Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

March 2021

The new Johnstown station on Bill Smienk's HO layout was constructed from a Monashee Laser Engineering kit with interior detail and lighting. (photo by Bill Smienk)

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

Hello everyone,

The snow has just begun to melt so I think spring might be around the corner. Normally we would be planning to attend many Spring Meets but with the shape that the world is in right now I think we will be sticking to online and virtual programs for the next little while.

There are a lot of cancellations but let us continue to remain positive and take this time to work on our own projects so they will be ready for contests and showing in the fall when hopefully we can be out and about again. The next Convention that I go to I expect the contest room will be overflowing with entries!

Remember to touch base regularly with your local organizations and stay in touch. Looking forward to seeing you all again as we will have a lot of catching up to do!

From the Editor – Rob Badmington

Once again, I am truly thankful for the support I receive from members all over the Division, helping to fill the pages of Highball! with interesting pictures and stories. Needless to say, the pandemic restrictions have not slowed down modelling, in fact, we are probably more productive.

In this issue, I am pleased to include three how-to articles submitted by skilled modellers in the Division. I also have another article that I am saving for the next issue. If you have an article in mind for a project or technique that you would like to share, please contact me. I am happy to help with editing the words or working with your photos. Anything published can be credited toward your Author AP certificate.

One big down side of the pandemic is that most of our group activities have been cancelled or changed to virtual gatherings. Understandably, the Camrose group has had to cancel their planned Spring Meet. All of the various club shows around the division have also been cancelled. Maybe with folks starting to get vaccinated now, we will be able to resume in-person club meetings and operating sessions in the fall.

The good news is that in the third decade of the 21st Century, we are getting pretty good at holding on-line meetings. My own club in Calgary, South Bank Short Lines, has been holding weekly Zoom get-togethers since last March. A side benefit is that Associate members who normally couldn't get to meetings can now participate fully with the rest of us. We have also started to structure our meetings a bit more, first with Show & Tell sessions, and now with guest presentations. It just keeps getting better.

I am looking forward to the Virtual RMMBC meet in May. The guys in the 7th Division did a great job with the first virtual meet last year and are looking to improve things even more. It is open to anyone anywhere, so I encourage you to check it out.

6th Division Silver Spike Award – Peter Ulvestad

The Silver Spike is awarded to a member of the Division for exemplary service to the Division. The recipient is selected by the nominations committee consisting of the three previous recipients. This year's committee consists of Doug Johnson, Rob Badmington and myself.

The nominations committee is soliciting nominations for the 2021 award. If you know of an NMRA member residing within the 6th Division that you feel is worthy of this award, please email me their name along with a short description of why you feel they should be considered. Nominations will close on **April 30, 2021**.

All previous recipients are listed in the 6th Div Abridged History:
http://pnr.nmra.org/6div/history.html

Peter Ulvestad, 6th Div Assistant Superintendent
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Achievement Program Report - Doug Burton, 6th Division, PNR AP Chair

AP has been very quiet this winter and this somewhat surprises me given COVID 19. Even I find myself being very busy in my own world. We are still here and can still do AP assessments by distance if you need. I still have two cars to finish for my MMR but have just not gotten around to it yet. It seems it is easy to fall in to the trap of spending too much time on the internet keeping up with some of the information in these changing times.

There are lots of things that I have been working on like repairing, installing decoders and repainting my brass CN 4-6-4 Hudson. Repairing and fixing a couple of problems I had with some other engines and cars that have come up even though I am just running by myself???? There are now street lights to my town and farm yard and I have been working on scenery and backdrop painting to finish the spots that were not yet complete.

A lot of my time has been spent on CAD drawings for some CN cars that I want to build. There are 8 cars, a 40' well hole car, a 42' 4 axle, 60' 6 axle, 67' 8 axle depressed centre cars, 40' and 36' flat cars and a 40' reefer #290001. Some of these cars will get parts cut in metal so I do not have to worry about weight, which is something new for me. I also built a 120 foot test load that spans 2 - 40' and 1 - 36' flat car and can run it anywhere on my layout. Now that this stage is done I can build a realistic looking load. I have also done drawings for a few pieces of farm equipment that I want to build. When designing these projects from the ground up it involves some research, testing the designs so they can be laser cut and involves many test runs to get to the point of running nice on the track.

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I have also completed some moulding and casting. One of the parts was casting code 55, 70, and 83 rail. I can then use these as spacers to fill gaps in the rails that have moved over time and not have to worry about shorts. The others are just some random parts that I have found at the Edmonton swap meets along with some speaker enclosures and a 5' door for Fowler boxcars that I built.

I have also spent some time working with a couple of guys helping them to either set up JMRI operations or making it run better

Convention Report - Doug Burton, 6th Division Convention Coordinator

Trying to plan events over the last year has been tough as many of you know. Most, if not all events have been cancelled. The Spring Meet for 2021 in Camrose has been cancelled. The Camrose group also voted not to hold the next meet in 2022 so we are looking for a group to hold the 2022 meet. The 2023 event will still be held in Regina. Please discuss this with your clubs or groups and let me know if you are interested in holding this Meet/Convention. The 6th Division is willing to help you plan these events.

News Items from All Over - Dale Sproule MMR

A very brief report: CMT has lost a wonderful member Mike Bromley. Cancer, a real blow. You can find some of his reports on upgrading brass on-line.

For the Christmas season, a surprise was reported in The Calgary Herald: "CP Fires Up Steam Locomotive For First Time in Eight Years". The Empress 2816 has sat on display inside the CP campus at Ogden Yard but in mid-November the locomotive was fired up and moving around the Calgary yard. "CP has steamed up 2816 and is assessing its mechanical position," spokesperson Andy Cummings wrote. "We have no plans to operate the engine on main lines."

The locomotive was used in CP's "Holiday Train at Home" virtual concert scheduled for December 13.

Dates are set for the next edition of the Railway Modellers Meet of BC (RMMBC). The Meet kicks off on Saturday May 1st, 2021 with the Keynote Address by a well-known Model Railroader (more to come!). Subsequent Thursday evenings on May 6th, 13th, 20th and 27th will see Clinics, Virtual Display and Meet the Modeller and much more. Mark your calendar so you won't miss out on the great offerings at this year's online meet. They will be opening registration for the meet in the coming weeks so stay tuned for more announcements. "We'll "see" you at the Meet!" says the RMMBC Committee.

Finally, the 2021 NMRA Convention "RAILS BY THE BAY" (July 4-11, 2021) set for Santa Clara, CA has been cancelled, no great surprise due to the virus. However, NMRA says "St. Louis will host the 2022 convention, Sunday, August 7, 2022 thru Monday, August 15, 2022.

As I am writing this report I received the monthly PNR report and read that the 6th Division friend Doug Hole (MMR) living in Sorrento, B.C. passed away in November 2020. Many of you may remember he and wife Jackie were frequent exhibitors in the early days of SUPERTRAIN at the Stampede Grounds.

