



# THE FLIMSY

NMRA Division 2 Newsletter

January 2021

In this issue.

From the editor

at home Show-n-tell

For sale

The last say

**We remain under ~COVID-19~ restrictions.**

## **ELECTION OF NEW DIVISION 2 SUPERINTENDENT**

I am pleased to advise that 23 members responded and endorsed Stephen O'Brien's election as the new Division 2 Superintendent. This is slightly more than the usual number of members who usually attend the first meeting of each year, which have traditionally been held at Malcom Risby's home in recent years.

Thank you to those who responded and participated in the emailed endorsement process in the absence of being able to do this based on the voices at a January meeting.

Congratulations to Stephen on his election and I am sure you'll be hearing from him in the near future about plans for Division 2 meetings and activities in 2021, subject of course to whatever current COVID-19 restrictions are in place in the ACT and NSW.

Cheers and happy modelling,

John Gillies

Returning Officer

NMRA AR Division 2

### **Message from our Division 2 Superintendent.**

Welcome fellow Division 2 members to a New Year, as your new Superintendent we continue modelling and hopefully meetings in this Covid-19 environment.

Firstly, I would like to thank Stephe on behalf of all of us Division 2 members as outgoing Superintendent and the work he has put into running the division, especially the last twelve months.

He has made it known that Old Linton will be available for meetings in 2021 as we work within social distancing guidelines.

Our membership has grown considerably, and we currently have 53 members a first for Division 2, is we now have a 100% NMRA Club, the Eurobodalla Model Railway Club where I would like to welcome this club and its members to Division 2.

Welcome to new member Alan Ingram of Malua Bay NSW.

Long term member Tony Payne of nearly 27 years did not renew his membership, Tony over the years hosted meetings, held operating nights, and helped build and exhibit Division 2 layouts at various exhibitions.

I hope one of the Canberra clubs might meet Tony's interests.

It would be good to have meetings at members' homes as restrictions permit and especially outside of Canberra in this coming year, please give some thought & think about.

The modelling presented at our email Show -n-Tell is worthy of presentation by members, so your " how I did it " can be part of the monthly meetings.

Feel free to contact me at [sob1952@hotmail.com](mailto:sob1952@hotmail.com) with your comments, suggestions as what you would like from your NMRA membership and Division 2.

Thank you,

Stephen.

What more can one say but ...

Keep on training.

Robin.

Editor NMRA Div 2 The FLIMSY.

## **At home Show-n-tell activities.**

### **John BULLEN:**

Thank goodness for The Flimsy email S&T.

The Flimsy has now become our most important agent in binding Div 2 together and we cannot yet predict how long this situation will last.

John.

The Largest Scale Railway in the NMRA Division 2, Rob Anderson has threatened to build a railway at 12 inches to the foot – and in live steam too – on his property at Bemboka, but until it is actually / up and running, John Bullen's G Scale (1:22) railway remains the largest scale railway in Div 2.

Like some tourist railways at scale 1:1, John's railway operates on a seasonal basis only. It operates regularly throughout December and for as long into January as the Ministry of Domestic Affairs will allow, after all, the Bullen's also must live in the place.

It all began many years ago as a Christmas gift from son David. His Dad had apparently been behaving himself better than usual, so David generously gave him a railway to run around the Christmas tree.

The narrow-gauge Austrian steam locomotive hauling its two goods wagons round and round a circle looked really cute – but only for about half an hour, so John subsequently bought an accessory or two to enhance it a bit. Just a bit...

These days the layout is end-to-end. Still on the floor, it now runs for about 20 metres around the lounge room and into the dining room of John & Yvonne's apartment in the Molonglo Valley. At one end is a tram terminus and two goods sidings with a loco run-around loop. Along the single-track main line are a station, a 4-track yard, a circle around the Christmas tree, another station and a goods siding. At that point the route splits into separate lines in different directions, each ending in a distant tram terminus.

Rolling stock has expanded slightly from its humble beginning. The motive power fleet now consists of 3 suburban electric trams, 2 steam locomotives and 1 electric locomotive. The 3 locomotives haul any of 5 trains which are passenger, goods or mixed. The longest train is 1.4 metres long. The trams are all of 1900 to 1910 vintage, the electric loco is 1912 and the steam locos are 1892 and 1894. All trams and all passenger carriages have clerestory roofs – appropriate for the period. One of the trams is a coupled pair of power car and trailer, their combined length being 72 cm. For overhead power collection, three different systems are on display – bow collector, trolley pole and pantograph.

With trams, passenger trains and goods trains all competing to use the same single track main line, considerable foresight by the operator is necessary to avoid gridlock and to maintain a smooth service.

Simple block control is applied to this analogue control system. The track has 12 separate electric power blocks where a tram or train can be isolated. There are 14 turnouts and 1 electric uncoupler with overhead signal.

It takes an hour or so to lay the track in late November. It then takes 2 to 3 days to connect up all the electrical wiring and it then takes at least another day or two to arrange the scenery. Packing everything away in January is much faster and can be done in about a day.

The different scenes along the track include the following...

