

Highball!

OFFICIAL PUBLICATION 6TH DIVISION PNR

December 2021



A large crowd showed up to donate gifts to the Santas Anonymous van on Main Street, perhaps noticing the Royal Hudson that has arrived on the Alberta Midland Railroad to help with the Christmas rush. An unexpected visitor flies overhead in his sleigh pulled by eight reindeer.
(models and photo by Dennis Dreher)

*Happy Holidays from the Management
and Staff of **Highball!***

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

Hello everyone

Good to talk to you once again.

The following are just a few words as we approach the Christmas Season and are around the corner for all the upcoming events this spring.

The Division is planning on having a table at all the upcoming shows this spring. So come on down for visit as most of us have not seen each other in a while. I am especially looking forward to the Convention in Camrose this May. Finally we can meet face to face because in my opinion a Zoom meeting doesn't quite cut it for an AGM.

Full listings of all the upcoming events are listed on the events page in this issue of Highball! and they will be listed on the PNR website as well. Make sure you check them out.

In other news we have finally secured mini spikes for our Silver Spike Award plaques. After scouring all the museums in the west we found some in North Carolina of all places. A blacksmith down there makes them! So the last three winners will get their plaques very soon. Congrats again fellas.

In other convention news the Regional is being planned for Eugene Oregon so mark your calendars!

2021 Silver Spike Award – Peter Ulvestad

We are pleased to announce Rick Astle is the recipient of the 2021 Silver Spike Award.

Rick has organized the Carstairs/Olds Train Show single-handedly for many years. He is also a faithful Highball! reporter and has volunteered for several jobs such as Nominations Committee chairman for the 6th Division.

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 will consist of Rick Astle, Doug Johnson and myself. The

nominations committee is soliciting nominations for the 2022 award. If you know of an NMRA member residing within the 6th Division that you feel is worthy of this award, please email a committee member their name along with a short description of why you feel they should be considered. Nominations will close on March 31, 2022. All previous recipients are listed in the 6th Div Abridged History:

<http://pnr.nmra.org/6div/history.html>

Peter Ulvestad, 6th Div Assistant Superintendent
ulvestad@telus.net.

From the Editor – Rob Badmington

On again or off again. This pandemic is really starting to tick me off! For a while it looked like things were starting to go back to normal, and we could look forward to attending model railroad shows, meets, auctions, and sales. Then another variant shows up, a new wave starts, and our planned activities go off the rails. Through the fall, some events have gone ahead as

planned, albeit with some restrictions in place, and others have had to be postponed or cancelled.

The back page of Highball! lists a good number of events that are scheduled for the next few months in all areas of the Division. With luck, they will be able to go ahead, but be sure to check with the organizers close to the date to make sure things haven't changed.

In the meantime, many clubs are meeting regularly by Zoom, and some are getting together in person with the local COVID restrictions being followed. As mentioned before, Zoom meetings have turned out to be a great way to keep in touch with our fellow modellers. In fact, our horizons have been widened with virtual meets and club meetings. I recently presented a PowerPoint clinic to the Winnipeg Model Railroad Club, something that is very unlikely to have happened before COVID. But I still

want to get together in person with other modellers, and am really looking forward to the Spring Meet in Camrose in May. I hope to see you there too!

As usual, this issue of Highball! is stuffed with photos and stories shared by our fellow modellers. Thanks to all who have contributed to these pages.

Best wishes for a Merry Christmas and a Healthy and Happy New Year!

2022 Election Time in 6th Division – Rick Astle

During the recent 6th Division AGM held via Zoom October 6, 2021 I was asked by Ed Molenkamp if I would again chair the nominating committee as elections for the positions of Superintendent and Assistant Superintendent would be required in May 2022 at the Spring Meet in Camrose. I initially declined, however, reconsidered and called Ed to accept. At the same time I reached out to Ron Coburn and Doug Hunter who along with me formed the last nominating committee and they both agreed to serve again.

The division's bylaws outline the process for elections under article 5 and can be found at <http://pnr.nmra.org/6div/bylaws2015.html>.

These bylaws state in part: "Nomination for the offices of Superintendent and Assistant Superintendent shall be by the nominating committee of at least 3 people or by nomination by a minimum of 3 members. A letter of acceptance of the nomination from the individual shall be sent with the nomination or received within 5 days by the nominating committee chairman."

