The Extra

Division Seven Newsletter

Volume 5, Issue 3
12 March 2016

From the Editor...

Welcome to the March edition of The Extra for 2016.

February was a sad month with the sudden passing of Donald Davis and my wife during the month so this issue is slightly "thinner" than normal.

In Donald's memory, I have continued to publish Donald Davis' adventures through the USA as I am sure he would want the articles to continue being published. I have also published another article by Donald Davis on alternative tree armatures.

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

March Meeting

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.

Next Few Meetings

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

May Meeting—To be decided—the sudden passing of Donald Davis means a new venue is being sought for the May meeting. This venue will be announced when finalized.

June Meeting—On Saturday, 18th June at John Montgomery's place at 12 Lindwall Place, Shalvey commencing at 2:00 pm.

Other Notable Dates

- Forestville Exhibition, Cnr Waringah Rd and Starkey St, Forestville on 5-6 March 2016.
- Epping Model Railway Exhibition at Brickpit, Dartford Rd, Thornleigh on 11-13 June 2016
- NMRA AR Mini-Convention on Sunday 11th September 2016 at Berowra Community Centre

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 Morrant MMR

Division Seven Meeting

February—Pt A—Banbury Connection

On the 13th day of February the weather was perfect – great for the drive to Bowral in the Southern Highlands. We had 2 great layouts to visit so we had an early start at 10.00am at the first layout.

The Banbury Connection of Dick Day was the first layout. A beautiful, large British layout in OO scale. Since our last visit, the layout had been enlarged 25% and had suffered a tree falling through the roof. No sign of damage and the trains ran perfectly.

You can see details of the layout at http://banburyconnections.weebly.com/ as well as in http://www.nmra.org.au/Layout_Tours/Banbury/index.html . The layout is run on DC and features the steam/diesel transition of British Rail – I enjoy the memories rekindled of the GWR when I work on the great railway.

As a side attraction, there was a long shelf layout down the one side featuring Trams – complete with the bells.

- Gerry Hopkins MMR

Division Seven Meeting

February—Pt B -

Newcastle to Fassifern

At 12.00 noon we left the British layout of Banbury Junction and headed for lunch in Bowral – many great little eateries there. Members of the Convention 2016 committee had lunch at the Bradman Museum.

At 1.30pm we arrived at the second layout – The Newcastle to Fassifern layout of Garry Glazebrook. The layout is still under construction and is HO with DCC. The layout is set in transition times in NSW. The details can be seen at http://www.newcastle-modelrail.com/index.html . The layout is new, and I look forward to seeing it again as it progresses.

The formal part of the meeting was held at 2.30pm. Our fearless leading, Les, reminded the members of the upcoming convention to be held at Berowra in September. David Latham MMR was presented with his MMR certificate from the US of A along with the nose stud. Steve Chapman was also presented with his AP Cert for Electrical Engineer.

A big thank you to the hosts of both layouts for allowing us to visit their homes.

- Gerry Hopkins MMR

Relaxing outside Banbury Junction

Newcastle to Fassifern Layout (2 pics)

David Latham receiving his MMR Patch

David Latham receiving his MMR Certificate

Stephen Chapman receiving his AP for Electrical

Add wear and tear to a steel gondola freight car models

The following article is copied from an article by Tony Koester in Model Railroader.

It's relatively easy to simulate normal wear and tear on a plastic model of a steel gondola. I begin by clamping a medium-wattage soldering iron horizontally in a metal-jawed vise. Before plugging in the iron, I position a couple of blocks of 2 x 4 to support the gondola body on its side just above the hot iron. This keeps the hot tip from touching the side or floor, although an occasional nick in either surface adds to the realism. Just be careful to avoid damaging any safety appliances.

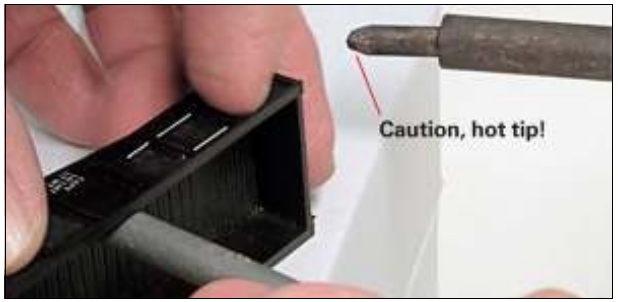
A few dents and weathering add "years" of hauling rough, heavy loads to the pair of gondolas on the right. Compare Tony's well-worn older cars with his fresh, new car at left.