- ...A village centre of tinsplate buildings and an illuminated Biergarten.
- ...Terminal for tinsplate buses adjacent to the village.
- ...Parking area for tinsplate trucks (Arnott's Biscuits).
- ...Other tinsplate vehicles, including Swiss fire engine with siren and flashing lights.
- ...Two railway stations (one festooned with icicles) and several tram stops.
- ...A fenced farm with farmhouse, tractor, farmer, wife, 13 cows and a dog.
- ...Rural road with automated level crossing.
- ...Country house beside a public park with pools, stream and rustic bridges.
- ...Weird house – a 3D jigsaw puzzle of The Burrow from Harry Potter.
- ...Lots of trees, shrubs and pot plants.
- ...About 180 people.

The people are doing all sorts of things – passengers in trams and railway coaches, people waiting at railway stations and tram stops, drivers and conductors on trains and trams, railway staff signalling to trains, railway platform staff, tourists, people walking in the village street, working on the farm (including milking), sitting (eating, reading, talking, or trying to cope with young children), drinking at the Biergarten, picnicking in the park, workmen on track maintenance, surveyors working on a proposed track extension. You name it, they do it.

Before you get the wrong idea, it should be mentioned that, despite the surveyors already on the job, the proposed track extension does NOT yet have Ministry of Domestic Affairs approval.

In G Scale, a human is about 8 cm tall (as against 2 cm in HO Scale and 1 cm in N Scale). In G Scale great detail is possible – facial expressions are plainly visible and a running man with a flying coat and holding his hat on his head really DOES look on the move.

1. Main line in foreground, tram in branch line on left and a fully occupied goods siding on the right. Behind the goods siding is the farm. The Christmas tree is in the background. In front of the tree is the frosty roofed Weihnachtsstadt station.





2. Close-up detail of part of the farm. The farmer is resting from shovelling cowpats into his barrow while his wife is hand feeding a Simmental (Swiss) calf. The fence posts and railings are very realistic in G scale.



3. While the passenger train at left waits at the station, the signal to proceed is given to the goods train approaching from the right. The black plate in the left hand track marks the isolating boundary between two separate power blocks.





4. The passenger train approaches the station. The lack of safety protection for those close to the track is normal for rural lines in Europe where people are used to trains from an early age. And they don't go all that fast anyway.



5. Country house and adjacent park sited beneath a small table. The children at far left have their feet in a rock pool. Yes, there are G scale goldfish in the water. In the background is the goods train waiting to proceed. Beyond the loco can be seen the Harry Potter house and a distant tram. Just ahead of the loco is the uncoupling sign. When the electric uncoupler at that point is in operation, the letter 'E' (ie Entkupplung) at the top of the pole is strongly illuminated and can be clearly seen by the railway controller at the far side of the room.





6. Close-up of the Harry Potter house – actually ‘The Burrow’ where the Weasley family lives. A former pig shed with improvised extensions to accommodate a steadily expanding family, it is reputedly held together by magic alone. In truth it is a 3D jigsaw puzzle. Please don’t sneeze too close to it. Beyond the house is a vintage tinsplate Swiss postal bus, complete with correctly tuned horn which plays the opening three notes of the William Tell Overture.



7. A coupled pair of trams – power car and trailer – as seen running between Nürnberg / Nuremberg and nearby Fürth around 1910. The cars bear different running numbers together with the name Nürnberg-Fürther Straßenbahn and the crests of both towns.





8. A crossbench tram approaches Streitberg station. The prototype of this tram ran in New Haven, Connecticut, from 1901 until retirement in 1948. Fully restored, it now operates in the Seashore Trolley Museum, Kennebunkport, Maine.



9. Tram at terminus under a chair. This is a replica of the first electric tram in Köln / Cologne, Germany, in 1900. On its side is the inscription Bahn der Stadt Köln and the city crest. Overhead is its bow collector, spring-loaded as per prototype. Exposed to the weather, the driver wears a magnificent overcoat with two long rows of silver buttons. At far right are some picknickers at a table.

