



THE FLIMSY

NMRA Division 2 Newsletter

April 2021

In this issue.

From the Div 2 Super

Meeting & at home Show-n-tell

For sale

The last say

We remain under ~COVID-19~ guidelines.

Message from our Division 2 Superintendent.

Hello, Division 2 Members,

April Meeting.

Benjamin Featherston hosted the April meeting at the family home in Bywong NSW a half hour drive from Canberra, with 13 members travelling from the South Coast, Oak Flats, Junee, Yass, Bungendore and Canberra.

A few guidelines were suggested by the superintendent, the member talking has the floor and duration of show-n-tell be five minutes or if longer may benefit in being a clinic.

Your superintendent has realized that one item maybe done in five but more than that will take longer !

Issues of the Flimsy being posted to the NMRA Australia website appear to be resolved.

NMRA Shirts, members asked about purchasing these and details are on the website.

No contact details are provided except see your superintendent; this issue is an agenda item for the April ARC meeting.

The position of Public Officer has been vacant since Stephe JITTS resigned from the position, again this is an agenda item for the April ARC meeting.

With Stephe JITTS present, it was timely that Ross BALDERSON, A.P. Asst. Manager, ACT, Presented the Certificate of Achievement to Stephe, this is his 8th Certificate, Association-Official.

Stephe only needs the three remaining certificates to become a sort of unofficial GMMR.

Show-n-Tell Proceeded.

Benjamin took members on a short walk to see his layout in his 'STUDIO' shed on the property where HO scale in the Age of the Streamliners, Great Northern, Northern Pacific and Southern Pacific.

This was a chance to see what can be done in an available space and using the new PECO Code 83 Unifrog points. [Note: PECO Insulfrog & Electrofrog have been now combined into Unifrog]

A great afternoon tea outside in a park like setting closed the day.

Thank you, Benjamin, for hosting a very enjoyable meeting and I am sure those members who attended felt the same.

Stephen O'Brien.

Email from John GILLIES:

Further to Stephen and Robin's earlier emails about NMRA AR shirts and name badges, I am the Division 2 contact person if you would like an NMRA AR name badge.

After the Australasian Region Committee made the decision last year that all Divisions would be responsible for arranging production and delivery of their own NMRA AR name badges, I volunteered to do this for our Division.

I repeat below information that was previously published in The FLIMSY last year for the benefit of recent members.

Pricing for the name badges:

\$13.05 for a flat plastic name badge with pin fastener

\$14.85 for a flat plastic name badge with combination pin and clip fastener

\$17.00 for a flat plastic name badge with magnetic fastener.

Free delivery to members attending monthly Div 2 meetings

Free delivery to members home in Eurobodalla Shire (I usually visit monthly)

Plus, an additional \$3.30 for mail delivery (cost of small padded post bag and postage) – no tracking or insurance.

Payments for all name badges, and mail delivery cost where applicable, are to be made by EFT to the Division 2 bank account specifying:

Account Name: National Model Railroad Association Inc (please input details up to the field limit size used by your bank or credit union)

BSB: 325185

Account Number: 03616129

Reference: Member's surname.

Members requiring a name badge are to advise the following information by email to me at jjillies@grapevine.com.au after making their EFT payment:

Name on badge – including preferred long name option if applicable (one line or two lines for the member's name as seen in the attached images)

Layout name or modelling interest details on badge

Type of fastener required

Delivery method required

Total payment made by EFT to Div 2 bank account and date of payment (a copy of the member's bank payment confirmation email to me would also be welcomed)

After payment and production of the name badge I will contact the member to confirm the planned delivery date and location.

Please contact me if you would like an NMRA AR name badge.

Cheers and happy modelling,

John Gillies

Div 2 Meeting:

There were a number of events to this weekend, where apologies were tendered from CANBERRA members having 3801 touring & the ARHS (ACT) open month.

The meeting hosted by Ben FEATHERSTON at BYWONG NSW showed that distance is not an issue as members from the South Coast, Oaks Flat, Junee, Yass and Canberra enjoyed the day discuss & view the layout in the STUDIO under renovation & construction.

Keep on training.

Robin.

Stephe JITTS being presented with his Certificate of achievement award by Ross BALDERSON

