



THE FLIMSY

NMRA Division 2 Newsletter

January 2022

In this issue.

From the editor

At home ~ Show-n-tell

The last say

COVID-19 ~ Adhere to medical advices & instructions.

COVID-19 is producing many variants Worldwide, where medical updates are being updated daily, which complicates / impacts on meetings for us Div 2 members as to State and Territory restrictions to this pandemic. Best advice being common sense and don't be complacent.

I am pleased that the Div 2 Members continue to 'bling' my in box with their 'at home S&T'

Robin.

At home ~ Show-n-tell.

Rob NESBITT:

I am progressing the build of the Steam era grain hoppers. I had made one of these kits last century, and a recent impulse bid at a Trains Planes and Automobiles live auction, had me acquire 4 more kits at a silly price. As these kits were hanging around the workbench, basically in the way, they became my Xmas project. Still awaiting paint if I can I remember what paint/colours I used earlier.



I Then took the opportunity to take some roster pictures of models in my collection for insurance purposes, and also so I can look at them, and distribute the images.

The LMS Crab is a John Underhill model, made by Katsumi, and imported in 1963. The entire shipment of 250 models was seized by HM Customs, for an unpaid duty, and eventually, the models were sold at a hobby shop for the funds. It was the first UK brass model, so has a special place in history (if that interests you). I bought this from a seller in West Australia 10 years ago - didn't pay too much either, as the seller thought it was a kit....I saw the box, and knew it was Katsumi from the colour. Did the research after I got the model - and it was most interesting?



The second model is a GWR King class - made by Kumata in 1978 (info from the "Art of Brass Vol 1" which is one of my reference books) - one of 50 factory painted. Not sure who imported it to England. I paid \$260 in 2018 - which is probably a good purchase.



The Wagga station build be taking a lot longer than I hoped, but steady progress, nevertheless. Some final details are still to be added, along with the painting.





Latest image from Wagga station project, finally got all those pesky windows and doors on the platform side completed.



The next big section to be made is the platform awning. Hope to make a start on that soon.

John GILLIES:

Turning to a bit of slightly relevant model train news, my old 0-5-0 hand operated BN steam locomotive (pic attached) returned to service after a long period of storage in the back shop to entertain my two young grandchildren over the festive season!



Does this picture bring back any memories of one's first introduction to the start of the 'hobby' to railways?

Stephe JITTS:

My latest purchase. The latest product from Casula Hobbies is it's 19 Class loco that arrived on my doorstep a few days ago.

Without any doubt in my mind, it is the best produced Australian outline loco yet.

Mine came fitted with an ESU LokSound chip. I changed the number from 3 to 1923 and put it on the track. Everything worked and worked properly. Sounds were good, inertia was good, brakes worked, etc. I did not feel the need to change anything in the first three hours of operation.

Not cheap, but well worth the money.



Picked up a pair of interesting Fleischmann points recently. Note the frog changes with the blades giving a continuous rail without the bump. I've never seen this in a model before, though they are reasonably common in Europe in 1:1 scale.



'THE BIG EMPTY'



Moving one of the modules from the Ballroom, being loaded into the Pantex for transportation to 'temporary' restorage to the shed at the new location 24th January 2022



Robin FOSTER:

Airbrushing a heavily modified Athearn F7B to a heater car and Varney 2 x SW 7's in GN BSB with Vallejo Model Air colours which required being intermixed where some time to obtain the colour with many a test ratio being formulated on 'test' items prior to committing to the final colour applications to the models.

The Model Railway Hobbyist Colour Guide to Acrylic Painting being a source to mixing the Vallejo colours for US railroads i.e.: GN Big Sky Blue, their mix being 4 parts VMA 71.108, 3 parts VGA 72.723, 1 part VGA 72.722

I found this ratio too light, so some experimenting started with locating some donor items to test where some primed railroaders being stored for some time [a long-lost forgotten project] were ideal for the painting project.

Now to be fair, GN BSB as the below picture below shows colours of a Walthers Full Dome an Oriental Brass EMD GP 20 & the 3rd mix on a Durango Road Railer kit. Interesting is the 'white', all look a close match.



Like the story of the three bears, with the porridge & the beds, the Road railer, top used the MHR colour ratios being too light.

Middle: 2nd mix 4, 3, 2 & 1 drop thinner: almost there

Lower: 3rd mix 4, 3, 3 & 2 drops thinner as good as it will get... or can I achieve a better ratio



Heater car and 2 Varney SWs with my 3rd test colour, sprays on styrene as a reference.