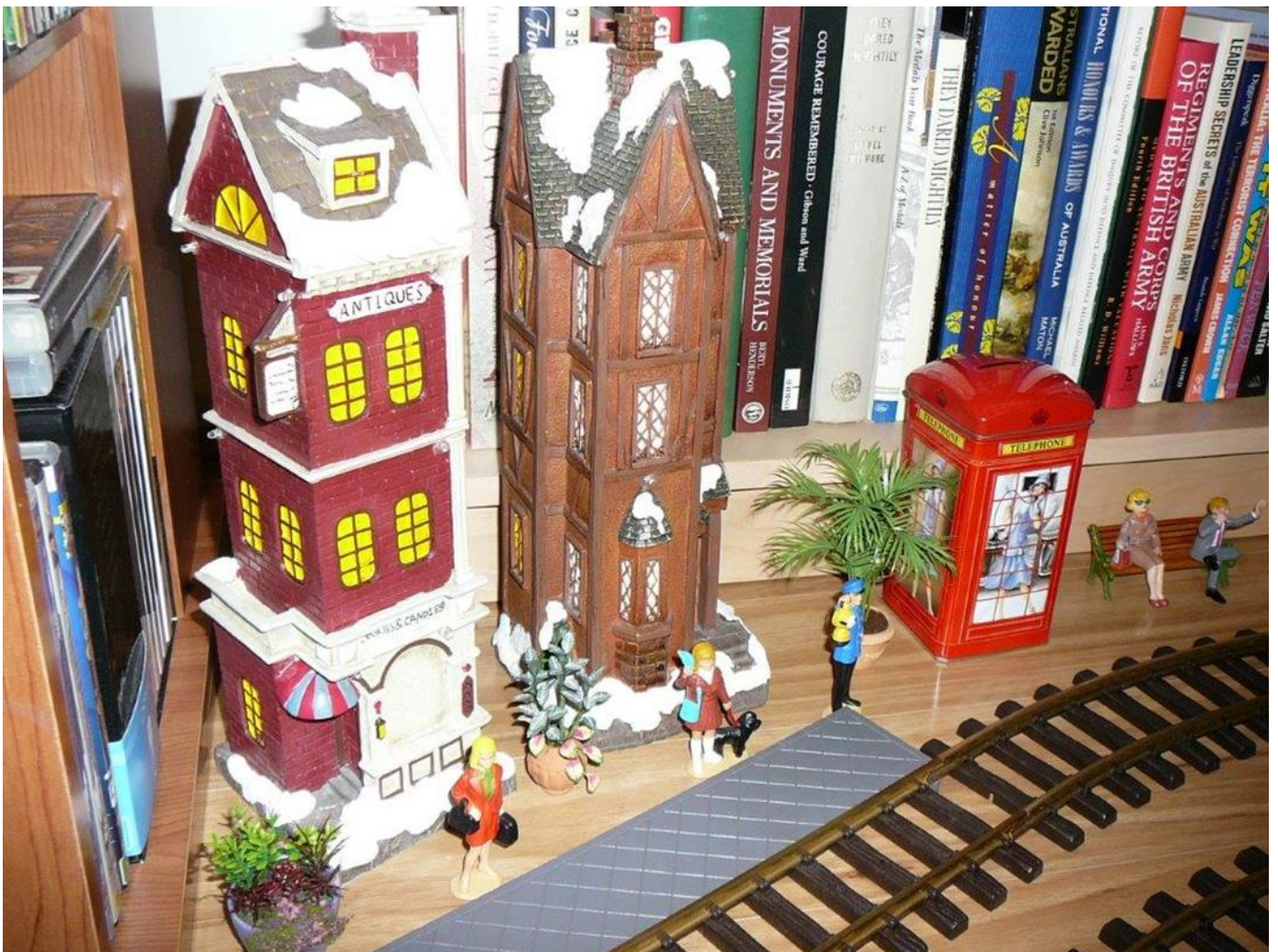




10. Close-up of a table picnic. The food on the table illustrates the detail that is possible in G scale, even down to seeds in the watermelon. One of the picknickers has obviously noticed our close scrutiny. Better wave back!



11. Tram stop jammed into a tight corner. Perfect spot for a couple of tall buildings which occupies very little ground area.

