



# THE FLIMSY

NMRA Division 2 Newsletter

**August 2021**

In this issue.

From the editor

At home ~ Show-n-tell

The last say

## **COVID-19 ~ Adhere to medical advice & instructions.**

We were all caught off guard when the ACT Government announced the lock down for one week and then extended it by a further two weeks (three weeks in total) where the Div 2 meeting host, Mal RISBY, being cancelled.

At this stage it isn't clear if this lock down period will end, be extended or limitations will be imposed.

As I write, the recent advice is the curtailment to some major shopping complexes / outlets, have been implemented where only orders are online and delivery or online & pick up.

The ACT Government lock down has been announced / revised to 17 September 2021

## **NMRA President's AWARD for Service to the Division.**

**John GILLIES** received this award by mail on 3 August 2021 in his words: "being delighted and very surprised to receive a letter on 22 June from then NMRA President Pete Magoun, MMR® advising me that I was the 2021 Australasian Region recipient of the NMRA President's Award for Service to the Division ".

I am honoured and proud to join previous AR recipients Grant McAdam (Div 3), Martyn Jenkins (Div 1) and twice winner Al Harris (Div 8).

Congratulations John.

NMRA  
Box 1328  
TN 37384-1328

## NMRA President's Award for Service to the Division

The National Model Railroad Association gratefully acknowledges

**John Gillies**

In appreciation of your unselfish sharing of time and talent,  
and your many contributions to the  
Australasian Region  
Your work has immeasurably helped the NMRA and the hobby grow.  
We thank you.



Presented May 31, 2021

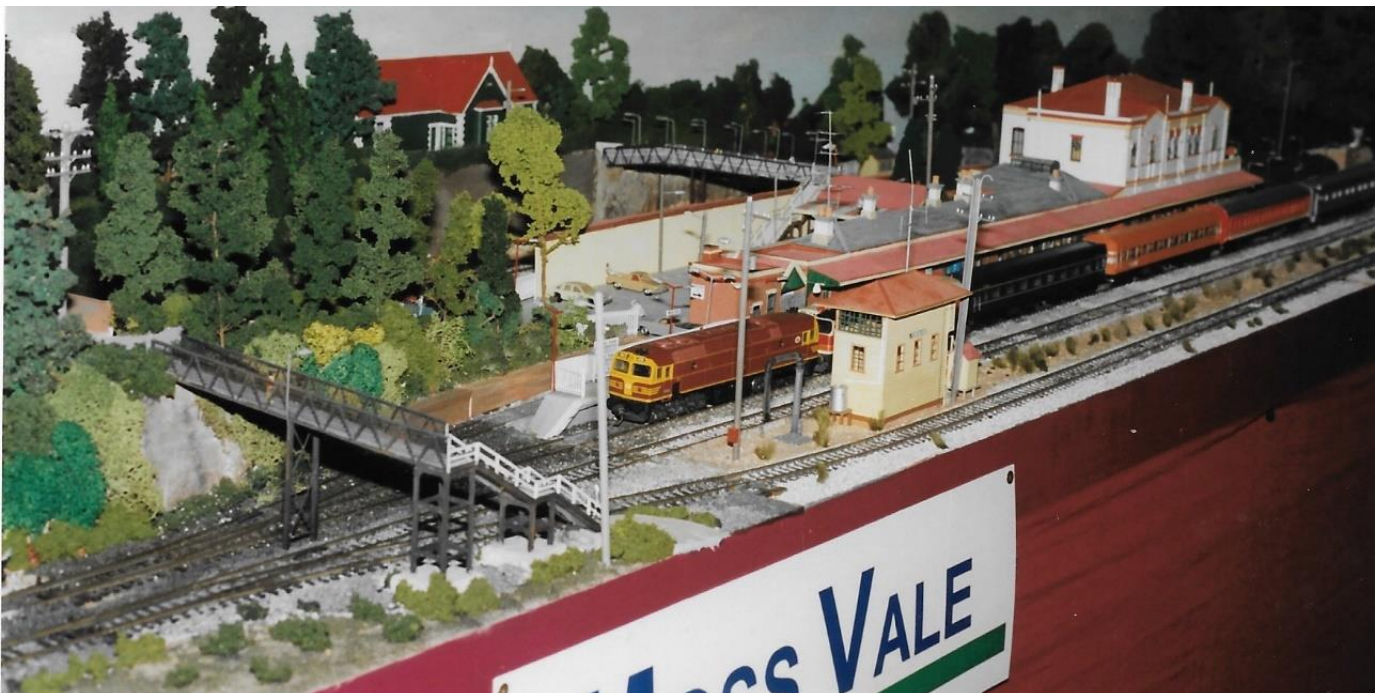
*Pete*

Pete Magoun, MMR  
NMRA President

**Days gone by.**

**Rob NESBITT:**

What do you think of these scanned pictures of train layouts that were exhibited in Canberra 20 or more years ago?

