



THE FLIMSY

NMRA Division 2 Newsletter

May 2018

From the Editor

Greetings.

I attended the Epping Model Railway Club's exhibition at Rosehill racecourse last Saturday. I was in two minds whether to go or not as most of the layouts I'd seen at previous exhibitions (I got a list of the layouts on show at Rosehill beforehand). However, the larger venue really enhanced the viewing of the layouts and gave much improved thoroughfare. I thoroughly enjoyed the exhibition. I'd be interested in hearing if you went along and what you thought about the exhibition and its new location. Send me an email with your thoughts for the next issue.

And congratulations to John Gillies for his 25 years with the NMRA Australasia!

Brad

Div 2 Superintendent, Stepe Jitts, presented John Gillies with his 25 years NMRA AR membership award.



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May 2018 meeting

The May meeting was held at the home of Matt Semenas in Long Beach, NSW with nine Div 2 members and Div 7 member Lyndon Spence attending. Div 2 Superintendent Stephe Jitts welcomed those present and has already emailed all Div 2 members about name badges and plans to reinvigorate the NMRA AR Library. If you're interested in viewing any of the many of the Library's DVDs listed [here](#), please contact Stephe directly by email at div2sup@nmra.org.au with your wish list and he'll try to arrange it for you. The cost of having DVDs mailed is still being considered, but members may have to pay a portion of the total return cost back to the Librarian.

Stephe also presented John Gillies with his 25 years NMRA AR membership award - well done, John!

Show and Tell was very interesting - see separate report and the photos supplied by John Gillies (many thanks!).

Host, Matt Semenas, models western Canada in Alberta and British Columbia in HO scale in the larger half of a well-finished two car garage layout room. Matt developed the initial layout concept and design with Ian Barnes doing the detailed layout design, engineering, and providing some construction guidance. Matt constructed the benchwork and laid the track in two months - an amazing feat that puts some of *The Flimsy's* readers to shame.

Matt's carpentry skills are very good and the quality of his work is first class. Ian advised that Matt knows how to properly use all of the many woodworking and other tools in his workshop. Matt has a workshop, all manner of tools, and plenty of storage space built under the layout - everything looks neatly organised and in the right place! Matt has built some very clever roll-around layout sections to enable his wife's car to be parked in the garage when the layout is not in use. The two removable sections near the roll-up garage door are very well designed and engineered, as are the lift out track sections near the entrance to the layout room.

The layout is point to point with a two times around the room design with two helices connecting the double decks. A connection track enables continuous running if required.

There are two connected segments of track representing the *Canadian National* main line from Fort McMurray in Alberta (oil production), through Red Deer (oil refining) and on to Calgary where the line interchanges/joins the *Canadian Pacific* mainline and crosses the Rocky Mountains from Banff (Alberta) to Revelstoke, British Columbia.

Matt operates CP and CN freight trains as well as regular *Via Rail Canada* passenger service. *Rocky Mountaineer*, *Whistler Mountaineer* and *Alaska Railroad* tourist train services operate also. *Union Pacific* has trackage rights for the UP business train hauled by a *Big Boy*. Some earlier era steam trains also have operating rights. The layout uses *MRC Prodigy* wireless DCC. Matt still has some wiring and fitting to do of DCC controlled *Snail* turnout motors by *Circuitron*. The layout features a number of bridges of various designs on the Rocky Mountain crossing and a helix that emulates CP's famous spiral tunnel. The layout uses two *Walthers* turntables. The layout control panels are superb.

Matt has used a number of continuous print backdrops from *Backdrop Warehouse*, but advised it will be some time before he starts scenery work as he has other more important operational tasks to do first. He also gave a demonstration of his Rocky Mountains storm lighting and sound effects

