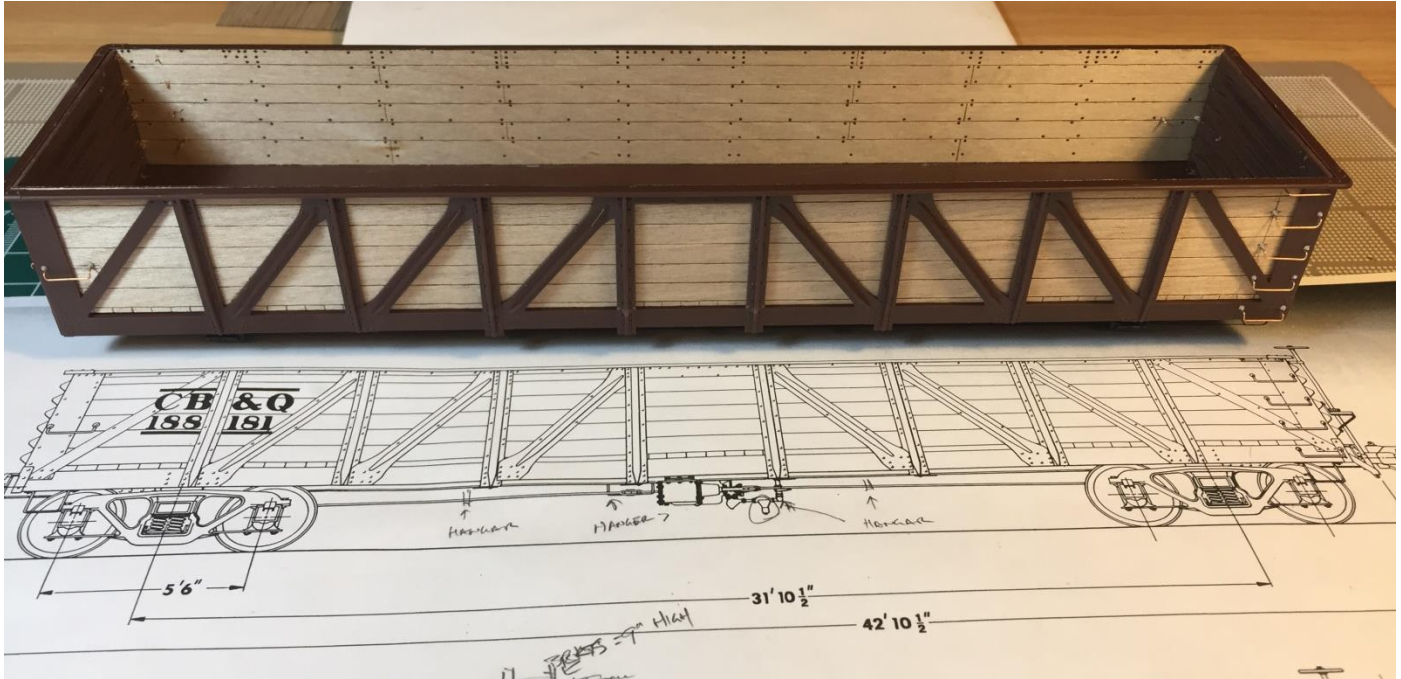
This is the east end of town. The relative positions of the stand-in station and freight shed are close to prototype, but the locations of the spurs are not a close match. The house track was connected the other end and ran parallel to the main and the pulpwood spur, which is across the main from the station, was further east and did not run parallel to the main. There was also a wye across the main from the station. I am also missing two spurs, one to a propane dealer came off of the house track and the other, further east, served a warehouse. I may put one of these customers on the end of the house track. In the distance you can see a Walthers saw mill, the track stubbing up to the building will be for the chip loader and the other for lumber loading. Over the years there have been a variety of saw mills and other forest related industries located along the main east of Meadow Lake so this location is a good as any.