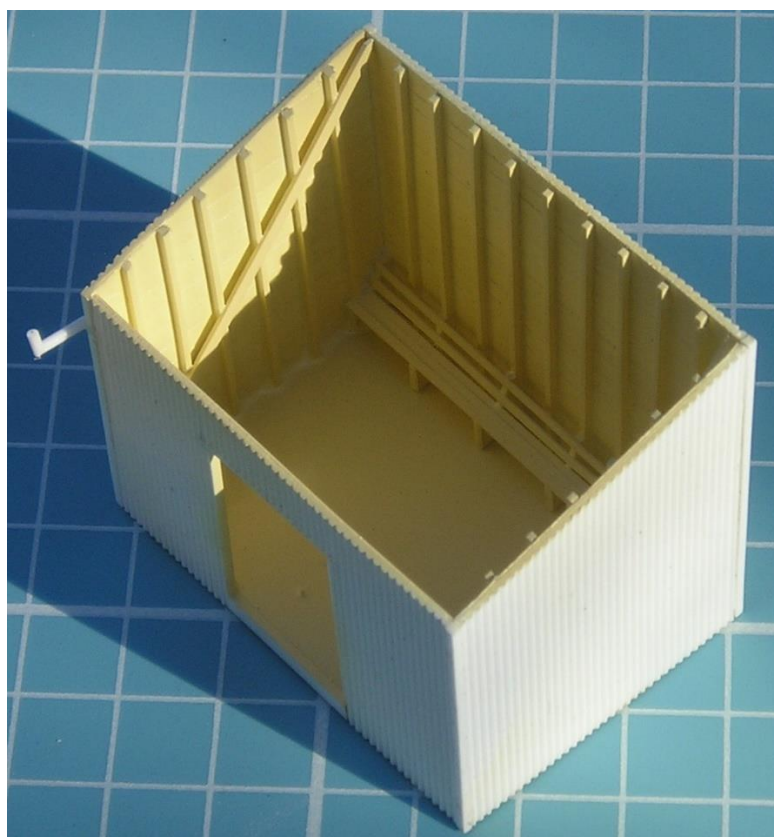


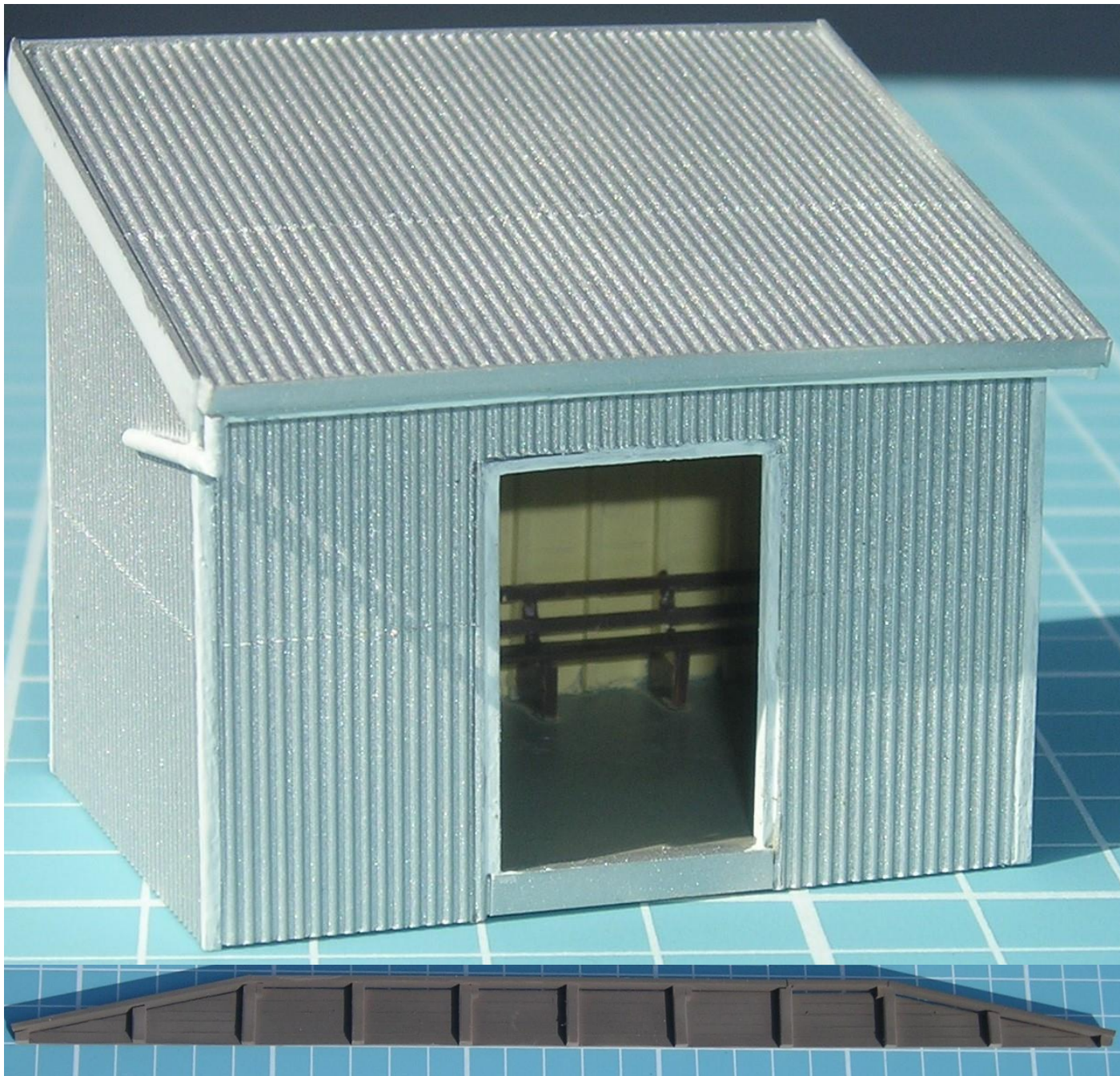




### **At home ~ Show-n-tell.**

In progress pictures. Going with a small diorama to advance and tie in my earlier platform blogpost with the station build. The platform face is styrene, although the painting makes it like timber. Got the sculptamold down this afternoon - and dusted on some grout whilst it dries - the station platform will get a layer of sifted dirt to kill the white look, then comes all the vegetation...

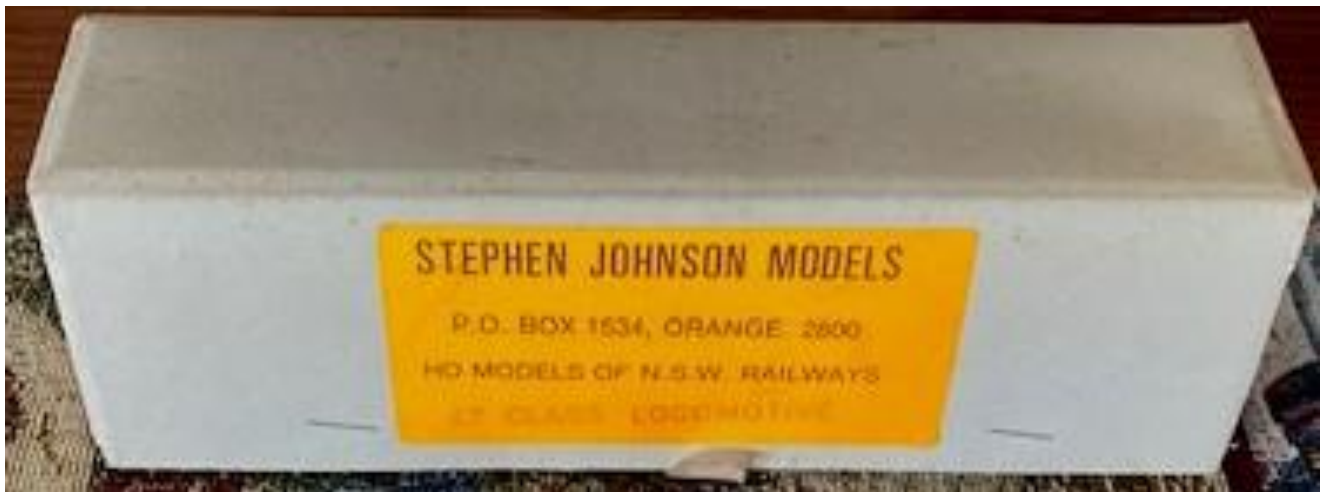




**Jack CHILD:**

Building the Stephen Johnson NSWGR 47 class kit

Pandora's Box –



I picked this up at an exhibition several years ago and just got around to building it.

Kits like this are full of wondrous surprises! The kit is a nicely rendered combination of resin body and chassis, with an etched brass cab

I knew it was a dummy at the time, so we had a lot in common. I figured it wouldn't be too difficult to motorize, but it didn't go quite as planned. I imagined a horizontal motor with Atlas-type bogies at each end, but I soon realised this was never going to work.

The wheelbase of the bogies is quite short which eliminates many options as the body just doesn't have the room.

After explaining the situation to Robin Foster over a nice cuppa, he went for a brief stroll through his warehouse and returned with an old Rivarossi Kraus Maffei (that's me on the box!)



As it turns out, not only is there a close match on the bogie wheelbase, the Rivarossi is powered by a vertically mounted motor over the front bogie and fits inside the cab.