Bar Mills Models has invested in new computers and video cameras to do a regular program of interviews and clinics. These will be on Facebook and YouTube. The first episode will be live on Facebook on Monday, March 1st at 7 pm Eastern Time. Go to the Bar Mills Models Facebook page to see it live. For the first episode, Jack Ellis will be giving a clinic on structure building, and will be interviewed by Art Fahie. If anyone has any questions please contact Art and if you have suggestions do the same. Put it on your calendar.

Area Reports

Moose Jaw - Thunder Creek Model Railroad Club - Greg King

The club continues to meet weekly on Zoom to keep in touch and stay up to date on projects members are working on. Our Club room at the Western Development Museum in Moose Jaw is still off limits due to the Saskatchewan Health Association Pandemic Guidelines. Along with most other clubs we will not be hosting our Annual Show in the spring of 2021. We look forward to planning for our show to resume in 2022.

One of our members along with a partner has started www.clevercreekminiatures.ca. They mainly focus on N Scale but have done some HO models for club members. Limitation is the size the printer can handle. If you want more information about what they can do, you can contact Kevin directly from the website contact: kdtipper@clevercreekminiatures.ca

Camrose and Area- David Halliday

The Battle River Railway is a short line that took over CN's Alliance Subdivision in 2010 to offer continued rail transportation to the area's producers. It is headquartered in Forestburg, AB and except for one curve where it connects to CN in Camrose, it is dead straight for 56 miles. Three ex-CN SD40-2 locomotives provide power. For decades, Alberta government grain cars were a common sight around the province, but now many of them have found a home on the Battle River Railway. BRR is leasing the cars, previously used by CN and CP Rail, from the government to ship grain to West Coast ports. Cars requiring more than $3,000 in repairs will be scrapped.. Here are a couple of pictures of some of these cars.

Regina – Echo Valley Railroad Guild – Doug Johnson

Members of the Guild have been very active (virtually) in recent months with zoom meetings every three weeks or so. Since they have been busy working on home and modular railroads, the modelling tips have been flying thick and fast and the meetings have been very useful. Malcolm Anderson has a lengthy article in the recent edition of The Switchlist on the construction of his huge Haslam Creek trestle – over six feet long! We can't wait to see it in person. Malcolm also has an article in this edition of Highball! on the use of gantlet track, which is in place on the trestle. Rupert James has submitted an article on the building and weathering of storage bins. *(saved for next issue – ed.)* Others have also been very busy. Collectively, club members have probably spent more modelling time in the last few months than ever before.

Because of COVID-19 restrictions, we have had to cancel the Regina Railfest 2021 public show. However, planning has already begun for a bigger and better event, to be held at the Caledonian Curling Club on April 30 and May 1, 2022.

Lethbridge - Paul Smith

It's been a quiet winter thus far for the Southern Alberta Model Railway Club in Lethbridge. Our Gyro Park clubhouse remains closed for any group activity at this point. This has resulted in our Spring Annual General Meeting being postponed and our March Open House being cancelled. Our members have been endeavouring to keep in touch through e-mail and phone calls. Several people have been working on models and scenery at home, and we've been doing on-line critiques of some layout plans. Like pretty much everyone else, we're looking forward to the time when we can meet in person again.

I have included photos of some of the model building that members of the Southern Alberta Model Railway Club have been doing at home during COVID restrictions. (These are in the Pandemic Project Pages starting on Page . ed.)

Edmonton – Edmonton Model Railroad Association – Tim Walker

In mid-February, the Edmonton area suffered an Arctic cold front that brought temperatures into the -40 range!. Unfortunately, this resulted in a burst pipe that caused a flood to our building. Thankfully, Fort Edmonton staff had been keeping watch on all the buildings on the property and the flood was located fairly quickly. We were extremely lucky in that no damage occurred to the layout at all. Our club room will require some new drywall and carpet. We lost a few magazines and books, but all in all, we came out very lucky. The Fort has had a small army of restoration crew removing drywall and is currently working to remedy the problem. Work will be starting soon on repairs as well as fixing the problems that caused the flood. For those of you aware of our building expansion, the flood was on the opposite end of the building and did not affect the new area. Hopefully our COVID restrictions begin to ease up soon, and we can return to having some form of work groups in the building to get back to the layout.

Olds - Didsbury - Carstairs - Rick Astle

The end of 2020 and the beginning of 2021 have been very difficult for the Mountain View Model Railroad Club and our home The Didsbury Museum with all the gathering restrictions and lock downs.

We had a very successful introduction to our new garden railroad at the end of September as there were limits on indoor activities so this allowed for greater social distancing and fresh air. We had also hoped to present an outdoor version of the Christmas Train but that had to be cancelled with the last round of restrictions. Hopefully we will have the opportunity to show this little offering in 2021.

With the museum closed to the public until at least March 22nd there was little for the club to do as gatherings were prohibited. The museum maintained an eye on the building and its mechanical systems with a small presence to continue day to day business activities. One of our members spent some time working on the layout when the museum was empty and some renewal of scenes has occurred. We will be happy to invite you to experience the renewed areas and operate one of our trains when gatherings are again permitted.

A sad result of all this pandemic activity is that the club's annual train show in Carstairs, scheduled for May 15th and 16th has been cancelled due to possible attendee restrictions and a concern that many will still not be comfortable with indoor gatherings.

Until we can meet again members of The Mountain View Model Railroad Club wish you good health, stay warm and happy modelling.

Airdrie / Iron Horse Park- Greg Orme

With this being the first issue of the year I would like to wish everyone a Happy New year and hopefully we can put 2020 far behind us and hope for a better 2021.

When the call came for submissions for the October issue I had my butt firmly planted in the seat of a CASE combine. Even with the GPS and Auto Steer it is still hard to type and watch the crop at the same time. I would like to thank our editor Rob for standing in for me.

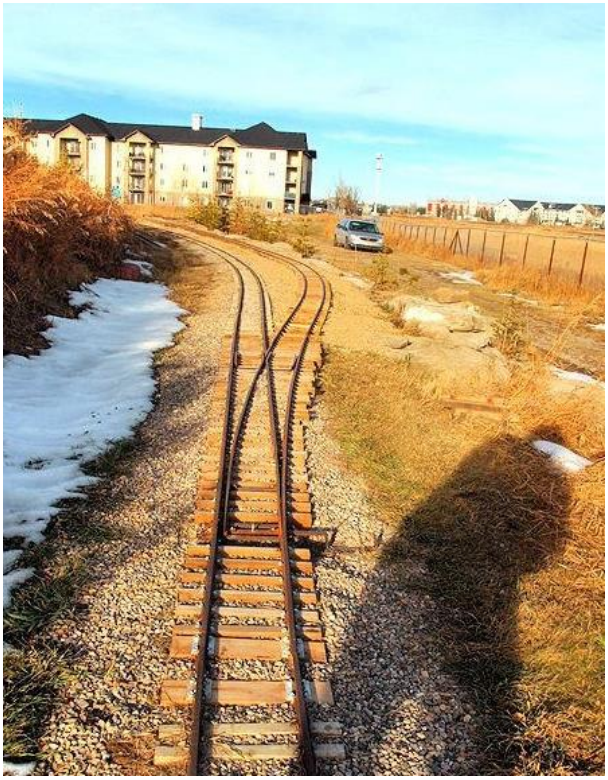
As Rob mentioned in the October issue under strict COVID Guidelines, IHP Run Season got underway on August 2, twelve weeks after our normal opening on the long weekend of May. We were only offering train rides and had to keep the remainder of the park closed. Our Company Store did not open to the public on run days except to sell ride tickets. And some 30 birthday parties had to be cancelled because of COVID restrictions.