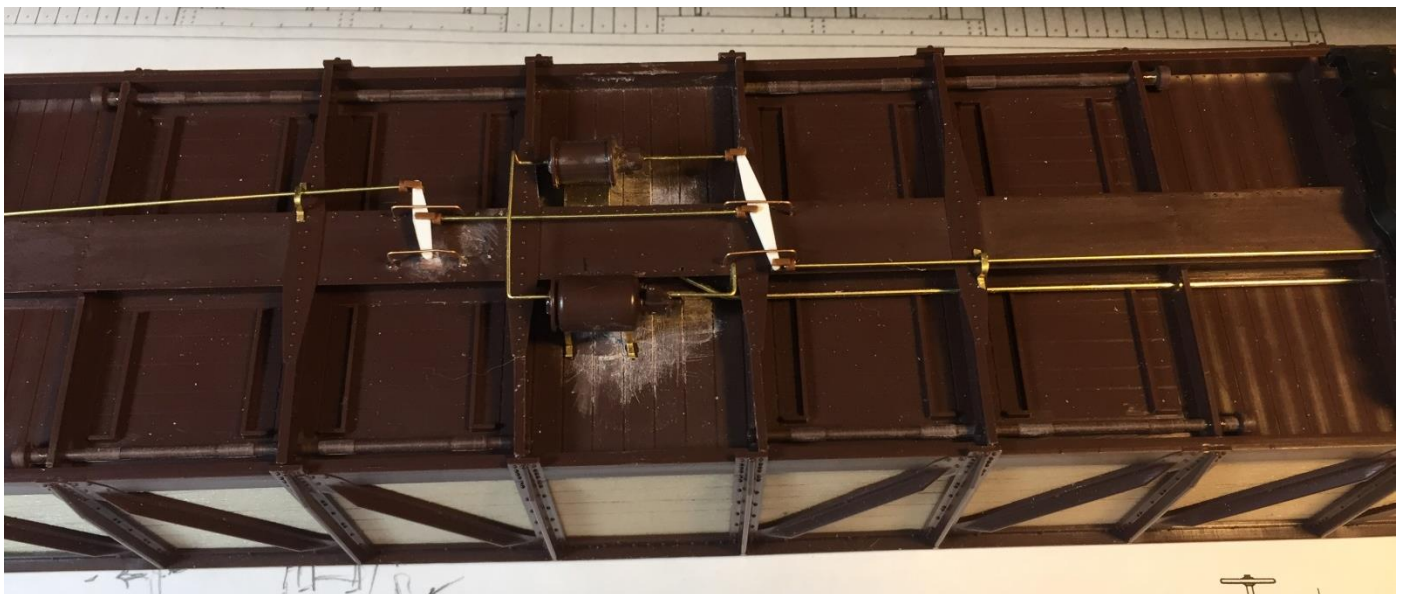
O Scale Gondola – Brian Stokes, Edmonton

Intermountain USRA 50 ton Gondola in O scale. Destined to become Southern Pacific circa 1946. I am replacing almost everything that was stock on the kit except for the body, sidewalls and ends. Doing it again I would have tossed the kit side walls and just built them up board-by-board. I used the kit's K-brake system after cleaning it up because I didn't have a better detailed one available on hand. Everything else is built from scratch. Right now I am just trying to finish the draft gear and striker plate which I'm spending more time on researching than building! There will be an update on this project on my blog eventually at northpoint48.blogspot.com.

Body with a reference drawing



Start on underbody detail and brake rigging



Replaced IM ladders with scratch-built brass using flat sheet and wire



Second attempt at constructing "Session Type K" draft gear



One draft gear mostly done. Will probably use as a master to cast more once the striker detail is done.

Roundhouse and Sash and Door Plant – Doug Wingfield, Lethbridge

Here are a few photos of two projects I have been working on this winter and spring.

The first is the completion of a scratch built 5 stall roundhouse and second is a pair of Campbell kits for the Saez Sash and Door plant. The two Campbell kits comprise 7 buildings which I severely modified to make sense with the production and shipment of windows and doors made at this plant.

The instructions for the two kits said to put the buildings on each side of a spur track which did not make sense as the raw lumber had to be carried across the spur track to the manufacturing plant. I modified it to put all of the buildings except the wood chip hopper on the same side of the spur. I also added a loading dock for the finished product and raised the mill building 5 feet to match the height of the box car floor. This gives me 3 spots for rail cars. One for lumber unloading, one for finished product loading and one for wood chip loading.

The exterior walls and roof of the sash and door plant are dry brushed weathered for both the wood sheathed walls and corrugated metal roofs.

The roundhouse is completely scratch built with all stick framing for the structure as well as interior lights and details. The roofs over stalls 4 and 5 and the machine shop are removable so you can see the interior detail.

