



THE FLIMSY

NMRA Division 2 Newsletter

March 2019

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From the Editor.

G'day Crew,

The March meeting provided an interesting array of items at the show-n-tell table for those to peruse prior to the in-depth presentation talk on the subject.

Ian Barnes proposed that 18th May meeting at his residence, Batemans Bay (33 Grandfathers Gully Road, Lilli Pilli) will be a little different to normal that the Division 2 meeting starts at 11am hopefully, this will suit some members who have some distance to travel and wish to maximise their visit to the coast.

This will be followed by lunch - either BYO in the garden of Ian's large rural block, or visit the cafe's nearby (Mosquito Bay, Malua Bay, Surf Beach).

After lunch, a number of model railway activities are available - a local DCC point to point portable layout will be in operation, discussion is invited on the beginnings of Ian's new layout which has some basic DCC trackage in operation. There will also be a layout design challenge available, with a twist - in circumstances not encountered by most model railroaders.

Something for consideration as car-pooling:

Keep on training.

Robin.

March Meeting

Stephe Jitts: Opened the meeting on the subject of the Sydney 1876 layout, with a proposal that Stephen Herrick and he would gift Sydney 1876 to Div 2 if someone is prepared to house it and perhaps offer it as occasionally as the Div 2 entry at an exhibition, ie Malkara or Kaleen. Stephen and Stephe would offer rolling stock as required.

Layout area 1.0 x 6.8m and requires a floor area (including operating space).

Opened to suggestions.

STOP PRESS. The Epping Model Railway Club is now the proud owner of Sydney 1876.

John Gillies attended the NMRA AR Annual General Meeting and all reports by office holders will be in the next edition of Mainline magazine. He mentioned the Membership Official's observation of the sizeable increase in Division 1 (Queensland) membership resulting from active recruitment of model railway clubs to become 100% clubs."

The meeting provided a number of discussions on topics ranging from layouts at exhibitions that were made, rebirthed & dismantled over the decades & 'where are they now'?

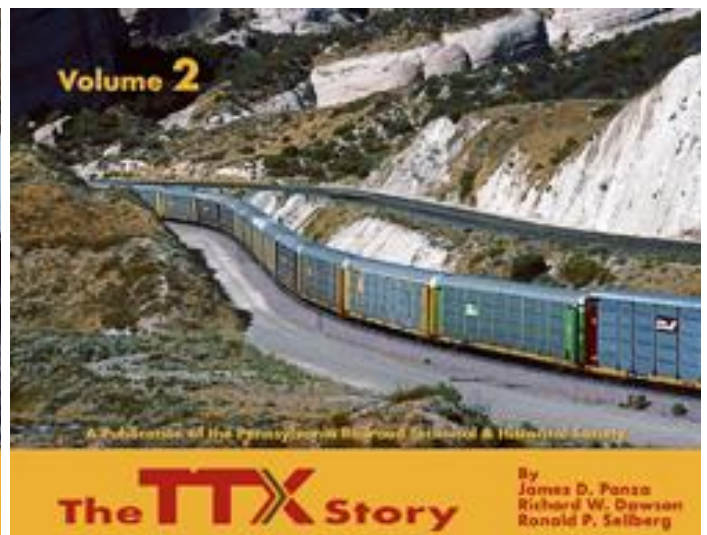
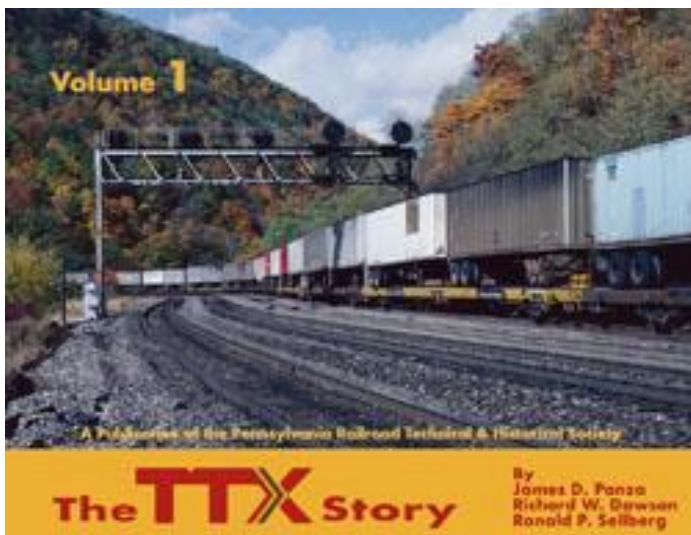
Noting this meeting's location, Tony Payne mentioned the book written by Stephe on 'Old Linton' was of historical interest.

