



The Extra

Division Seven Newsletter

Volume 5, Issue 1
9 January 2016

From the Editor...



Happy New Year and welcome to the January edition of *The Extra* for 2016.

This issue brings a report on the Division 7 Christmas Party and train trip to Robertson. It also brings more of Donald Davis's travels through the USA.

If you are interested in changes or new topics please let me know. Like all editors, I am always seeking contributions for *The Extra* so please pass contributions to me at meetings or email them to me at: dohearn@internode.on.net

All contributions will be gratefully accepted.

-by David O'Hearn

January Meeting

January Meeting—On Saturday, 9th January 2016, a visit to the Tram Museum at Loftus. Members are invited to roll up from 11:00 am. There is no formal meeting planned for the day.

Next Few Meetings

February Meeting—On Saturday 13th February 2016, a visit to two layouts at Bowral:

- The Banbury Connection layout—see <http://banburyconnections.weebly.com/> at 11:00 am at 1 Sheaffe St, Bowral, NSW, 2576
- The Newcastle-Fassifern Railway—see <http://www.newcastle-modelrail.com/index.html> at 1:30 pm at 21 Yean St, Burradoo, NSW, 2576

Both locations are about 5 minutes apart.

There will be articles on both of these layouts appearing in either this issue or February 2016 issues of *The Extra*.

March Meeting—On Saturday, 12 March 2016 at Peter Jensen's home, 13 Anne Close, Narara. The Div 7 meeting will commence at 2:00 pm with the Aus-

tralasian Region Annual General Meeting commencing at 3:00 pm. The AGM involves presentation of the reports. The results of the biennial elections for Office Bearers and the voting for a Special Resolution will also be announced at the AGM.

Peter models the Rutland Railroad set in the New England region of the USA.

April Meeting—On Saturday 9th April 2016 commencing at 2:00 pm at Sam Mangion's place at 164 Buff Point Avenue, Buff Point NSW 2262. Sam has a great NSWGR-based HO scale layout called the Buff Point Branch. There is a video of Sam's layout on our NMRA web site at:

http://www.nmra.org.au/Layout_Tours/Sam%20Mangion/indexB.html

Division Seven Roles

Superintendent	Les Fowler
Treasurer	Sam Mangion MMR
Hospitality Manager	Jack Parker
Editor	David O'Hearn
Presentation Manager	John Sterland
Moose Wrangler	Paul Marrant MMR

Division Seven Meeting

December—

Robertson Train Trip

The December Meeting was our Christmas Party on Sunday 13 December 2015. It consists of a heritage train trip to Robertson followed by lunch in the delightful Robertson Inn and return travel to Sydney.

Everyone was pleased and surprised that we were allocated a first class carriage at central. The train was pulled by heritage diesels 4464 and 42101.



Action in the first class carriage

On arrival it was a short walk to the Robertson Inn for lunch. There was a wait for lunch (obviously in the vain hope of increased alcohol sales) then lunch was served.



Passing Otford



Hungry Members waiting for lunch!

After the lunch, Les Fowler presented 25 year membership plaques to John Lee, Julian Israel and David Latham.

After lunch we boarded the train for the return trip to Central where many slept off the lovely lunch or enjoyed each other's company.



John Lee receives his 25 Year Plaque



Julian Israel receives his 25 Year Plaque



David Latham receives his 25 Year Plaque

- Report by David O'Hearn, Photos by Kelly Loyd

Early Planning for the February Meeting

Next February 13th, we will again get the opportunity to see and marvel as we visit “Banbury Connections’ in Bowral once again , now 25% bigger than it was at our visit last year. Dick Day has been very busy and the railway has now been extended to Birkenhead-Woodside, now having 5 peninsulas , the new one having stations for Shrewbury, Chester General , Wrexham General , Port Sunlight , Wellington and Welshpool. <http://banburyconnections.weebly.com/>

This layout will be available for viewing from 10.30 - 12 pm on the Saturday , then there is a 1 ½ hour gap for visitors to get lunch in Bowral before we travel down the road a few kilometres at 1.30 to visit a new layout - Newcastle – Fassifern Railway and there hold our February Meeting from 1.30-3.30pm.