It started from a 1972 article in the NMRA magazine which gave me most of the framing details I needed. I added a machine shop and office to the south side as well as a boiler house in the northwest corner. It is roughly based upon the CN roundhouse that was located in Reddit, Ontario with some serious modifications to fit my layout.

One of the most unusual features is that the stall numbers increase from right to left rather than left to right. Apparently this was done on some CN roundhouses so I chose to do it on mine. I have plans and photos of other CN roundhouses which show that detail.





Arrow Lake COOP Cardlock – Geoff Southwood, Calgary

The Grandt Line kit has the following additions:

- 1) Walther’s chain link fence around the tanks to prevent vagrants from wandering in and doing mischief. With a warning sign advising No Trespassing. And, a scratched upper string of barbed wire.
- 2) Juneco bucket to catch dripping oil
- 3) Scratch sign post to advertise the new Cardlock.
- 4) SS Ltd. gas pump island and Trackside Parts cardlock equipment box.
- 5) Promotex jerry can and a garbage can from my detail box.
- 6) Scratch wind sock. Apparently, the COOP is concerned about chlorine gas wafting over from the paper mill; but for publication purposes this is for assistance with fighting the on-site spill of fuels or agricultural chemicals.
- 7) And, COOP’s version of Murray Westgate!! (Some of you will recall Murray Westgate as the spokesman for ESSO on TV’s Hockey Night in Canada when there were six teams.)



New Benchwork – Jim McCowan, Regina

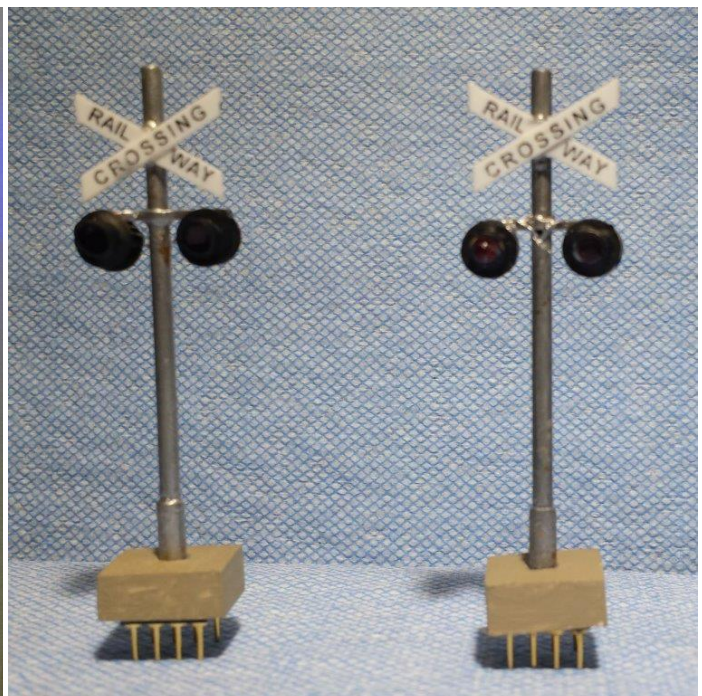
Jim has been filling part of his basement with furniture quality benchwork for a new layout.



Plans are for a single track loop with a cross over to inter change the loops. The close loop will have a large sawmill being supplied from the logging area on the second level. The era will be steam to diesel with the CP running on the main line.

Crossing Signals and Speedometer – Dale Gloer, Lethbridge

I have been adding a few electronic devices to my layout, the Coyote Flats Subdivision of the CPR. The speedometer is installed at my major bridge and it not only displays the train speed over the bridge but sounds an alarm if the bridge speed limit is exceeded. The bridge speed limit, which is set in the Arduino code, is 30 mph.



The crossing signals are scratch built using brass tubing and flat sheet. The lights are micro SMD LEDs. The crossing is controlled using an Arduino and operates prototypically. The control circuitry is designed (modified from the speedometer circuitry and software) and implemented using an Arduino Nano to provide the necessary logic. The speedometer is also implemented using an Arduino. The signals are installed at two road crossings.



Weathering Freight Cars — Sylvain Duclos, Calgary

The boxcar was done with a light coat of acrylic (dollar store paint)

The hopper was simply diluted flat black gouache - then available at Walmart (the gouache)