Even with our run days being reduced to 11 days between August 2 and October 11, the weather cooperated, and our visitors were very happy and grateful that we were open. Our ridership count for this shortened season was just shy of 5,000, about one third of what it normally is compared to normal conditions.

Although we didn't get going till August, COVID didn't stand in our way on getting a few of our projects progressed. It is amazing what you can get accomplished even with social distancing and all the other protocols that needed to be followed.

After a tremendous team effort, by the end of September our new Shuswap subdivision was connected, which added 3,184 feet to our track plan. For part of the trip, trains will be travelling in the opposite direction of the Mountain subdivision. The three key points of the Subdivision are Shuswap Yard , Three Valley Gap where the track starts to climb a 1% grade to Kamloops where the track now joins the Mountain sub. After Kamloops trains are now running in the same direction into either Vancouver and back into Shuswap Yard or on into Airdrie.

Along with the new trackage there were Electric Semi-Automated track switches installed as well as a Track Signaling System for the Lioness Junction Diamond.



Joining the main line at Kamloops

In October we were asked if we would help and participate in the Airdrie Boys & Girls Club 2020 Halloween Fun Night.

It was Scheduled for October 16 & 17 and then again on October 23rd & 24th . The 16th was cancelled due to a good dump of snow in the afternoon. However, with a few hearty souls, we gave it a go for Saturday the 17th. It got off on time, with the Airdrie B&GC Volunteer Groups, dressing up and then scattering around our Short Track to give the riders a scare, which they did quite well!

Since the COVID second wave we have limited our activities at the park with just a couple of members at a time attending to park maintenance and security.

With the reduced activity at the Park I have actually returned to working on my home layout and there is a glimmer of hope that the trains will be running before long.

So far this year our Annual Frostbite Run had to be cancelled due not only to COVID but to bitterly cold temps and snow conditions.

So from here on I'm hoping it can't get any worse and we can get back to some resemblance to normal in the coming months and besides that I'm getting tired of all the virtual meetings. So as soon as this happens and as I have said in the past, we are always looking for new members or volunteers to help out at the park. So if you have a bit of time and would like to get involved, we would be happy if you would consider joining us. Information is available on our website.

Valley Gap Switch

Three One Percent Grade to Kamloops

Red Deer – Owen Kyme

I have always loved the mountains from camping, hiking and fishing to railroading. I based my layout on a somewhat freelanced and rather compressed Canadian Pacific Laggan Sub starting in Field and eastward to somewhere around Cochrane or Calgary with a future Red Deer Sub branch. I started this layout in 2012 but really started to get into it around 2016 in a portion of the basement 24 feet by 18 feet. I really wanted to incorporate the Spiral Tunnels but just didn't have the real estate to pull it off properly, so I have the Lower Spiral and half an upper.

As we leave the Spirals we will skirt around Wapta Lake on approach to Lake Louise Station. From Lake Louise we follow the Bow River around Morant's Curve then crossing the Bow as we pass the Wildcat Hills gas plant. An opportunity is had for switching the plant as well as the Spray Lakes Sawmill. From here we head into a town of some sort and may turn out to be Red Deer. I'm undecided just yet but have a lot of memories of hauling grain to the elevators in town with my Dad so I may try to replicate some of those memories.

I am for the most part self taught from benchwork to track laying to wiring and scenery. I'm even trying my hand at backdrop painting. There have been many frustrating moments figuring the grade in the spirals and had to tear them out to build a helix to get the height I needed. The Mount Steven tunnel is my 3rd attempt and is made from carved styrofoam. Mount Ogden and the future Mount Cathedral are weaved cardboard strips covered with plaster cloth. Track is Peco code 100 with a bit of code 83 in the sidings. Powering the layout is the NCE Power Pro R.

New Railway Bridge Under Construction – Photos by John Sutherland

Following up on last issue's photos of CP's new Elbow River Bridge in Calgary, a lot of progress was made before Christmas. The truss structure was completed and some of the temporary falsework was removed from the river bed. Construction of the ballasted track deck will be completed by spring.

The photos were taken November 3, 11, and Dec. 17.