Some more 'BSB' paintwork required to those SW's



Heater car wanting an interior & decals is attached to an Athearn F7A dummy frame



Then onto the Southern Pacific Daylight colours, Athearn coach and the modified from a Bachmann Full Dome to a NQR $\frac{3}{4}$ dome, the Bachmann Full Dome required lots of sanding of the details on the sides, filling in windows & putting, cutting out new windows / primer / silver paint / masking / Scarlet / re masking, Orange / re masking then the black dome top. Nothing wasted as the interior seating remodelled cutting the Dome' glass' which is far too dark to see the made-up interior.



The SP colours: an Athearn Coach on the left and the NQR $\frac{3}{4}$ Dome right showing the interior



SP colours : a BLI Observation coach & the NQR ¾ Dome.

The Bachmann bogies were replaced with Casula Hobbies 4-wheel trucks & wheels, body mounted KD 148



Some minor paint touch ups, gloss & decals to complete

The Southern Pacific re-built 7 Dome coaches for their fleet called 'stairway to the stars' each having their various configurations to body work, windows & liveries for their 'named trains'.

Another NQR ¾ Dome is in the process of nearing completion having plain stainless-steel sides with red stripe near the dome, these were a project of love as experimenting over time. The next project is to attempt to 'Get it Right', perhaps utilising 3D printing.

Matt SEMENAS:

Expands further to his extensive layout empire of the Canadian Western Railroad continues with the Closing Saga of the Skiing Chair Lift of Cathedral Mountain, hopefully the Concluding Chapter on the 11 January 2022

1. Background

I just want to take some time and provide a little bit of background that hopefully will help everyone understand why I think this may be the concluding chapter of the Skiing Chair Lift Saga. When I first started to build the mountain that nameless member of the Western Canadian railroad Group kept insisting that I should provide for some skiing runs on Cathedral Mountain. So during the final design and construction phases I built some highly competitive switch back runs from the top of the mountain to just above the mine entrance.

Then I conducted an advertising campaign in Germany and got a group of skiers from Noch, Germany to the mountain resort. Well, that nameless member of my operating group was still not satisfied and kept insisting I should get a ski lift chair for the skiers.

In the last Flimsy I thought I had arrived at a compromise as I got the Rio Grande Ski Train with the two F40PH locomotives to haul skiers from Calgary and Vancouver to Canmore and Bowness. The skiers could then take the antique John Bull from Bowness through the tunnel and up to Banff and then to the mine entrance dropping off skiers at the bottom of the hill.

Being Germany skiers and being very physically fit they would walk up the mountain as in the good old days and ski down. Well, the nameless member of my operating group was still not satisfied.

Fast forwarding to the Christmas holiday period my son was down from Canberra, and we had a operating session on the layout. Low and behold after I explained the Ski Train operation and the ski lift issue, he took the side of the Nameless One, get a chair lift.

So, I pulled together a team of specialist in developing ski lift chairs, environmentalists and construction engineers. Naturally as with all major projects the environmental approvals for cutting old growth trees and crossing rivers with a chair lift would take approximately 15 to 20 years in an environmental sensitive area such as Cathedral Mountain in Yoho National Park. This is probably well beyond my lifetime, so I started to look at options.

2. Study of Most Environmental and Cost-Effective Way to Get Skiers up to Cathedral Mountain

- a) The Nameless One donated a ski hill grooming machine to me some time ago so the team considered using it to take skiers up the mountain as well as grooming the runs. Unfortunately, the grooming machine as you can see from this photo is simply too large to do the job.
- b) So my team of specialist went back to work. They went into my overflow equipment storage yard and found what they believed to be the best option from an environmental, cost and efficiency standpoint. They found a helicopter that was in great operating condition, and we decided that a Banff Canmore Heli Skiing Service would be the ideal operation.



3. The Banff Canmore Heli Skiing Service Analysis

- a) Environmental – The current existing helicopter landing pads in Canmore and Banff townships can be used to take skiers up to the top of the mountain without any damage to the environment as helicopter will not land, skiers will simply jump off the helicopter skids. Occasionally some of the wildlife may get a scare from the sound of the helicopter blade noise while flying, the only downside or upside depending on your viewpoint, is there may be more animal droppings fertilizing the shrubs from when the animals get scared by the helicopter.

- b) A ski lift operation requires a whole bunch of staff to run and maintain the chairlifts. The helicopter requires only a couple of licensed pilots, periodic maintenance and fuel.
- c) The view from the helicopter as it flies near the glacier and over the river gorge is unbelievable and cannot be replicated on a chairlift.

- d) Flying from the top of Cathedral Mountain over Putin's Mountain ranch with buffalos in a field on the edge of the cliff, Alberta steers being herded just above a train tunnel entrance, the old wooden trussell bridge, the glass viewing platform with tourists admiring the Ski Train below in the gorge making its way into the mountain tunnel are more unbelievable views for the Heli Skiers going to and from Banff.

- e) With Heli Skiing the area will get overdeveloped with high rise hotels and cater only to an exclusive ski cliental, in other words the rich that can afford the much higher cost of Heli Skiing. Sorry but that is how the cookie crumbles.

