



# *The Extra*

## Division Seven Newsletter

Volume 5, Issue 2  
13 February 2016

## *From the Editor...*



Welcome to the February edition of The Extra for 2016.

This issue brings two great articles on the layouts we will visit on Saturday 15th February at Bowral. It also brings more of Donald Davis's travels

through the USA and another great weathering article. I have also started a new short series on when good engines go bad and become jinxed.

All-in-all, I think you will find this e-magazine a "good read" this month.

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](mailto:dohearn@internode.on.net)

All contributions will be gratefully accepted.

-by David O'Hearn

## *February Meeting*

**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.

## *Next Few Meetings*

**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 Australasian 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](http://www.nmra.org.au/Layout_Tours/Sam%20Mangion/indexB.html)

**May Meeting**—On Saturday 14 May 2016 at 2:00pm at Don Davis's place at 5 Wake Place, Kings Park NSW 2148.

Don models SP.ATSF,UP prototypes in HO scale. Don is also the author of the great travelogue series that describes his travels across the USA two years ago.

## *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*

## *January—Loftus*

### *Tram Museum*

The first meeting of 2016 was held on Sunday 10/1/2016. This informal meeting was held at the Sydney Tram museum at Loftus. After a week of rain and flooding, Sunday was a brilliant cloudless day with the temperature kept pleasant by a northeaster.

During the day the museum had 3 trams running over to the Royal National Park and partway towards Sutherland. The trams running were:



1. Brisbane Tram 180



2. Melbourne Tram



3. Brisbane Tram



4. San Francisco



Sydney A class tram no. 1296

Between each tram trip a wander through the static museum's hall to see the restored and stored trams was in order.

If you haven't been there before I would recommend the day trip. The Museum is open on the every Wednesday & Sunday of the month.

- Report by Les Fowler



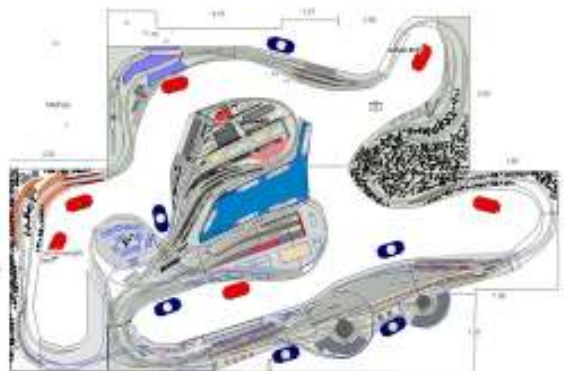
# NEWCASTLE – FASSIFERN LAYOUT (Southern Highlands)

I am currently building version 3 of the Newcastle – Fassifern Railway, with the help of some keen assistants. It will be about 90 sq m (1,000 sq ft) when completed, and is currently about 40% finished in terms of baseboards and track (but no scenery!). Details of the planning and operations for earlier versions of the layout are on my website:

[www.newcastle-modelrail.com](http://www.newcastle-modelrail.com).

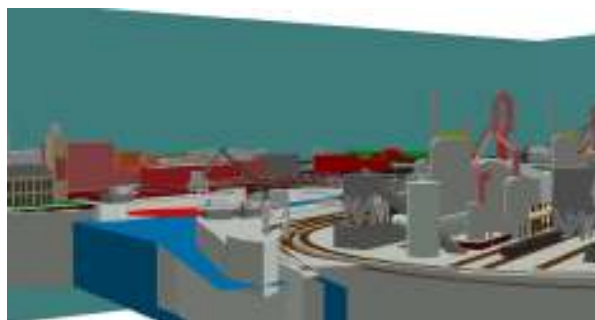
The prototype is the Newcastle – Fassifern area in the mid – late 1960's during the steam – diesel transition era. Eventually it is planned to have four different operating sessions (morning, afternoon, evening and night), each lasting about three hours, with a two to one fast clock. Each session will involve around 25-35 scheduled trains plus relevant light engine moves, with a mix of local and long distance passenger trains, coal trains and local and through freights, including Newcastle flyers, double-garrett Newstan coal trains, end platform local passenger runs and numerous trip trains.