Weathering Cylindrical Hoppers – InterMountain Pillsbury Cars

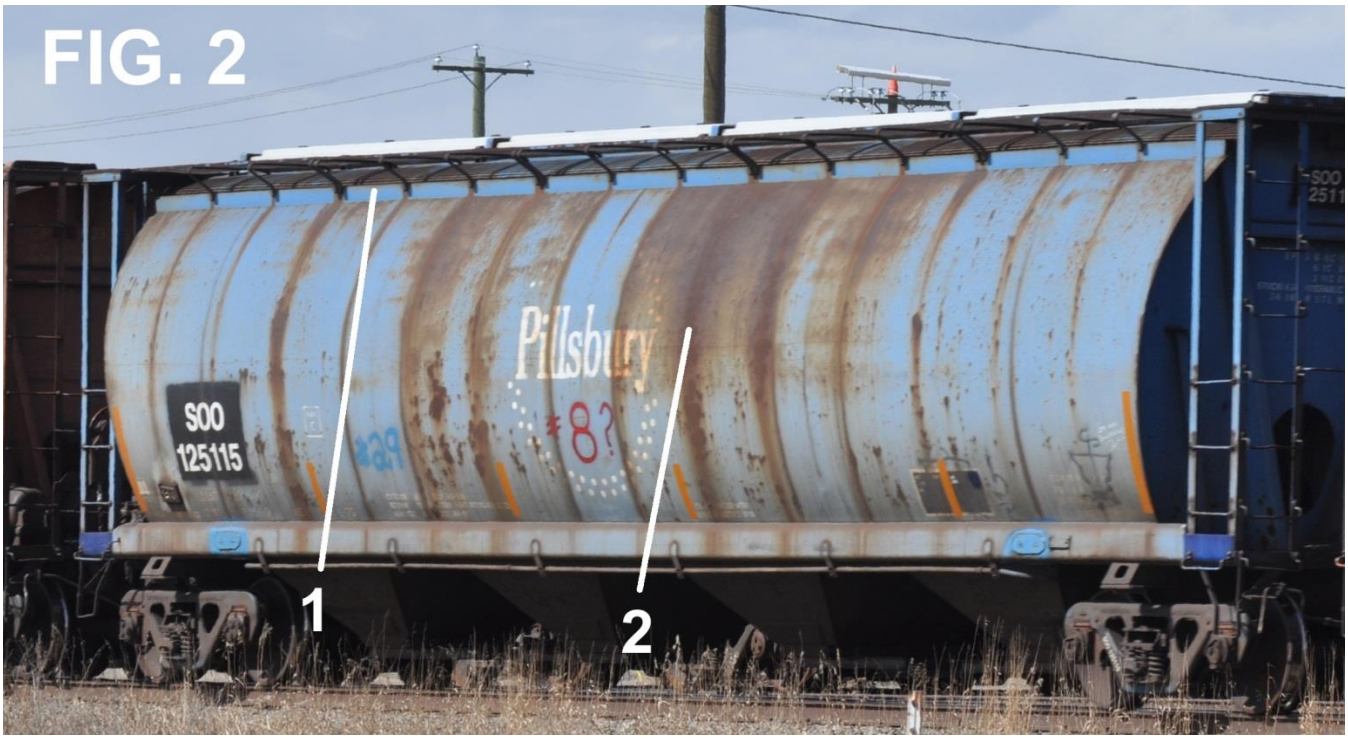
Roger Walker, MMR

I love the InterMountain cylindrical hoppers, particularly the kits (which are no longer made, but can commonly be found at flea markets). The kits, with about 130 parts, give you the fun of assembling the car, and more importantly, the opportunity to weather the car as you go along. The ready-to-run hoppers are a little more difficult to weather and require lots of masking as you go along. So in this article, I will explain how I weather the cars rather than how to construct them, and I will emphasize the blue Pillsbury car. I rely on my own extensive set of prototype photos, as well as pictures from rrpicturearchives.net and Canadian Freight Railcar Gallery (freight.railfan.ca). You can also find more details of my weathering techniques in my article "Weathering Canadian Grain Hoppers" (Railroad Model Craftsman, January 2010, p. 61-69).

Another reference, which I have not seen, is an article by Marvin Preussler MMR in "The SOO", winter 2020 issue (this is the SOO LINE historical society's magazine). You'll find reference to this at http://whiteriverdivision.blogspot.com/2021/01/ex-pillsbury-covered-hoppers.html. In this reference, George Dutka notes that 200 cylindrical hoppers were built for Pillsbury in 1979, and 84 of these were sold to SOO in 2006 (125010-125059 and 125104-125137).

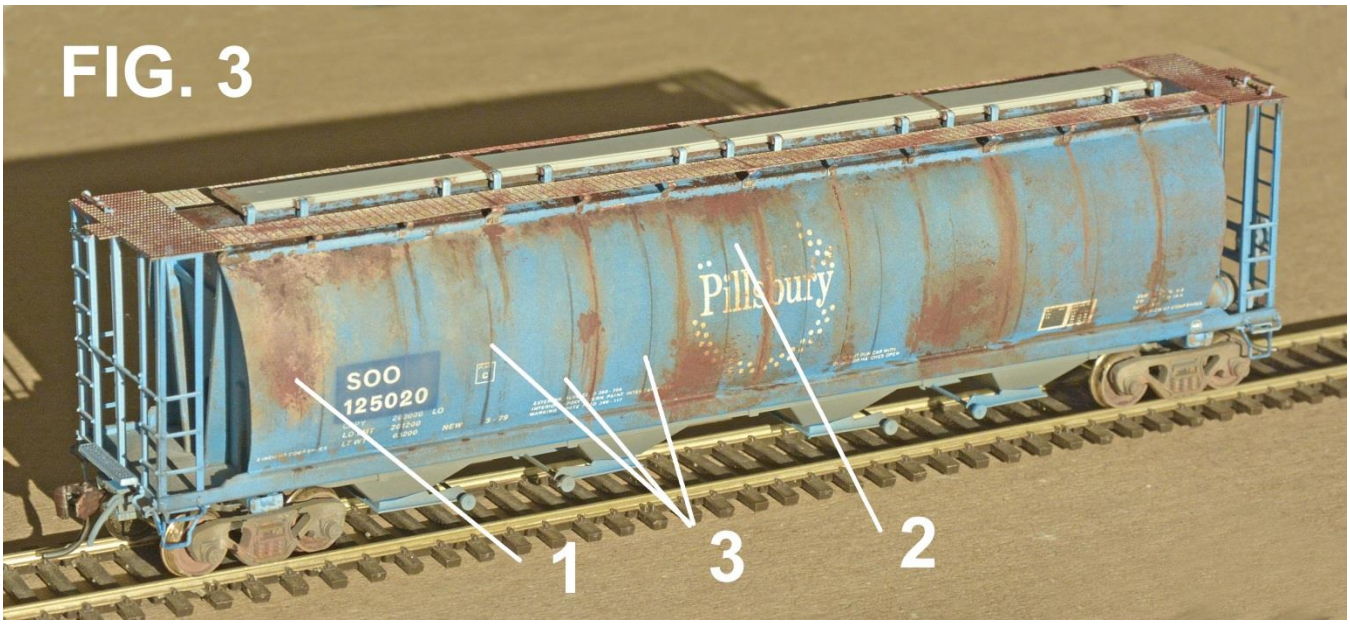
If you are working with a kit, there are a couple of worthwhile upgrades from the InterMountain original. First, I suggest you replace the plastic roofwalk with an etched metal see-through roofwalk. These used to be available from InterMountain, but can still be purchased from Plano Model Products (Plano, TX). If you upgrade, you will have to remove the small locating pins from the top of the roofwalk supports. I snip these off with rail cutters and then sand the surface smooth before cementing the supports with AC to the roof. Second, I strongly recommend you replace the InterMountain trucks supplied with the kits – on these trucks, the side frames rotate slightly about the ends of the bolsters, and the wheels are plastic. Theoretically, this sounds as if the trucks will roll better over irregular track, but in practice, this is not the case. All R-T-R InterMountain cars now have rigid trucks. So replace the trucks with appropriate trucks from Walthers or Rapido (these will also come with metal wheelsets).

There are several weathering features to note on cylindrical hoppers. In Fig. 1, note (1) the dirt accumulated on the weld lines, (2) patch out of reporting marks and dimensional data, and (3) the dirt that streaks downward from the roofwalk supports.



In Fig. 2, note (1) the narrow top sill is not extensively weathered, and (2) the rust patches are darker in the centre and become lighter outward.

Before weathering, assemble the car body and roof, making sure the roof fits well at each end. You may have to do some light sanding to get a perfect fit. Then add the roofwalk supports and hatch hinges. Test fit the underbody of the car – I have found that the underbody may need extensive sanding before it fits easily. Don't glue the underbody in place yet. Wash all parts of the kit in warm soapy water, rinse, and dry. You are now ready to begin weathering, so for the Pillsbury car, follow these steps in order. For other cars, you can also follow most of these steps.



1. Use a sharp #11 blade to scrape away some of the dots above the word "Pillsbury" (Fig. 3, #2). Use prototype photos to decide how many dots to remove. Minor scratching of the blue paint will not show after rust weathering.

2. Mask up to the weld lines, and weather them using black PanPastels (Fig. 3, #3). Give the car a light coat of Tamiya Flat Clear to seal the PanPastels and to take the shine off the lettering. See my RMC article for details of weathering the weld lines.