This layout is still in its infancy , but 50% of the track has been laid covering an area of 30 square metres, now upstairs in a new house different to that shown in this video - <https://www.youtube.com/watch?v=IE5yjcZir-I> Yes the whole layout was dismantled, moved and reassembled in three days in September.

Take the opportunity to visit the Southern Highlands and to see both of these large layouts on February 13. Perhaps even stay overnight and visit the historic remnants of the Joadja Shale Railway town just to

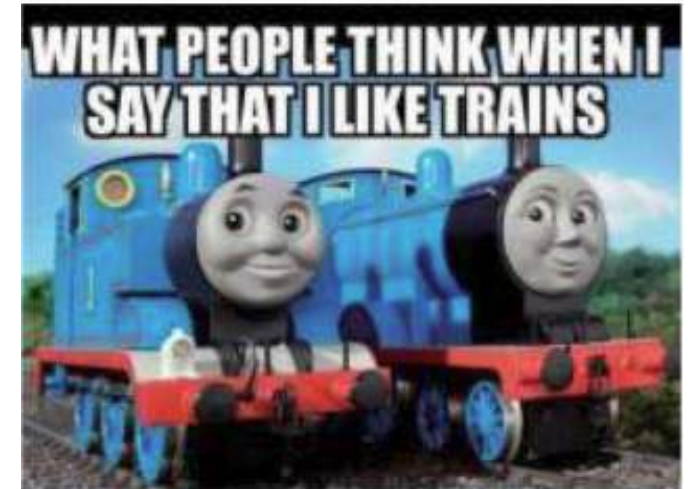
the west of Bowral or perhaps if I could arrange it , visit the Governors Dining Room at Moss Vale Station which I was involved restoring in 1988 , but is now closed to the public.

- Peter McGuire



Our AP Manager hard at work on the next AP submission

The hobby of model trains...



Donald and Janette's Tour of the USA

The Dalles OR

The Dalles OR 22 /9/2014

Leaving The Dalles we headed for Bend OR on Hwy 197 along the way there was a work train on the shore line of the Deschutes River near Maupin as it was not a safe area to leave the car Janette only used the video. Travelled on to the John Day Fossil Bed National Monument Painted Hills Unit although a long way from anything it has very colourful ground colours. We then headed for Bend without seeing any rail traffic where we stayed overnight.

Next day we headed for Mt Shasta CA on Hwy 97. We next went to Crater Lakes National Park which is



BNSF 235 SD75M at Klamath Falls OR

a large lake in the top of an extinct volcano then travelled to Klamath Falls. Driving down to the sta-



BNSF 7029 GE ES44C4 at Klamath Falls OR

tion we came across the most mainline rail movements in days there was BNSF 2357 & 7029



**U.P. 5275 GE AC45 CTE & U.P. 4602 SD70M
at Klamath Falls OR**

shunting in the yard and two U.P. locos 5275 & 4602 and U.P. 7828 deep in the yard at the head of a train.



**SPMW 8000 50 Ton Ohio Locomotive Crane at
Klamath Falls OR**



**U.P. 872,8648, 8068 SD70AC & 5694 GE AC44c
near Dorris CA**



**U.P. 5466 GE AC45 & 4136 SD70M operating a
work train at Dorris CA**

The Dalles OR

(continued...)

Falls we headed for Dunsmuir CA as we crossed the border we spotted a train coming along behind us so found an farm access road and waited for it, a UP with Locos 8732, 8648, 8068 & 5694 we then continued on to a small town called Dorris CA where there was a



U.P. 5955 GE AC44CW & 8574 SD70M on mixed freight Mt Shasta CA

lot of rail activity the work crews were starting to unload a work unit it had U.P. locos 5466 & 4475 working the train. We travelled through Weed CA which had nearly half the town wiped out by bushfires several weeks before then continued on to overnight in Mt Shasta.