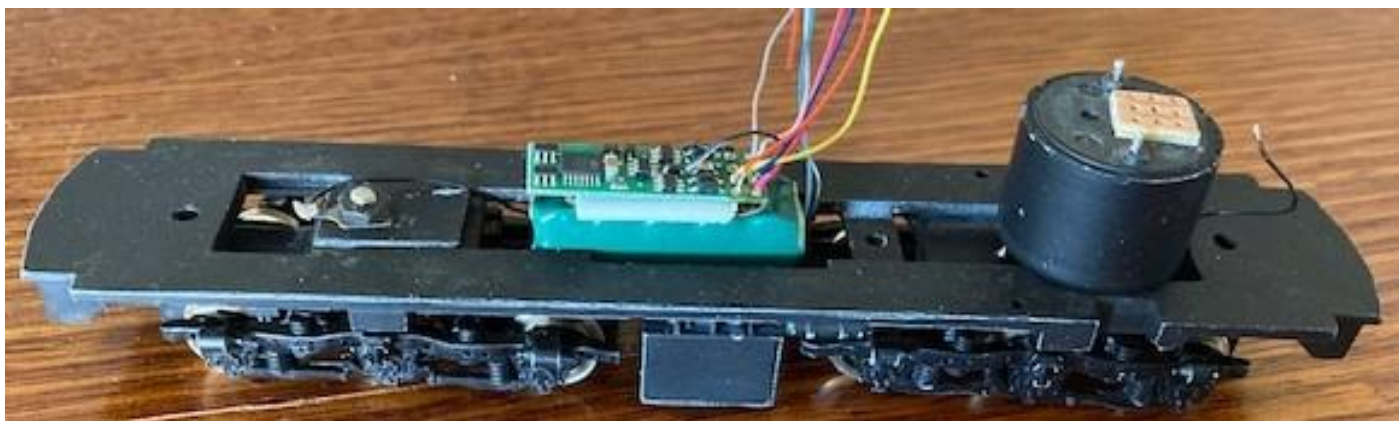
A fair bit of adaptation was involved in fitting the bogies to the kit chassis and to fitting a suitable motor to the bogie. A bit of luck in finding a spare worm gear from a Walthers turntable and an ex-printer/computer motor, and it was off and running.



A round brass shim provides a snug fit for the motor, which cannot be attached to the truck until the truck is attached to the chassis & of course the side frames had to be replaced with the 47 class provided with the kit.



The motor sits on the truck and just clears the chassis. The decoder and required keep-alive fit nicely in the middle of the body (there are only 5 live wheels in total, 2+3.)



This earlier photo nicely illustrates the brass cab and resin body.

I subsequently discarded the motor in lieu of the more compact motor now in place.



I still have a way to go – detailing, lights, painting, decals.

I'm happy with progress so far.



## Ian BARNES:

The Covid restrictions pertaining to numbers at gatherings thankfully don't apply to locomotives.

A brace of five NSWGR 40 class locomotives being recently photographed, lurking near Farout, on Ian's layout



## David VIRGO:

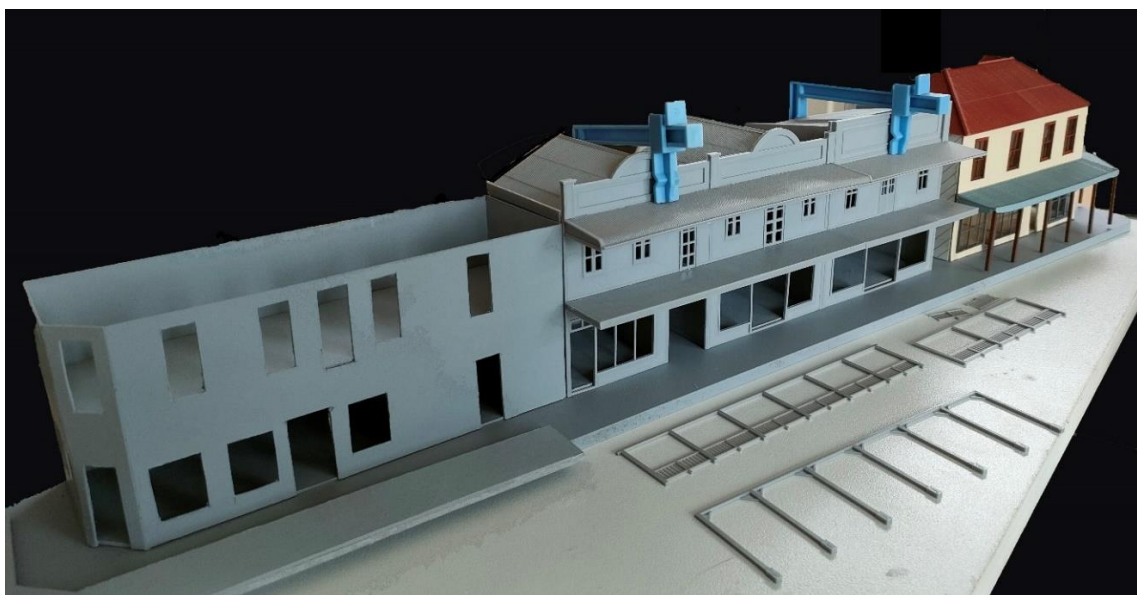
Over the past few weeks, I have been working on the scenes on my layout. The layout doesn't have a catchy name, yet, but the location of the town shops is called Doughboy, so I guess these are the Doughboy shops. They are a low-profile series against the back scene.