There will be around 60 industrial sidings serving an extensive steelworks and other industries. Full operation will take up to 12 operators, including train crew, yard operators, signal box operators, the Broadmeadow loco foreman, the steelworks crews and a dispatcher.



The steelworks complex will include two blast furnaces, coke ovens, basic oxygen furnace, rolling mills, ore bridges etc. Planned operations within the plant will keep one or two people pretty busy, and are detailed in one of the articles on my website.

**Figure 2: 3-D view of Steelworks with Newcastle City in the Background**



The layout is being built using light-weight modules, which is fortunate since the first 11 modules were recently moved when we changed houses! The layout was previously located in a 10m by 7.2m shed, and was well underway when the change of home location forced a rethink. The move was completed in a day with the able assistance of nine volunteers,

but re-assembling the modules took a further week (again with help). All the existing modules have been re-used, but some will need slight modifications to fit the new space.

**Figure 3: Modules being moved**



The layout operates on DCC, using NCE throttles. About 80 points have been installed to date, and partial operation is possible, with the track from Port Waratah to Broadmeadow, Adamstown and Kotara finished, including large yards at Port Waratah and Broadmeadow. A temporary connection from Tick-hole tunnel to Port Waratah allows trains to be run through Broadmeadow, using Port Waratah as temporary staging.

**Figure 4: Modules at new location prior to re-assembly**



Figure 5: Modules undergoing re-assembly, November 2015



Stage one will be operating from January. Later stages will progressively lengthen the main line run and add modules for Newcastle, the remainder of the steelworks area, and the main line from Tickhole tunnel to Fassifern. Visitors are welcome!

- Article by Gary Glazebrook



**Overview**

Founded in 1974, Banbury Connections has grown into a diverse, captivating and complex operational railway featuring 35 stations in an area of 7m by 16m. The railway models a large cross section of Britain with a focus on the Great Western and Great Central mainlines. Generally set in 1962, apart from brief periods of running in 2012 mode, the railway captures an interesting time in British Railway history with the changeover between steam and diesel set against the backdrop of 5 of the 6 regions of British Railways which trace their roots to the Big Four private railway companies of the inter-war grouping period.

The railway is centred on the busy operational hub of Banbury, which is a junction for the Great Western and Great Central mainlines out of London as well as a southern orientated cross-country route from Banbury to Gosport. In addition, the panel controls a route from Bristol to Leamington Spa and Birmingham, which also features some London Midland Region trains. The first main route is Marylebone (London) to Chester and Birkenhead in the northwest via Birmingham. At Wolverhampton the line diverges with a line into 8 storage loops, representing Manchester and points beyond. A branch is

modelled from Shrewsbury to Aberystwyth and Pwllheli. The second main route is the Great Central, which diverges at Banbury for Rugby, Leicester, Nottingham, Sheffield, and on to Manchester and Bradford with a branch to Cleethorpes.

The south coast branch, joins at Banbury, with through trains to Bradford and Birkenhead. Just to make it more interesting, apart from trains between Bristol, Birmingham and points north, there is also a direct connection from the Bristol to Great Central line via two delta, that is 3 way, junctions either side of Leamington Spa. This has proved a real challenge for many operators!

Despite the layout's size, there is no continuous circuit. Instead, the railway provides experienced operators with an almost infinite set of tasks from preparing locomotives for rosters, shunting goods traffic ready for night operations and ensuring the intensive passenger service runs according to timetable. Due to the enormous breadth of rolling stock and operating knowledge required it takes operators approximately 100 hours to grasp fully the ins and outs of this railway and its exhilarating operating experience.