Matt Semenas described the difficulties he had buying a Walthers Dairy Queen kit because the licensing agreement prevents its sale outside North America and the purchase of items from overseas as to the availability / restrictions to be "exported to Australia" the related costs as GST / import duties / customs created quite banter as joviality to the discussion.

Show-n-tell

John Gillies: Presented a review of his latest book purchase Vol 1 & 2 of the TTX Story from the latest spring 2019 issue of Classic Trains magazine.

Info on the book from The Pennsylvania Railroad Technical & Historical Society website is here http://www.prrths.com/estore/index_estore.html



Terry Craig: showed his WOMBAT NSWGR 3016 Terry informed the meeting that there are pictures of a 32 class with 'cow catcher'



Jack Child: From a (1970.s) jig saw to paint shaker & his model of the HOWE TRUSS Bridge.

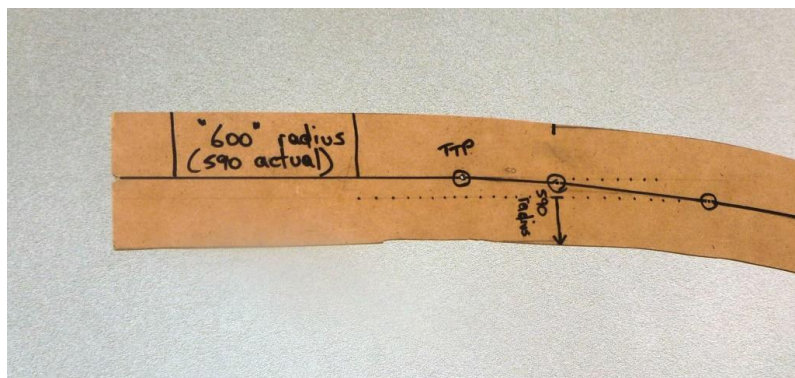
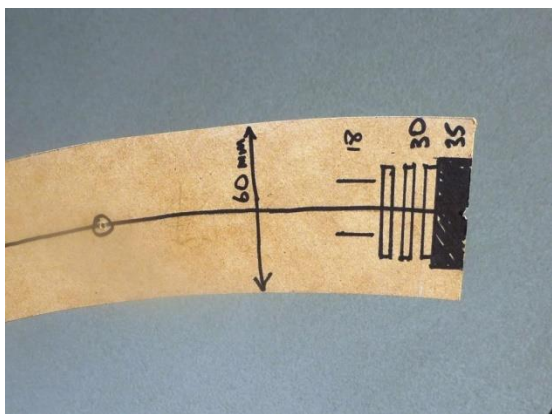


Jack's presentation on the HOWE TRUSS Bridge is detailed later in this newsletter.