3. Fade the intense original blue paint by airbrushing the entire car with Tamiya Sky Gray (Fig. 3). I prefer this to stark white. Spray lightly at first, diluting the paint 4/1 or so with Tamiya thinner. Add more coats until the car is faded as far as you want – again, use prototype photos. Remember that the end sheets fade much less than the car sides, so only weather them lightly. Give the car another light coat of Flat Clear. This will help prevent the Sky Gray from peeling up when masking tape is applied. Note that the top sill does not weather as much as the side of the car (Fig. 2 #1 and Fig. 3) – I masked the sill before the coat of Sky Gray. At this time, also fade the various brake components and end and side ladders – the insides of the ladders will be less faded than the outsides.

4. After the painting is thoroughly dry from step 3, you can begin rusting the car sides. Study the prototype photos (Fig. 2). Some rust is diffused across the car sides, and some is localized in streaks downward from the roof walk supports. I strongly suggest you practise the rusting techniques on a spare piece of styrene (painted Sky Gray) before working on your car. Note that the rust tends to be darker in the centre, fading outward to lighter colours (Fig. 2 #2). I use acrylics from tubes I buy at Michaels or art stores – you don't need the most expensive brands. Begin using Burnt Sienna mixed thoroughly with some white – this will give the buff colour of the paler rust (Fig.4, #1). Apply with a damp cosmetic sponge, using a dabbing motion, and try to feather the outside edge of the rust. If you don't like the result, remove it with a wetter sponge, and try again (that's why I recommend practise before you tackle a car). It is relatively easy to make the larger rust patches, but harder to make the streaks of rust that run down from the roofwalk supports. You might try using a fairly stiff paintbrush instead of a sponge to make these streaks, again using a dabbing motion rather than a smooth painting motion – you want those diffuse edges. When you are satisfied with the buff-coloured rust, set the car aside to dry (at least overnight).

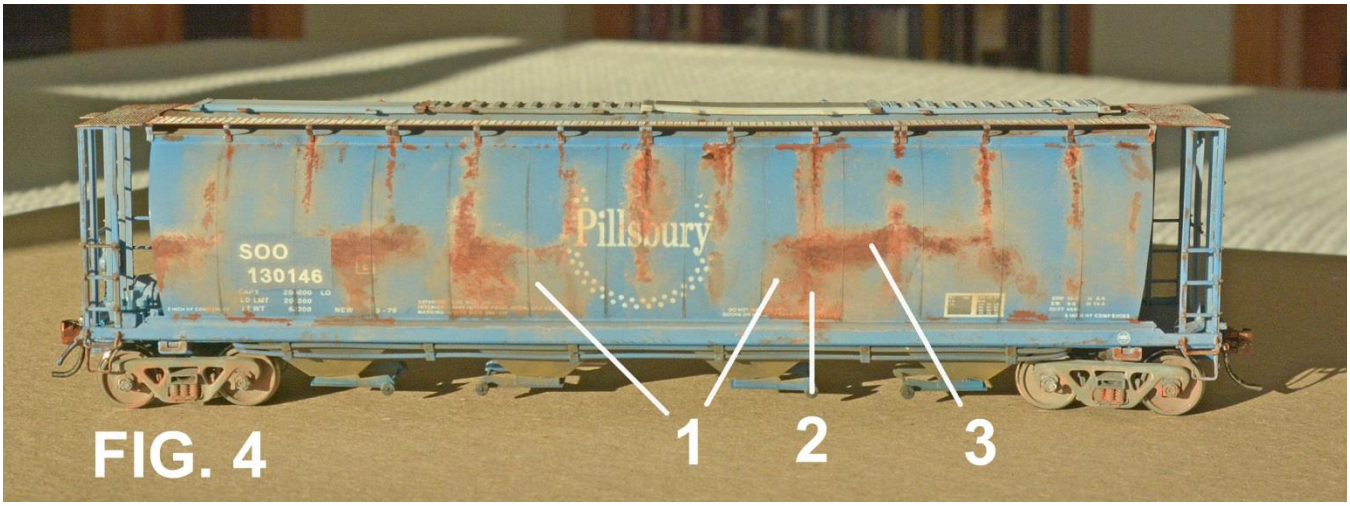


FIG. 4

5. Now use the same dabbing technique to add the next darker layer of rust, inside the paler layer from step 4 (Fig. 4, #2). Use Burnt Sienna, but with no white added. Feather the rust outward at the edges. When you are satisfied with the result, set the car to dry overnight. Then add the final, darker layer of rust, using Burnt Umber (Fig. 4, #3). Many of the prototype photos of the Pillsbury cars show this rust to be very dark in colour. When you are satisfied, set the car to dry overnight.

6. It is now time to patch out the original reporting marks and road numbers. The patches commonly have been applied over pre-existing rust (Fig. 2). Place yellow Tamiya masking tape around the original numbers, trying to keep your patch rectangular. However, prototypical patches vary with the skill and care of the shop crews! Don't forget to patch out the numbers on the car ends (Fig. 5). Mask the rest of the car, and airbrush the patches using Tamiya Flat Blue. Allow to dry overnight. This blue will look very intense – you'll weather it down later.

FIG.5

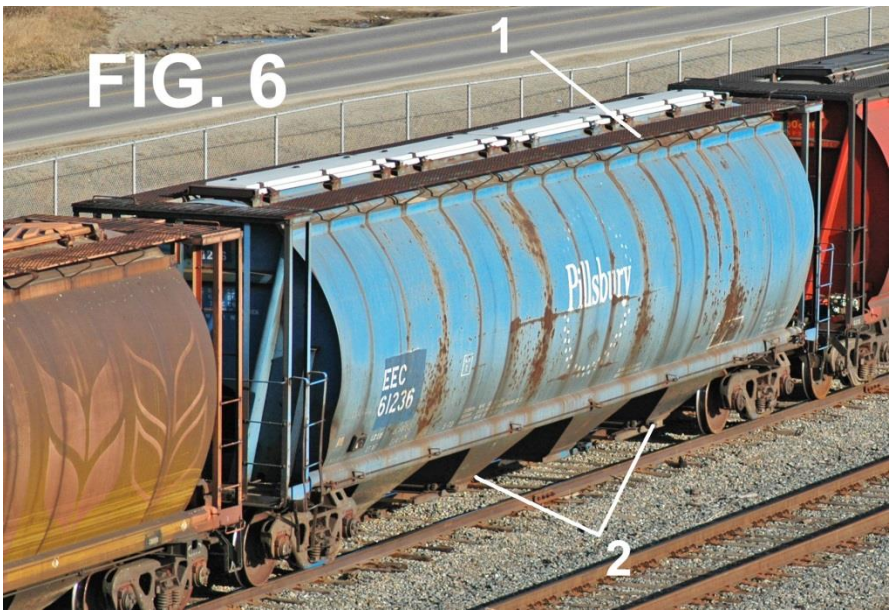
7. Time for decals. I like to use Microscale – they go on easily, and disappear when treated with Solvaset and a final coat of Flat Clear. If you are lettering your formerly Pillsbury car for SOO, use Microscale 87-1114 (for SOO LINE boxcars, 1960s to 1980s). The letters and numbers are white, and look good on the blue patch. Begin with the word SOO on the side of the car, and then add the numbers, one by one. If the numbers are right-justified on the patch, work from right to left. See prototype photos for placing. I soak the decals for about 50 seconds, keeping hold of them with tweezers as they soak. If you let go, there is a chance that the decal will slide off the backing. Slide the decal onto the blue patch and nudge it into place – I use the tip of a #11 blade. Blot carefully, making sure the decal does not move out of place. For a first application, I dip a fine paintbrush into water, then into Solvaset, thus diluting the Solvaset. Touch the paintbrush to the decal – if it should move, you'll have a few seconds to slide it back into place. Let the Solvaset dry before adding the next number. As I add Solvaset to the second number, I also add more Solvaset to the first. I line up the numbers by eye – I have not yet found a better way to do this. Because they are close to the bottom of the blue patch, there is a good reference line to work from. Finally, when all the numbers are in place, check that the surface is dull, not shiny, and that there are no air bubbles. Now for the fun part…..