When the iron is hot, I slip the carbody into position so the heat softens a side panel between two of the exterior posts. I try to err on the safe side, as I don't want the plastic panel to sag. I then slide the gondola body clear of the hot tip and use the round handle of a small hobby knife to push out on the softened panel from inside. Then I repeat the heating and pressing sequence as needed.

Tony uses a vise to hold the soldering iron and blocks of wood to support the carbody so the hot tip doesn't actually touch the plastic gondola. Minor dents add realism to the car's inner sides or ends, but don't overdo the damage.

The resulting bulged panels may distort the car's factory lettering, so I go easy with reshaping the body near any printed panels. For repainted cars, I add the wear-and-tear effects to the carbody before I apply its decal or dry transfer lettering.

I spray the interior of most gondolas with a rust-colored paint or use weathering powder; I use grimy black to weather gondolas painted boxcar red. Last, I scatter some debris on the floor and secure it with a heavy spray of Testor's Dullcote.



After heating the carbody, Tony applies pressure with a hobby knife handle to make a bulge between the posts. It's best to avoid distorting the factory lettering on finished models.

Today's Humour…

Donald and Janette's Tour of the USA

Sacramento Rail Museum

Sacramento CA 26-27 /9/2014

Arriving after a full day's drive from Dunsmuir we settled into our hotel this was the Holiday Inn near the CSRM and old Sacramento.

The first thing we did was go on a train trip on the Sacramento Southern R.R. which ran along the top of the Sacramento River levee. We travelled in the Ex S.P. Observation car which had been fully restored this was $5 more but you received drinks and cookies mainly though on the return trip the loco was coupled to your car. There is a lot of rail remains restored with the Central Pacific Depot, storage sheds etc. repurposed as restaurants. There is still dual gauge track in the street near the museum. Old Sacramento was restored to how it was in the 1800-1900's this was done in the 1960's.

The California State Railroad Museum is well worth the visit although not a lot of equipment on display it has been done to a very high quality. One of the displays I found interesting was they had a refrigerated reefer with sections cut out of it so you could see how it was constructed, You were also able to go into the cab of the S.P. cab forward there was no shortage of guides to explain anything you wanted to know about. There some very nice Model Dioramas

We found out where the NMRA is to be located but no formal indication that is be located there. Out of all the Rail museums we visited it was the most informative and well presented with all exhibits in the roundhouse being looking as new I was told there are more exhibits in other storage areas but they are not open to the public.

Front of California State Railroad Museum

ATSF 347C EMD F7A

HO Display of locomotives and rolling stock

Diorama at CSRM

SSRR 2030 SW8

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Sacramento Rail Museum (continued…)

SSR 2008 SW8

SSRR Observation Car 2902 Ex- U.P. 1636, Ex-S.P. 2902

Interior of SSRR Observation Car 2902

Locomotive history

S.P. 4294 Cab Forward BLW 4-8-8-2 Built, as S.P. 4294 the only one left

ATSF F7A 347C, ATSF 306C, Built as ATSF 39C Now owned by California State Railroad Museum

SSRR 2030 SW8, CRSM 2030, Built as USAX 2030

SSRR 2008 SW8, Built as USAX 2008

- story and photos by the late Donald Davis

Vale—Donald Davis

Donald Davis passed away suddenly on Tuesday 16 February. Donald is survived by his wife Janette and daughters Kylie and Deb.
The Family are devastated as you can image, as Donald was a huge part of their family and will be sadly missed.
Donald's funeral was on Wednesday 24 March at Castlebrook Cemetery at Rouse Hill.

Donald was a proficient modeler of the SP, ATSF and UP Railroads. He authored the ongoing series of articles in The Extra that described Janette and Donald's trip across the USA two years ago. Donald also readily puts up his hand to host Division 7 meetings and he provides clinics at our Conventions each year.

There is also a web link to a dedicated page on a site called 'HeavenAddress'.

https://www.heavenaddress.com/Donald-Davis/1424616/#post_panel

The family welcomes you all to go to the page and leave a message and if you have any photos of Donald you would like to share, please feel free to add these to the page. This will be a keepsake for the family for years to come.