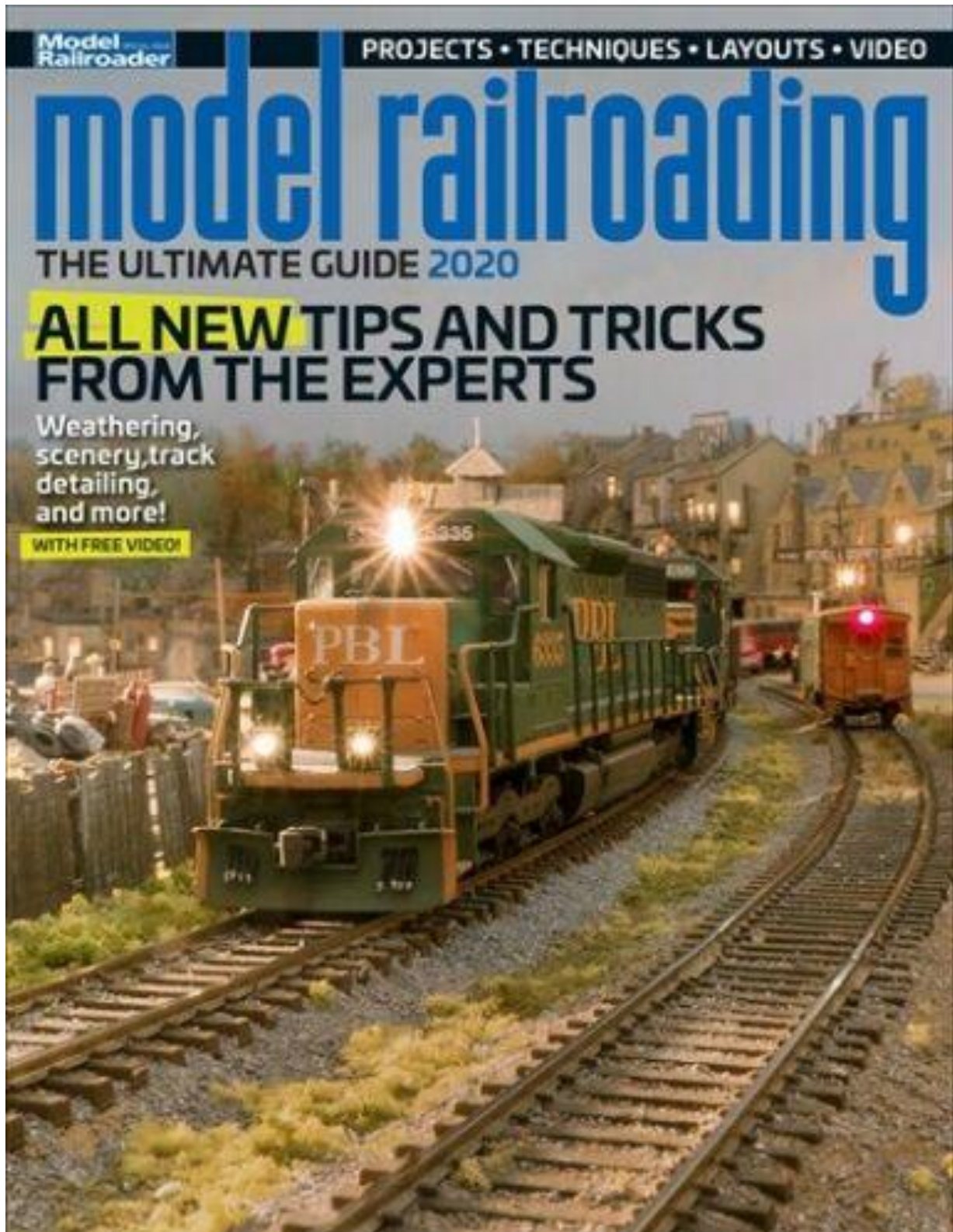


Meeting and at home Show-n-tell activities.

Steve WALKER:

Purchased at the Kaleen Expo Model Railroading: The Ultimate Guide 2020

Model Railroading: The Ultimate Guide 2020 features all-new content covering 12 of the latest projects created exclusively from Model Railroader Video Plus accompanied with 15+ videos, track plans and layouts to enhance the experience. Discover how-to stories, behind the scenes information and timely modelling techniques all in this 84-page special issue.



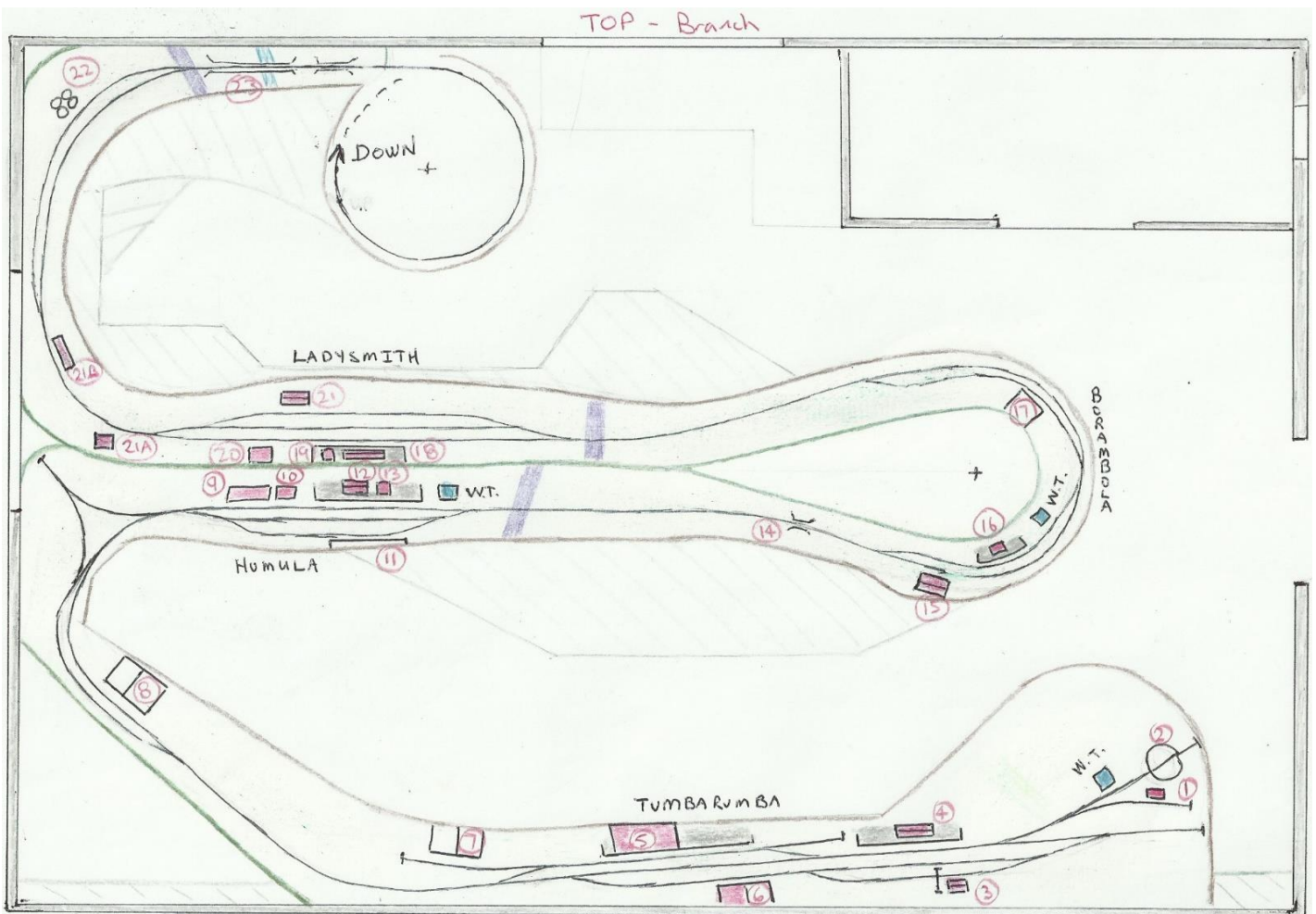
Rob NESBITT:

Adding some colour to the Wagga station. The station heritage colours on an original photograph, were matched to the Taubman range of paints at the local Wagga Bunnings store, leading to purchase of a pair of sample pots. There were 2 coats of "Streetwise" red sprayed, and 2 or 3 coats of "Bamboo Cane" cream applied by brush. One has to be creative when the closest hobby store is almost 2 hours away. Tamiya "aluminium" was sprayed for the roof.