8. Decal the ends of the car (Fig. 5). The word SOO is small, and should be centered in the patch. Then you have to add the numbers, one by one. These numbers are probably centered (I have no pictures of the ends of the cars), so begin with the numbers under the centre "O" of SOO and work outward to the right and left. Each number decal is about 1 by 1.5 mm, so you must keep hold of the decal with tweezers as it soaks. I slide the decal from the backing between the thumb and first finger of my left hand for maybe 0.5 mm, until I can grab the backing alone with tweezers. Then place it on the blue patch and slide the decal off with the tip of a #11 blade. Jostle it in place, blot extremely carefully, and use diluted Solvaset to anchor it in place. It will probably move, but you have those few seconds to push it back into place before the Solvaset begins to work. Again, you'll have to line up the numbers by eye. Because the decals are so small, I suggest you practise with some numbers you don't want on a scrap of plastic before working on the end of the car.

9. The four patches are probably a little too bright and new looking. I dulled mine down by brushing on some pale gray PanPastels powders.

10. The roof has already been dulled down when you airbrushed the car with Tamiya Sky Gray. Very little of the roof actually shows after the roofwalk has been installed. I attached the roofwalk with AC. The hatches supplied with the kit are bright blue. On the prototype, hatches get damaged and replaced with whatever is on hand, so hatch patterns and colours may vary on any particular car. Dull the hatches with Sky Gray, and add touches of rust, particularly around the hinges and latches. Gray or white-gray hatches are probably made of fibreglass rather than metal – they get dirty but don't rust.

11. I have very little information as to the original colour of the roofwalks. My photo of EEC 61236 at Keith shows a dark, almost black roofwalk (Fig. 6 #1), suggesting it was originally painted black, or has weathered to this colour. I have made my roofwalk an unpainted metallic colour, weathered using Burnt Siena and Burnt Umber applied with a cosmetic sponge.



12. The underbody of most covered hoppers weathers to some form of dark brown or gray-brown (Fig. 6 #2). I used a mix of Tamiya Flat Brown and Sky Gray, with a drop or two of Dark Gray added. The resulting colour was a little on the "pink" side, so I added a drop of Tamiya Green to tone down the pink. Although not obvious in Fig. 6, on many cars the darker colours are close to the unloading gates, and become paler upward toward the side sill. I began by lightly airbrushing the entire underbody, and then began aiming the airbrush closer to the unloading gates. I recommend airbrushing the gates separately from the underbody, and assembling them once the paint has dried. At this time, also airbrush the coupler pockets and the three air lines.

13. The trucks appear to have weathered in much the same way as the underbody. I remove the wheelsets and airbrush the trucks after giving them a thorough was in soapy water. It is commonly believed that paint does not adhere to engineering plastics very well, but I have had no trouble with peeling paint, even when bending the side frames to insert the wheelsets. I use the same paint mix as I used on the underbody, and hand-paint the outside faces of the wheels. For dusty or rusty truck side frames, I use PanPastels after the airbrushed paint has dried (note rusty trucks in Fig. 4).

14. Now that all of the components have been weathered, you can finally assemble the car. Follow the InterMountain instructions. I have found that fitting the side ladders against the end ladders is the trickiest operation, and I suggest that anyone about to assemble a car contact me for suggestions (walkerrg@telus.net).

And now, you can put your car into revenue service.

Running the Gantlet! - Malcolm Anderson

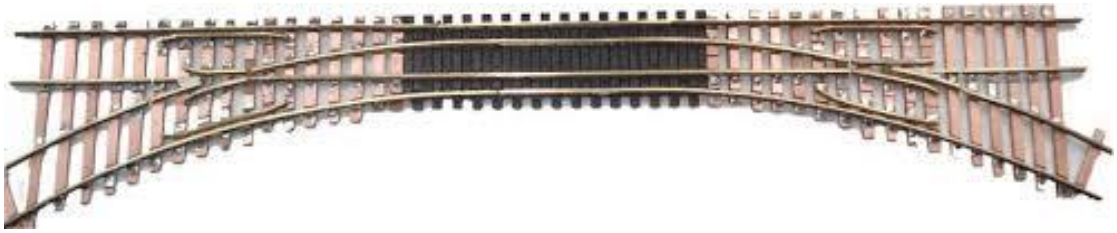
Some of you might have read my article in ***The Switchlist*** about my model of Comox Logging Co. Haslam Creek Bridge. I would like to share with you how I set the bridge up for automatic continuous operation. I want to present the bridge at shows as a working model. The only way I could do this is to create a reverse loop at each end of the bridge. That way, a log train would *lumber* its way back and forth across the bridge. At first thought, it would be easy enough but it soon became clear that unattended continuous operation would be complicated and unreliable. A turnout at each end plus switch machines to operate them. Auto reverse circuitry plus track occupancy detection units. Too much, way too much! The thought of it all made my brain hurt!

Enter the concept of the Gantlet!

The gantlet system has been used on railroads that double tracked their line but found it too expensive to replace a bridge with a wider one for two tracks. Or bore out a tunnel to double track clearances. With special track work at each end, the two tracks are interlaced in a manner referred to as gantlet, then separate again at the other end. Scheduled meets and special signals were needed to prevent head on collisions!

So on the bridge, the rails are laid gantlet style. That is, I laid four rails on the bridge so as to have two standard gauge tracks on the same road bed. On the loops, the track comes together at a frog but no points. When one looks at the track on the bridge, it looks like regular bridge track with two running rails and two guard rails. But in fact, it is two pairs of running rails. It also means when a train is crossing the bridge, it is slightly off center to the right as it goes. It's unnoticeable unless someone points it out. Looking at the track plan, this means the track is actually one large loop pinched together in the middle and the rails overlapped using frogs but no points. So electrically, there are actually no reverse loops at all. No switch machines, and no complicated circuitry! My brain stopped hurting!

Since only one train will be running at any one time, this works out really slick and works the same with dcc as dc. The photos and the drawings should help understand the concept.



On a home layout the inclusion of a gantlet on a double track mainline would make for some interesting operational challenges. Operating crews would have to be on their toes to watch the schedule and signals to prevent an old fashioned cornfield meet!