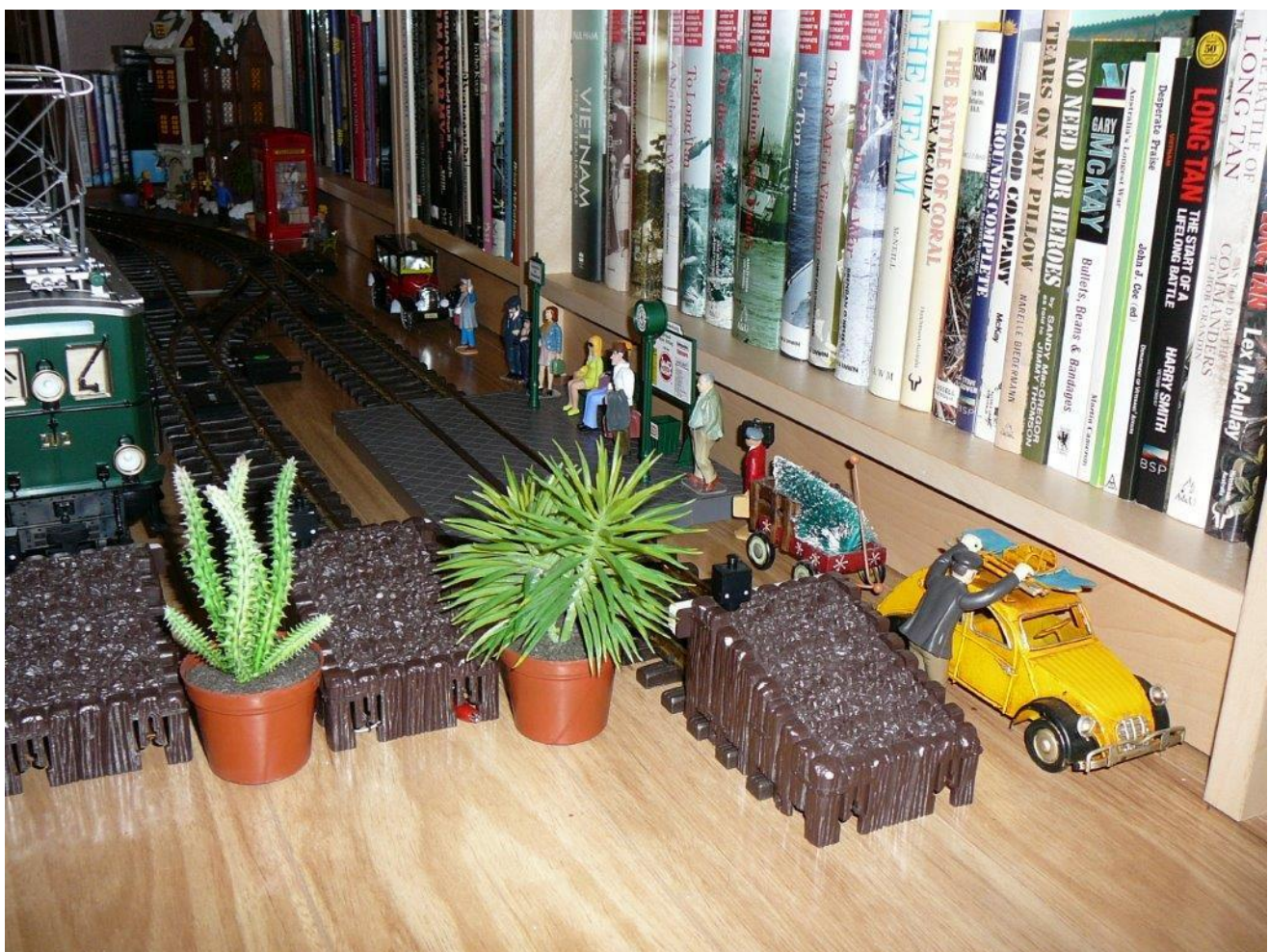




12. Passengers waiting at another tram stop. The sign at the tram stop says 'Straßenbahn Haltestelle', i.e., Tram Stop. On the far side of the town square is a row of tinplate buildings, all of which, in an earlier life, contained delicious biscuits at 1:1 scale.



13. Tram terminus and goods siding. The electric loco is in its original livery as in 1912. It is the most modern loco or train on this layout. Note the small Christmas tree on the trailer behind the Citroen 2CV.









16. Tinplate buildings. From some distance away they are just an attractive group of matching buildings. Close up, an interesting 3-dimensional effect becomes apparent.



**Rob NESBITT:**

Wagga station first installation of corrugated Iron, not totally happy with it, so I may be doing some tweaking.







Did a mock-up of the roof vent on the wagga station, to test angles etc. Used scrap styrene. I need to make 5 of these.



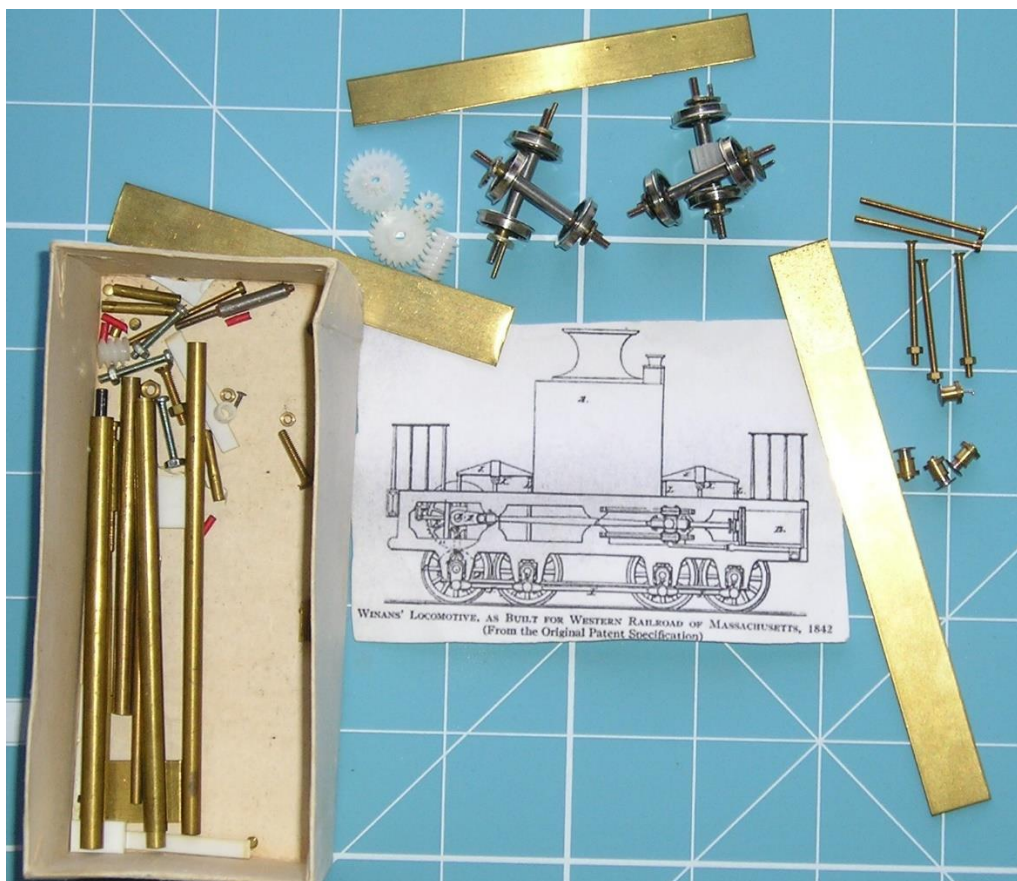
Station build continues. The main roof is now fitted, although there is still a lot more detailing required. There are 3 sections of roof - the middle section, between the 2 gable roofs will be removeable, as a tease for a future detailed waiting room interior.