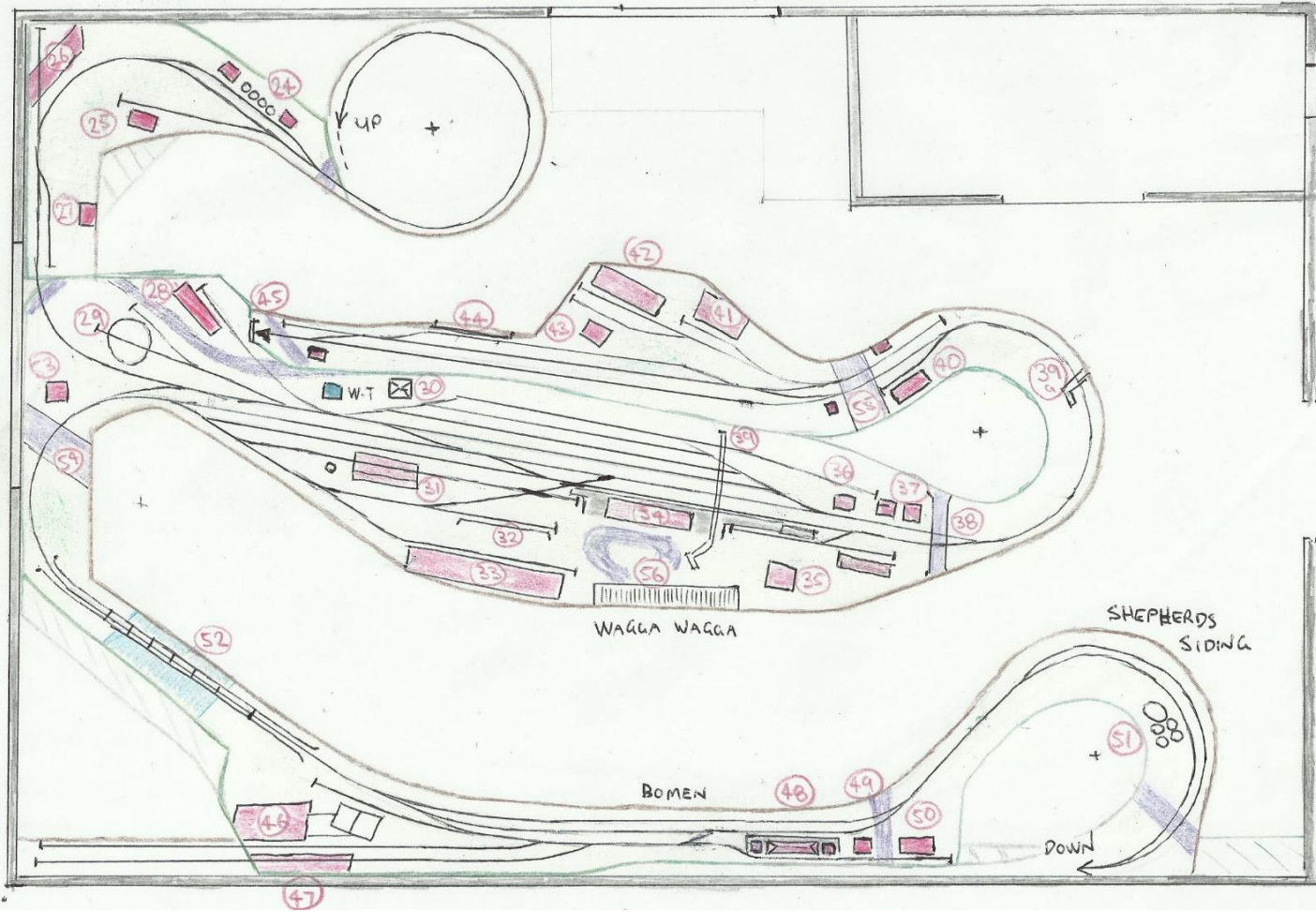


Then a change of pace, Rob showed his latest 'chicken scratching' of the track plan for his future home layout. To fit a space 9 metres x 6 metres. The plan is based on the Main southern railway at Wagga Wagga, with a branch line to Tumbarumba.

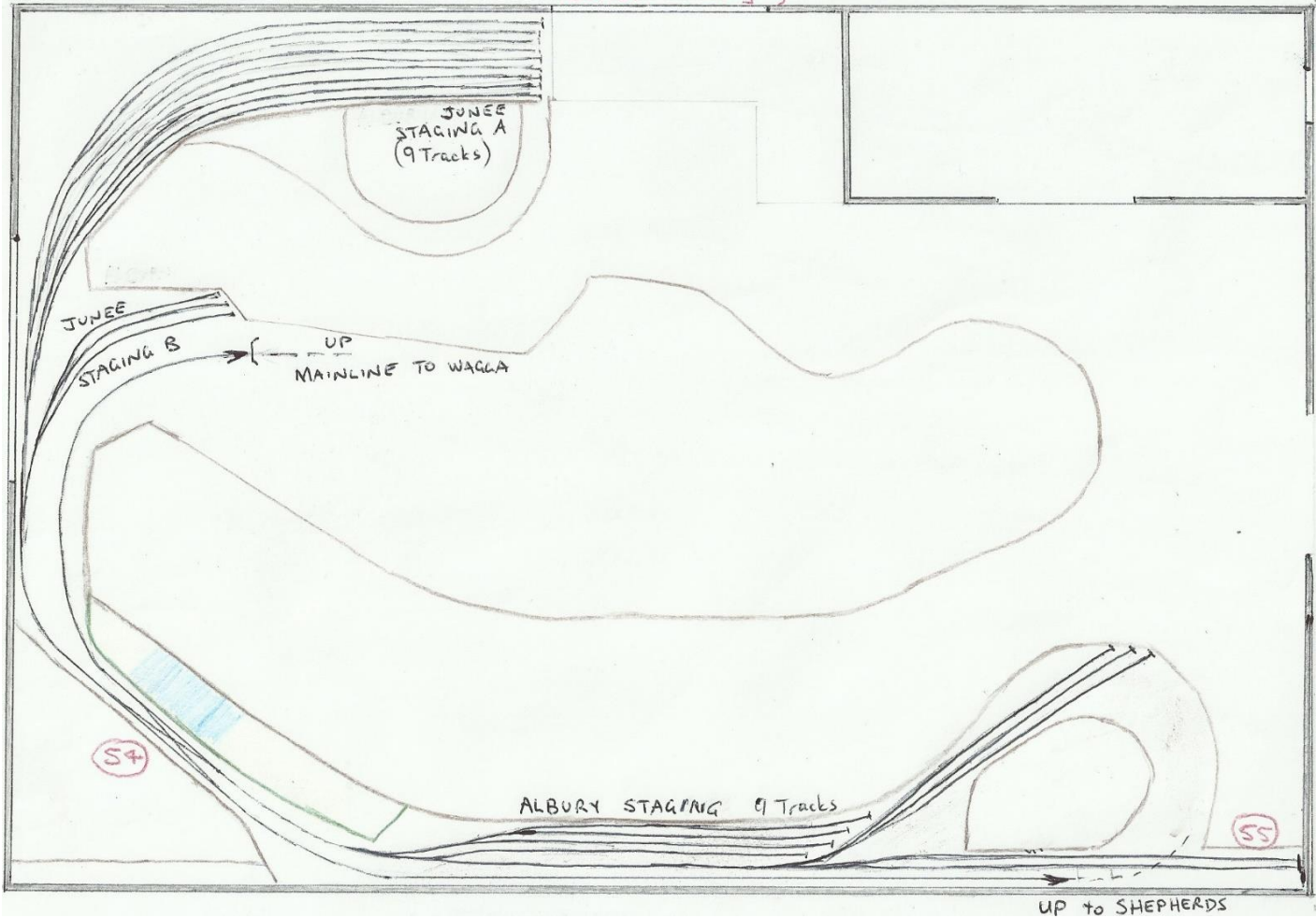
Full details and lots of photos on Rob's blog <http://buildingwagga.blogspot.com/>



