



THE FLIMSY

NMRA Division 2 Newsletter

July 2021

In this issue.

Meeting

at home Show-n-tell

The last say

We remain under ~COVID-19~ guidelines.

Meeting:

15 Members attended an unusual meeting venue for this year at the Southern Cross Club Phillip ACT, on opening the meeting the Div 2 Super asked a question: "what are you looking for with your NMRA Membership".

In the preceding years, prior to COVID-19, Members were asked to hold meeting at their residence where a yearly calendar for events could be noted. The current 'Corona virus circumstances' has thrown Div 2 Meetings as all others into what the State & Territories Medical Health Authorities advise where during these periods of uncertainly the situations to medical advises are on a daily basis.

Travel is now no longer viable as in the past, so what for the future?

There was a lengthy discussion to the possible reasons how to improve meeting where the Div 2 Members are scattered over a vast area of the ACT & NSW where not all Members has space to hold a meeting and there are those who do not have a layout. Does this really matter as not all Members can or do attend all meetings also gives some latitude to visit areas that are 'away from home'.

Comments to some factors are certainly the 'aging & downsizing of one's abode / residence as mobility & transport'.

Comments were also "I read the Mainline, The FLIMY or other mediums" for information.

The June Div 2 meeting being hosted by the Eurobodalla Model Railway Club, EMRC, over two days was a huge success where the EMRC have indicated another venue slot for 2022.

Other possible meeting venues as Railway stations, GOULBURN / JUNEE Roundhouses, these ibeing something for thought as consideration.

Keep on training.

Robin.

Meeting & at home Show-n-tell activities.

Jess BRISBANE:

ARKHAM summary:

This end of the layout covers a part of the city of ARKHAM and the A&V's rail yard and other facilities.

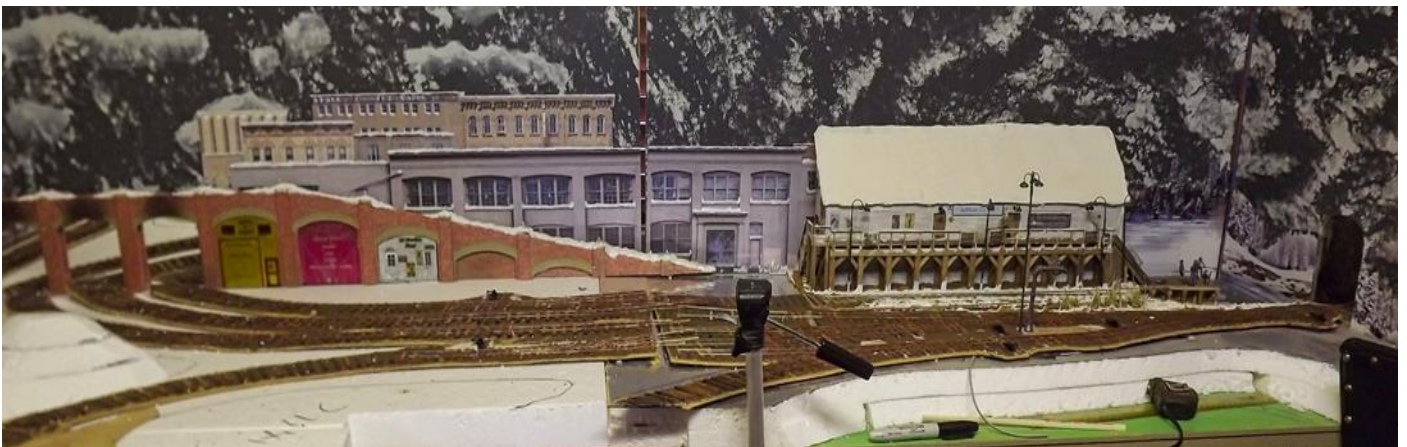
The panorama shows, clockwise from the left, the station and company offices; three businesses built from Ameri-Towne cast urethane building fronts; two wood tenements built from a laser cut kit (both structures were in the same kit) with a billboard added; a brick tenement built by joining some Ameri-Towne building backs; a viaduct scratch-built from foam core covered with brick paper; and the icehouse and ice harvesting scene. The first four arches of the viaduct have mirrors to extend the appearance of the layout, and the next three contain businesses.