Alternative Tree Armatures

This article is about making trees from a variety of plant materials. In my garden I have BUZZ Buddleja a 1 metre high plant with long flowers on it, Foxtail Fern which I have in a pot. I know nothing about these plants except you can buy them from Bunnings when in season.

Flower Head of Buzz Buddleja

Pot Plant of Foxtail Fern

I will not describe using the Nandina as I think most modellers have seen or used this plant in the past.

Using the flower head from the Buddleja, I only wait for the coloured petals to fall of and then cut the flower head from the plant.

Like wise with the Foxtail I cut it from the plant at the base of the stem this will give you (on my plant) a stem of approximatey 600 mm long. If you cut it in half it will give you 2 conifer style trees with the branch structure pointing opposite directions.

Buddleja flower head Dried and green Foxtail

As can be seen these look nothing like trees. Always wear gloves and face mask when using spray cans. With a spray can and ground foam it can be changed into a tree in a matter of minutes. The process I use is to spray the flower heads with craft contact spray and then sprinkle fine ground foam over the flower head allowing it to dry for several minutes then spray with Estapol Matt. The reason I use Estapol is it coats the tree with a firm coating of clear solid Polyurethane which prevents the foam from being dislodged.

Ground Foam, Estapol spray and Craft contact spray

Finished Buddleja flower heads coated with different coloured foam

These are examples of Foxtail Fern trees, the second from left could be a dying tree, it was a stem which had died off. The right hand side one could have another dusting of foam. When using the Foxtail I cover it with the spray and foam not waiting for the fern to dry as this adds more body and openness to the finished tree and with the Estapol it holds it together

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Alternative Tree Armatures (Continued)

solidly.

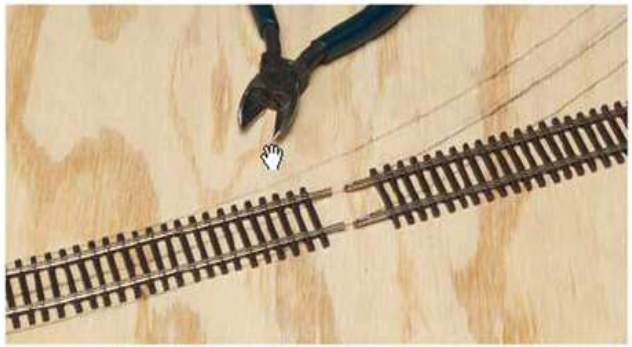
The photo below is on my layout and all these trees were from the Foxtail Fern which has been on the layout for about 10 months and show no sign of deteriation I believe the Estapol captures the foam and stems into a solid item

I tend to try using a variety of plants to give an inconsistent look to my trees as with hand made trees using wire and twine they tend to look the same with the only difference being the foam.

- story and photos by the late Donald Davis

Make Kink-less Curved Rail Joints

Extracted from Model Railroader article by Andy



The Atlas code 83 HO flextrack at left is laid on a 26" radius, except for the last three inches. After trimming the rails on that section for a square joint, Andy Sperandeo is ready to add a new section that's still straight. Bill Zuback photos

To curve flextrack smoothly, leave the last couple of inches straight as you glue or spike the track to the desired radius.

Cut the rail ends square at the straight end of the section and trim away enough ties to make room for rail joiners. Also remove a tie or so on the next section of track while it is still straight. Don't discard the ties as you will use them later to fill the gap in the tie strip. Slip a couple of rail joiners in place and join the rail while it is straight.

Andy has joined the two sections with rail joiners, and soldered the joiners with the rails still straight through the joint. Small-diameter rosin-core solder makes it easier to make a neat, strong joint without building up excess solder.

Now the joined sections are bent to the 26" radius with a smooth curve through the joint. Andy saves extra ties to fill gaps in the tie strip, and always cleans the joints with denatured alcohol to keep excess flux off wheels and railheads.

Solder the rail joints with the track still straight. Clean up any flux around the soldering joint. Keep in mind the solder that flows inside the joiner that does the work. The blob on the side of the rail is just an unsightly mess. Finally, bend the new section to the desired curve radius and glue or pin it down. Then insert the ties in the tie gap around the joint and you are done.