



THE FLIMSY

NMRA Division 2 Newsletter

March 2022

In this issue.

From the editor

At home ~ Show-n-tell

The last say

COVID-19 ~ Adhere to medical advice & instructions.

The variants to COVID-19 are causing more concern than realised, hence masks are highly recommended in CROWDED AREAS as safe hygiene practices and with Winter nearing a 'flu shot' is also recommended.

The Div 2 Meeting at TUMUT was attended by twelve members being hosted by Martin, Alex, Nico, and Lulu CANTEROS-PAZ linking up with a webcast from the Colorado Museum where Mathew WATERREUS chaired as Div 2 MC, the presentation was impressive to say the least.

Alex supplied the following photographs of some the day's activities.



Following the webcast, a BBQ, then the Div 2 meeting, on a sunny day that is some impressive view.



Lunch over the show and tell commenced.



Martin and Nico have an extensive HO and N scale layouts under their home which Members did shifts to view.

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

Robin.

Meeting Show-n-tell.

~ SPECIAL ANNOUNCEMENT. ~

I dropped a blooper, my bad, should have been a gentler indication where I felt that a change of staff for the Div 2 editor be broached as I need to concentrate more on other issues.

Being editor has advantages to learning what Members are up to in the at home Show-n-tell.

I indicated that I could extend to June however, sooner would be more ideal to assist with the changeover.

If interested in the Div 2 The FLIMSY editor position for, please contact our Div 2 Supernatant: Stephen O'BRIEN.

Stephen O'BRIEN:

KD Uncoupling Tool

This useful uncoupling tool was present on one of the IO groups using a similar brand of dental product. The cheapest source is the Chemist Warehouse chain or your local Chemist, maybe Coles or Woolworths. No. 5 in the blue for HO scale and No. 0 for N scale. they come in plastic or bamboo handles, and they work too. The clear plastic tube protects the brush end.



John GILLIES:

Two recently purchased Tangent Scale Models 40' Pullman-Standard PS-1 box cars. The 40' PS-1 box cars were one of the most commonly built 40' box cars of the post-World War II era which popularised welded freight car construction with the majority having 6', 7' or 8' door openings. These models represent some of the relatively few (4,903) 40' PS-1 box cars built with 9', 14' or 15' door openings in the late 1950s and early 1960s. They are very accurate replicas of the as built prototypes.



MILW 30312 was one of 650 cars built in Milwaukee Road's second order for this type of car with a 9' door opening in 1961. The first 200 cars featured Superior doors while this car is representative of the other 450 cars delivered with Youngstown doors. These cars were used in timber products, paper, household appliances, machinery, and merchandise service.

The earlier 1959 order for 300 cars was similar with an earlier side sill and door opening design as seen here <http://www.rrpicturearchives.net/showPicture.aspx?id=2385681> after being modified to comply with revised safety appliance regulations introduced in 1966 that required ladder heights to be reduced and removal of running boards (roof walks) to prevent roof access.



NP 3241 was one of 400 cars built for Northern Pacific in 1960 with a 14' door opening and "combination doors" using an 8' plug door which provided a flush interior behind the door and a traditional 6' sliding door. These cars were primarily purchased for timber products and paper service with the wider door opening enabling forklifts to more quickly and efficiently load and unload the cars. During the seasonal grain rush period, the 6' sliding door enabled these cars to be used for grain loading and many of these and similar cars remained in seasonal grain service after larger capacity and heavier covered hoppers began arriving from the mid-1960s on branch lines with light rail and less well maintained track where the covered hoppers couldn't travel.

This type of car and larger 50' versions were very popular in the Pacific Northwest of the USA and Canada as well as the upper Midwest USA. John mentioned that the NP car shop in Brainerd, Minnesota built 1,250 somewhat similar cars between 1958-1960 which can be kit bashed from an Accurail model and some added detail parts. This blog post by John's friend Matt Sugerman provides additional information on the NP built cars <http://idahospanhandlerailroad.blogspot.com/2012/03/necessary-freight-cars-for-camas.html> and details the method John will use to construct his models of NP and slightly different Great Northern and Chicago Burlington & Quincy cars. John is currently gathering the remaining parts for these cars which were regularly seen in his modelling area.

Rob NESBITT:

Rob displayed some Japanese HO (1:80) models he has obtained from Australian eBay in the last 4 months.