MIDDLE - Mainline

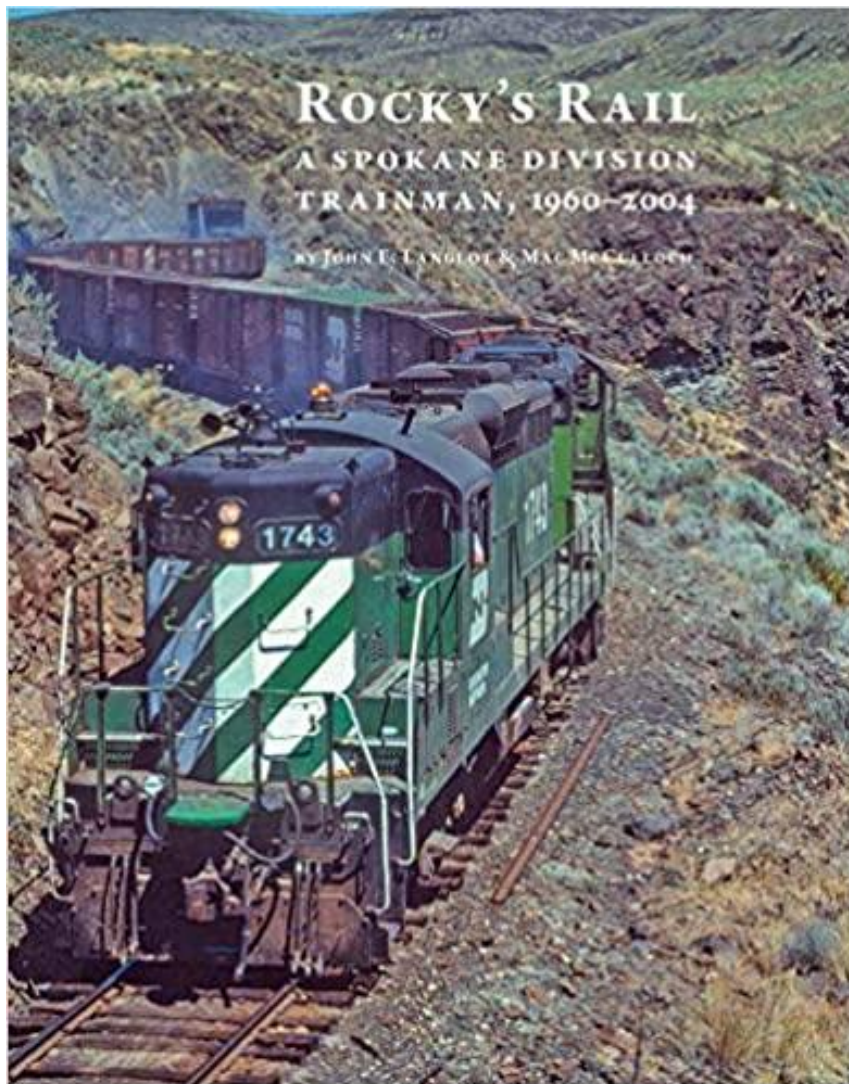


Bottom - Staging



John GILLIES:

A review (update to March S&T) on the Rocky's Rail - A Spokane Division Trainman, 1960-2004" by John Langlot & Mac McCulloch Yakt Publishing, hardcover, 348 pages, 99 B&W photographs and 50 maps



Given my interest in the operations of the mid-1970s Burlington Northern Spokane Division and my plan to hopefully model a condensed version at some stage in the future, this is a fabulous book covering the personal stories and experiences of John Langlot with detailed information on the operations of the Spokane Division of the Great Northern Railway, later Burlington Northern and finally the Burlington Northern Santa Fe over a 45-year period of significant change in the railroad industry.

Mr Langlot grew up in Hillyard, Washington, the small town where GN's major yard in northern Spokane was located. His father hired out as a GN brakeman in 1929 and 31 years later he followed in his father's footsteps. He was promoted from brakeman to conductor on the GN in 1968.

The personal approach used to tell his story of 45 years of railroad employment is interesting, informative and easy to read. He recounts his experiences and those of others he worked with along the way, as well as some of the incidents and events that shaped his working life. He explains the roles of train crews, their operations, rules they followed and systems used, relationships between unionised crews, supervisors and management and the competitive pressures of the industry dealing with great change with good detail and very useful examples.

Eight detailed chapters full of firsthand experience and interesting anecdotes are devoted to the last decade of the GN era mainline between Wenatchee, Washington and Troy, Montana with extensive coverage on the duties, of the Wenatchee-Oroville (where he worked for 10 years), Mansfield and Kettle Falls branches.