The next day travelled up to MT Shasta looking to see if any snow had fallen but none had. Spent a couple hours trackside but only one train came through U.P.

5955 & 8574 with a mixed freight. I went down to Dunsmuir to visit a friend Bruce Petty. Bruce and I meet up with John Signor and another modeller and did a walk through the Dunsmuir yard where there



25 U.P. EMD SD 90-43MAC in storage Dunsmuir yard CA

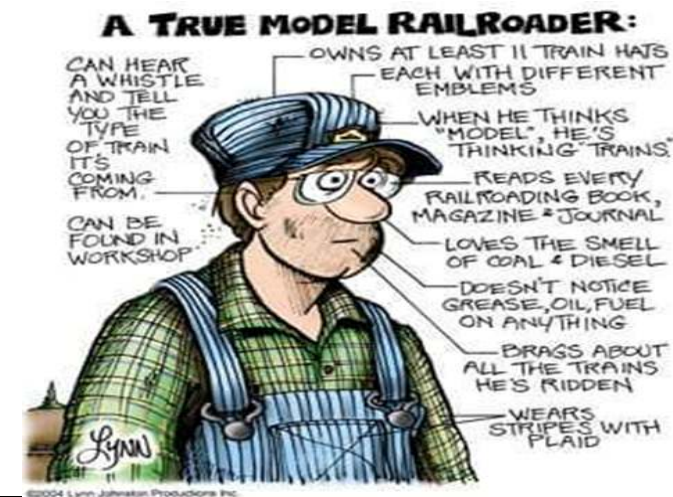
was a work crew replacing track also there were 25 U.P. EMD SD90-43MAC locos stored due to that they did not conform to California pollution laws. We then went to John Signor's to look and run his layout the "Southern California Railway" that night Janette and I had dinner with Bruce and Cheryl and operated his layout the "Los Angeles & San Fernando Valley Railroad" There are articles in the Volume 3 Issue 12 and Volume 3 Issue 11 of the Extra.

Locomotive History

- BNSF 235 SD75M, BNSF 8235, Built as ATSF 235

- BNSF 7029 GE ES44C4, Built as BNSF 7029
- UP 5275 GE AC45CCTE, Built as UP 5275
- UP 4602 SD70M, Built as UP 4602
- UP 8732 SD70ACe, Built as UP 8732
- UP 8648 SD70Ace, Built as UP 8648
- UP 5694 GE AC44CWCTE, UP 5466 GE AC45CCTE
- UP 4475 SD70M, Built as UP 4475
- UP 4136 SD70M, Built as UP 4136
- UP 5955 GE AC44CWCTE, UP 8574 SD70Ace

- story and photos by Donald Davis



Modelling Faded Paintwork using Pan Pastels



This article is extracted from a blog on using Pan Pastels.

We are going to cover a much talked about subject, fading. This is the effect of the sun on real prototype paint which causes the color to change to a lighter shade or in some cases "pink out".

Soot and dirt will make some colors go much darker, in the case of the Burlington's 1958 chinese red boxcars that look almost boxcar brown when viewed in the late 70's. This type of fade would be simulated with a wipe of [PanPastel® 740.3 Burnt Sienna Shade](#).