- 1) 2 car DMU - made by TER (Tokyo Electric Railways). Very similar to a brass model, but the superstructure is tinsplate. Bought in damaged condition with a missing wheelset, has been repaired, and runs OK for something over 50 years old
- 2) #224 is an early Japanese prototype - unsure who made it. Looks very similar to WAGR, and TGR 4-4-0 locos
- 3) EF65 - Brass loco by Katsumi.
- 4) C51 - Brass loco by Katsumi
- 5) EMU - An early Kato model - no interior, and recessed glazing. Runs extremely smoothly
- 6) 4-wheel brake van. Another Kato model - and very recent production, as the glazing is flush, and the details are superb



Also 2 more structures from the Wagga Station - in the process of being painted.



They fit on the station platform like this





At home ~ Show-n-tell.

Trivia:

Rob NESBITT found this piece of trivia: 85 years ago, MR wanted to go metric!! You could have knocked me down with a feather. I was aware that Linn Westcott in the 1970s did write an editorial about adopting the metric system, but USA politics pulled the plug.

ANSWER: last page

Rob NESBITT:

Yesterday afternoon, I had to imagine a construction technique for the cupola on the roof of the Gents Toilet block. Something that I had no measurements for - lots of failed attempts, as the initial efforts didn't look right. It has taken over 3 hrs and I hope to finish it later today.



Rob's blog <http://buildingwagga.blogspot.com/> for the updates

Ian BARNES:

The previous issue of The Flimsy reported on a potentially horrific helicopter crash on Cathedral Mountain. Luckily, no passengers were hurt. Police sources report that the RMC are rapidly closing in on the alleged pilot, The Nameless One, last seen lurking at a nearby model railway club facility, flogging a helmet.



Our on-the-scene-reporter can now substantiate the minimal damage from the crash with this photo taken by an innocent bystander who was narrowly missed by the errant chopper. But now, the mystery is that, in the photo, although the passengers appear unhurt, the chopper appears to have no pilot. Serious questions are now being raised as to how the Cathedral Mountain resort management allowed the helicopter to leave Banff without a pilot at the controls.

Matt SEMENAS:

This month I would like to cover two topics; first the absolutely final chapter of the Ski Hill at Cathedral Mountain and then cover a couple of new additions to my fleet of locomotives.

1. Recovery of Operations from Heli-skiing Helicopter Crash by the Nameless One

You may all recall the major catastrophe we had when the Nameless One crashed the Heli-skiing Helicopter. Fortunately, we were able to recover the helicopter and are now back in operation as can be seen from this photo.



To assure we do not encounter incidents of this nature again and just like all government regulations we are going overboard with new guidelines. The Nameless One is banned from approaching the helipads in Banff and Canmore. He is also banned from the main ski hill and has been regulated to the small beginner's bunny hill at the back of the mountain that has a rope tow.

2. Recent Fleet Additions CPR #7021 Army Heritage Unit & #7022 Navy Heritage Unit

First Some Background on the Rebuild SD90Mac to SD70ACu:

In 2018, Canadian Pacific came to an agreement with Progress Rail to rebuild 30 of Canadian Pacific's long dormant SD90MAC fleet into a similar rebuild as what Norfolk Southern had done. The new Canadian Pacific SD70ACUs are numbered 7000–7029.

The Canadian Pacific units feature crew comforts and safety features such as the Progress Rail "Q cab," featuring an AAR control stand, an emergency access door located behind the conductor's seat, forward and inward facing cameras, an electrically assisted hand brake, and full-length window awnings. Also included are new control electronics, Mitsubishi AC propulsion components, NYAB CCBII electronic air brakes, and positive train control. These units are also equipped with Progress Rail's EM2000 Control System and FIRE display screens. Each rebuild will weigh 432,000 lbs., have a maximum speed of 65MPH, and be rated at 4500 horsepower. These units meet Tier 1+ emission standards.

On November 11, 2019, five units with commemorative military themes were released during Canadian Pacific's Remembrance Day Ceremony. These units are numbered 7020–7023, with 7024 being renumbered to 6644 (for the date 6/6/44) in honour of D-Day.

7021 represents the Army in Arid Regions and is painted in a Desert Sand Colour and features a modernized Army font like 7020. 7022 represents the Navy and is painted Royal Canadian Navy Shiplside Grey and Oxide Red and uses the correct naval font.

CALGARY, Alberta – Canadian Pacific has unveiled five locomotives honouring Canadian and U.S. armed forces. Each of the five rebuilt SD70ACU locomotives was painted in a different design inspired by various aspects of Canadian military equipment, both past and present.



Here are photos of the two units recently added to my fleet on the layout:







These units are made by Athearn Genesis and come with Soundtraxx Tsunami2 sound decoders. I was amazingly impressed with the details as good if not better than some of the Rapido and Broadway models. The sound system is fantastic as well I really like the start-up procedure with alarm bells sounding before the prime mover starts to engage and rev up. What I still can't believe with all the advances that have been made in sound decoders that the Tsunami2 still starts up as soon as power is applied to the tracks and if there is a brief short in the tracks it starts up again. I did find a Tsunami2 video that outlines how to change the CV coding to be able to maintain the locomotive in silent mode until you want to start it up, I have made those changes and they are reflected on the ops card below.