Our division has a substantial number of members with a significant level of knowledge and skill and I am sure some have wondered what the expectations of these roles are. The Division Superintendent's Guidebook located at <http://pnr.nmra.org/policies/> can answer those questions for you.

Are you the volunteering type? Do you volunteer locally with a model railroad group or another community

based organization? Do I have time, or can I make time, to volunteer? These are important questions to ask and the first two are easy to answer with a yes or no. The last question about time is the most relevant to volunteerism and will reflect in how you do the job. Some jobs require very little commitment of time (a few phone calls or a meeting or two) others require a larger commitment but in all cases the commitment given to the job is personal and govern by everyday events around you.

Do you know someone who would be a great candidate for one of these positions? Have you approached this person with the idea of a nomination? You may find the person receptive but unsure of their ability to do the job. Your confidence in that person may be all that is needed to unlock a talent the division didn't know about.

The NMRA and in particular the 6th Division PNR owes its success to all of its members in whatever capacity, from home layout builders to convention organizers and division officers. We will continue to flourish with those who are willing and able to step up to the plate.

Thanks for your service.

Rick Astle, Chairman
6th Div Nomination Committee
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Achievement Program Report - Doug Burton, 6th Division, PNR AP Chair

AP has been quiet but is starting to pick up a bit now. In the PNR there is a new executive structure that has been put in place for AP. The biggest change being that each Division AP director will have more responsibilities. The word judging has been replaced

with the word assessor. There are changes coming for certificates... Motive Power, Cars, Structures, Electrical, Civil, Dispatcher, and Prototype Models. These changes will make things easier mostly by having to submit less paperwork. There will also be changes to who can

assess all of the above. I am sure everyone will like the changes that are coming.

So in January I have a few certificates that have to be assessed and we need to go have a look at two layouts for Golden Spike awards.

I will report here in Highball! or I may send out an email to all members after our January PNR AP meeting giving further details on this.

If you have any questions send me an email.

Convention Report - Doug Burton, 6th Division Convention Coordinator

The 2022 6th Division Spring Meet in Camrose will be called the Rose City Meet, and will be held May 20-23 (Friday – Monday).

The event hotel is the Canalta Hotel, a new property on the west side of the city. A block of 25 rooms has been booked for our meet. Rooms are \$135 + tax.

<https://canaltahotels.com/hotels/canalta-camrose/> The direct phone number is (780) 672-7303

There is also camping at the Camrose RV Park <https://camroservpark.com/>.

Many details are still being finalized, so the fees for registration and the Saturday evening banquet have not been set yet. We hope to have the web page up shortly and all the other items finalized. We will be setting up E-transfer to accept payments for the banquet and registration.

There will be a pizza meet and greet at the Camrose Railway Museum & Park on Friday evening and Ops

sessions available on the Friday and Monday. Plans are being made for several clinics and the ever-popular 6th Division AGM. If you would like to do a clinic please let me know.

There will be a prototype tour to the BRR (Battle River Railway)

You will have to have at least 2 vaccination shots and maybe a booster. There are still issues with COVID and it is causing some of the setup for this to take longer than I would have hoped.

The Meet Committee

Chairman Doug Burton
Register Peter Ulvestad
Treasurer Dave Robinson
Events Ron Hillis
Editor Dave Halliday
Web Master Brian Small

News Items from All Over - Dale Sproule MMR

Here is some interesting stuff (to me) that I will pass along.

We have known about the significant damage due to the B.C flooding, no sense in repeating it here however here is a report on one of my favourite stop over spots on the way to Vancouver, the Quintette tunnels at Hope, B.C. (Source: "OKThePK", the only reliable Canadian Railway news spot that I frequent)

What Remains of the Othello Tunnels After the B.C. Storms?

The Quintette Tunnels at Othello, a popular B.C. tourist destination, have been significantly damaged after a series of storms caused enormous volumes of water to flow through Coquihalla Canyon Provincial Park.

