



# THE FLIMSY

NMRA Division 2 Newsletter

August 2018

## From the Editor

Greetings.

One of the great things about attending NMRA meetings (besides the afternoon tea) is what you learn from being there. The August meeting had a fascinating talk from host, David Low, on how he put together one HO scale freight train based on timetables and extensive industry research for the area and feeder lines for the specific location he models - namely, Goulburn on the Main South Line in NSW.

The September meeting follows suit with John Gillies to talk on North American train operations and methods using the mid-1970s prototype Burlington Northern in his area of modelling interest as an example. I am really looking forward to it!

*Brad*

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“Goulburn” as modelled by meeting host, David Low (Photo: B. Hinton)



# August 2018 meeting

The August meeting was held at the home of David Low. Eleven members were in attendance. Div.2 Superintendent Stephe Jitts informed the group that the NMRA gauges were on their way. However, the DVDs that had been requested from the NMRA library in Sydney have not yet been sent. An interesting discussion then ensued about wireless throttles.

The discussion concerned the issuing of sanctions when members are using wireless throttles at exhibitions covered by the insurance of the NMRA. Nothing was added to the discussion that has not already been canvassed within ARC meetings. The discussion included the fact that the use of wireless throttles at exhibitions sometimes experienced problems between layouts and other wireless users (no matter what the brand being used) and was a practice that should not be encouraged. It should be noted that it would appear that this problem was not experienced where exhibitors used "bluetooth" links. However, at the conclusion of the discussion it was agreed that Stephe would put the following to the ARC: "That NMRA no longer sanction layouts that use wireless throttles."

The meeting also discussed start times for the monthly Div.2 meetings. It was decided that a 1pm start for all monthly meetings would be the best option. We have some members who have to travel a great distance and the earlier start makes it easier for these members to attend. It also means that we will have a consistent start time through the year.

After Show and Tell (report next page), David Low gave his presentation about train 476 as per the 1972 NSW Railway timetable. David explained that to make his layout that little bit more authentic and to establish a story for the composition of a selected train, he sought to construct a complete dossier for just one of his goods trains. Essentially, David wanted to answer the following five questions:

- Who is sending the goods?
- What type of goods/produce are being sent?
- What wagon were they loaded into?
- What was the order of the wagons in the train?
- Their destinations?
- The name of the final receiver?

David's research was helped by finding a story by Neville Pollard in the *ARHS Bulletins* of 1982 about all the railway infrastructure that existed at each town of relevance for his model railway operations. David used this information to draw up a reference chart which enabled him to establish what type of goods would be received or sent out along the Main South and its feeder lines. He also looked at the industries and goods yards at the Sydney end, such as the Caltex oil refinery and Boral Speed-E-Gas terminal which used specific and dedicated freight cars. The composition of train 476 from Junee to Sydney modelled by David had sixteen wagons in total covering the following industries and locations: cement (empty from Junee to Berrima), bitumen (empty Griffith to Matraville), biscuits (empty Leeton for return to Arnotts at North Strathfield in Sydney), wheat (Junee to Sydney), pet food (Uncle Ben's at Albury to Sydney), explosives (Tocumwal, off the VR broad gauge, to the Hunter Valley), flour (bagged at the Manildra mill in Narrandera for Sydney), oil (empty Shell at Hay to Enfield and then to the Shell refinery at Sandown), oil (empty BP from Leeton to Caltex refinery at Port Botany), oil (empty Narranderra to Port Botany via Enfield to the Caltex Terminal for refilling), rice (from Griffith to Kellogs in Sydney), corn (from Hay to Kellogs in Sydney), LPG (empty Wagga Wagga back to Sydney), coal (empty Junee back to Sydney - possible use for fueling boilers in hospitals), farm machinery (a BDX open wagon used for delivery from Massey Ferguson at Concord to a dealer in Hay and now being returned empty to Sydney), and with a KHG guards van at the rear. The train could be hauled by a 44 class diesel locomotive.