Stephe Jitts: Walker rail car waiting the decoder for DCC prior to rostering on KVHR

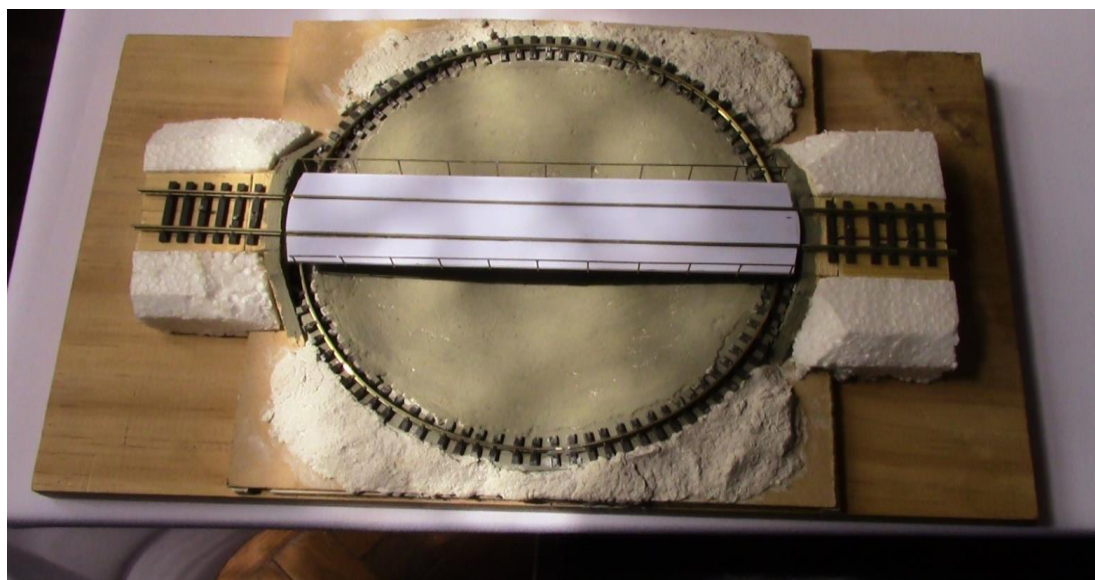


Ian Barnes: Manufactured a template using 3mm MDF for marking 600 – 750 -1000 mm radius curves with a transition feature,