4. Photos from the First Day of Heli Skiing Operations

Here we are with the first skiers getting ready to hop off the helicopter skids onto the top of Cathedral Mountain.



This photo shows some of the earlier skiers starting the downhill run as the helicopter arrives.



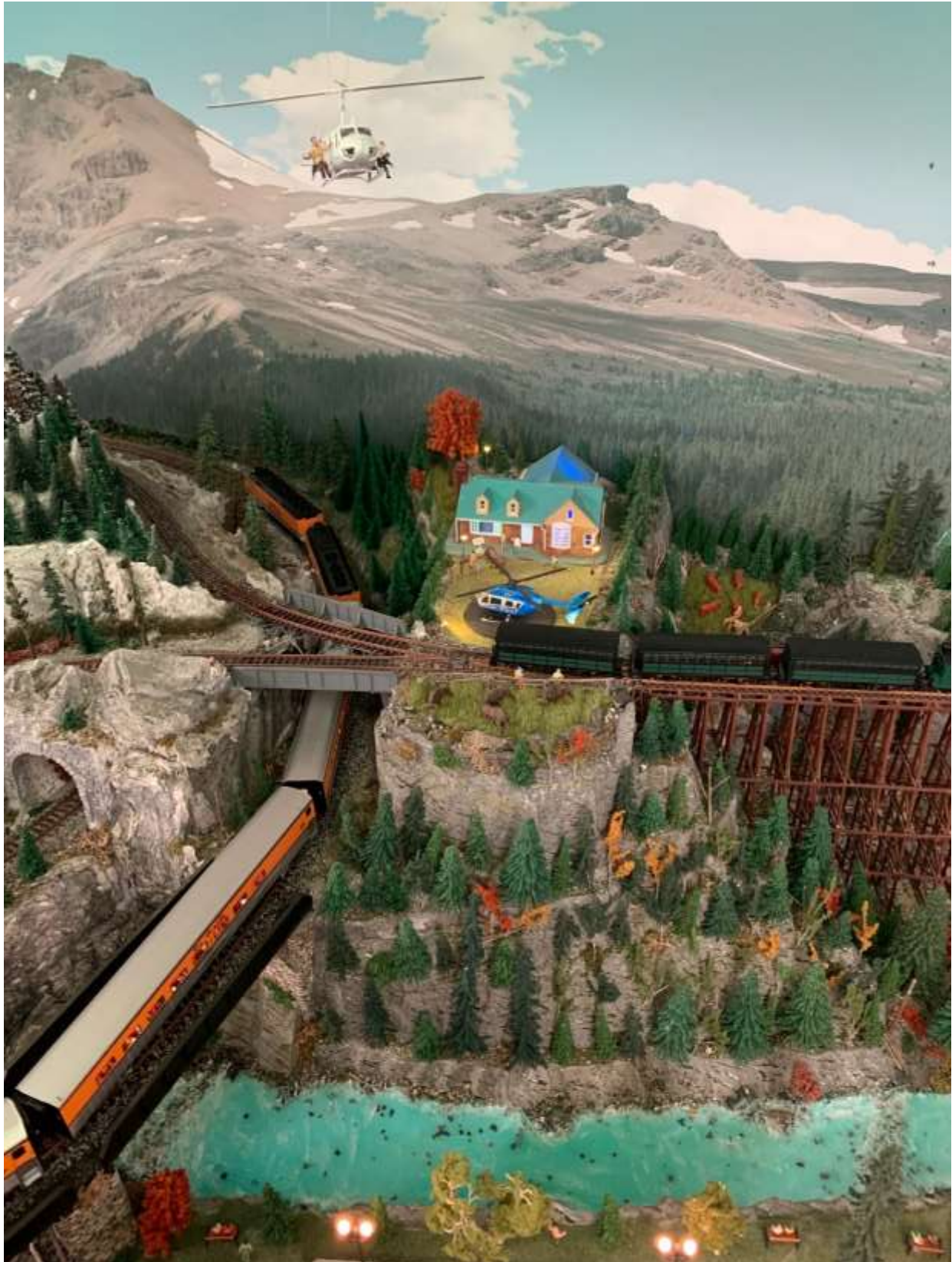
We will now go back to where the helicopter first started its journey as it flies over Canmore.



This next shot is of the helicopter flying near the glacier while the Ski Train is on its way to Canmore to drop off more skiers. You can also see some canoers enjoying the rapids in the river just to the right of the lower train tracks bridge.



This next photo shows the helicopter flying over Putin's Mountain Lodge, Putin is naturally riding bear back on the horse just by his lodge, you will note that Putin has his personal helicopter on a pad just beside his lodge, there are a few bison in a paddock by the cliffs edge, the cattle drive just beyond the wooden trussell bridge is ongoing as well. What a view for the skiers eh! Well worth the \$5,000 a day eh!