Referring to the photo 1 (from right to left):

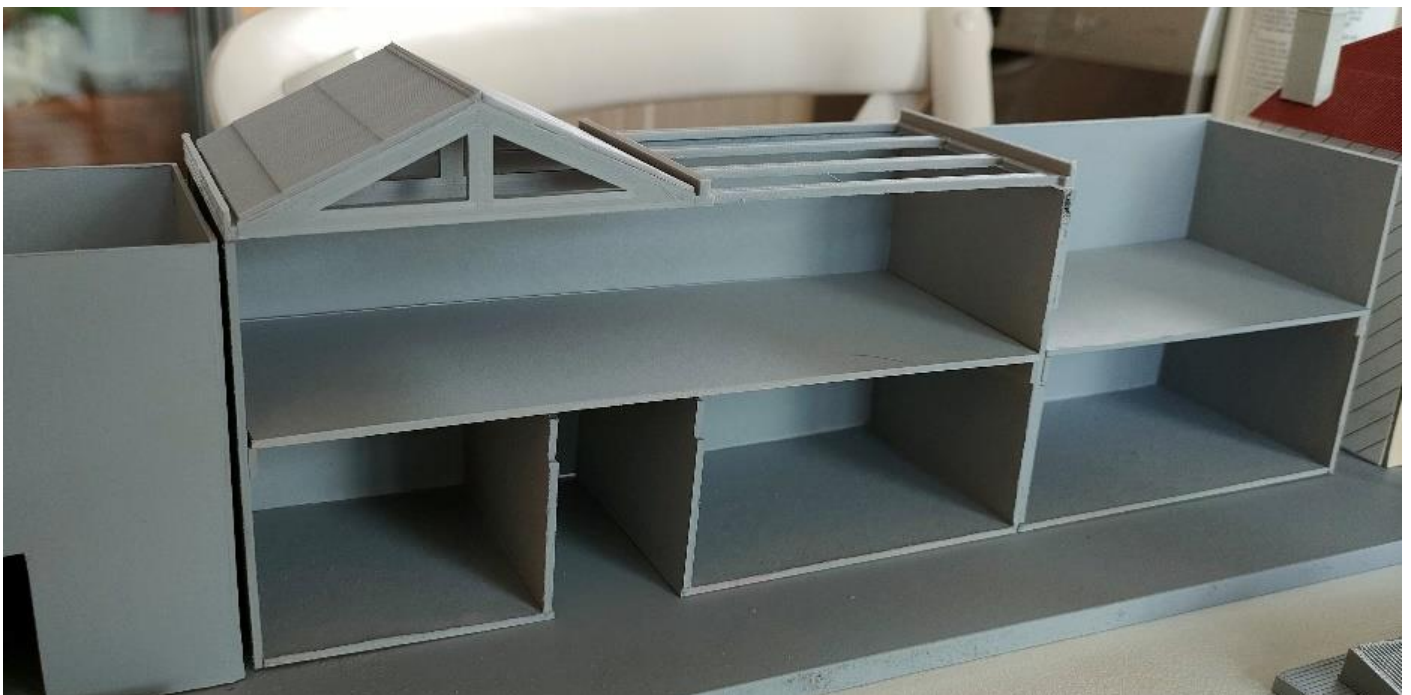
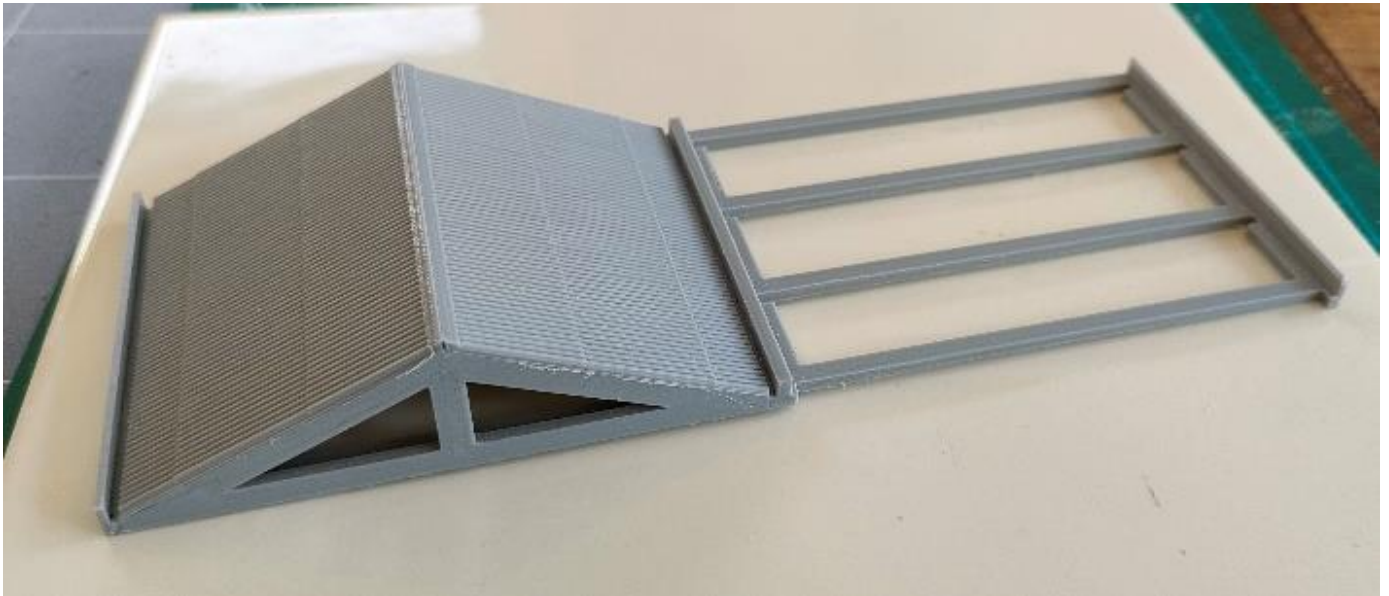
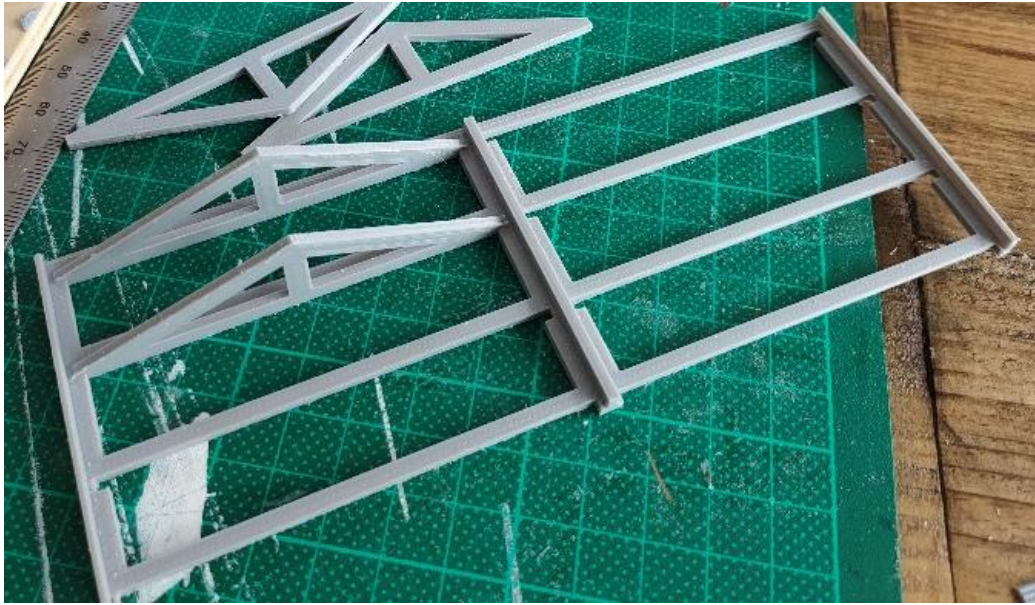
The cream building with the red roof was built some time ago using more traditional scratch building methods. The walls are constructed of cardboard, the windows and doors are Grandt line parts. The roof and awning were originally card and scale timber, but once I had a 3D printer, I printed these and included the chimneys.