Figure 1 – Banbury Control panel which controls over 20 trains an hour through Banbury Station

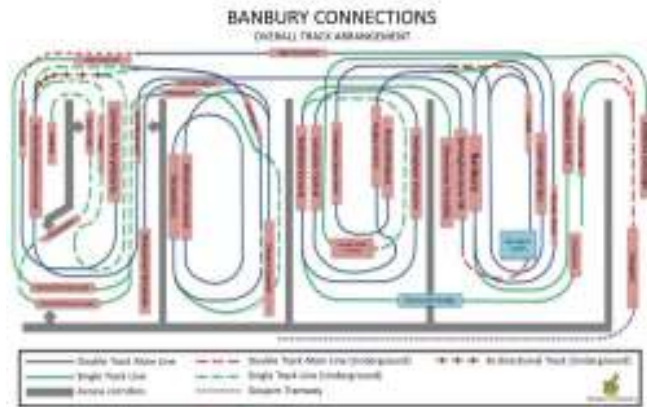


Figure 2 – Banbury Connection overall track arrangement with the extension taking up the second quarter (highlighted section) of the diagram from the left.

### Forging Ahead

Since the NMRA visit in November 2014, a substantial extension to Birkenhead has taken place. The 'Birkenhead Connection', which continues the railway from Wolverhampton to Shrewsbury, Chester and Birkenhead has added an additional space of 4m by 7m. This has allowed many services to continue to their real destinations rather than run into the "loops" which are a set of stabling roads that represent the rest of the world.

This has added another dimension of operating sophistication due to numerous reversals and additional locomotive changes. By mirroring the operational challenges faced by the Western Region of British Railways in the early 1960's the addition provides operators with even more headaches!

Below is the original hand drawn sketch of the new section of the railway described above. It is the only

track layout drawing of the new layout to date. Despite what you might think it quite closely.

Construction of the extension posed a number of challenges. These involved getting council approval to extend the shed, building the baseboards and then moving a substantial portion of the original layout into the new section of the shed to allow the new section to be slotted into place.

The application for the shed extension was submitted in late September 2014 and was approved in late November. Xmas got in the way of ordering whilst to allow for the extension, a tree needed demolishing! Instead of paying a professional to remove the tree, one keen operator decided to do it himself.

Following this the shed extension took place. Due to rain and a particularly slow builder it was 3 months before the concrete slab was poured meaning the shed was erected towards the end of April. Whilst waiting for the shed to be extended, construction of the new 4m x 7m layout section took place in the garage under the house. Most of the base boards and track work to Shrewsbury and Wrexham General were completed in the garage, including the wiring, so portions of the extension were operational prior to being taken up to their final position in the train shed. The same day the shed went up, keen enthusiasts finished the electrics and carpeting and next day a hit squad moved all the boards to their new positions! Four days later the owner went to the UK for 3 months somewhat

slowing progress until the end of July since when much has been achieved.



Figure 3 The baseboards were completed in the garage over Christmas 2014 and January 2015



Figure 4 – Looking over the Railway

- article and photos by Dick Day

# Donald and Janette's Tour of the USA

## Mt Shasta

**Mt Shasta 25 /9/2014**

Leaving Mt Shasta we headed for Sacramento along the way we visited Shasta Dam which is so low you can see where they have moved the boat ramp parking bays as the level has dropped you can also see the old roads and rail lines from some of the side access roads. Driving along Hwy 5 spotted a train in the distance so took the next exit ramp and found it to be De Pue Warehouse Company ( no there were no skunks) Cortina Facility there were several grain silos but more important several California Northern ( now part of Genessee and Wyoming) locos No. 503 was shunting the small yard and 1569 was heading a freight train. We then travelled onto Sacramento and the CSRM

An article on the California State Railroad Museum will be in the March 2016 edition of *The Extra*.



California Northern 503 near Williams CA



California Northern 1569 near Williams CA

Leaving Sacramento we headed for Jamestown for the Railtown 1897 State Historic Park which is also a tourist railroad. An article will be in the "Extra" at a latter issue.