[Editor's Note: I edited Malcolm's article to use the term "gantlet" in place of "gauntlet". According to on-line dictionaries, gantlet is the term describing the specialized railroad track Malcolm built, and a gauntlet is a glove. The words are often interchanged, but I'm sticking to the railroad term. OK, I'm throwing down the gauntlet.]

My Sultran Saga – Dave Audley

In a previous article (May 2020), I talked about making an inventory and the discovery of how many Sultran cars I had amassed over the years. After selling half of them, I decided that my fleet needed to have the trucks upgraded. This means also new wheel sets.

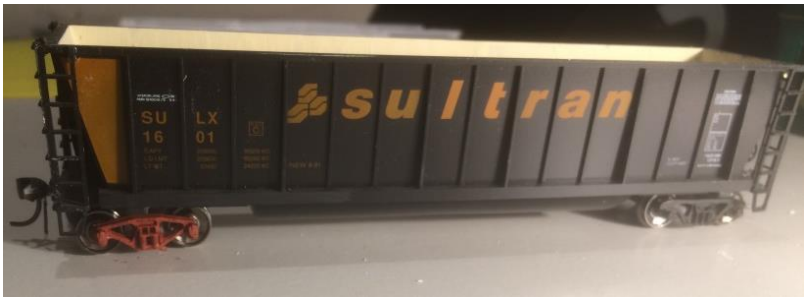
The adjacent photo shows the weights I added. These cars are the older Roundhouse kits that were pretty light and, as a result, were very poor in terms of tracking. NMRA standards indicate that you need to add about 3 ounces. I like to add quite a bit more as I find the added weight makes the car track even better.

The next photo shows the addition of 2 Kadee red washers. These serve 2 purposes:

1) these bring the coupler height to the mid-range as measured against the Kadee coupler height gauge.

2) they add clearance between the truck/wheel sets so as to prevent rubbing.

I removed all the trucks from the 13 cars in the fleet. I then glued the Kadee red washers to the underbodies using a drop of ACC. Next up was painting the trucks. Trucks are unpainted on the prototypes and are generally of a rusty, greasy, dirty appearance. I had the CN #11 paint loaded in my airbrush for another project and thought this would be a good base colour.



After painting the trucks, I wanted to cover the gloss as Scale Coat paint is a gloss finish. I then used Tester's flat clear coat to end up with a surface ready to take the weathering powders I use.

I use one of the Micro-Mark truck tuning tools to reshape and clean out the parts of the truck that the wheel sets go into. I then install Intermountain wheel sets. I have standardized on these wheel sets. I then remounted all the trucks, making sure that they swivel freely and don't rub against the underbody. I also check against the Kadee height gauge. I now have a fleet of Sultran cars almost ready to run on the layout. Up next?

Sulphur loads! And that is another story!

We left the Sultran Saga with the cars having their trucks painted, tuned and Intermountain 33” wheel sets installed. The cars also had the coupler height tested and, where necessary, adjusted.

At the time, years ago, when Neil McKay and I decided having a train of Sultran cars running on our respective railroads was a necessary thing, we both decided that the cars needed to run loaded with sulphur. No – simulated and NOT the real thing. We had looked at a number of ways to achieve this and settled on “Easy Scene” Aspen Yellow fine grind #1106 ground foam. An easy way to get a sulphur load (or so we thought back then).

Now, in 2020, it was time to load the Sultran cars. This lead to a discussion with Rob Badmington and photos of loaded prototype cars. I first noted from the colour photos that the insides of these cars were a dirty off-white. I had read somewhere that the cars had an epoxy coating applied to the inside of the car body. I found some craft paint at Michael’s that matched the colour of the coating inside the car body. Two coats of that paint and that problem was looked after. The cars were looking more interesting with rusty trucks and the interiors an off white colour (Apple Barrel paint – #20505 Antique White).

That left the sulphur loads. Back to studying the prototype photos. I now knew the loads only filled roughly 1/3 of the car and the load had 3 humps of sulphur. Two larger humps at either end of the car, centered over the trucks, and the third smaller hump in the center of the car.

Now came the challenge of simulating this load. I cut some 0.020 sheet styrene into rectangles 6 3/8” by 1 9/32”. To the underside, I cut 0.080 by 0.188 styrene strip roughly 5 3/4” long and glued these in place. This assembly was the filed and sanded to fit each individual car. Each car did have different widths and lengths. These should “snuggle” down to between 1/2 and 2/3 of the way down inside the car body. I also put the car number on the underside so as to keep the loads matched to each car.

I now had a base on which to construct the shape of the load. I selected 2 sizes of styrene tubing – 1/4” and 3/16”. These were cut into lengths 1 3/16” long. The 1/4” pieces were then glued across the platform at roughly 1 3/8” from the end of the platform. The 3/16” piece was then glued at roughly the center of the platform. I

then cut some 0.010 styrene sheet to the same width as the base but longer than the base. The additional length allows for the shaping of the load. Starting at one end, I glued the 0.010 sheet to the base, going up and over the first 1/4" tube. After that joint has set, I then glued the piece to the top of the first tube. After that set, I bent the sheet over the tube down to the lower deck, gluing where the 2 pieces met. Then I applied glue where the 0.010 sheet crossed over the 3/16" tube. I then bent the 0.010 sheet down to the deck and glued that joint. I then applied glue to the top of the second 1/4' tube and the bent the 0.010 sheet down the meet the far end of the deck. I applied glue there. This assembly should make a smooth looking load. Any excess length was cut off the 0.010 sheet. Each load was then test fit in each car to make sure the load still fit. Any adjustments needed were done at this time.

There was quite a discussion about the actual colour of sulphur! I needed to paint the above assemblies. I ended up discussing colours with several people, getting somewhat confused by the differing opinions. I finally took a print of the coloured prototype photo down to Canadian Tire and visited their paint department. I settled on the "Premier" Sun Yellow gloss paint as the closest to the photo. This may still be a little too yellow, but the colour looks right when the load is placed inside the car. The loads were all sprayed with the Sun Yellow paint ending up very glossy. I then sprayed 2 coats of Dull Coat on each load. After drying, the loads were placed in their respective cars (remember I numbered each load with its car number) and the 20 year old project was finished!

Hoorah!

Pandemic Projects Pages

Many members have taken the opportunity of home isolation during the COVID-19 Pandemic to work on 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 photos and brief descriptions to the Editor. In the meantime, enjoy some fantastic modelling!

