



The Flimsy

The Newsletter of Division 2 of the NMRA AR

August Meeting

Fifteen of us attended our August meeting at Brad Hinton's place where we were honoured by the presence of David Howarth from Sydney. Various respectful terms of address were employed, such as 'Obergruppenführer' and 'Reichsmarschall', until our own Führer Viv Brice pointed out that 'Regional President' would be sufficient. David had rashly promised on his recent re-election to office that he would visit the far flung posts of his empire and was now being held to his word, wondering if he had made a big mistake.

The meeting began with a discussion on Division 2 reports to *MainLine*. David Howarth advised that it was now proposed to post full reports on the NMRA website and to publish a summarised report in the printed copy of *MainLine*. This met with warm support from the meeting.

There are changes to the Library too. From now on members will deal direct with the Librarian in Sydney instead of going through the local Divisional Superintendent.

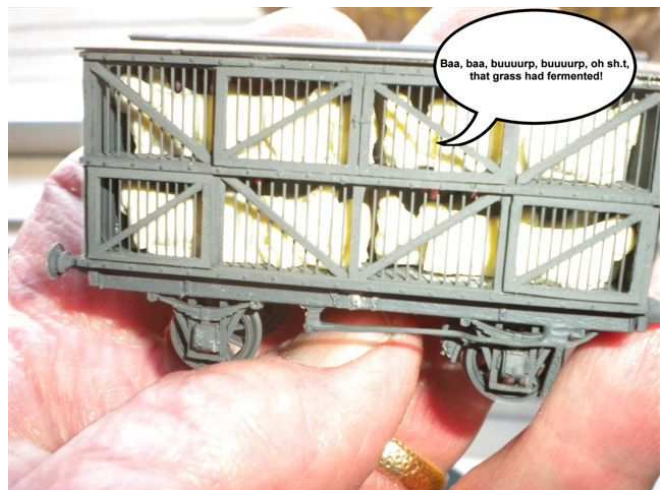
On behalf of our Module Group, Stephen O'Brien announced that plans are on track for our module layout to be exhibited at Bungendore's inaugural model railway exhibition in October. This time, we will not be training juvenile drivers from the crowd, but members will be operating the layout from behind. We only hope that our members can lift their game to match the high standard set by some of our young drivers in the past, most notably the DCC-experienced 7 and 9 year old Pallas sisters from Albion Park.

Time for show and tell. Jess Brisbane showed photos of her On scale layout for the benefit of those who didn't see it in July. These photos showed the high quality of Jess's modelling well, right down to the clam fossickers in the mud below the pier.

David Mitchell spun us a cautionary tale about his experience in subscribing to an O scale Flying Scotsman model where you get fresh bits in the mail each week and assemble the model progressively over a year or so. Sounds good, but there are a few traps