This next photo shows a group of tourists out on the glass platform enjoying the view looking down into the gorge and the next Ski Train heading towards Canmore. You can see the start of the town of Banff just to the right.



At the end of a long and exciting day of skiing the helicopter is about to land at the Banff helipad just outside of town.



Here is a final shot of the helicopter returning skiers to the town of Canmore with the Ski Train at the station ready to pick up the passengers.



Well hopefully this will close another exciting chapter in the Western Canadian railroad Saga.

5. What is on the Horizon for the Next Phase of the Western Canadian railroad

Like with all major organizations occasionally you must complete an inventory stock taking. WCRR has a comprehensive inventory for the 134 DCC locomotives as well as operating instruction cards for each locomotive and total cost. We have recently with the assistance of my granddaughter completed the inventory of all the passenger cars and still need to get the costing information into the records. What remains is a comprehensive inventory of all the remaining rolling stock, associated containers, vehicles, buildings, switching Snails, etc.

These activities will be undertaken while we now wait for the environmental approvals for the open pit coal mine complete with mining equipment, loading and unloading facilities for the steam locomotive fleet.

WCRR anticipates environmental and construction permitting approvals to be received in 6 to 9 months and then construction will be able to commence.

The preliminary route and take off point to the coal mine is anticipated to be from the mainline in Revelstoke. The following photo shows the switch point with track that will run along the current road through Revelstoke.



Well, this completes my story for this month, hopefully you enjoyed the reading.

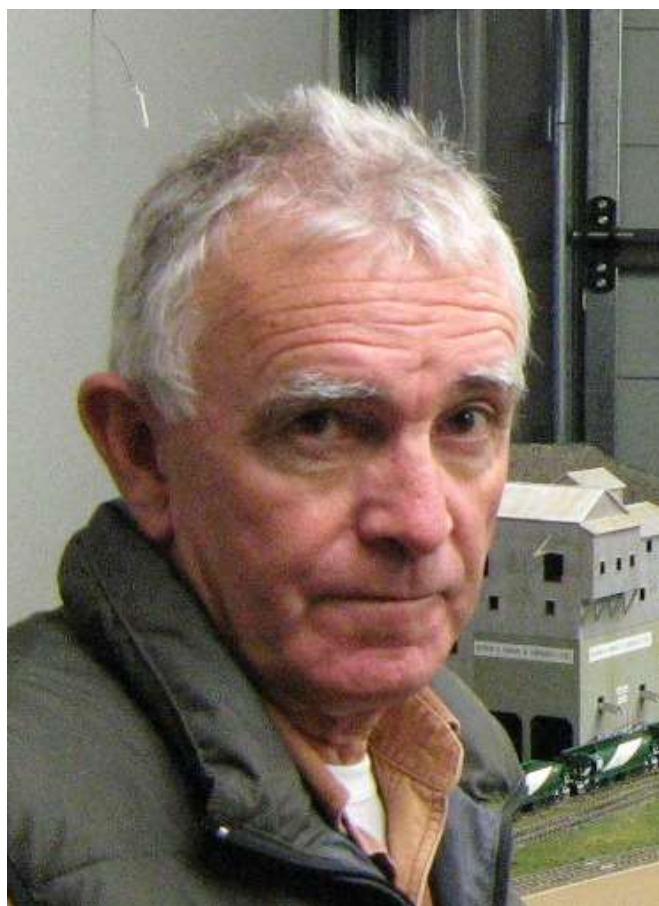
Ian BARNES:

Sadly, Division 2 NMRA member, Don Edgar, passed away on the 16th November 2021.

He collapsed at Catalina, Batemans Bay whilst playing golf, one his two passions, the other being model railways.

Whilst a recent NMRA member, Don was a member of the Eurobodalla Model Railway Club (EMRC) for over 10 years he modelled NSW HO modern era.

EMRC members will miss him.



The Eurobodalla Model Railway Club (EMRC) exhibited its Club layout "Eurobodalla" for two days at the recent Moruya Show. It was very successful, winning the "Supreme Exhibit of the Show" ribbon. The NMRA got a plug as well.



EMRC layout attracts eager spectators waiting for the assigned action for the running session



Eyes focus towards the start of movement from the station



The EMRC also produce their own Newsletter

The last say.

Austerity Frugal & Recycle.

Remember and adhere to the ~COVID-19~ medical advises.

Watch emails for updates to Div 2 meetings & continue to 'BLING' to my inbox to the activities of Div 2 members in modelling at home.

Keep on training

Robin.

To comply with current COVID-19 rules meetings will be advised.

2022 is the year yet to be determined for scheduled events, consider & reserve your Expression of Interest for a possible hosting for a Div 2 Meeting.