N Scale Yard – Simon Apperloo, Lethbridge

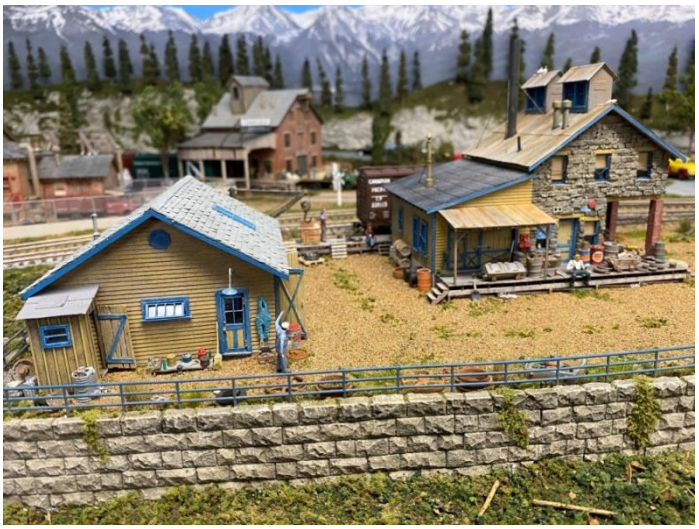
Simon Apperloo models in N scale. He has been using the staging yard from his last layout for a test bed, including the use of a photo backdrop. This layout was recently dismantled to provide space for experimenting with various roadbed and scenery materials while he plans his next layout.

N Scale Layout – David Franz, Lethbridge

David Franz is constructing an N scale CPR layout drawing upon the southern Alberta and British Columbia areas. He's developing an operating scheme that will include interchange movements from other railways. Here we see a CNR train making its way to the main yard.

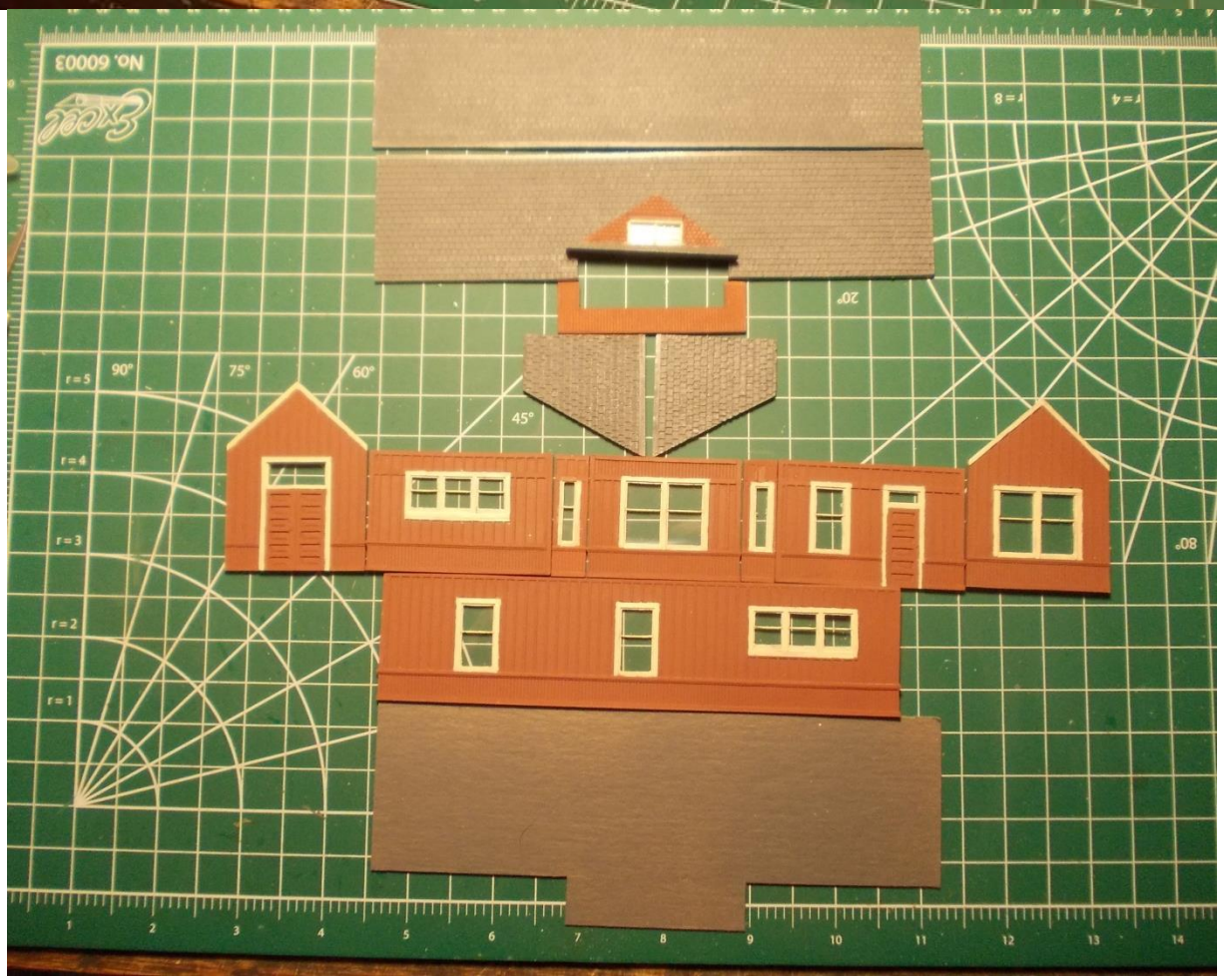
CPR in HO – Bill Smienk, Lethbridge

Bill Smienk models the CPR in HO scale. He's recently added two facilities to Johnstown. Gloer Manufacturing was scratchbuilt. Johnstown station was constructed from a Monashee Laser Engineering kit and includes interior detail. Both facilities have received lighting. Bill reports that he's managed to complete the unfinished scenery in areas on his layout.



Various HO Structures - Doug Wingfield MMR, Lethbridge

Doug Wingfield models the CNR in HO scale. He recently completed a pair of structures for a friend, a station and Seebold & Sons Manufacturing. He also completed two Campbell Scale Model kits to produce this grain elevator and annex, which feature custom lettering.

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MATHEWS
ALBERTA
WHEAT POOL

Upcoming Events in the 6th Division

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

All of the in-person events originally scheduled for the spring and summer of 2021 have been cancelled due to COVID 19. On-line events are being organized so you can still enjoy the fun without leaving your home

May 1-27, Vancouver, BC
The 2021 Virtual Railway Modellers Meet. The Meet kicks off on Saturday May 1st, 2021 with the Keynote Address by a well known Model Railroader (more to come!). Subsequent Thursday evenings on May 6th, 13th, 20th and 27th will see Clinics, Virtual Display and Meet the Modeller and much more. Info:- www.railwaymodellersmeetofbc.ca

Aug 7 (Sat), 14, 21, 28, Boise, ID
Idaho Rails, 2021 (Virtually): August 7th, 14th, 21st & 28th 2021. The PNR Convention for 2021 has been changed to a virtual convention, please see details on the convention website at
sites.google.com/view/3rddivisionpacificnorthwestreg

Oct 16 (Sat), Calgary AB (tentative – to be confirmed depending on COVID restrictions)
41st Annual Boomer Auction, Sponsored by South Bank Short Lines, (www.sbsltrains.ca) St. Andrews Presbyterian Church, 703 Heritage Dr. SW. Setup and viewing 08:30am, dining car opens 09:30am, auction starts at 10:00am.

Bill Smienk's Gloer Manufacturing features lighting and full interior details.