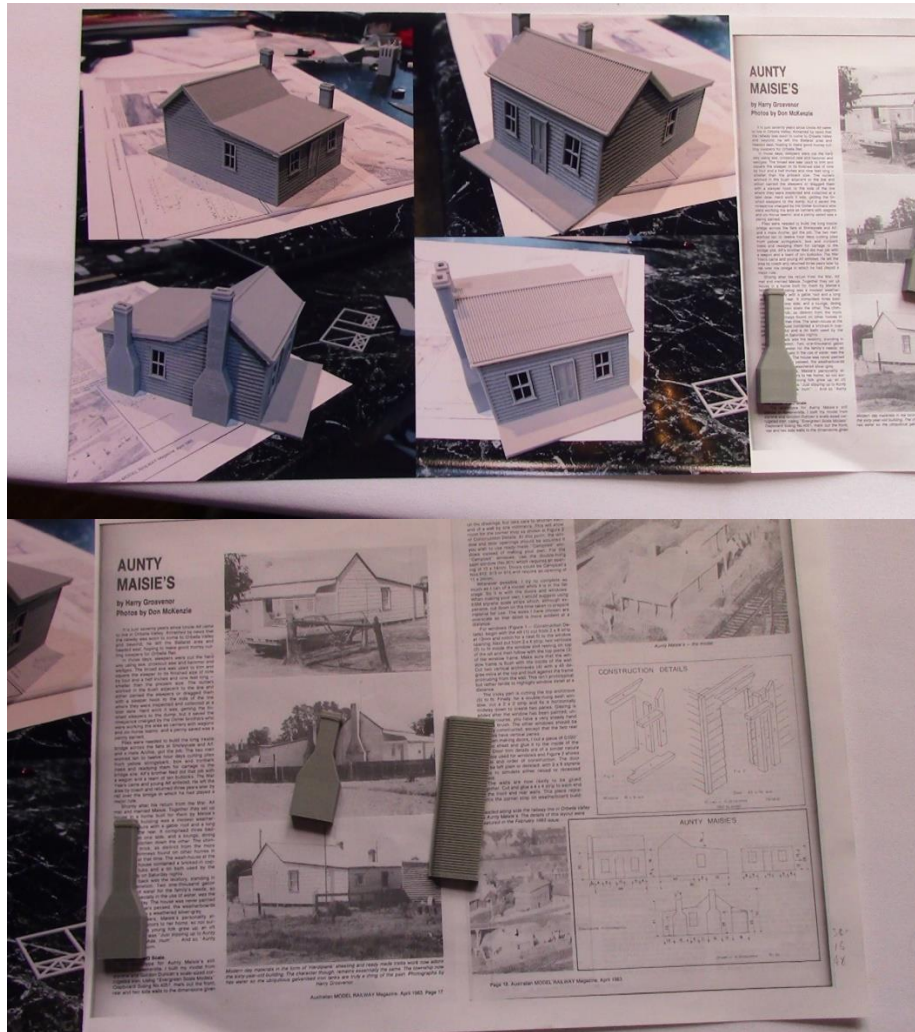


"Now, that is a leaning curve".

Rob Nesbitt: Continues work on the additions to the turntable using foam & sculpt-it product.



David Virgo: Gave an account on 3D printers & printing for Bullnose verandah & chimneys where printing can be 45 minutes .



Matt Semenas: Kalmbach Publications 36 Flash cards & DVD and on the Big BOY with a purchase of a WALTHERS 'Dairy Queen' kit.



Robin Foster 'sculpt-it' product as a scenic medium for landscaping where most would well remember the chicken wire formed & draped over formers with paper and plaster, foam and plaster, chux cloth & plaster / bandage plaster cloth methods with all sorts of glued landscape sheets of grasses or materials representing various terrains or mixing in appropriate pigments to colour the plaster as paints direct onto the plaster.

Experimentation is the key to 'building a better mouse trap' where I have found Luke Towan's tutorial videos <https://www.youtube.com/channel/UCiRkUtHQ774mTq1vrQ6uA5A> are indeed an inspiration to the many technics on his creativity for products being used where he has added new tutorials, being mainly dioramas, but there is a bigger layout picture to explore.



Sculpt-it & dental plaster castings using Woodland scenic Double tunnel liner moulds, those these US are adaptable to other World railways ie NSW with some cutting to produce the required profile for single/ double tunnel portals. A tunnel liner wall is currently in the process of construction on Stephe's KVHR layout.

Jack's presentation on the HOWE Truss Bridge:

By 1892 trunk line network had been established and the development of branch and cross-country lines linking with the trunk lines west of the Great Dividing Range began. As the predicted traffic did not justify major expense, Pioneer lines provided the answer. A number of significant rivers still needed to be crossed, and in times of flood the large amounts of water and debris required designs that kept the main channels free from obstruction.

Engineers adapted the successful Howe road bridge to meet the railway's needs.

These bridges are characterised by timber diagonal members with vertical iron rods connecting the top and bottom chords.

The first Howe truss Railway Bridge was built in 1897 was of three 60 foot spans and crossed the Namoi River. The last was built in 1917 across the Talbragar River.

Most of these seem to be (from the photos I've seen) Howe through timber truss (half-through, or pony) - not high enough for cross braces.

We first saw both of these bridges on a trip to Armidale while passing through the town of Woolbrook in 2012.

There are fewer and fewer of these scenic wood bridges today as they are gradually replaced with concrete and steel, as we discovered on our most recent trip through the area. I fear as well for the future of the beautiful lattice bridges, as their lifetimes are also nearing their end.