Two chapters cover the planning and implementation of the 2 March 1970 BN merger with personal reflections on some of the issues associated with combining the workforces of the ex-GN and NP workforces in Spokane where each pre-merger railway had quite different seniority and working conditions.

Mr Langlot's working territory increased significantly after the BN merger to include the ex-Spokane Portland and Seattle and ex-NP mainlines between Pasco and Spokane and ex-NP mainline between Paradise, Montana and Spokane. He also worked on the ex-NP Palouse and Lewiston and Central Washington branch lines as well as a stint on the joint BN and UP owned Camas Prairie. Working issues on these lines and personal experiences give a good sense of what things were like in the 1970s and later years.

The remainder of the book has less coverage on the later BN mergers with the Frisco and Santa Fe although the management influences and decision making, bad and good respectively, are noted from the authors perspectives. Their observations make interesting reading on how the BN and later BNSF adapted to economic change and market forces.

Earl J Currie, BN's Senior Vice President—Maintenance and Transportation, summed up the book well when he wrote:

“John Langlot worked demanding local train assignments such as the W-O job as operated by the Great Northern and Burlington Northern for many years. Those who are ‘students’ of railroad operations are fortunate to have access to the kind of writings John Langlot has done. As a real ‘professional’ railroad man, John describes very well the culture, life and the skills required to get the job done on what was a very heavy local freight assignment.”

I have learned a lot from this book and recommend it to anyone with an interest in the final decade of the GN and/or first decade or two of the BN in eastern Washington state.

Blair Kooistra's excellent 1983 photo of the Mansfield branch local was a great choice for the dust jacket cover as it nicely illustrates the end of 40' box cars hauling wheat on the BN.

While books from small US publishers are awfully expensive to get to Australia, I discovered that shipping costs from online train book sellers were even more expensive, so I bought it direct from the publisher's website <http://therustydusty.com.s3-website.us-east-2.amazonaws.com/>

The book cost USD 65.00 with shipping being USD 67.32 with an improved exchange rate reducing the cost slightly. Despite the high cost, I think the book was well worth the cost.

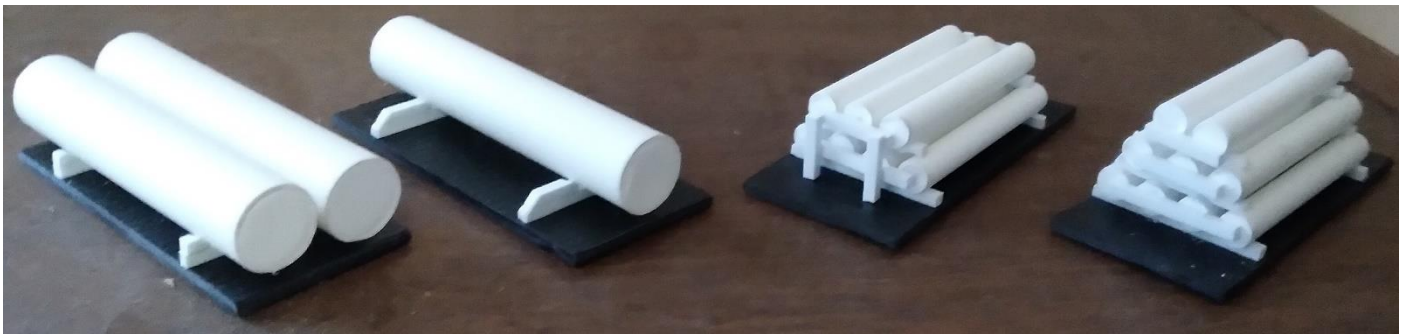
Stephe JITTS:

Project that is currently underway where he had discovered that some HG guards vans were still using gas for their lighting in 1956.

There were two types of wagons, a high pressure one that travelled from MacDonaltdown to various junctions like Werris Creek and Goulburn and low-pressure ones that remained at the junctions for filling gas reservoirs on the HGs.

It seemed appropriate for KVHR to gas light the HGs on the Alabmob branch with gas from the Gasworks. Plans of the wagons have been found (there were at least six types) and the four 4wh versions are under construction.

When completed a gas siding will be constructed at Kangaroo Valley.

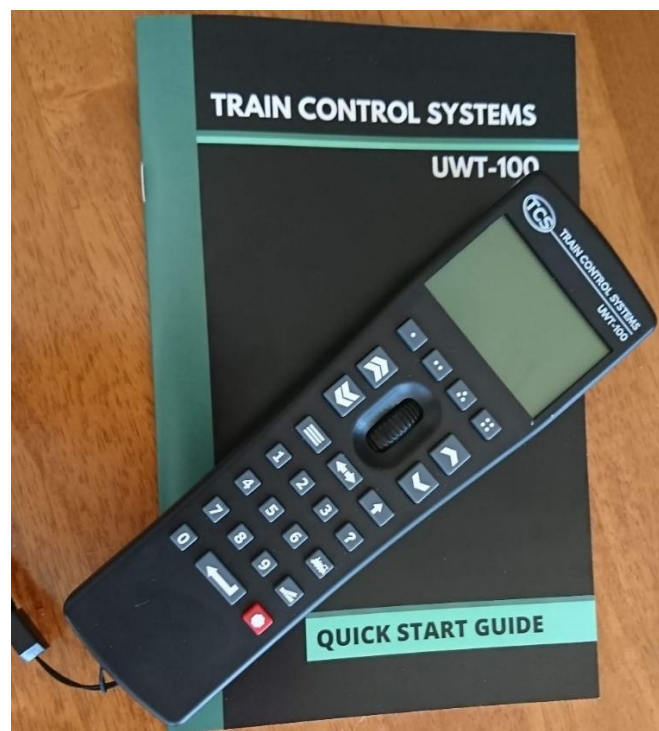


David VIRGO:

As part of my plans to use the new Digikeijs DR5000 DCC system on my layout, I decided to purchase the TCS UWT-100 wifi throttle.

It uses the WiThrottle protocol which is the same system used by the popular apps on iphones and android phones. To use it requires a DCC system using JMRI and wireless router, or a compatible wifi adapter such as WiFiTrax for NCE or Prodigy WiFi module on an MRC system.

I have only done some limited testing and think it works well, however I can see some situations where the phone throttle apps are more useful, especially where DCC accessories are involved..



Jack has the van model which is part of his project really. I didn't take a photo of the painted model, so hopefully Jack could provide one?