Recent auction wins.

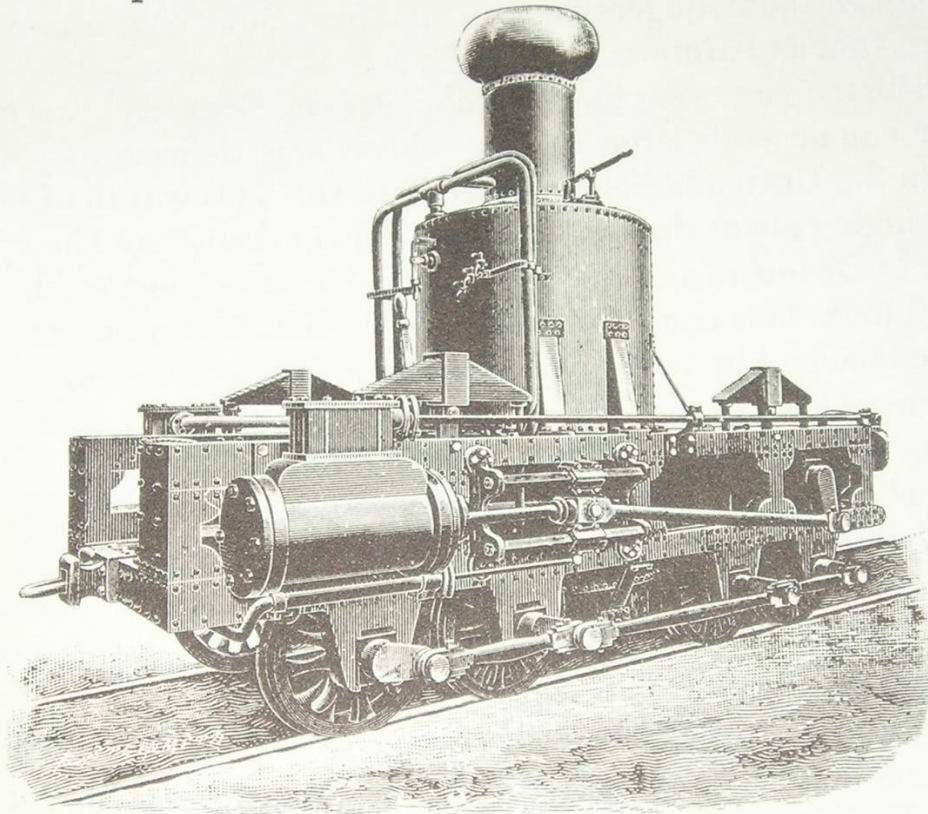
At a recent Trains, Planes and Automobile auction, I won an accumulation of parts. The one photo I could see of lot 114 showed a box containing a few wheel/axles assemblies, some brass bits, and plastic gears. I bid the minimum (\$20) and was the only bidder. The items arrived, and I was surprised to find a HO scale line drawing of a Western Massachusetts railroad engine. So that explained the axles/wheels. A scratch-built engine may be in my future?

But I simply did not have any idea what it was. The internet search on Western Massachusetts RR failed to find any pictures. All is not lost. As some of you know, I have a large library of railway books. One of them, "Iron Horses" by E.P Alexander, had another picture of a slightly different engine, and gave me the name "Mud Digger". An internet search on that gave me a bit more information, and a "photo" of #37 to compliment my plan. Mr Alexander says that the design was quite successful, with some engines surviving into the 1860s.