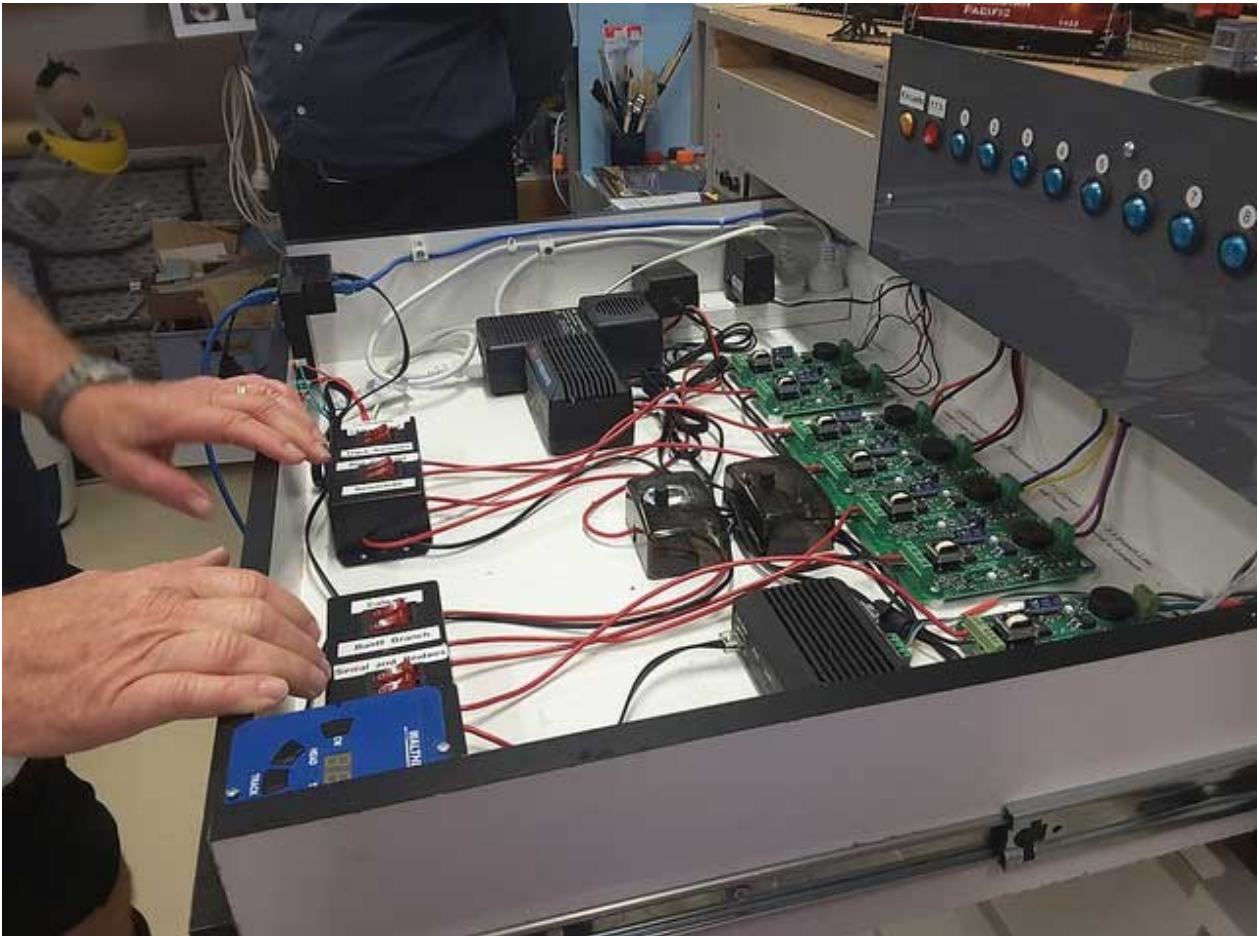
Some of Matt's visitors spent a very enjoyable hour or more operating trains over the layout after Matt's briefing. This was followed by a very enjoyable afternoon tea and refreshments with a magnificent 180 degree view of Batemans Bay, the Clyde River and surrounding hills.

Thank you to Matt and Mary for making us all so welcome and for a very enjoyable meeting.

Thanks to John Gillies for the meeting report as "dear editor" was overseas at the time of this meeting.







Show and tell

Jess Brisbane passed around an *O Gauge Railroading* window wall building front (yes, the magazine produces its own small line of O scale products) - see <http://ogaugerailroading.com/shop/71/>. Jess will use it for a low relief building on her layout. It is one of 17 different three storey building fronts available <http://ogaugerailroading.com/product-category/ameri-towne/building-fronts/> as part of its Ameri-Towne structure series. The building fronts are a standardised 24 scale feet wide.

John Martin wore a souvenir *Austrian Majestic Emperor Train Deluxe* cap purchased while travelling recently for what John felt was a much more economical price than many other rail trip caps. Lyndon Spence happened to be wearing his souvenir *Alaska Railroad Gold Star Service* cap. Lyndon highly recommended the Alaska Railroad's Gold Star Service.

Stephe Jitts brought the *Lancashire & Yorkshire Railway Society* signalling booklet which covers L&YR signalling in great detail with many diagrams and photos. Stephe advised that L&YR signalling was the basis of NSWGR signalling practice, so the booklet is very useful for many NSWGR modellers.