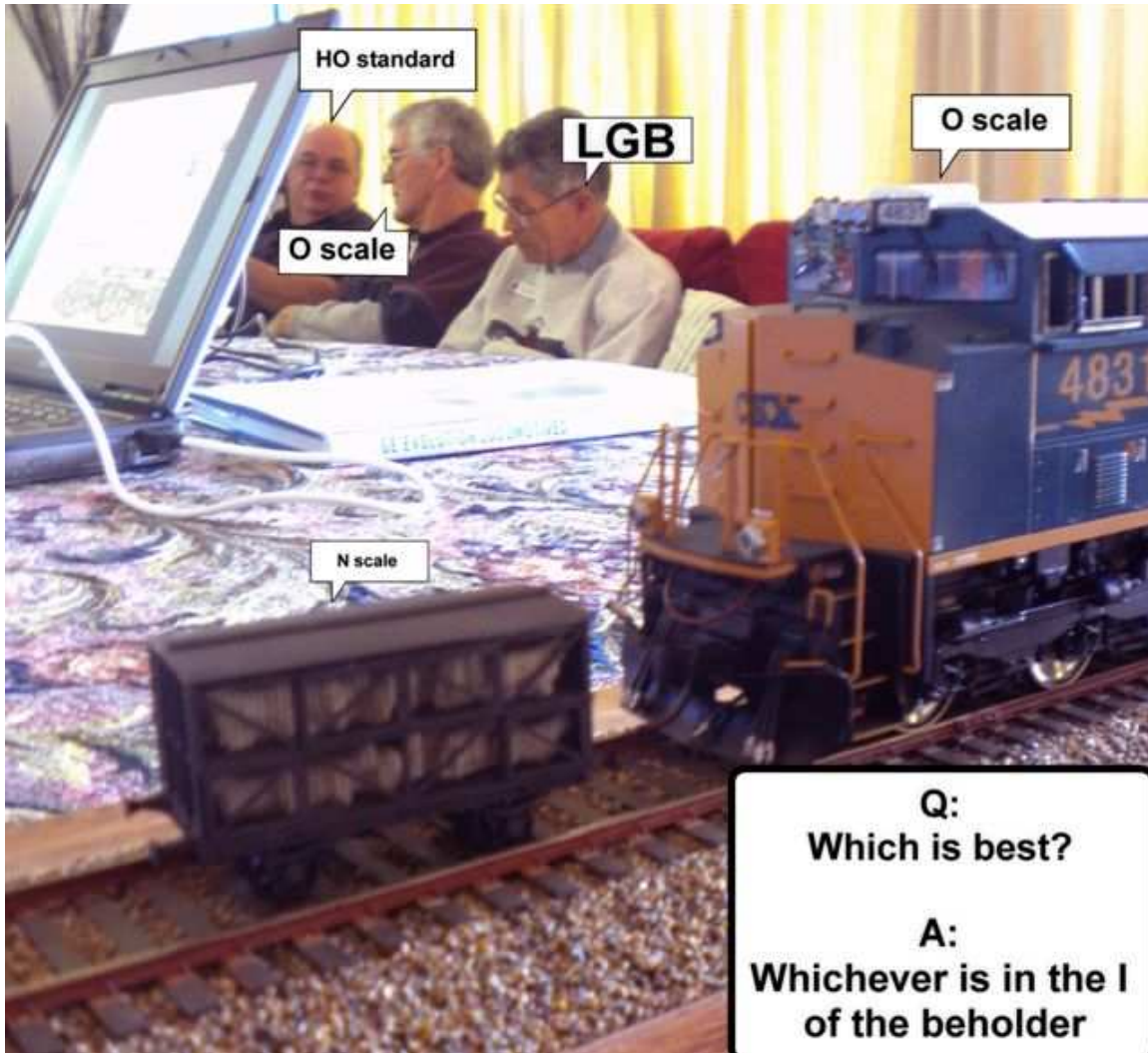
worth knowing about. You have been warned!

John Prattis displayed his early (1855) NSW livestock wagons - chockablock with sheep! These really do look terrific and the wagons now have a nice weight too. But when we got down to the details, it emerged that John had callously severed all their feet to get them to fit properly. Fortunately, the era being modelled was some 18 years before the RSPCA began in NSW in 1873, so John's in the clear. At least his flock will never suffer from footrot. Has anyone an early settler's stew recipe using a few hundred sheep trotters?



Our Regional President was then invited to speak. After introducing his personal background and projecting some slides of his own meticulously crafted *Beaumont* O scale layout, David got down to leading us on a guided tour through the assembly sheds near Newcastle where diesel locos are currently assembled by United Group Ltd (UGL) under agreement with General Electric in USA. In particular, we looked at UGL's class C44aci loco, 22 metres long, 140 tonnes, power 3370 kW, and maximum speed 115 kph. David led us through the assembly of a loco, cab by cab - operator's cab, vestibule cab, inverter cab, alternator cab, filter cab, engine cab, and radiator cab. Those of us (steam and electric fanatics) who'd thought you just had a driver's cab, a motor, a horn and a pair of bogies are now better informed. We now viewed David's impressive EMD

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CSX O scale loco on its portable ballasted track with substantial respect.

Time for afternoon tea. During tea we discovered that David also had slides of his talk on the New York Central with him. Determined to squeeze the most out of our visitor, we prevailed on him to present the NYC too. The very name implies a metro or something similar, but the NYC actually ran as far afield as Missouri. We traced the history of the NYC from 1853 to 1968 when the ill-fated merger as Penn Central took place, achieving bankruptcy within 2 years, followed by revival in 1976 as Conrail and, currently, CSX. David's excellent photos of the restored NY Central Station gave us an understanding of its colossal restoration cost.