The next 2 buildings (with blue clamps) are recent models and are still under construction. They use a thick card shell for the back and side walls and base. The rest of the model is 3D printed. The roof sections (and first floor) will be removable to allow interior detailing in the future.

The final corner building, a pub, is still being developed. Originally it was to be a similar construction method to the other corner building, but I wasn't satisfied with the results. As a result, the walls will now be faced with 3D prints. The awnings and balconies will be printed similar to the adjacent buildings.

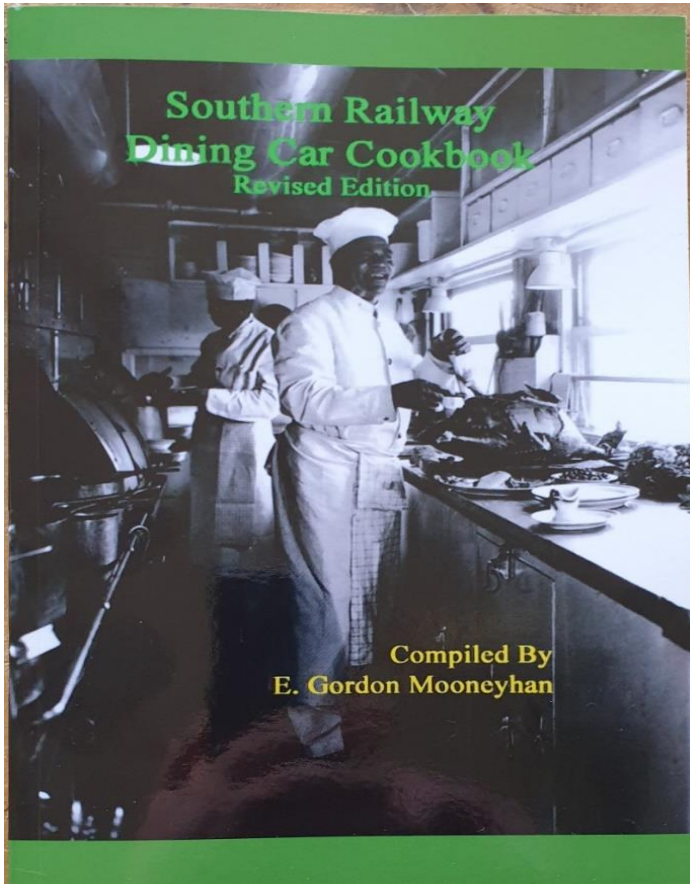


Photos (2 3 and 4) of the pitched roof section give an indication of the construction.



**Jess BRISBANE:**

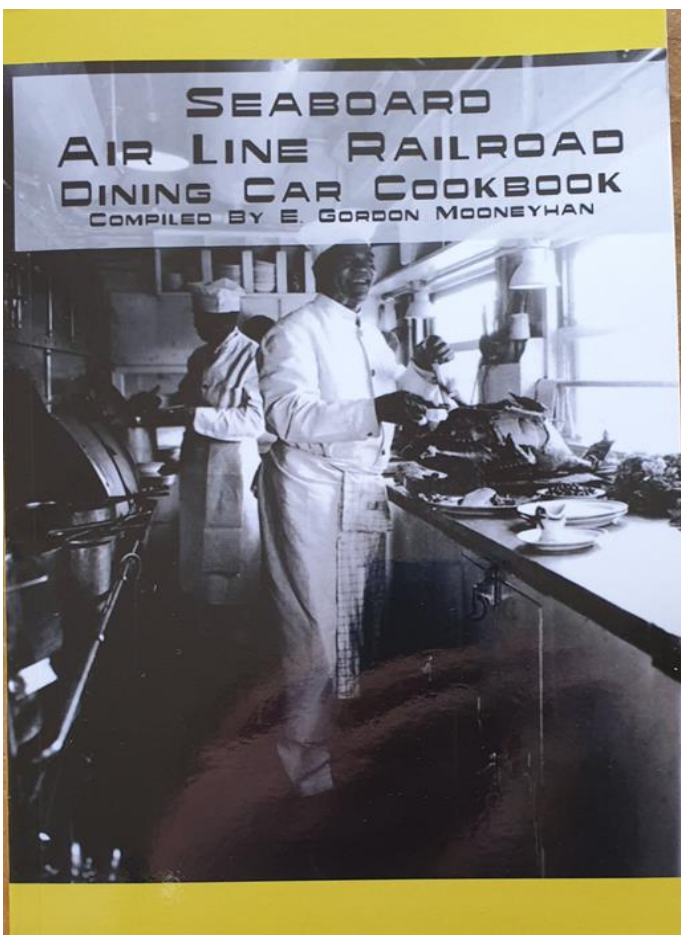
One of my other interests is railroad food service, I recently obtained these two books of dining car recipes. They are available through Amazon – I think they print-on-demand.



E. Gordon Mooneyhan is a lifelong railroad enthusiast as well as an accomplished amateur chef. He combined his two passions in 1989 and the result was the first edition of this book. It has now been revised to include some additional traditional southern vegetable recipes.

What was so special about a meal in a dining car? Attention to detail for one thing. Graham Claytor, Jr., Southern Railway President from 1966 to 1977, and later, President of Amtrak, once told me the worst thing a railroad could do was to serve a bad cup of coffee in their dining car. His reasoning was you didn't know whom you were serving. If the person was one of your shippers, bad service might cause him to route his freight over a competitor's line.

Dining cars never made money. The economics of operating a fully equipped 36 to 48 seat restaurant with a captive market [those passengers on the train] made turning a profit next to impossible. The industry average was each dollar of revenue cost \$1.38 to produce.



Like the Glenn Miller tune says, "Dinner in the diner, nothing could be could be finer..." well, maybe except for the ever changing American landscape outside the windows. In this book, E. Gordon Mooneyhan has combined his love of railroads and cooking. It harkens back to a time when getting there was half the fun and good food made the trip that much more enjoyable.

The Seaboard Air Line Railroad Dining Car Cookbook is the third railroad dining car cookbook published by E. Gordon Mooneyhan. The other two, the Southern Railway Dining Car Cookbook and the Atlantic Coast Line Railroad Dining Car Cookbook are also available through Amazon.