Quite a bit of the access road to the tunnels has been lost. A number of large trees have fallen from slopes above. The tunnels have also seen significant destruction. The tunnels were built in the early 1900s by the Kettle Valley Railway as part of a rail link

between the Kootenay region and the B.C. coast. Chief Engineer Andrew McCulloch devised a route through the Coquihalla Canyon with four tunnels and two bridges in a straight line, saving a significant amount of time and money. The Quintette Tunnels, near Hope, became part of the Kettle Valley Railway's Coquihalla route. Unfortunately, the line was plagued with snow and rockslides.

On 23 Nov 1959 a 400 foot washout occurred just north of the tunnels. CPR closed the line and never reopened it. Today, the tunnels and the surrounding area are part of a provincial park. The tourist attraction is closed every winter. Many safety prevention measures that are normally in place have been destroyed or have been compromised by the recent floods.

The first two tunnels had a river running through them... a lot of the gravel that formed the base that people walked along has been washed away. The granite tunnels are still intact.

The park normally reopens in May, but it's unclear if that will be the case in 2022.

The Calgary Model Trainmen Club (CMT) continues to operate on a sign-up basis with sessions Wednesday night and Saturday and we have welcomed at least two new members through this crisis too. Members need to sign up in advance. I quite enjoyed the 6th Div business meeting held on line where at the end of the meeting Doug Wilson from Grande Prairie who passed away recently was remembered. The Camrose Spring Meet seems to be back on track, scheduled for the May 2022 long weekend.

The Calgary Model Railway Society was unable to hold their annual Slide Night in November but held their annual Fall Mini Meet and Annual General Meeting October 17 at the Glenmore Inn. Three live clinics, the AGM and a model display show that there is hope that events are opening up again. Just under 50 people attended the event. See the 10 model entries and other details at www.calgarymodelrailway.ca. Membership is still \$10 per year.

I read that the back portion of the CN Station in Winnipeg located in downtown Winnipeg at The Forks has become structurally unsound and will be closed at the end of 2021, putting the Winnipeg Railway Museum and their artifacts out of a home. This appears to be a permanent decision.

The CP Holiday Train will not run again this year but you can look at the 2020 virtual concert by going to (<https://www.cpr.ca/en/community/holiday-train>) then scroll to the bottom of the page and pick off the concert site. You will see great shots of 2816 under steam as part of the show.

Speaking of the Holiday Train, I saw a coin at the local Post Office commemorating the "CP HOLIDAY TRAIN" available at my postal outlet. This 50 cent piece in a nice package and envelope sells for \$19.95. Caption reads: "Since 1999, the CP Holiday Train has been raising food, money and awareness for local food banks across Canada and the United States and hunger related issues by hosting free holiday concerts each year in over 150 communities". A great Christmas gift!

At this time of year make sure you look out for the best (in my opinion) Christmas show called "Polar Express" that seems to appear at different theatres. I know it has been on TV countless times since its release in 2004 but really try to go to a theatre and watch it in 3D, absolutely amazing, the snow flakes are just in front of

your nose, the 3D effect is what makes the difference. I never get tired of going to the theatre to see the show in 3D

I attended (virtually) the Canadian Pacific Historical Association meeting on October 16 and with 63 other members from as far away as Australia, enjoyed three presentations, a short business meeting, and giveaways.

Members were reminded of the upcoming joint CPHA and GN Historical Association Convention in Nelson in September 17-21, 2022. This event was originally scheduled for 2020 but was cancelled due to COVID. I can report that while I wait for the CP Tracks magazine to arrive to give me hotel booking information for a room, the on-line GN site already has the special Convention code.

The GN site still lists information for the 2020 convention including advice to members to leave your firearms at home before arriving at the border. Convention hotel is The Prestige Lakeside Resort and Convention Centre 1-250-352-7222, alternate hotel is available at a lower rate.

Nelson is located in southern British Columbia along the CPR "southern main line", and was home to CPR divisional offices and a major yard for many years. At milepost 0.0 of the Boundary Subdivision, the city is situated on the west arm of Kootenay Lake and on Highway #3.

The 1979 NMRA National Convention held in Calgary, was memorable for many reasons and one person that is remembered by many was Bob Chait from Florida. Bob was a Dentist and his wife Joy was what is now called "Hi-Maintenance". As the years rolled by I found that they finally divorced and I ran across him at the Portland NMRA National Convention. I read that he passed away quite recently.