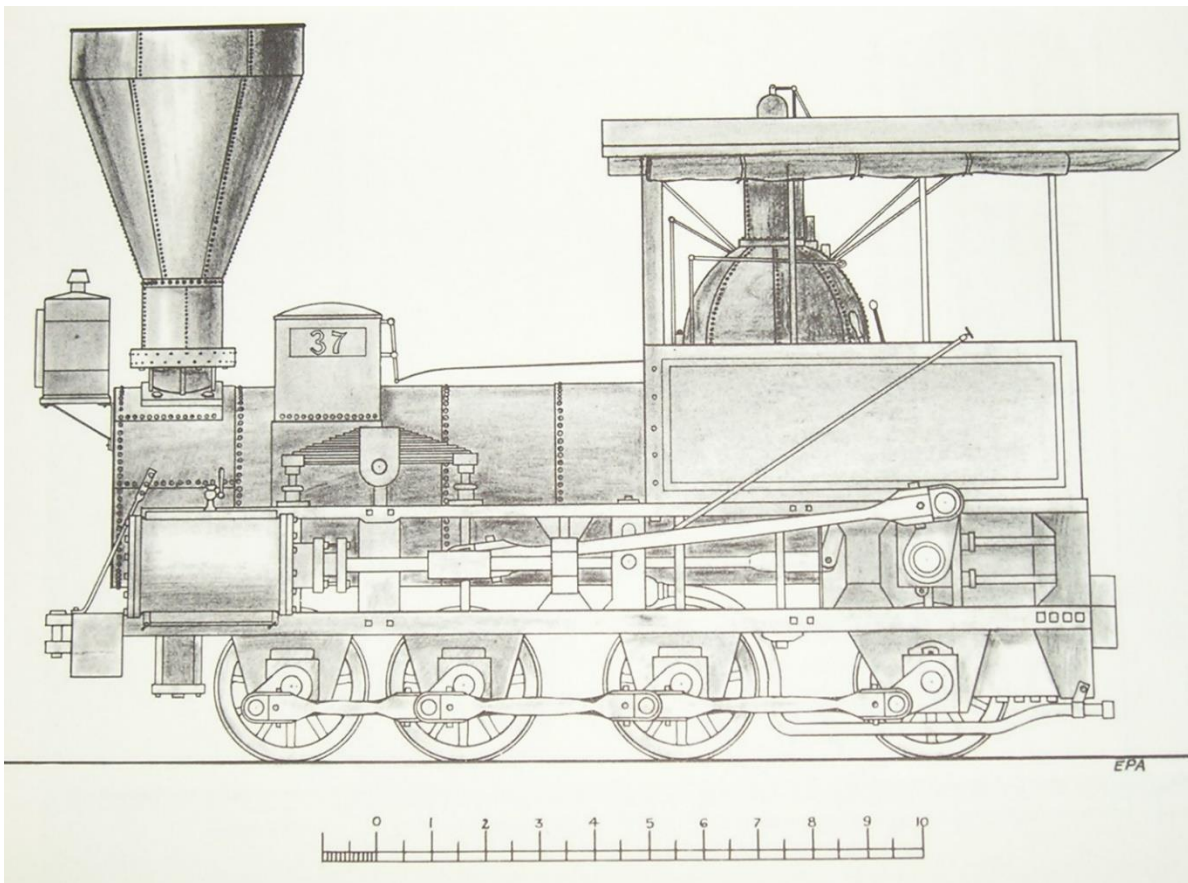


was 32,000 pounds. The cylinders were 13 by 20 inches and, like other engines of this period, none had cabs.



17. The first "Mud Digger" type designed by Ross Winans and built by M. W. Baldwin for the Western Railroad of Massachusetts, 1844.

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**Ian BARNES:**

This photo is an example of using forced perspective in model railways by using mixed scaled objects. Ignoring the mix of prototypes for the moment, the foreground is HO scale and the background (the ICE train plus the backscene) is N scale.



**Jack CHILD:**

Mobile speedometer in LMS horse float.





**Ross BALDERSON:**

POLLY WOODSIDE now painted and rigging completed, the following pictures shows the finished results.

This photograph looks even better when in a portrait / landscape format [next page] where the detailing clearly stands out as to what can be achieved in N scale being a head turner.









Ross has done credit to these two photographs against his backdrop





**Robin FOSTER:**

What is that aroma?

Soldering droppers from the rails to bus on the layout and smelt plastic burning, checked & found the plug pack which was charging the B&D handheld car vacuum cleaner, which I have had for 5 years, where the instructions say 'leave connected to power to keep fully charged'.

As the battery was near dead, I fully discharged the appliance and reconnected where 24 hours later still not working to full capacity, then 2 days later the issue raised this matter of a near potential fire disaster as the plug was 'hot' and showed signs of discolouration.

This B&D vacuum cleaner cannot be replaced with new rechargeable batteries and I just replaced the filter!

This is the 2nd plug pack to fail in the past 8 years on 24 / 7 connections to devices requiring constant charging such as clocks / alarm systems.

Seems that the capacitors have failed [again] where I feel that discharged batteries are making the plug pack 'think' that a kick is required for charging causing the capacitors to overheat.

I have replaced this item with a RYOBI hand held vacuum skin, so when the battery is low can be recharged quickly and can be used with other RYOBI skin items.



Pays to CHECK those 24 / 7 battery packs.

