



THE FLIMSY

NMRA Division 2 Newsletter

September 2019

In this issue.

From the editor

September meeting

Show-n-tell

The last say

From the editor.

G'day,

First the kudos to John BULLEN & John GILLIES for their combined effort for their assistance to recording notes and providing pictures from the September meeting where there is much to peruse & edit into formatting this Newsletter which having missed, apology submitted, was apparently a great session.

A welcome to the meeting, visitor **Geoff Keep** and new member **George Saisanas** from Batemans Bay.

Meetings in 2020

Divisional Superintendent Stephe JITTS advised of difficulty in finding enough hosts for next year's meetings. At the moment we have no volunteer hosts for any of the meetings from January to May, nor do we have any for 3 out of the remaining 7 meetings for 2020. Could everyone, **please look really hard** at their calendars for 2020 and please say so if you can possibly host any of those meetings. Remember that if you can host the meeting but lack further inspiration, then someone else can give a talk.

Editor's note: Brian & Fran also offered their residence to host meetings for those who lack the space.

Superintendent, Division 2

Stephe JITTS 2-year term expires in Nov 2019. Stephe believes that 2 years is a good term for which to hold office. Do we have any starters for 2019-21? If there are none then Stephe is prepared to continue for the time being, but he makes the point that a change is desirable to bring new ideas in.

Donation for afternoon tea at meeting

Stephe suggested that \$5 would be a more appropriate donation to the meeting host than the current \$3. The meeting strongly agreed. **The new \$5 donation takes effect at our next meeting on Sat 19 October.**

Div 2 Christmas party

The meeting agreed that last year's Christmas lunch at Old Linton, Yass, was most successful and enjoyable and should be repeated this year. Those attending this lunch will meet at Old Linton at **11.30 for 12.00 on Sat 21 December**. The Div 2 meeting for December will follow the lunch. Further advice to follow.

Mathew WATERREUS laid out several items of HO scale rolling stock for sale.

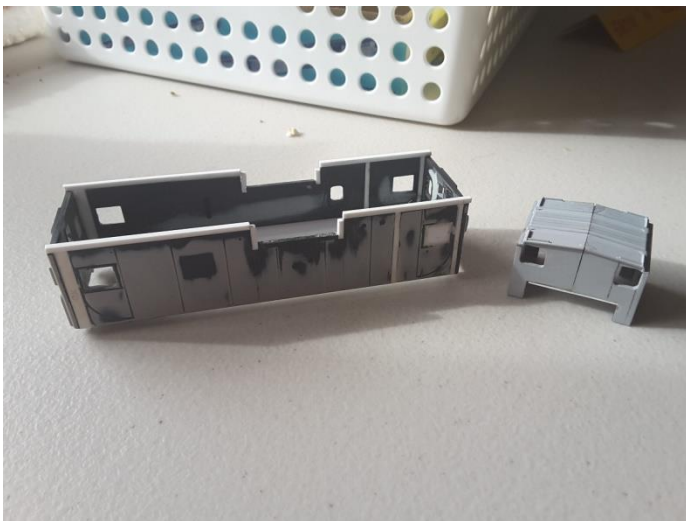
Keep on training.

Robin.

September Meeting

Show-n-tell.