From Jamestown we drove to Oakdale where we found Sierra Northern 131 on a tour train. Sierra Northern also as engine facilities in Oakdale there were several ex-ATSF locos there and old rolling stock and parts of a steam locomotive. Doing a bit driving alongside the main rail line we went through Hughson CA saw several grain silos, Nuwest Milling and there were 2 locos in the storage area behind a wire fence with razor wire on top Nuwest Milling LLC ex-ATSF 2260 & RPRX 5405 also an Amtrak GE P42DC No.11 passed through whilst we were photographing the stored locos

We headed for Monterey CA without seeing any rail activity. At seaside there are signals at some road crossing although there have been no trains to Monterey since 1971. The station is still in use as a

café there is an old S.P. Caboose in the town which sells Railroad books etc. it was closed on the days we were there. We stayed at Monterey for 3 nights.



Sierra Northern 131 at Oakdale CA



Nuwest Milling Ex-ATSF 2260 Near Hughson CA



RPRX 5405 at Nuwest Milling near Hughson CA

## Mt Shasta

(continued...)



Ex-S.P. outside braced caboose now a R.R. Store in Monterey CA



Out of service signals at Seaside CA

### Locomotive History

- California Northern CFNR 503 NRE 3GS21B
- California Northern CFNR 1569 GP15-1, CFNR



Old Monterey Station

112, Built as CNW 4423

- Sierra Northern SERA 131 GP9U, YSLR 131, SP 3600, Built as SP 5759 GP9
- Ex ATSF 2260 Now Nuwest Milling LLC GP9U, Built as SF 700 GP9
- Rail Power Technology RPRX 5405 RP20BD, Rebuilt from NS GE B36-7 3604

- story and photos by Donald Davis

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## Vale—Frans Persson

FRANS OTTO PERSSON passed away on the 24th December 2015 at the age of 89. (DOB 4/5/26). He was a long time member of the NMRA having joined in 1960.

Frans was originally from Sydney but moved to Lightning ridge in his retirement. During the last few years he has toiled daily on a layout at the Lightning Ridge Men's Shed. Frans' wife, Bronwyn, is hopeful that someone local or someone that moves into the area may be able to help with its completion.

## Voting in Elections x 2

### National NMRA Elections

In late January or early February you should receive a copy of **NMRA Magazine** from the USA. This magazine contains a voting paper. Please vote for the At-Large Worldwide Director (choice of Mike Brestel or Bob Ferguson) and mail or scan and email your ballots to Sam Mangion (details on the ballot form). If you don't get a magazine with a ballot form, let Sam know and he will email you a ballot form.

### Australian Region Elections and Special Motions

You will receive an email containing some special motions to be voted on with results announced at the AGM in March.

The Executive positions for the Australasian Region Committee are also due for re-election. At this stage, we only have sufficient nominations for the positions so no ballot will be required. However, if there are any late nominations, then a ballot for the contested position will be required.

- David O'Hearn

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## Modelling Faded Paintwork using Pan Pastels—An Example



Above is a photo of the real, prototype Rock Island GE U Boat copied from the Fallen flags web site. In this article, the model loco will be made to look like this prototype by using Pan Pastels.



The Yellow nose can be faded with a **250.8 Diarylide YellowTint**. The sun-bleached Rock Island nose decal can be replicated by carefully cleaning the herald on the nose from excess yellow or fading it by adding **100.5 Titanium White**. It all depends on what photo you are using for your inspiration.



The side doors were frequently taken off the car bodies at the diesel repair shops at Silvis, Illinois for engine repairs. The shop personnel would pile the same size doors on a skid. Rarely would they end up on the same unit. Photos show mismatch on the lettering and door colors. An occasional Maroon door would be placed on a Red car body and a bright Red door placed on a faded body. We can do this by masking off the desired door with painters Green tape or Post-It® Notes. Pick the appropriate color or carefully paint with PanPastel.



Clean up the white lettering with **500.5 Titanium White** from my red paint overspray.



**780.1 Raw Umber Extra Dark** is applied to the rectangular car body vents on the side. **Burnt Sienna Extra Dark** is rubbed on to the radiator grills on top.