Time for a break. In the evening David joined us for an enjoyably relaxed Vietnamese dinner where much more profound matters were debated, such as the correct spelling of *Reichsmarschall*.

Hoping that David enjoyed his Canberra trip as much as we did, Division 2 is most grateful to David for taking the trouble to visit us. It all makes for a healthy and stronger Association.





This space here for other input.
Suggest that we all write a Bio that can be printed here, one a month—that will keep this space filled for a quite a while.

I also have a collection of the “My Layout” talks that most of us gave to the group some years ago. If anyone would like to update theirs, please do so and I’ll include them here.

We can also publish “Wanted” or “For Sale” ads, and any other things that members want to write about or that they feel might interest other members, such as members photos, as I’ve done for this issue.

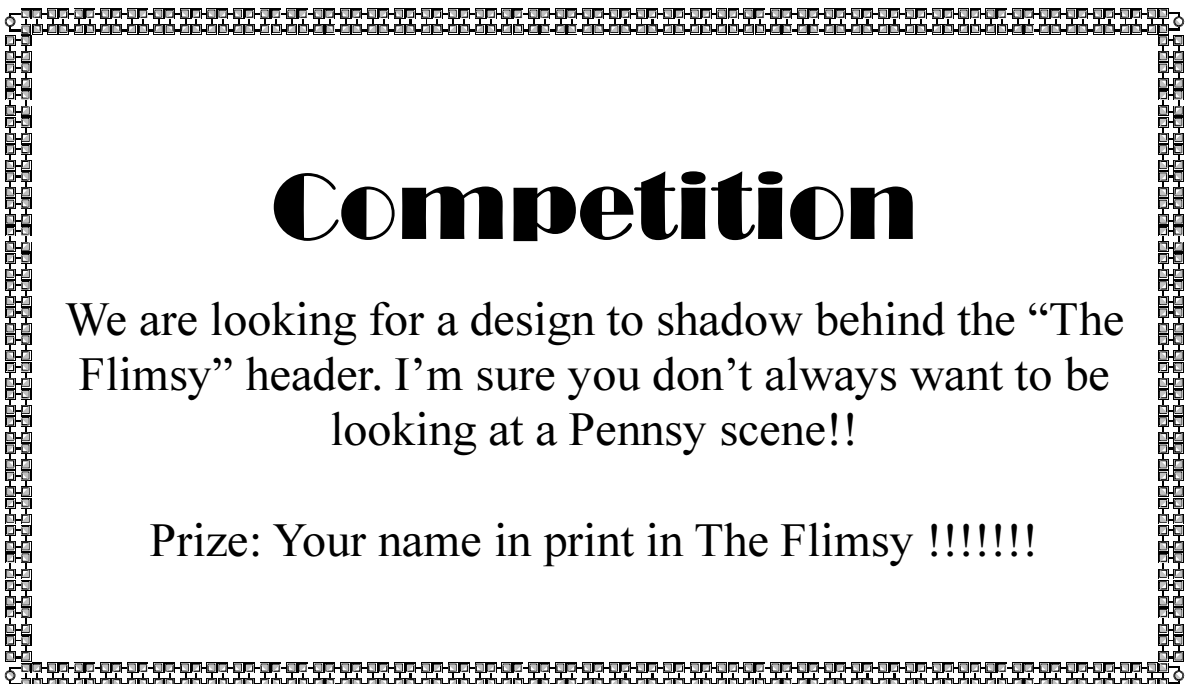
It has also been suggested that we include a list of magazines held by members who are prepared to copy articles for other members if required. This would make an interesting accession list for the Division.



Competition

We are looking for a design to shadow behind the “The Flimsy” header. I’m sure you don’t always want to be looking at a Pennsy scene!!

Prize: Your name in print in The Flimsy !!!!!!!



Wwww.nmra.org.au



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Australasian Region**

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Bringing model railroading to you

Disclaimer:

Any resemblance between characters in this newsletter and real model railroaders is purely intentional but no offence whatever is intended. Only the facts may have been altered to protect the guilty. Every reader has the right of reply and we look forward to publishing them!



Near Newcastle January 2007

(Viv Brice)