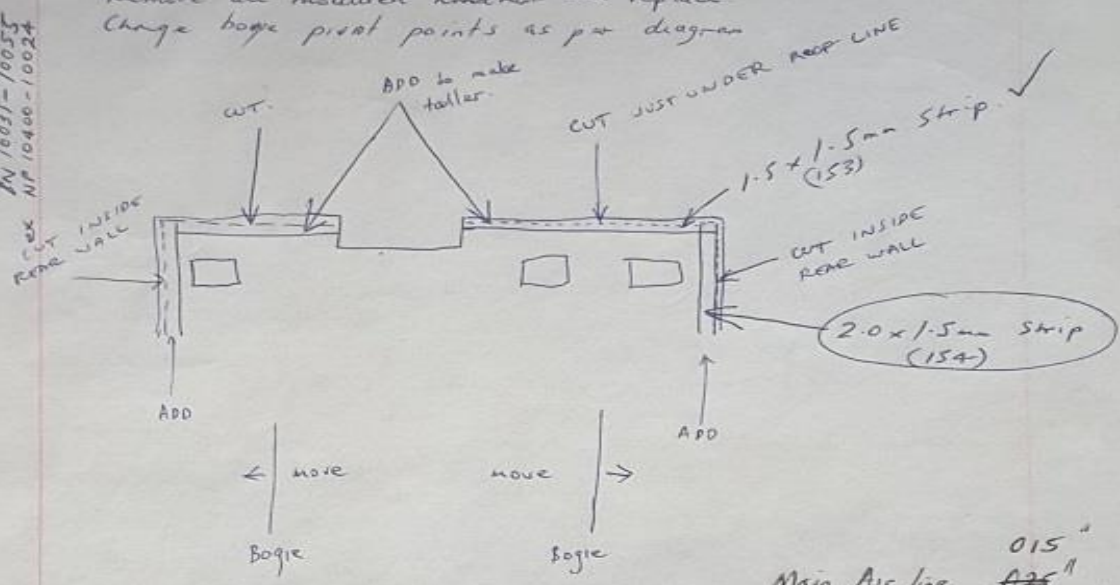
Geoff KEEP is in the process of kit bashing Burlington Northern cabooses (or are they 'cabeese'?) and he brought a few along to show us. He has taken existing model caboose bodies and has been modifying them to give them exact dimensions as per the prototype. Bodies have been extended to their correct length and other modifications (eg new cupola) have also been made. When you look at the unpainted model, you can see all the joins and you can see where all the old windows once were, but when you close your eyes you cannot feel these modifications, thanks to perfectly smooth surfaces and edges and careful retention of all right-angles. Geoff's work is an excellent example of high precision working in polystyrene.



ex SPE'S → BN 10025-10030
 CABOOSES ex NP → BN 10031-10055

- BN
 ex
 NP
- ① ② extend w/v cabooses to match scale drawing Dec 86 (mainline modeller)
 - Extend chassis to suit. Extend roof walks & roofs. Plans Rootwalks?
 - Correct bogie frames needed for (1x) car ✓
 - Remove all moulded handrails and replace
 - Change bogie pivot points as per diagram

BN 10031-10055
 ex NP 10400-10024



	0.15"
Main Air line	0.25"
Air Res-T/Valve	0.015"
T/Valve	0.010"

Modify end platform details to match photos (3 Steps)
 Position snakestack and radio beacon
 Replace moulded handrails on cupola.
 Paint 1x as BN 10040 Green
 Paint 1x as NP (BN 10038)?

- Need 1x BN Caboose Decals - Microscale 460-87842
- 1x NP Caboose Decals.
- 1x Set Caboose Bogies (Atheora Side Frames) ✓
- CB&Q Caboose Decals Microscale 460-871198

Microscale BN General Freight ✓ 252 (Black)
 Walters 460-87251 (White)
 934-219010

The Plan.

David VIRGO:

Signal Boxes of New South Wales Railways and Tramways by Bob Taaffe. A large and well-presented book costing \$110, it runs to some 450 pages and is copiously illustrated with excellent photographs and diagrams. Very comprehensive, it is remarkable in its detail. The photos show much more than just signal boxes – including historic rolling stock and trams. Not only does this book cover the different tram signal boxes that used to be seen in the streets of the city of Sydney, and all the different types of railway signal boxes used throughout NSW, but it even includes the signal box on the old Pymont swing bridge. This book plainly reveals its author's deep passion for his subject. And this is only Volume 1!

Later volumes will cover all known signal boxes that ever existed in NSW.

Signal Boxes of New South Wales Railways and Tramways

Volume 1 - The History



ROBERT T TAAFFE

Stephe JITTS: displayed his book *New South Wales Railways in Colour, 1855-1957* by Garry Saunders, with drawings by Greg Edwards. Containing 420 pages and costing \$110, this book uses photos (mainly monochrome) and coloured drawings to illustrate the correct livery of locos and rolling stock for over a century of operations. This book is remarkably comprehensive. For example, its section on trams includes cable trams, steam trams and electric trams. It contains several surprises amongst its historic liveries. If you can't bear the prospect of stripping and repainting your precious 1900 vintage steam loco, followed by fiddly reassembly, then don't read this book.