Jack CHILD:

A 3-D Louvre Van

Over the past several months I have been through several iterations of obtaining an appropriate van or wagon to house my 'Speed wagon', a tool which measures and displays scale velocity in real time.

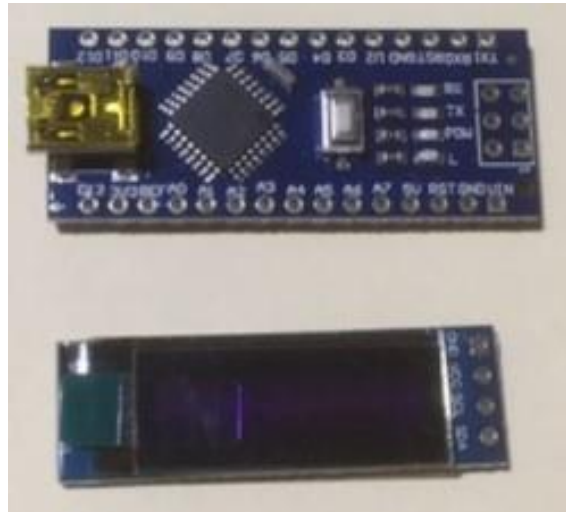
After a few discussions with David VIRGO he has produced a louvre van with his 3-D printer to meet my requirements. The advantages of a 3-D van are that it's ready to go – the window and internal fittings for the display and battery are already in place – no modification required.



The printed wagon has good detail and was designed to fit on to a stock Steam Era Models U-van underframe.



The Arduino Nano, OLED display and 9v battery fit nicely into the van & are connected to a wiper on the wheels to calculate the velocity and distance while moving over a pre-set distance.



Jack has been placed on notice for a Clinic.

George SAISANAS:

This candy carriage started life as a LIMA TAM 72' 6" twelve-wheeler, sides were cut out & replaced with L&C kit composite sides, repainted in the candy livery being recoded MCE First & Economy class.

Casula Hobbies roof & vents, Auscision wheel sets in the Lima bogies. It has a bit of everything!
Photographed on Ian BARNES layout



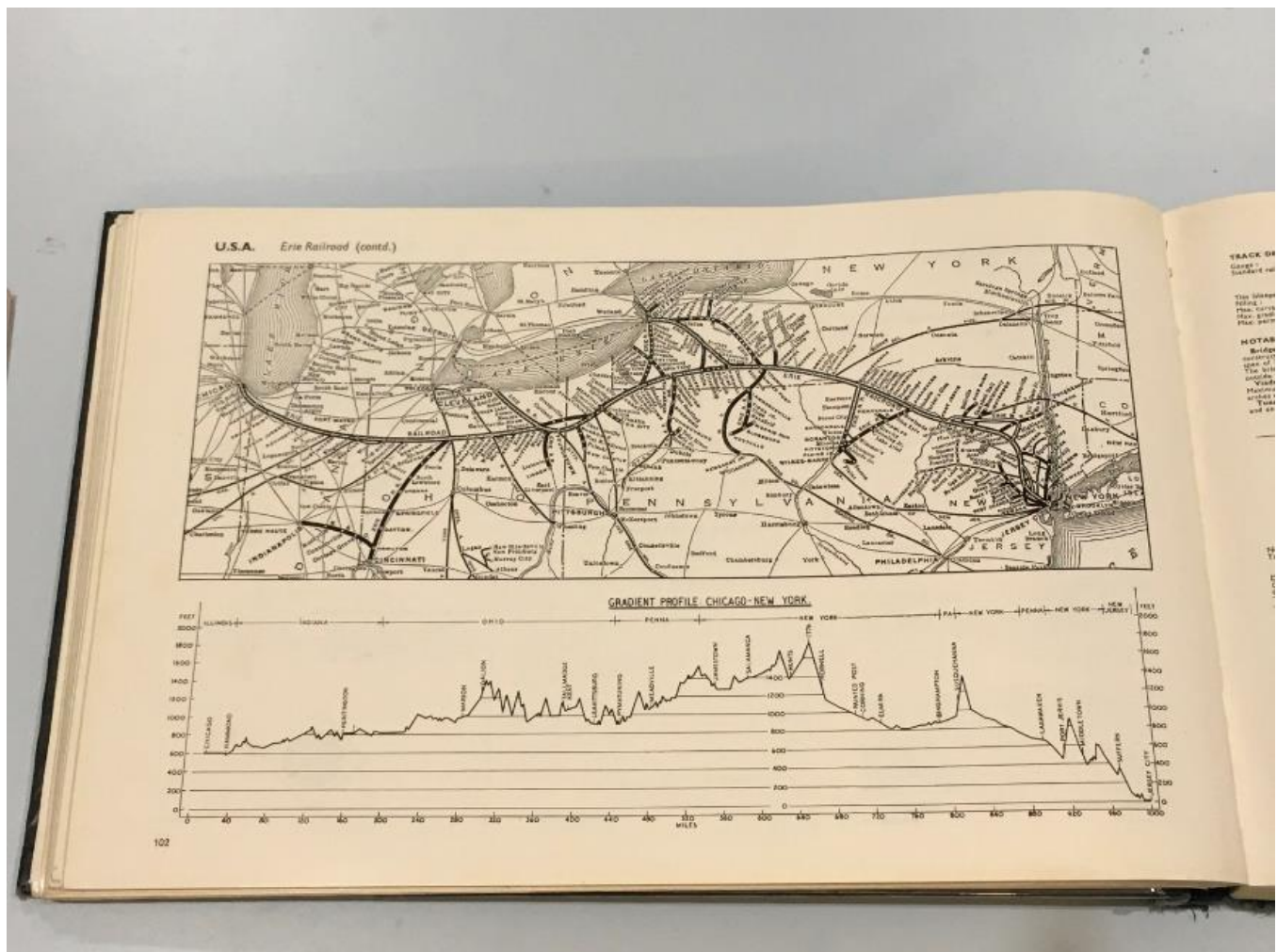
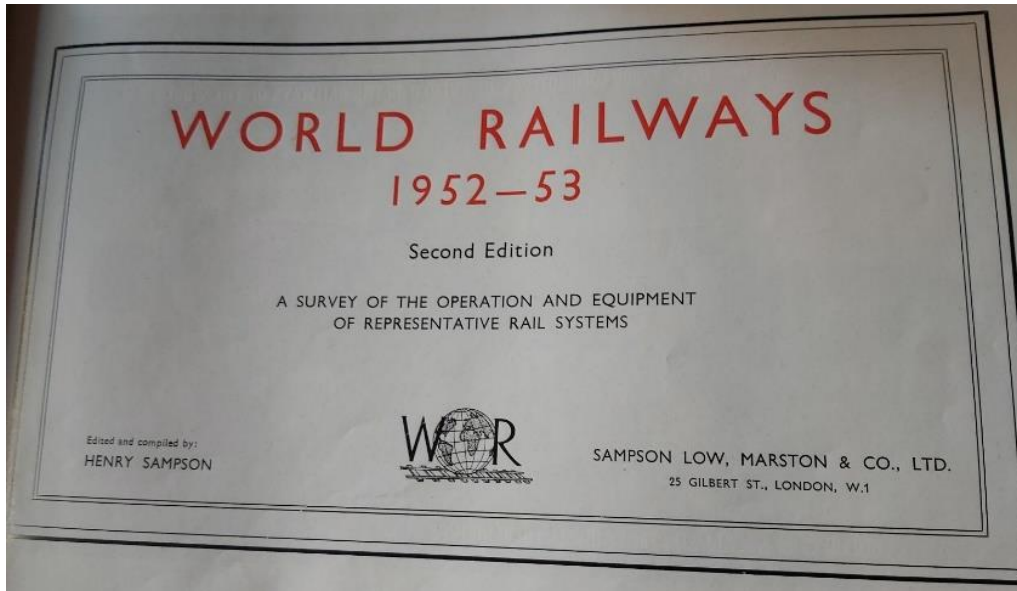
Ian BARNES:

Book: World Railways 1952 – 53 Second edition 600 pages (the cover was too dark to photograph)

Book publisher: Sampson Low, Marston & Co. Ltd, London England, 1952

550 pages

This book was written for railway engineers & according to the foreword, the 1st edition was enthusiastically received by them in practically every country around the world. It is arranged into geographic chapters commencing with North America & concluding with Australasia. A sample of the content follows.





The following photos are of the results of my endeavours.



Regarding the 60'er 747449, these boxcars carried the wrong road numbers (an unusual mistake by Exactrail) and needed to be replaced. Unfortunately, I did not have the correct font and size amongst all my BN decal sheets! To solve this problem, I used a bit of "proto freelancing" by using some green decal sheet over the existing reporting marks and road number. I based this on the following photo of the prototype photo taken post 2015.



Photos of the two GP9's I mentioned at the meeting; #108 being the one I displayed.

#108 is a Walthers Mainline model which was factory fitted with a ESU Essential sound decoder. (A cut down version of their Loksound range).

It has had many additional detail parts added, including the Walthers detail pack of lift rings and grab irons, and other items from various suppliers, e.g., winterisation hatch from Details Associates.

Photo's John MARTIN.



#109 is an Athearn Genesis non-sound model, but it ran like a dog with gear noise that I could not eliminate. Consequently, I purchased a second hand 20-year-old Atlas/Kato GP7 to get quality parts to make it useable. It now has Kato bogies, gear train and motor, so is now silky smooth!



Regarding the re-motoring, my son Phillip contacted a group of O gauge modellers he knows in the UK for advice, and they recommended Sikaflex 227 as the best option & after having used it, I can see why it won't let go of the motor but still retains some flexibility, which eliminates any transfer of noise to the frame.



My intention is to run them together for "local jobs" on my main layout.

Photo shows the Walthers model before being detailed. (from their website).



Matt SEMENUS:



I have just acquired two VIA buses to supplement the tow VIA passenger trains. You can see from this photo that both buses are parked at the Bowness Starbucks to let the passengers get their caffeine fix before boarding the train in Bowness for four trips to Banff, Calgary, and Vancouver. I was also able to get two bus lighting kits made by Rapido so that will be on my list of future projects.



My latest acquisition from Rapido is the CN #2557 M420 MR-20B locomotive with ESU LokSound V5 decoder

What caught my eye about this locomotive in the Rapido website is that 2019 was CN's 100th anniversary and this exact locomotive is featured on a commemorative 25 cent coin

Rapido included 10 of these coins in their shipment out to customers. I was not one of the lucky ones so naturally I went to the Canadian Mint website and found out that 30,000 coins were made and then the natural next step was to search coin dealers.

I have acquired two 25 coins mounted in collectors' boxes from the Canadian Mint for only \$65 each, what a bargain eh!

The other outstanding feature of this locomotive as stated in the Rapido manual it is the only locomotive with unique Canadian air-conditioning a front opening door, so naturally I had to have one of the engineers out front greeting passers-by along the route.

The train also has what Rapido call silly messages that can be played with F21, F22 and F23 function keys. It also came with some white, green and red flags I will be emailing Rapido to find out what I am supposed to do with those.



Last but not least; I purchased a McKinley Explorer passenger car that I installed LED lighting in both upper and lower decks, as well as the outside observation platform. You can see from the photo that the passengers are really enjoying the outside observation platform on the train.



In the second photo of the closer shot of the observation deck you can see that the red marker lights are on, I used N scale LEDs for the markers



I have 8 of these cars and have installed LED lights in 5 so far, each car has approximately 50 passengers. As I mentioned at the meeting when I consider all the people in the buildings, train stations, camping, and in the 100 passenger cars I have put people into, I have approximately 3500 people on the layout.

LEDs mounted on phosphor bronze wire with SMD & stay alive.



LEDs on strip



SPECIAL FEATURE ~Transport Heritage 3801

3801 backs onto its' carriages at COOTAMUNDRA photo Jack CHILD



Ready to continue the tour Photo Jack CHILD



3801 at night photo Jack CHILD



3801 glistening in the afternoon setting sun near JUNEE Photo Rob NESBITT



3801 at speed photo Martin CANTEROS-PAZ



Interior first-class car G Photo Jack CHILD





OUR HOSTED Meeting

Ben FEATHERSTON:

At the April meeting members were also invited to view my 'in progress' layout.

Thank you to those who have graciously offered advice and encouragement.

The layout is a proto freelanced area based on the Cascade division of the Great Northern from Seattle to Wenatchee. Modeller's licence has been employed heavily at the locations I have chosen along the line; however, I am hoping to provide the flavour for the area I am modelling and some operational interest.