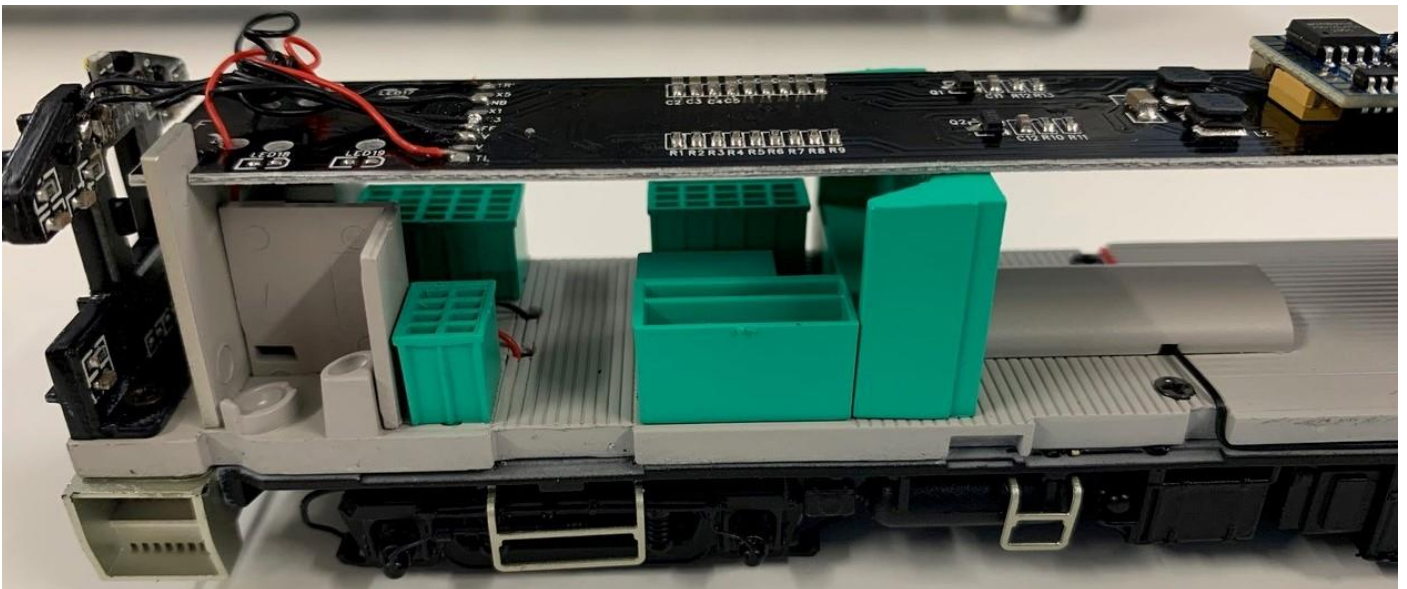


## Matt SEMENAS:

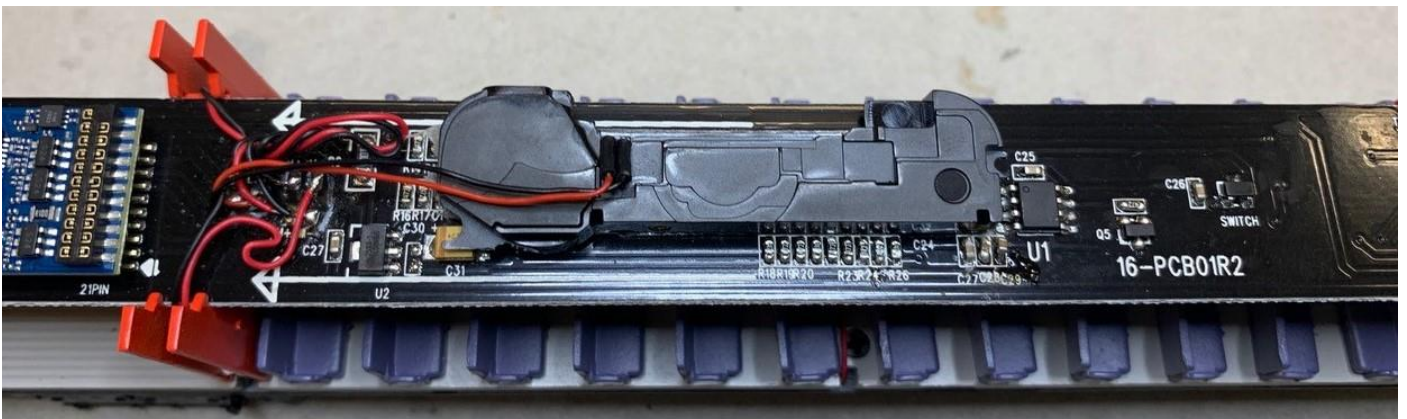
The arrival of 5 RAPIDO CN RDC-3's. RAPIDO had a special if you order 4 you get the 5th one free, so how can anyone resist such an offer. Also, CN and the other Canadian railways used to run the RDC's in a consist of up to 8 units. With my previous acquisition of an RDC-2 I can do a consist of 6. RAPIDO does also supply a bunch of spare parts as well as cabinets for the luggage, postal section that can also be installed.



After a few emails back and forth with RAPIDO I was able to remove the shell and install the green cabinets.



The passengers have not boarded yet but will be soon. I have a new batch of 1000 passenger aching to get on trains. I took some photos of the fleet and the one with the shell removed. Interestingly you will see that RAPIDO is now using the iPhone 4 speakers and they sound great. The interior lights can be turned on and off with the magic wand. The headlight and rear classification red lights change automatically depending on direction of travel.