## **Terry CRAIG:**

has finished rebuilding the 'infrastructure' of Gwabegar at the end of his Binnaway layout – a hinged (lifts to around 30 degrees) baseboard on the upper level of his layout and PECO code 75 track. It is hinged so the holding yard underneath can be accessed in the event of a derailment because scenery will eventually cover the space between the Gwabegar yard and the adjacent railway line which rises next to it from the main baseboard below.

The original yard was too small and pretty much cobbled together from bits and pieces. "I had building scenery problems because my first yard and baseboard were too small, not robust enough and a good example of how not to plan something with the result that it only half-worked. The rebuilt yard is more solid, is supported by very strong hinges, and can be raised so that you can work on wiring under it and get at derailments in the holding yard underneath.

The rebuilt yard at Gwabegar is 'tight', there is just enough room for a 32 class or Standard Goods engine to uncouple from a train in the station, move up to the end of the line, clear the points and reverse around the train on the run-around loop.

The yard also has two sidings, both off the run-around loop: the longer siding accommodates five BWHs and FWHs at the (yet to be built) wheat silos; the short siding services not-there-yet cattle and sheep loading races.

The wheat silo siding is located so that wheat trains can pull out onto the 'run-around' loop, then onto the line south. Eventually there will be a long freight loading and unloading 'platform' beside the track.

"I have a station kit waiting to be assembled, a cattle loading race, and I'm just looking for a two-level sheep race for sheep wagons," he said.

Terry visited the real Gwabegar in about 1960 with a friend who he travelled around a lot of NSW with, when they were in high school (but that's another story).

"We rode in the cab of a goods train from Binnaway to Gwabegar and back – through Coonabarabran in the Warrumbungle's, Baradine, and eventually we came to this empty, dry sort of place that felt like 'nowhere' itself. There were only a few houses, a run-down general store, a small railway station, and the usual NSW wheat silo and some cattle and sheep loading races which got plenty of use.

"I don't remember any water at Gwabegar – it was just rails and grass. Steam-hauled trains had to have a water wagon behind the tender for the trip. There was no turntable or Wye on which to turn locomotives, which ran tender-first on the return trip. A couple of 32 class at the small Binnaway loco depot had headlights fitted to their tenders for the evening goods train back from Gwabegar. 32 class handled most of freight from Coonabarabran to Gwabegar while rail motors looked after passengers."

A 32-class shunting at Gwabegar in 1961.



A 32 class with up goods. Note the two 4-wheel water wagons.



End of the line: the NSWGR wasn't fussy about buffers at the end in 'nowhere'. Here a sleeper was simply bolted down onto the last sleeper in the track.



The line out to Binnaway.

Rebuilt Gwabegar yard. Next to it is the line to Gwabegar rising from the main baseboard.



Opposite direction Gwabegar yard, note the hinges for easy access for wiring etc.



Under the raised yard wiring goes on.



The end of the line.





## **Ross BALDERSON:**

This is a scene that is hidden from the public viewing of Newcastle's railway gas works. I have finally started ballasting some of the track work, completing and joining up individual scenes. K class 298 with a small string of E wagon and a six-wheel brake van sit on the back line behind some empty D wagons.



## **Robin FOSTER:**

The tug 'NEEDEEP' berthed the Kibri (Viesmann) HO 39156 pontoon & crane waiting for supplies prior to dredging duties.

The pontoon took about an hour to complete, went together very well without any glue, however the crane was another matter, where over two days re-reading the instructions, being well drawn and somewhat confusing, to location of some parts became a 'procrastination' project.

There were a few parts that required gluing & then ~ the rigging.

This really tested the eyesight as the computer drawn instructions tended to 'bleed' the crossings of the threaded 'string' for the wires also the gears as drums inside the cabin to position the boom & bucket required extra care to make sure the rotation of the string on the drum to operate in the correct direction with a supplied screwdriver for the required action for the jib & bucket.

The crane cab isn't secured to the tracked chassis, which does rotate, so care is required when repositioning or lifting off the pontoon.

One area that did assist with the rigging was for the length of string / chain required on the diagram.

The chain for the bucket was the troublesome part of the operation where the insertion into the hole and clamping with the plugs really tested one skill at small areas, 1:1 fingers & thumb to 1/87 scale components.

Only one small part was broken during construction at the bucket attachment connector plate, this was an easy fix using some spare decoder copper wire twisted which makes a great replication to steel gauge wire (SWG).

The crane is a very nice item and is available as a separate unit for placement on any construction sites, should I consider another ~ it's a possible maybe.

Finding figures for a crew as general clutter then weathering is another project.

Protection: screws were attached to the 5mm Perspex with grommets as a cushion against overtightening.



### **The last say.**

Austerity Frugal & Recycle.

### **Remember and adhere to the ~COVID-19~ medical advises.**

Watch emails for updates to Div 2 meetings & continue to 'bling' to my inbox to the activities of Div 2 members in modelling at home.

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.

Keep an eye on your in box for hosted Meeting notifications.