After David's presentation, he followed up with an enjoyable afternoon tea - thank you, David!

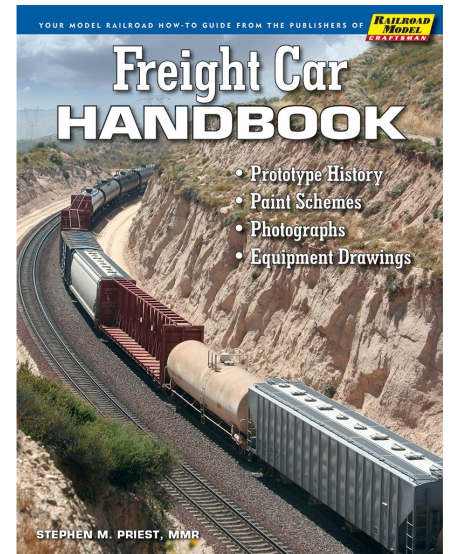
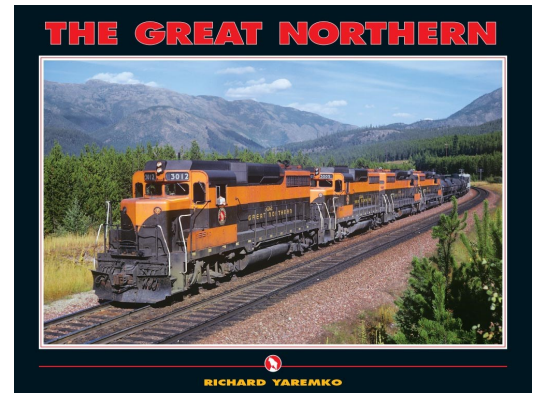
# Show and tell

Jack brought along two HO scale locomotives - a Santa Fe F3 and Burlington Northern RS11. Both models were not from current production runs but were interesting nonetheless.

John Gillies came with two recent book purchases: *The Great Northern* by Richard Yaremko and the *RMC Freight Cars Handbook*. *The Great Northern* book in particular would be very useful as a chapter in the book covered parts of the Division John is modelling. John also showed us a new *Molocco* FGE 50' RBL Plate B box car.

Wal Pywell had a clearance car in the guise of a Santa Fe maintenance-of-way (MOW) vehicle that had a bright yellow grill around the middle to give exact NMRA clearance for US prototype modelling. This piece of rolling stock looked like a very good idea indeed.

David Low showed us a recent purchase from *Aldi* - a set of drills (Workzone brand). The only issue was that the left hand and right hand flutes go in opposite directions! David also showed us a 1/35 scale model of a German freight wagon (Trumpeter brand kit) he is working on for a scale model competition in Canberra later in the year.



## The last say....

I am giving the last say this month to David Low. David can share with us one of the interesting freight cars used in the consist of train 476 from Junee to Sydney.

“The photo of the Speed-E-Gas tanker below (from SDS Models) represents one of the interesting train/industry movements I use on my layout. Liquefied petroleum gas (LPG) was loaded into special tank cars at the Boral refinery near Bunnerong Power station in Sydney. Interestingly, while all the trackwork there is now gone, a small bridge with the line still on it can be seen if you use Google Earth to view the location as it is now. Historically, I understand that there were five NSW country locations set up to receive bulk gas. I only know of the one at Wagga Wagga. The story for my layout and train 476 is that the LPG wagon was emptied at Wagga Wagga, moved to Junee by pickup goods train, and is now headed back to Boral for refilling. Speed-E-Gas tankers, like bitumen and oil tankers, were always returned to home base when emptied”.

Thanks again, David, for a very interesting talk on how specific wagons in a train consist move between origination and destinations on the NSW.

*Brad*

## The next meeting

The next meeting will be at the home of John Gillies in Canberra. The meeting starts at 1pm on Saturday 15 September. Please remember to RSVP to establish the numbers.

## What and where?

You would have had to have been very good to find the photo in the last issue because there wasn't one!

We'll try to find one for next issue.

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