I also found that many of the sound effects such as sander valve, fuel loading, coupler and uncoupler sounds were set to low and you could not hear them, so I have done a fair bit of recoding. I have included my standard operations card for unit #7021 and on the back of the card I have a listing of all the CV I have changed from the factory settings.

#7021

CP – Army Heritage Unit

SD70ACu - 4500 hp

Athearn Genesis

Soundtraxx Tsunami2 Decoder

F0 – Headlight

F1 – Bell

F2 – Horn

F3 – Short Horn

F4 – Dynamic Brakes – Speed m/b 8+

Press once = light dynamic brake

Press again = heavy dynamic brake

Press again = back to light dynamic brake

Press again = exit dynamic brake

F5 – Lighting Effect 1 – Flash with F2 Horn

F6 – N/A

F7 – Dimmer Headlight

F8 – Mute Only see F26 F27 for Prime Mover Engine

F9 – Reduces Loco Engine Volume by 50%

F10 – Will Increase RPM to Notch 8

F11 – Brake m/h F12 on first – turn on/off

F12 – Brake Select turn on before F11 air comp will cycle

F13 – Couple/Uncouple

F14 – Switching Mode reduces throttle 50% &
momentum

F15 – Hand Brake use when stopped on / off

F16 – HEP Mode On/Off – HEP mode Engine goes to
Notch 6

F17 – Fuel Loading – fuel cap off fuel nozzle in & filling

F18 – General Service–Cab door open Firemen Ed works

F19 – Straight to Idle – downhill RPM goes to idle

F20 – Steam Generator for steam to rail cars on / off

F23 – “All Aboard” Announcement

F26 – Start Prime Mover Engine

F27 – Stop Prime Mover Engine

This is the back of the operations card showing all the decoder changes:

#7021

CP – Army Heritage Unit

SD70ACu - 4500 hp

Athearn Genesis

Soundtraxx Tsunami2 Decoder

CV Sound Settings – > Shows Changed Setting

CV 114 Auto Start entered 16 to stop auto start on track

Powering up.

Must use F26 to start Prime Mover Engine

Must use F27 to stop Prime Mover Shut Down

CV 128 Master Volume

CV 129 Horn 22

CV 130 Bell 85 > 24

CV 131 Prime Mover 150 > 110

CV 132 Air Compressor 100 > 255

CV 133 Dynamic Brake 125 > 255

CV 134 Radiator Fan 75 > 255

CV 135 Alarm Bell 60 >255

CV 137 Coupler 128 > 255

CV 138 Train Brake Apply/Release 128 > 255

CV 139 Brake Squeal 100 > 255

CV 140 Brake Release 70 > 250

CV 143 Poppet Valve 128 > 250

CV 144 Steam Generator 200 > 255

CV 145 Cab Doors 128 > 255

- CV 147 Relay Clicks 128 > 255
- CV 148 Emergency Stop 70 > 255
- CV 149 Uncouple 150 > 255
- CV 150 All Aboard 192 > 255
- CV 153 Clickety Clack 150 > 255
- CV 154 Sander Valve 10 > 255
- CV 155 Fuel Loading 50 > 255
- CV 156 Air Conditioner 20 > 255
- CV 157 Wrenches 50 > 255
- CV 158 Pneumatic Oilers 40 > 250

Warren BACKHOUSE:

Making catch points.



Ben FEATHERSTON:

The planned annual leave down to the South coast this year was being looked forward to and the weather wasn't too kind as the clouds opening up with heaps of precipitation causing the creek at the back of the holiday house to break its banks resulting in the residence being surrounded with water, resulting in 'a man's castle acquiring a moat', this resulted cutting the holiday short and returning back home and allowing the water creatures to take advantage of the newly acquired water feature situation.

Something to model.

**Answer to the amazing 85-year MR question.**

HO and OO gauges are essentially metric gauges, as they are derived from metric scales.

Every now and then English system dimensions are used, especially in OO gauge working drawings, which all seem to be dimensioned in inches.

Why should this be? Once in a while there may be a good reason for using inches, as for instance in a size for material which comes to inch measurements, but as a general rule since this scale is metric we feel metric dimensions should be used all the way through, thereby eliminating much confusion which exists in the mind of the beginner.

There's absolutely no need for ever worrying about converting millimetres to inches. Simply work in millimetres.

The last say.

Austerity Frugal & Recycle.

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

All eyes focused and listening to the Webcast from the NMRA Colorado Museum.



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.