My layout suffers from "creeping rolling stock" around under the track Kadee uncoupling magnets. I was alerted to a great video on uncoupling ramps from the monthly June 2021 NMRA publication where the "DCC Guy" discusses this exact problem and solution using rare earth magnets. Look at "The Inconvenient Truth about Kadee Couplers" (<https://youtu.be/WhrekYDIQKU>)

FROM AUGUST 2021 SWITCHLIST: Preliminary planning is underway to host the PNR Convention in 2024, likely in the Lower Mainland of B.C. As well, the Board of

Directors is working to improve our “welcome” to new members and to retain existing members.

SEE YOU IN CALGARY, APRIL 9-10

FINALLY, it appears there will be a SUPERTRAIN 2022 Show. Wonderful news, details will be found elsewhere.

Area Reports

Sedgewick, AB – David Halliday

Hobby shop owner passes away

David Zinck, the operator of the hobby shop business in the Sedgewick IDA Pharmacy, died in October. He was 69. As a train buff, Zinck had built up a considerable inventory of HO and N model railway items. The store also carried a good selection of plastic car and truck models.

When I spoke to Zinck about six months before his death, he said the pharmacy was for sale and he and his pharmacist wife, Judith, planned to sell and retire. The

hobby inventory was being sold off to make the pharmacy easier to sell as the new owner might not want to be in the hobby shop business.

The model train inventory is being sold at below wholesale price. Before visiting the store, phone 780-384-3528 to check store hours and how much model train stock is left. The store is open Tuesday to Friday from 9 a.m. to 5 p.m. but is closed Saturdays until further notice.

Edmonton – Edmonton Model Railroad Association – Rob Badmington

Members of the EMRA continue to work on projects to complete the interior of the addition to the club building at Fort Edmonton Park. Planning for the eventual extension of the Monashee Pacific Railway is underway. A new and improved Vernon Yard for the North end of the railway will be included.

On October 2 the EMRA celebrated its 75th Anniversary with a Zoom virtual get-together. Over 25 past and present members joined in, including several who have moved to BC. A PowerPoint slide show was presented with photos covering club activities almost from the

beginning. Included were the several layouts the club has constructed over the years, as well as members participating in numerous 6th Division Spring Meets. A highlight was the appearance of many of the club T shirts that have been made over the years. One of our former members was even wearing his original 1979 “Spike” shirt for the celebration. Congratulations to Scott for still fitting into it!

The EMRA has held several operating sessions for members during the fall, with the layout performing well.

Lethbridge – Paul Smith

The Southern Alberta Model Railway Club has had a quiet fall/early winter. We have not been holding regular meetings since late September due to the current restrictions. Small groups of members have been going over track issues and speed-matching locomotives for our N scale layout, while others have been performing track

maintenance and scenery work for the HO scale layout. We've also worked on lighting and electrical projects for our clubhouse. The club hasn't made any plans concerning 2022 as of this time, and we unfortunately can't have visitors yet. We would like to wish Highball! readers all the best for the season and the coming year.

Moose Jaw - Thunder Creek Model Railroad Club - Greg King

The annual show is tentatively scheduled for Mar 19-20, 2022 at the Western Development Museum in Moose Jaw, subject to future COVID restrictions.

Our club is still not allowed in WDM – discussions are ongoing to determine future requirements. Following are some of the projects members have completed.

Bill Ash scratch built the Corner Gas scene on his N Scale home layout, as well as the used car lot.



The pictures from Jim Carr show an N scale scene below our HO scale tracks on the club's travelling modules



The club owned scene set up in the main lobby of the Moose Jaw WDM.



Olds - Didsbury – Carstairs - Rick Astle

Mountain View Model Railroad Club was very disappointed when the Government of Alberta instituted new restrictions just before our show and as a consequence we were unable to continue knowing that reduced indoor numbers would mean a significant loss was possible.