Shading and Fading the long car body side panels with a small amount of **340.3 Permanent Red Shade** above the letters **RO**, **740.3 Burnt Sienna Shade** is applied to the exhaust stack, the cab roof and above the letters **CK**. Using the small brush with **820.5 Neutral Gray** above the letters **IS**.



## Modelling Faded Paintwork using Pan Pastels (Continued)



Under my thumb (song reference not intended) some of the **820.5 Neutral Gray** and **740.5 Burnt Sienna** on the battery box vents and snow plow.



Blending the **820.5 Neutral Grey** and **340.3 Permanent Red Shade** on the cab and car body long hood.



**780.1 Raw Umber Extra Dark** has been scrubbed on the walkways using the Sofft Knife with Cover (FLAT). You can also see how I worked some more brown shades into the top of the car body. By this point I was working faster than I could take notes and was mixing colors on the Sofft Tools. Hey I was having fun.



A little **840.3 Paynes Gray** goes a long way. We'll add some **740.3 Burnt Sienna Shade** next to make the trucks "pop".



Trucks having RUST and DUST weathering added. **Wow!** So Much better and see how it brings the details to life. You almost didn't notice that the brake cylinders were cast in place. When the trucks were new and in the box they were a shiny un-painted Black plastic. Eeech!



That fuel tank is really uninspiring, we'll take a whole 45 seconds to fix that. That's what I'm talkin' about. The front and back of the tank were covered in **740.3 Burnt Sienna Shade** to show the dirt and grime blown up from the trucks and track conditions. The sides will show some spillage as well. On some versions of this engine the tanks were painted Union Pacific Armor Grey. So always do a little research. If it is your favorite railroad then get some of the outstanding color books or DVDs available. Please support the website photo libraries that are available.

- by David O'Hearn

## When Good Engines Go Bad...

Locomotives each have an individual character as Enginemen will readily tell you. The following are some stories extracted from various web sites for your reading pleasure.

At their most benign, Hoodoo Engine was one that was particularly difficult to fire, or habitually caused delays. Most of them went beyond simply inconveniencing their crews, though, and seemed to actually lust after human blood. Hoodoo Engines seemed eager to grind inattentive workers up beneath their wheels or to jump off the tracks and scald or crush the crewmen inside to death. If the engine itself didn't kill, sometimes even its reputation could be deadly, as *Railroad Man's Magazine* noted of the Denver & Rio Grand 107 in 1949:

*"Some unknown hand carved on the cab's woodwork the names of all the men who had met death there, with the list and dates of her wrecks...One day she ran away from the Ogden Yard, while Tom Flynn was at the throttle, with his brother firing. The story is told that Tom lost his mind from staring at the death roll carved on the cab, fought savagely with his brother, tossed him out of the cab to die of internal injuries,*

*and then was found, a raving maniac, pinned beneath his overturned engine!"*

Sometimes the evidence supporting that an engine was hoodoo could be quite direct. Consider the account of the Pennsylvania Railroad 1313, recounted in the book *Forgotten Pennsylvania*. Crewman believed the engine to be unlucky from the start on account of its number--railroad men on many roads seemed to consider locomotives whose designation included then numeral 13 or was composed of numerals of seven or nine to be ill-fated--and the locomotive soon began to live up to its reputation. Shortly after entering service, it killed two children who had wandered onto the tracks, and then a few months later fell off a bridge during a wreck. More than a dozen crewmen and passengers perished. One month after 1313 was repaired and put back into service, the locomotive collided with another train. Crews reported that the brakes failed to activate, but no fault could be found with the system while repairs were being carried out. Only weeks after returning to the rails, the 1313 was involved in a far more serious incident: The boiler exploded as the crews took a train up a mountain. Crews were thoroughly suspicious of the locomotive by this point, but it returned to service with predictable results: 1313 once again hit another train, and then



A New London, Connecticut news paper issued in 1913 describes a Hoodoo Engine

a fireman suffered serious injury when one of the oil cans inside of the cab exploded. By 1890, crews assigned to the 1313 flatly refused assignments to the locomotive. If *Forgotten Pennsylvania* is to be believed, 1313 took almost 30 people to their graves.