New South Wales Railways

in

Colour

1855 – 1957



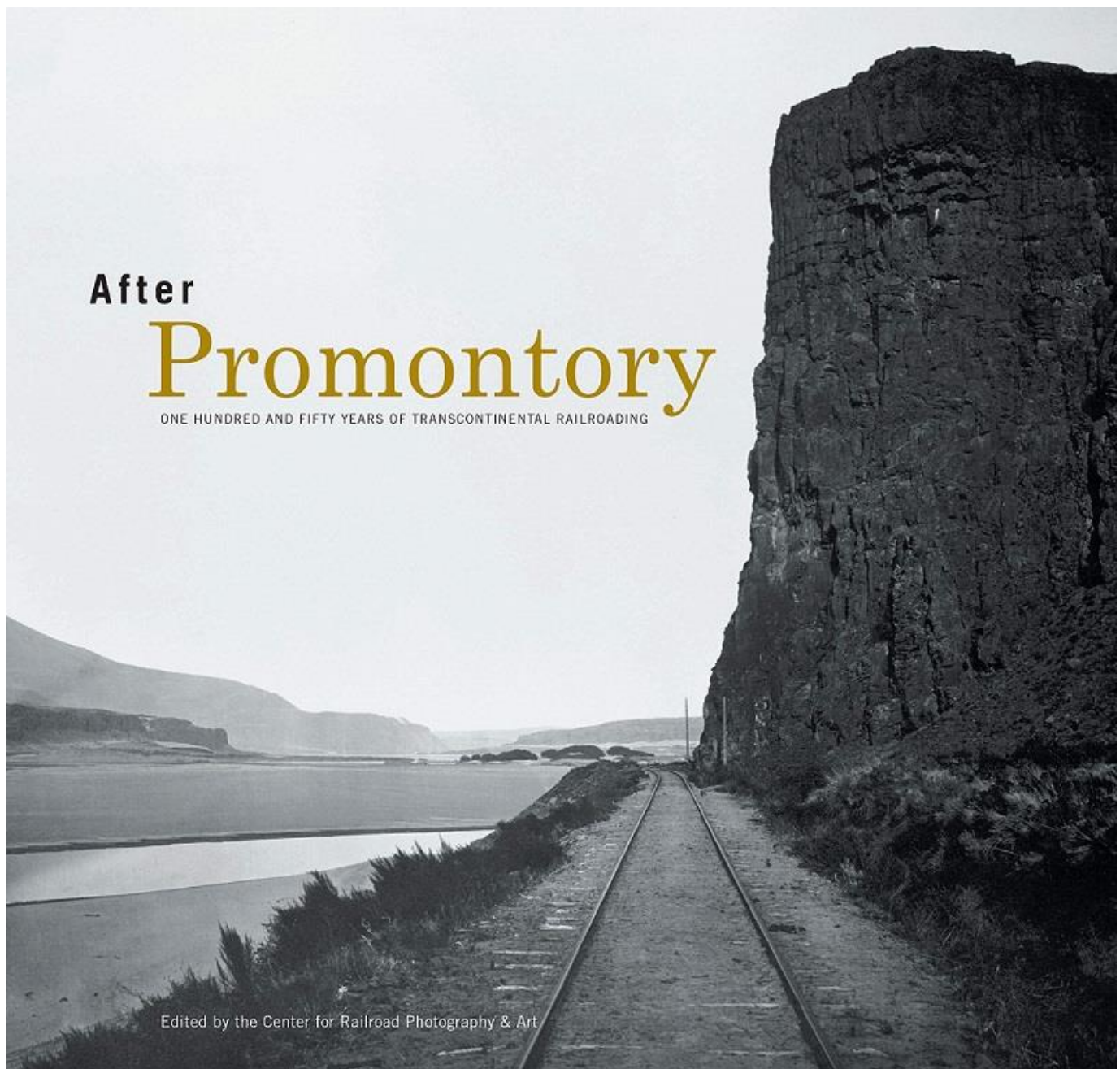
Garry Saunders

Drawings by Greg Edwards

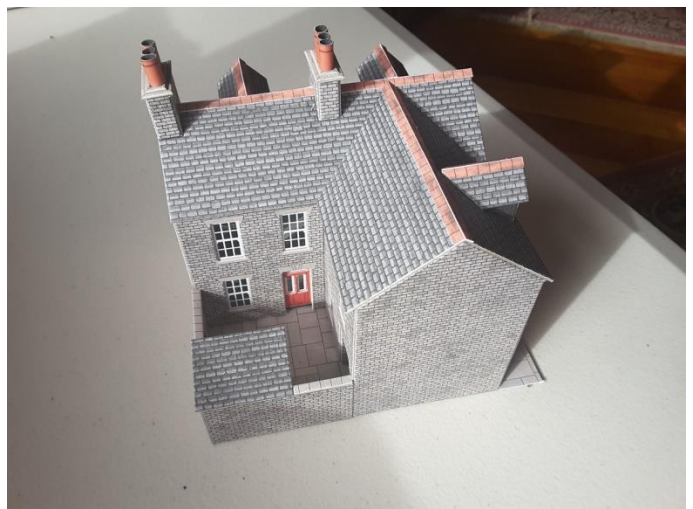
EVLEIGH PRESS

John Gillies passed around another book. *After Promontory – 150 Years of Transcontinental Railroading*, edited by Peter A Hansen, and published by the Center for Railroad Photography & Art, it has 320 pages.

John picked this up for US\$50 in the USA however it would cost more than \$100 to have a copy delivered to Australia. It is lavishly illustrated contains many photos of historic locomotives, rolling stock, and railway scenes (especially bridges). Its contents are organized into different geographic regions for easy reference. This book contains several colour photographs, but the vast majority is very high quality monochrome photographs.



Wai PYWELL: passed around his HO scale very obviously British small town style corner shop amidst a 2-storey residence with frontages on two streets. Made of card and glued together with a strong and quick-gripping glue from Bunnings, it was accurately assembled and quite rigid.



Jess BRISBANE: displayed her ice harvesting station for her Maine region On3 scale layout. To be mounted on the lake shore, this industry 'harvests' ice from the winter lake surface, storing it in the sheds above. Detail includes lights, carefully chosen advertising posters, and even blocks of ice cut from clear plastic with a slightly matte surface (for that ice block visual effect). This model is to be part of a winter scene, so it is snow covered – not with fresh fluffy snow, but with slushy snow. Much experimenting is necessary to produce the right effect.



Hosted Presentation.