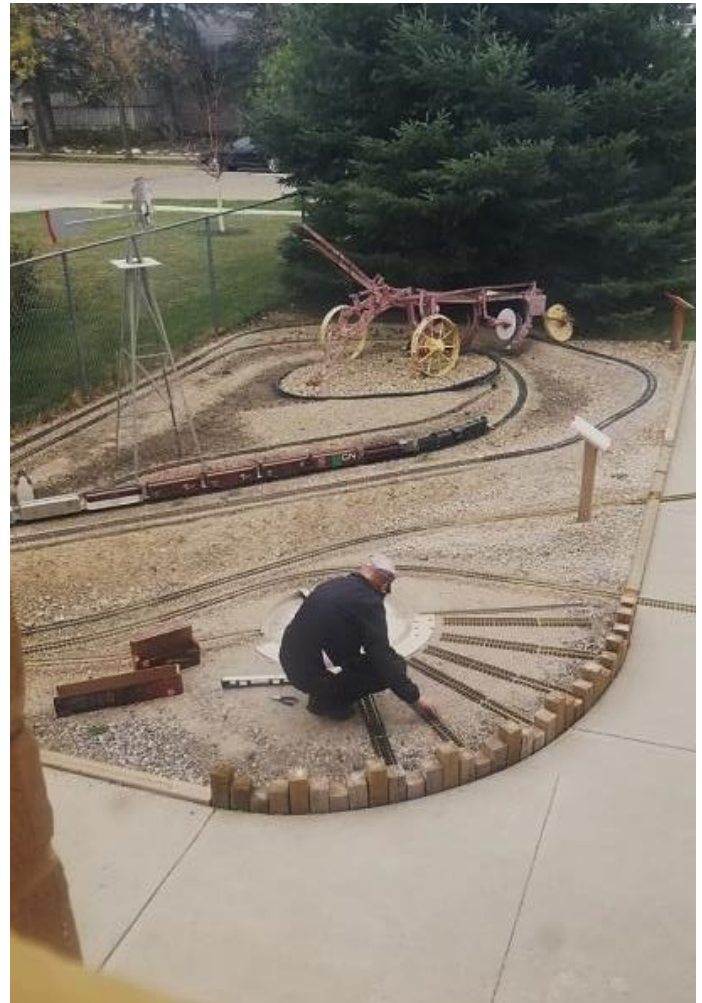


September wasn't a total loss with the Mountain View Arts Festival happening September 11 and 12 and our garden train was a huge attraction. We ran multiple trains on two independent loops of track on both Saturday and Sunday to the delight of many children of all ages. This picture shows one train on the upper track loop and two trains running back to back on the lower inner loop.

We have run trains every Saturday since when the weather was favorable. This picture shows work being done to determine roundhouse layout as well as the two tracks which cross the sidewalk to a temporary loop on the museum's front lawn. We hope to continue with the outdoor activities until the snow arrives at which time we will move our focus on to our indoor HO layout on the second floor.

We operate mostly dead rail as the cleaning of more than 400 feet of track would keep us busy and we only have

one locomotive that requires power. Providing the weather is decent and the snow load not too terrible, we hope to offer a short Christmas Train the week before Christmas.



Have a great season of model railroading and remember our club layout can be seen by appointment when the museum is closed. Just call Rick @ 403-507-3314 to arrange a viewing.

Airdrie / Iron Horse Park – Greg Orme

By the time you read this the dust should have pretty much settled out on yet another year. Our neighbours to the west in BC once again saw forest fires rip through their province resulting in smoke drifting into the cities of Airdrie and Calgary and now they are just recovering from severe flooding.

Other than the smoke we had a pretty good summer here at Iron Horse Park except for the lack of

precipitation. There wasn't a lot of hours needed during harvest this year.

This was also our first year to offer a Steam Engineer training program and it was a great success. With the addition of the successful graduates we were finally able to put our Mikado to work which was a big hit with our visitors.

With being open for almost a full season our ridership was close to what it had been in pre-COVID times and there was a glimmer of hope that we would be free of most of the restrictions by October.

Three additional storage tracks have been added to our Car Barn which now frees up some needed extra track space in the loco shed.

Other than some final ballasting, the Shuswap Sub also saw some traffic this season on a couple of occasions, utilizing the new signaling system between our Mountain Subdivision trackage. The next step is to develop an operating plan to safely integrate the two subdivisions for our Sunday run days. This will allow for continuous running from one subdivision to the other.



We were very fortunate to have a grain elevator donated to us from the collection of Einar Franson of High River. He was featured awhile back on CTV and CBC. Each elevator he built was modelled after elevators that existed in Saskatchewan and Alberta, the replicas are crafted to scale — usually at an inch to the foot — and each took about 150 to 200 hours of labour.