### Stephe JITTS:

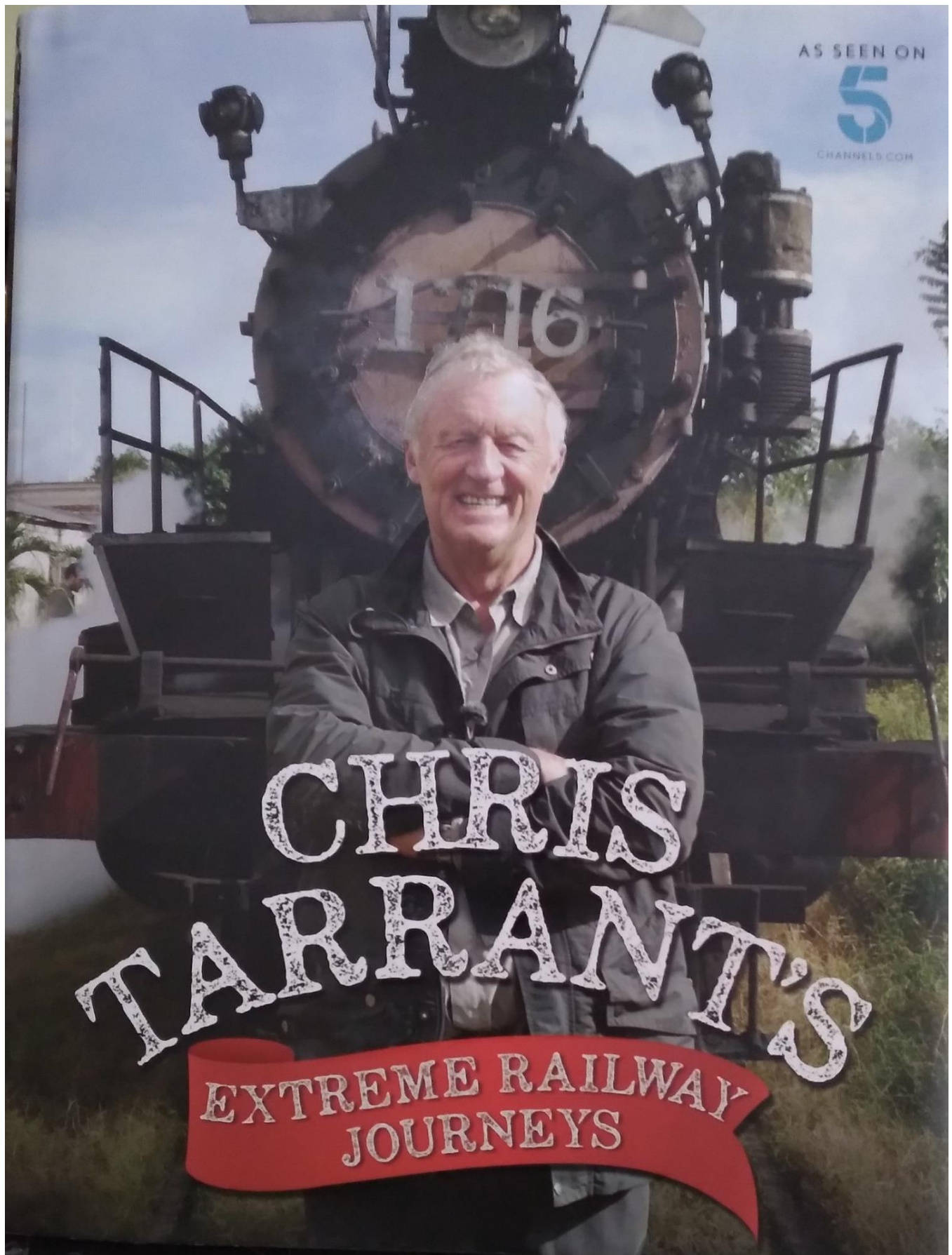
I recently took delivery of a box of four Casula Hobbies' LV wagons. I must say the detail was wonderful and perhaps more importantly they ran perfectly straight out of the box. Wheels were in gauge, couplers were correctly set and worked.





Chris Tarrant is quite clearly a madman. His writing erratic grammatically suspect at times and his opinions sometimes extreme. He is also sometimes hilarious and always entertaining.

This book offers a more personal view of the experience of creating "Extreme Railway Journeys". While trains certainly feature a lot, there is also a lot of comment on the creation of the journeys.





## FOR SALE, WANTED & FREEBIES

Brad HINTON

HO scale GP30 DC powered UP livery #822 for \$50.00. Contact [bhinton3801@gmail.com](mailto:bhinton3801@gmail.com)



### The last say.

Austerity Frugal & Recycle.

**Remember and adhere to those ~COVID-19~ restrictions.**

Div 2 meetings are in limbo until this virus is curtailed so continue to 'BLING' my inbox on those 'at home' show-n-tell projects.

Keep on training.

Robin.

To comply with current COVID-19 rules meetings will be advised.

**2021: a year yet to be determined for scheduled events.**

The FLIMSY contact [robinfosster@iinet.net.au](mailto:robinfosster@iinet.net.au)