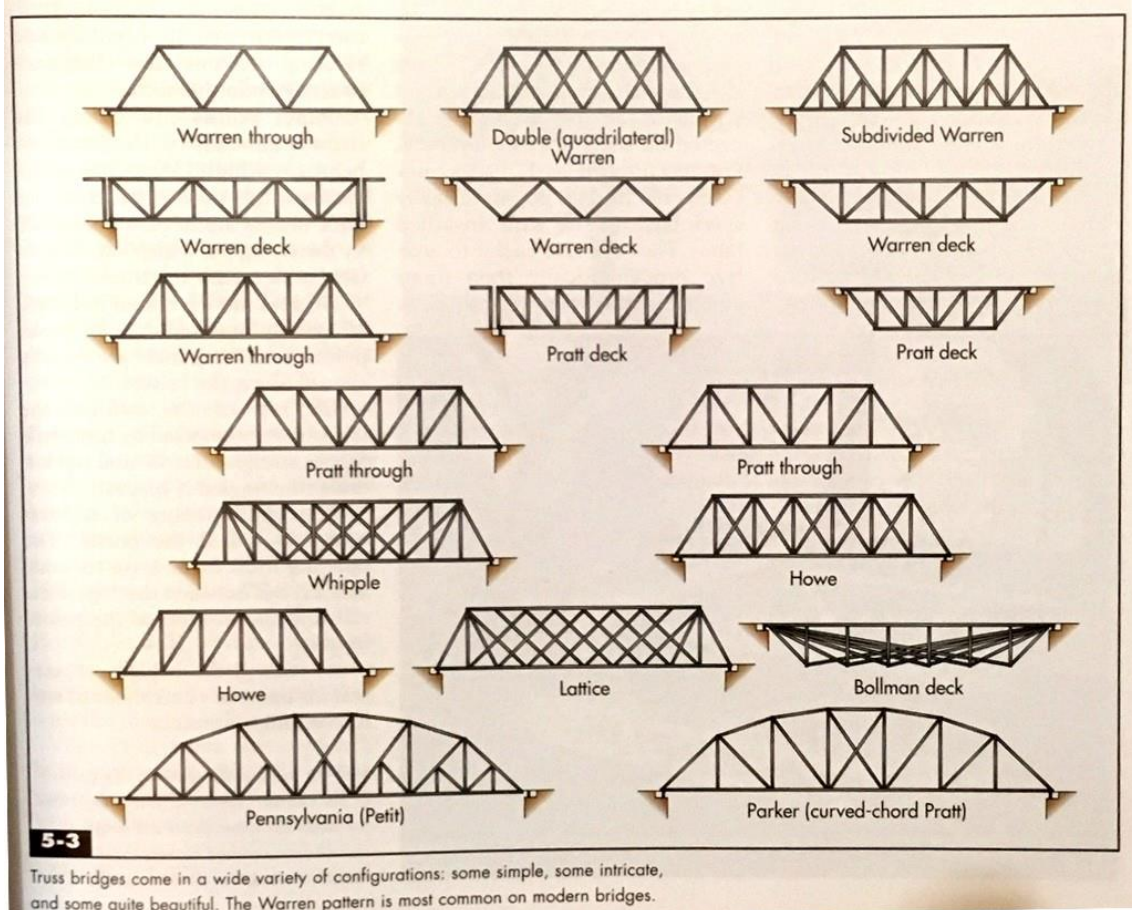


My two favourite bridges (at the moment) are the Whitton Lattice Girder Bridge, such as found at Albury and Woolbrook and the Howe Truss Bridge as seen at Wee Jasper Reserve.