John Gillies presentation on his recent trip to the USA where he attended the 2019 NMRA National Convention in Salt Lake City and the St Louis Railroad Prototype Modelers Meet in Collinsville, Illinois. John mentioned as this is the 150th anniversary year of the original Central and Union Pacific Transcontinental Railroad, this influenced the route he drove from Los Angeles to St Louis via Salt Lake City so that he could visit a number of UP locations along the original route and elsewhere.

John's route selection was aided by a map on UP's highest elevation points https://www.up.com/aboutup/reference/maps/highest_elevations/index.htm as well as its low point on its website. He usually does some planning using Google maps, railroad magazines and the Internet to identify likely spots which might offer a reasonable location for railfanning in case he saw a train or two along the way.

In addition to a small number of locations along the original Transcontinental Railroad route, John made a special effort to try and do some railfanning in Cajon Pass, along the ex-SP Sunset Route near the Salton Sea in California, along US-30 following the UP Pocatello Subdivision between Pocatello, Idaho and Granger, Wyoming and the BNSF Transcon across the Mojave Desert and to a lesser extent in Kansas. John showed a number of train photos in these and other locations and recommended travel along US-30 and old US-30 west of Green River, Wyoming if you'd like a slower paced journey and pretty easy access to the UP mainline as it travels through western Wyoming, Idaho and Oregon to Portland.

The NMRA National Convention was great with 7 days of concentrated model railroading activity and John provided a summary of what was offered. He volunteered to assist at the silent auction and found it an interesting and enjoyable activity where he met a number of interesting people. He highlighted how all NMRA conventions, whether here as we experienced in Canberra in 2013 or those held in North America, rely on volunteers to make them happen.