Robin Foster has been doing some plaster casting for his layout lately and brought a very well done stone tunnel portal, a tunnel lining section cast from *Woodland Scenics* moulds for use next to the tunnel portal and other castings. Robin produces his own RTV silicone moulds and uses [Ainsworth](#) brand dental casting plasters which were recommended by his dentist and are available from *Orient Dental Supplies* of Taylors Lakes, Victoria. Robin used *Yellowstone* plaster (5 kg pail costs \$48 plus shipping costs) and advised that it's strong, can be sanded, cut and is easily glued if the casting breaks. The various plasters have different properties as detailed on the website. Robin also mentioned that dentists sometimes dispose of older equipment and hand tools that might be useful for modelling use, although OH&S regulations now make this more difficult than in the past.

Jack Child brought a home-made foam wire cutter he built which uses a clever pivoting timber frame and resistance wire from *Jaycar*. After some experimentation, Jack found that using 4.5 volts from his variable power supply worked well to make very tidy cuts in block foam and to cut tunnel walls through foam scenery sections. Jack combines his foam tunnel sections with a commercial tunnel portal for a realistic construction method. It was interesting comparing Jack and Robin's different approaches to tunnel design and construction.

Matt Semenas had an older *Walthers* UP coach which he modified by using shim washers to raise the body slightly to overcome truck clearance issues. Matt advised he has further work to do converting the cars pulled by his *Big Boy* from *talgo* to body-mounted couplers to improve performance reliability.

Ian Barnes again displayed his great scratch building abilities with one of two recently constructed corrugated iron and timber framed roundhouses for his future NSWGR layout. After building the first roof frame, Ian used a jig to build more identical frames for the buildings. He then constructed the wall framing before beginning production of his corrugated iron sheets which were attached individually. Ian's previous production of corrugated iron sheeting required finding a thicker aluminium foil than readily available roll foil to provide the strength necessary for handling and assembly. The solution was found by using a ten-pack of large reinforced BBQ/baking aluminium trays from his local supermarket which required removing the embossed reinforcing - this was done by placing the cut out bases between two weighted sheets of glass. Ian advised that using the aluminium seal from *Milo* or similar cans provides a suitable foil.

Ian produced the corrugated iron sheets using a [Brunel Models Corrugated Iron Maker](#) and then cut the individual sheets to the correct size. The sheets were attached to the frame using superglue and the box gutters were made from old umbrella ribs. The windows were drawn in *MS Word* and then printed using a laser jet printer on thin acetate sheet that was carefully frosted by using fine wet and dry sandpaper to produce the translucent appearance. After assembly of the various components, Ian added LED lighting. The completed roundhouse looks wonderful and the photo doesn't really do it justice.

John Gillies passed around a photo on his tablet of two pre-production *Moloco* 50' FGE insulated box cars with centred 10' plug doors that he examined recently when visiting Nick Molo in Victoria. John mentioned he saw several different paint schemes on a range of model variations (three different cushioning systems are used on the prototypes). While they will be expensive when released later this year, due to the smaller production run when compared with major manufacturers, the detail and quality is everything prototype modellers have come to expect from *Moloco* - actual cars modelled at specific times. RTR painted but unlettered cars will also be produced in the first run so modellers can use Dan Kohlberg's excellent FGE decal sets to model many cars that won't be released in the first run - see <http://home.mindspring.com/~paducah/se22-24.htm>.





The last say....

After a couple of issues without the mystery photo, it has received some positive support (at last!). The mystery photograph from the last issue generated a number of responses (all correct). The loco was preserved NZR K class (K900) at MOTAT in Auckland. John Bullen was quickest off the mark, closely followed by Rob Nesbitt and John Gillies.

In this issue Jack Child has supplied the photograph from the wilds of Alaska! This particular steam locomotive has an interesting history, including the fact that it made its last official passenger run on September 6th, 1959. In 1965 it was almost sold for scrap but managed to keep the blow torch away...at least on that particular occasion. You might consider the fact that this photo below is a tad more recent than that day!

Finally, I must apologise for the lateness in sending out this issue of *The Flimsy*. While I was away for the last meeting, I cannot fault the prompt and informative report supplied to me from John Gillies shortly afterwards. So, even though you have waited long enough, here indeed is the latest issue on the eve of the next meeting to be held at Old Linton, Yass.

Brad

The next meeting

The next meeting will be at the home of Stephe Jitts in Yass. The meeting starts at 1pm on Saturday 16 June. Please RSVP to Stephe.

NMRA Australasian Regional Convention

The 2018 Convention is on 21-25 September at the Helensvale Community Centre and Library. It's been held there before and is a great venue. There will be clinics and a number of layout tours. Keep checking [the website](#) for updates.

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What and where is this locomotive?