Sadly this year we saw two of our members lose their courageous battles with cancer. Jim Swan had been a member since 2015 and had taken on the responsibility for keeping all the grass cut throughout the park.

And Joe Purves who loved to work around the park trying to keep the weeds at bay since becoming a member in 2006. They both will be sadly missed.

By the time Thanksgiving rolled around we were pretty much worn out from trying to operate with reduced crews.

Our annual Halloween run this year had to be canceled due to added COVID restrictions and it was felt by our members that it was better safe than sorry.

These Halloween runs are normally for the benefit of the Airdrie Food Bank. In past years this event was always a great success with normally over 800 riders. Anyone dressed in costume or who made a donation to the Airdrie Food Bank was rewarded with a free ride. So in lieu of collecting food donations this year the club donated \$1000.00.

We are optimistically looking forward to operating our yearly Frostbite Run on Family Day in February and hopefully attending SUPERTRAIN shortly thereafter.

Our opening day for the 2022 season will be on the Sunday of the May long weekend.

It's no secret as much as we hate to say it we are not getting any younger and that holds true for most of our members here at Iron Horse. This coming season we are hoping to have a membership drive and maybe, just maybe, add some younger members to our list.

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 Web site.

With this being the last report of the year I would like to wish each and every one a Very Merry Christmas and a Happy, Healthy and Prosperous New Year.



Until next time, Happy Railroading.



The crew moving cars over the double bridge sees a red glow above. It is Santa and the reindeer. All work stops as the sleigh just hovers as Santa gives the workers a wave then off he goes.

The Alberta Midland Railroad seems to have several sightings of this Christmas spirit.

(models and photos by Dennis Dreher)



European Trains – David Halliday, Camrose

Krakow, Poland – An added attraction of a trip to Europe is making at least part of the journey by train.

The passenger rail network in the United Kingdom and Europe is far more extensive than it is in North America. From the Channel Tunnel to driving the train right onto a ferry in the Baltic, there's almost no limit to the ways train travel connects communities in Europe.

For example, it's possible to take the train between London and Stockholm entirely by land by using the Channel Tunnel and the Oresund tunnel and bridge connection between Denmark and Sweden. But there's also the combination of ferry and train – on a trip from Hamburg, Germany, to Denmark, the train went to a harbour on the Baltic and rolled straight onto a ferry and, a little later, rejoined the rails when the boat docked in Denmark.

The Eurostar train that connects London and the European continent through the Channel Tunnel is one of many high-speed trains available to travelers. However, speed can come with a price.



On a recent visit to Poland, the fast train from Krakow to Warsaw was more than twice as expensive as the slower train that took about an hour longer. Instead of arriving at the new Central station, the slower train stopped at a commuter station about a city block away. And, it provided an opportunity to see the Polish countryside and communities along the way. The train was comfortable and much newer than most of the passenger trains we're used to seeing in Canada.

Train fares, excepting the Eurostar and a few others, are usually reasonably priced where the ticket price is subsidized from tax revenue.

Unfortunately, the presence of COVID and travel restrictions made train travel less attractive this year.

A major difference between European train stations and what we're used to, for example, in Edmonton is the sheer size of the stations and the number of services and businesses in the stations, whether it's London, Stockholm or Warsaw. Restaurants, convenience stores, bars, book stores, souvenir shops and newsstands – the list is nearly endless. In Warsaw Central, you can watch the trains departing while sipping coffee in the Starbucks, a level above the tracks.

Krakow offered a different experience since the original station building has been converted into a museum. The platforms at Krakow Główny station are behind Galeria Krakowska shopping centre and access is from the basement level of the mall. However, elevators make it easy to get luggage to the platform level. We've seen passenger stations in the basement in Alberta -- the main Edmonton passenger station was in the basement of the CN Tower until it was moved next to the former Municipal Airport area. However, the CN Tower basement didn't offer the glitz of the Galeria.

Whether it's London, Paris, Moscow or other cities, one thing to keep in mind is that many of the railway stations are terminals. That is, trains start or end their journey in these terminal stations – they don't go through. So, it's necessary to know which station to go to catch your train, otherwise you may have pay for a taxi or use public transit to reach the correct station.