Highlights of the NMRA National Convention from John's perspective were some very interesting and informative clinics, the three Operations Special Interest Group (OpSIG) operating sessions he participated in and the 9 layouts out of 23 available that he visited during the Layout Design SIG layout tour day on Wednesday - both were self drive or car pooled (John had a rental car so he drove others who needed a lift).

John mentioned the bargain membership of both SIGs represent with annual membership fees of US\$ 10 each which gives members up to 4 quarterly downloadable e-magazines a year and first chance options to register for convention OpSIG operating sessions before they're opened up to other convention registrants, if there are spaces still available. You have to be a LDSIG member and purchase a low cost US\$ 15 convention polo shirt to participate in the layout tour day. John showed a number of photos from the OpSIG operating sessions and LDSIG layout tour which highlighted the quality of layouts.

National Train Show entry is free on the Friday of all NMRA National Conventions (in North America) and offer attendees the opportunity of seeing new products, talk to manufacturers, buy items from manufacturers and traders as well as seeing a range of layouts with two huge HO and N Scale Free-mo layouts being the main layout attractions this year.

John mentioned the increasing size and popularity of the St Louis RPM Meet, the larger number of clinics and even larger number of models displayed, railroad historical societies, manufacturers and traders than when he last attended in 2017. John didn't show any photos from the RPM as he'd already forwarded this link to his Flickr photo album earlier <https://www.flickr.com/photos/58526444@N07/albums/72157710130517571> .

Afternoon tea and lots of conversation followed John's presentation.



41 degrees and 190 feet below sea level at Salton California



Central Pacific 60 Jupiter at Golden Spike, National Historic Park, Promontory.



Chris Brimley's N scale Hudson Terminal layout, on OPSIG operating session.



Brian Brendel's N scale CSX Mountain Sub Division on the LDSIG layout tour.



Eastbound California Zephyr at Helper.



Kennecott Copper Corporation 93, Nevada Northern Railway, Ely, Nevada



Scouler Grain Company SD18 5002, Coolidge.



UP Big Boy 4006 at National Museum of Transportation, St. Louis Missouri.



Westbound BNSF Transcon at Edgerton Kansas.

The last say.

The next meeting is to be held at the home of **Brian & Fran Thomas** at 100 Bacchus Circuit, Kambah, ACT starting at 1 pm on **Sat 19 October**. John Bullen will be speaking on **Trams**, possibly accompanied by Rob Nesbitt. Several model trams ranging in size from N scale to G scale and ranging in date from 1900 to 2015 will be on display. For those who are wondering if this includes 'Light Rail' – if it carries passengers through suburban streets on rails, **it's a tram!**

Expressions of interest for meetings are now opened for hosting in 2020.

Hosting is not difficult and it would be lovely if persons other than the usual culprits could do it next year.

(Remember if the size of your home is a little compact to house 20 or so attendees, both Linton and the Thomas' home are available for your hosting pleasure.)

Requirements

1. The meeting is held on the third Saturday of each month, usually commencing at 1pm.
2. The main requirement is that you as host prepare a presentation (about 30 minutes) on a topic of your choosing that you think might be of interest to members. I have had several requests this year that we have more technical topics, however topics include things like recent travels, history of particular railways or just about anything railway (railroad). You do not have to tell me your topic at this stage though if possible it would be appreciated if it is advised at least a month in advance of your talk so that it can be distributed to members. Don't forget that if you also produce a handout to go with your talk it can be counted towards your Achievement Program awards.
3. If you have a home layout, big or small, plywood junction or finished (no layout is ever finished!), we would love to see it.
4. Arrange for an afternoon tea for the hungry hoards.

Please consider your situation, Stephe.

Keep on training. Robin.

The next meeting will be on the 19th OCTOBER 2019 being hosted by Brian & Fran THOMAS 100 Bacchus Circuit KAMBAH ACT starting time 1300 please RSVP to advise Brian or Fran of attendance.

Interested in hosting a meeting next year 2020 contact Stephe who will provide necessary information.

The FLIMSY contact robinfoster@inet.net.au