As my interest lies primarily in passenger operations, in particular those of the streamliner era, the two main railroads I have chosen to focus on are the Great Northern and the Southern Pacific in the pacific northwest of the US. The time is the 50's to mid-60's. T

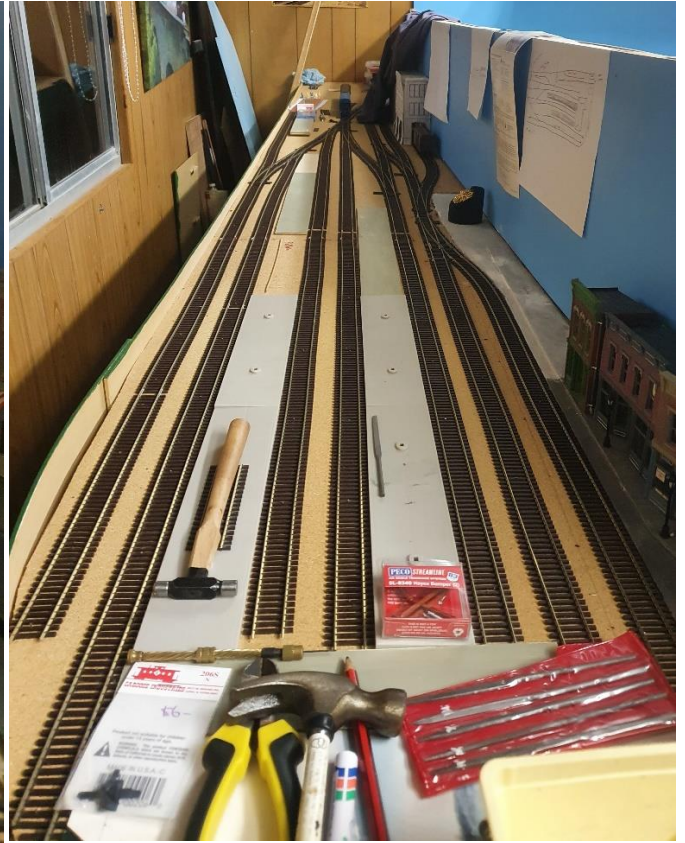
his allows me to run streamliners, railcars and heavyweights on secondary services or as fill in cars. Freights can have cabooses and I have an excuse to run some steam operations.

For much of the rebuilt area of the layout I have started to employ a modular approach adopting some of the principles of [TOMA \(The One Module Approach\)](#) as outlined in Model Railroad Hobbyist Magazine. Also, a great resource as I am building my layout has been the "Run like a Dream" book on Trackwork by Joe Frugate, which covers many tried and tested principles by the modelling greats as well as the Authors own experiences.

It is NCE DCC layout, equipped a WiFi Trax module to allow operation of up to 4 additional cabs on a tablet or phone.

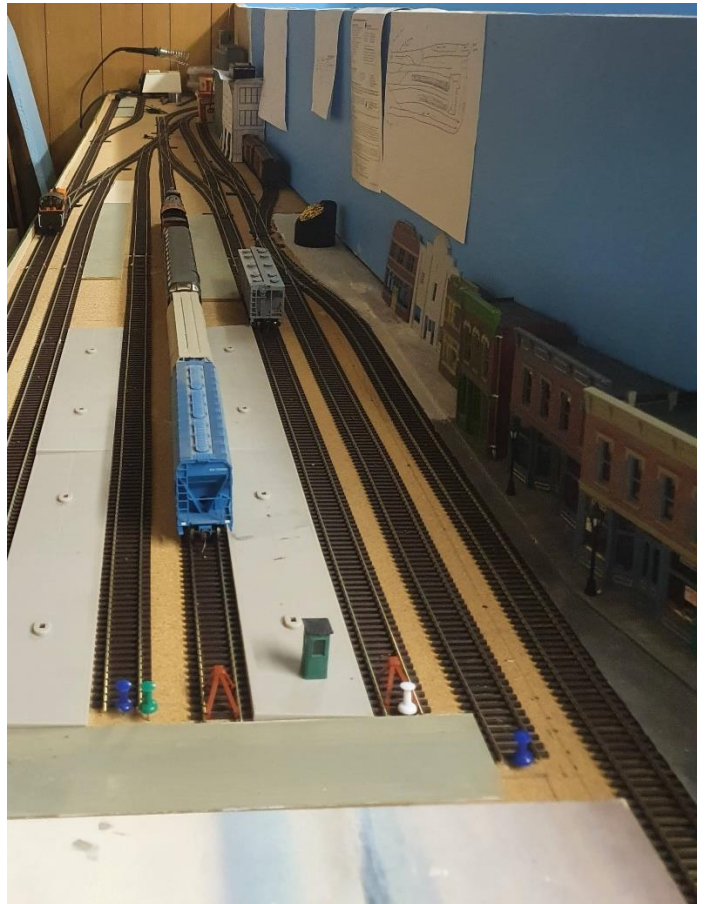
Reconstruction Zone: SEATTLE

Seattle post: with the removal of the PECO code 100 track & points the rebuild starts to relay all track and points with PECO code 83 this also improves to the platform areas.



GILLETTE

Test run to check track & wiring



Proposal for the newly constructed module for the new Engine facility



What could have been just did not fit into the space, the paper cut for a 130" turntable under the 90' foam cut out from another layout being recycled, those holes from tree making storage.



Overall view of the two decks showing the upper modules and the lower benchwork to include a yet to be designed area with timber mill.



The background Buildings (scratch built from moulded walls) are taking shape in for Seattle, the line in the foreground is some street running for the markets (off scene)



Note the mirror between buildings for the adding an in-depth street illusion to area.



FOR SALE, WANTED & FREEBIES

Brad HINTON:

BROADWAY LIMITED EMD SD40-2 (DCC/Sound), BHP Iron Ore #3078, Blue Scheme, Paragon2 Sound/DC/DCC, HO. I have two of these as new locos for sale (\$250 each for a Div.2 NMRA member). I have this model advertised in AMRM for \$325. Contact bhinton3801@gmail.com



The last say.

Austerity Frugal & Recycle.

Remember and adhere to any ~COVID-19~ restrictions.

The proposal that the Div 2 meeting for May being cancelled time to continue to 'BLING' my inbox on those 'at home' show-n-tell projects.

Exploring & expanding on the progression of Technologies.

Keep on training.

Robin.

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

2021: we are under starters rules for scheduled events.

The FLIMSY contact robinfooster@inet.net.au