During an earlier stop in the trip, I found the Budapest West station was under renovation and hidden behind scaffolding and protective netting. That was a disappointment as I wanted to see the exterior of the building since the designer – Gustave Eiffel – is best known as the designer of the Eiffel Tower in Paris. The Budapest station is just one of many structures he designed in his career.

While we know railways for providing passenger and freight service, a visit to Krakow provides an opportunity to see how an evil Nazi leadership created one of the darkest moments in railway history. Tours of Auschwitz and the Birkenau death camp are available from Krakow. More than a million people were murdered at Auschwitz-Birkenau as part of the Holocaust – a crime that would not have been possible without using railways to bring Jews and other people in box cars and cattle cars to the death camps.

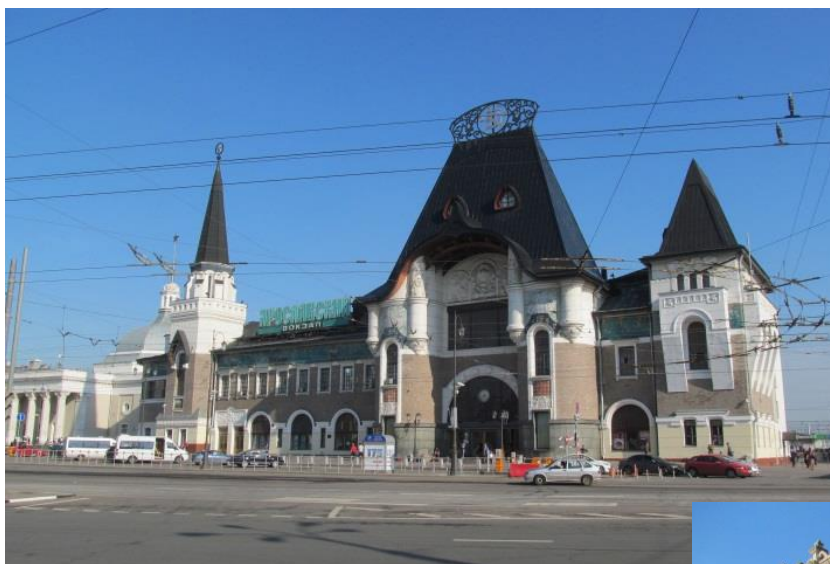
Although there are many similarities between the railway systems in European countries such as the high-speed Pendolino passenger trains, there are some differences in standards between them as well. For example, in London there are constant reminders over the public address system in the subway to “Mind the Gap” between the platform and the car so no one gets a foot caught. However, during a trip from St. Petersburg to Moscow a few years ago, I had to conclude that Russian rail travelers need to be wary – there was a gap more than a foot wide between the platform and the rail car. A misstep there would have provided a nasty fall as the platform was several feet high.

As always, I’m looking forward to the next European journey when COVID is under control and I can travel further on the train.

Pendolino High Speed Train



Some scenes from Moscow (photos by David Halliday)



Yaroslavlsky station in Moscow is one of three located on Komsomolskaya Square and sits next to Leningradsky station. Yaroslavlsky is the station for the Trans-Siberian railway line to Vladivostok.

Kazansky Station is located across the street from the other two stations on Komsomolskaya Square. The three stations are among nine main railway stations in Moscow.





A commuter train in Moscow, parked on a line near the three stations.

Model Railroad Collection for Sale

In late July in response to a flyer put up in Torrington for the Carstairs Show which ultimately had to be cancelled I received a phone call from Bernice asking for some advice on selling off a collection of model railroad equipment of her late husband. Bernice had indicated she had no idea what it was worth or just what was in the collection. I met with Bernice to view the collection and found much of it is new in the box and represents HO, O and O-N-3 material.

Another member of the Mountain View Model Railroad Club and I arranged to meet with Bernice at her rural property to further investigate all the totes as well. We each purchased some HO items as well as some tools.

I later returned to pick up one additional item and at that time took some pictures and said I would share the information with visitors to the Carstairs show. Since the show was cancelled I am now sharing this information and pictures through Highball. Bernice lives on a remote rural property and as such I have offered to be the liaison between her and any potential buyer. My goal here is to see that Bernice receives fair value and the buyer is negotiating in good faith. I will not interfere in negotiations as there must be mutual agreement between seller and buyer with respect to any deal reached.