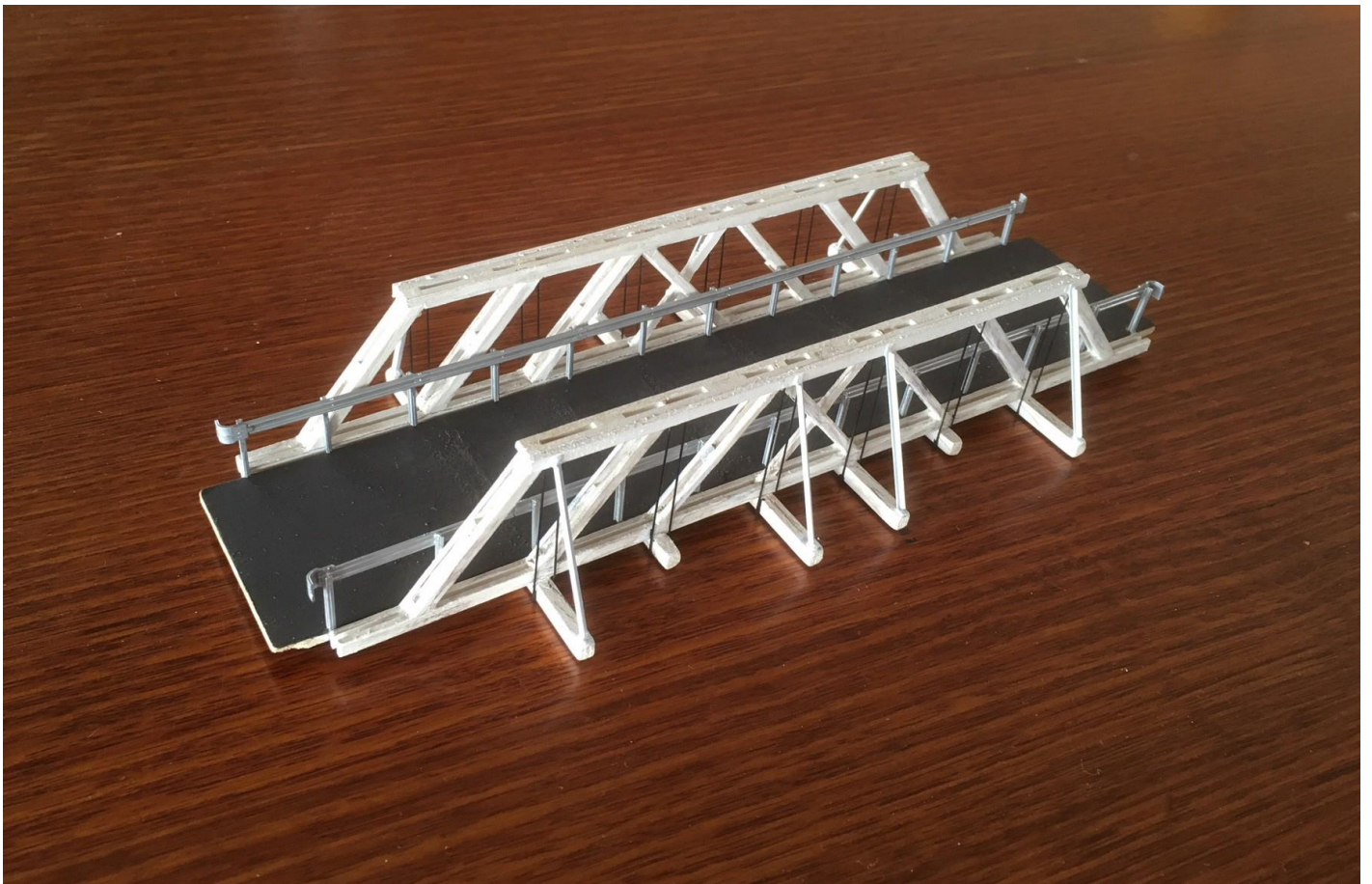


Whitton Lattice Girder Bridge Woolbrook 2012

Truss Bridges



Jack's model



Walcha Road Station



Walcha Road Hotel



The presentation was most comprehensive with the power point screening, which Jack can provide the full presentation on request. Articles on the HOWE TRUSS Bridge were published in the Branchline Modeller Number 1 1994 [now the Australian Journal of Railway Modelling] also details at <https://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/guides-manuals/timber-bridge-manual-1.pdf> is of interest.



Stephe presents Robert Lewis the award for acknowledgement to his 25 years of membership.

The last say.

Bring along those show-n-tells and notes on the topic for your editor to include in The FLIMSY."

Keep on training.

Robin.

The next meeting on the 20th April will be hosted by Wall Pywell 9 Keys Crescent Wanniasa ACT start 1300 please RSVP to advise Wal of attendance.

2019 if you are interested in hosting a meeting this year contact Stephe who will provide necessary information.

The FLIMSY contact robinfoster@inet.net.au