Equipment painted in the transition era had a mostly lead composition and took quite a while to fade. Locomotives and freight cars painted starting in the late



60's were required to use a paint or coating using less or no lead. This gave us a different chemical change due to the elements. The colors were also much brighter and varied. Remember the 70's? My Mom's house had a fridge that was two-tone brown and around the corner, red and gold foil wall paper in the hall. Those brighter colors like Rock Island Material Service Red, Light (aka. Bankruptcy) Blue, Railbox Yellow, Conrail Blue and BN Green gave us a much wider palette to work with and they faded into some interesting pastel shades. Hey we're working with PanPastel so this should be easy. Recently in the model world much of the available rolling stock is now pre-painted and built up. The manufacturers give us nice paint jobs most of the time but for purists there is room for correction. So for example, I have a group of Burlington open hoppers that are painted Boxcar Red. The actual cars were painted in Mineral Red which had a redder or more orangey tone. I was happy, at the time, to weather them with my airbrush and hope I didn't notice. Years later with PanPastel in my life, I

found **380.3 Red Iron Oxide Shade** that looked much closer to the color I wanted. Unlike an airbrush, PanPastel with a Microbrush® or small [Sofft Tool](#) can get right up to the white lettering without obscuring



A Prototype. A style of composite railcar is this CB&Q Ballast Hopper in Chicago Ridge about 1974. Photo ©Rob Manley



A Model. This is our first subject, a Proto 2000 War Emergency Hopper. Here is the cleaned up car with the PanPastel and Sofft Mini Applicator

Modelling Faded Paintwork using Pan Pastels (Continued)

The car was scrubbed down with a Mr. Clean® pad to remove the previous airbrush weathering. Then the model was washed with Dawn and water. A Flat finish of Model Master® was reapplied to the car. *Note: this applies to all models.*



Here I am applying the **380.3 Red Iron Oxide Shade**. You can start to see the difference between the steel cross frame members and the top and bottom sill. I should point out this car represents a War Emergency HT-8, 55 Ton hopper. The horizontal lines represent wooden boards that were used instead of much needed steel for the WW 2 war effort.



I am using the edge of the Soft Knife with Cover (FLAT) to draw in the outside braces.



Don't worry about going over the edge. We'll clean it up to the edge of the braces later. I applied the overall color with the Soft Knife with Cover and now I am using the stiff bristle artist oil painter brush on harder to reach details and panels. Lightly, as in **no pressure**, drag the brush over the pan surface to acquire the color. Don't scrape the pigment out of the pan, it was designed to stay in its house.



Don't forget to do the slope sheets hidden in back of the ladder uprights. See how close with a large brush I was able to get to the lettering. I also use the Papermate® White Magic Eraser * to clean up the lettering and car number. (*Available at most office or art supply stores).

I can remove the excess pastel over the white lettering with my Papermate® White eraser. I can even clean up some of the **380.3 Red Iron Oxide Shade** from the boards. WHY? Because I will weather the boards to a silvery gray to resemble a sun bleached wood color or



Modelling Faded Paintwork using Pan Pastels (Continued)

a darker brown to represent wood with deeper grains.



Colors used were **820.5 Neutral Gray** and **740.3 Burnt Sienna Shade**.



The Burlington painted its trucks the same shade of Mineral Red as the freight car body. The model trucks were originally painted a dark brown or weathered black (really dark gray). I have reaccentuated the truck color with **380.3 Red Iron Oxide Shade**. The sides of the hopper discharge bays were highlighted with **380.3 Red Iron Oxide Shade**. You can use the **013 Pearl Medium-Black Fine** on the bays to represent coal dust and the journal bearing covers on the trucks to simulate leaking grease. The bearing on the left hasn't been treated here. Now this hopper took me about 4 or 5 minutes to do as I was photographing the various steps for the blog. With all the colors and brushes at hand you can cut the time in half. Not bad if you have to do a fleet of hoppers. Remember not all your hoppers will be composite wood and steel.



The cast resin coal load was painted with a Flat Black acrylic paint and when dry covered with **014 Pearl Medium-Black Coarse**. This will give you a realistic and impressive SPARKLE. In a moving train it is just so cool to see.



Now you can see the sparkle on the coal. I can overspray the new color with a Flat Finish if the model is frequently handled or not if the model always stays on the layout. It depends on how often you handle the cars. You should ALWAYS start with a dead flat finish. The sparkles will matriculate to the car sides if untreated so an overspray of the top of the car will keep it neater.

A last thought from the Editor...