For those who are interested please contact me through email or phone and we can arrange a mutually agreeable time to visit.

Rick Astle
ve6rla@gmail.com
 Home 403 556 8121
 Cell/text 403 507 3314





Sylvain Duclos of Cochrane AB has created some very believable scenes by blending detailed foreground scenery with photographic backdrops.



Colorado and Southern Stock Car – Roger Walker MMR

This C & S stock car is an On3 kit from San Juan Model Co. The kit is styrene and engineering plastic, and the challenge is to make it look like wood. In the photos, the sides and ends are styrene – I have replaced the styrene deck with individual boards. Note the ratty ends of the boards – I could not do this with the floor as supplied because it was cast in a very brittle plastic that could not be distressed or bent.

The styrene walls were “perfectly” cast with parallel, sharp edges and corners. The outsides of the walls had a subtle wood grain embossed on the boards, but the interior was smooth. I first shaved some of the edges of the boards to make them more rounded and weathered. This shows as shiny streaks in the photos, and I need to apply some Tamiya Clear Flat. I then scribed wood grain into each board, inside and out, using the tip of a #11 blade. I also cut a few slightly deeper “splits” that you can see on the main letter board, and the lower side plank. When I was happy with the textures, I airbrushed inside and out to achieve a weathered gray colour. When dry, I airbrushed the outsides with slightly faded boxcar red. When dry, I used steel wool to remove some of the boxcar red, to show the weathered wood underneath. Prototype photos showed some of the upper boards had significantly blackened, and I used PanPastels to darken some of my boards. When totally dry, I airbrushed with Clear Flat.

I applied the decals as instructed, using lots of Solvaset. When dry, I used a #11 blade to cut wood grain through the decals. More Solvaset. Then I sanded gently with very fine steel wool to help remove the decal shine, and to very gently remove some of the lettering, to make it look more weathered. I then ran a wash of very dilute Black over the lettering, to remove the stark white colour. Finally, another airbrushed coat of Clear Flat removed the last of the decal shine.

I am happy with the result, and I am in the process of throwing out the brittle plastic roof and replacing it with individual wooden boards. Then I will tackle the underbody, which is relatively easy using the San Juan castings. I’ll send some photos of the finished car, but don’t hold your breath – it will be a few weeks.



Upcoming Events in the 6th Division

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

Note: All events are subject to modification or cancellation due to pandemic restrictions in effect at the time. Please check with the organizers close to the event date.

February 26-27, 2022 (Sat-Sun), Saskatoon, SK

Prairie Rail Workshop Model Railroad Club is holding its 37th Annual Train Show at the Western Development Museum. The show times are Saturday 9am – 5pm and Sunday 9am – 4:30pm. For additional information please check our Facebook page or email us at allaboardtrainshow@gmail.com

March 19-20, (Sat-Sun), Moose Jaw, SK - tentative

Model Train Show. Sponsored by the Thunder Creek Model Railroad Club. Western Development Museum, 50 Diefenbaker Drive. The museum is open from 10 a.m. to 5 p.m. Info:- www.tcmrc.org

Mar 26 (Sat), Edmonton, AB

MMRF Spring Swap Meet: Central Lion's Senior Citizens Recreation Centre 11113 113 St. 10AM-2PM, Admission \$3. Info:- Ric Francoeur, swapmeet@mmrf.ca Ph. 780-458-1032 www.mmrf.ab.ca

April 9-10, 2022 (Sat-Sun), Calgary, AB

SUPERTRAIN 2022, Canada's Largest Model Train Show. 9 AM to 5 PM both days. Genesis Centre, 7555 Falconridge Blvd. NE, Calgary. Info:- www.supertrain.ca or email to info@supertrain.ca

May 11-14, Eugene, OR

Make Tracks to Eugene - PNR Regional convention. Valley River Inn. Info:- pnr.nmra.org/1div/Eugene2020/home.htm

May 20-23, 2022, (Fri-Sun), Camrose, AB

Rose City Meet - 6th Division, Pacific Northwest Region, National Model Railroad Association, Spring Meet. Clinics, Op Sessions, Show & Tell, Prototype Tour to Battle River Railway, and Layout Tours. At the Canalta Hotel Camrose.