The backdrop is a photo backdrop that is no longer available, to which I added snow with white paint. I cut away the sky of the backdrop and painted an Impressionistic stormy sky instead.



The track is hand laid on MDF roadbed. I will be going to deadrail (battery power with radio control), so there are no gaps or track feeders. I haven't yet decided which deadrail system I'll go with – probably either BlueRail or LocoFi.









The next project will be to secure the roadbed to the layout and join up the track sections. The only two remote control turnouts will be actuated with Tam Valley servos. I had intended to have an operating ball signal, but now I am not so sure, simply because of the difficulty of making a working ball signal that would be robust enough to be cat resistant.

John GILLIES:

Fred W. Frailey wrote for Trains magazine for over forty years and this 232 page novel size hardcover book published in 2020 by Indiana University Press includes a selection of 46 interesting and entertaining feature articles, opinion columns and online blog posts from his time at Trains magazine. The book is divided into three parts: Running the Railroads, Travels Around Trains and Kicking the Trains Down the Track. He has an intimate and detailed knowledge of railroads big and small and the business side of their operations as well as the many things that shape and affect them, including: the leadership styles and abilities of senior management to implement change and run an efficient railroad, the workers who run and maintain them, their operations, the markets in which they compete (including competition with one another) and the regulatory, political and economic frameworks in which they continue to evolve. The book is mainly text with only a small number of photos.

The Indiana University Press blurb for the book online says: "Midnight train rides, head-on freight collisions—there is never a dull moment when it comes to trains. Take a look at America's biggest railroads and meet the thunderous personalities who operate them.

In *Last Train to Texas*, author Fred W. Frailey examines the workings behind the railroad industry and captures incredible true stories along the way. Discover how men like William "Pisser Bill" F. Thompson swerve from financial ruin, bad merger deals, and cutthroat competition, all while racking up enough notoriety to inspire a poem titled "Ode to a Jerk." Bold, savvy, and ready for a friendly brawl, the only thing louder and more thrilling than these men are the trains that they handle. Come along with Frailey as he travels the world, one railroad at a time. Whether it's riding the Canadian Pacific Railway through a blizzard, witnessing a container train burglary in the Abo Canyon, or commemorating a poem to Limerick Junction in Dublin, Ireland, Frailey's journeys are rife with excitement and the occasional mishap.

Filled with humorous anecdotes and thoughtful insights into the railroading industry, *Last Train to Texas* is an adventure in every sense of the word."

I have only sporadically bought *Trains* magazine over the years, initially at the local newsagent when an article of interest caught my eye and as a subscriber for the last 7 or so years to give me a better appreciation of what I was seeing as I travelled in the USA and Canada. As a result I missed many of the 46 stories told in the book and have only read 3 so far but have already learned quite a bit from them starting with the first which is a shortened rewrite of his first feature article that was published in two parts in the August and September 1979 issue of *Trains* retitled "The Real President Carter" (not that president Carter, the President of Kansas City Southern). If you're interested in North American railroad operations and history from the 1960s onward, and some before then, this is an easy, enjoyable and entertaining read.

An eBay Australia book seller <https://www.ebay.com.au/itm/402963723999> appears to offer the cheapest local price of \$41.74 with free standard shipping, which is only a dollar more than mine cost on special and with a bonus discount from Kalmbach Media when I also purchased two model railroad related books. Another eBay Australia seller has copies for one cent more.

Further to Stephe's Show-n-Tell of the NSWGR formatted printed timetable he produced for his Kangaroo Valley Historic Railway and during the following discussions, I mentioned US railroads had similar documents and the BN documents have been scanned as PDFs and are available online for public viewing from the Friends of the Burlington Northern Railroad (FOBNR) <https://fobnr.org/>. I've decided rather than bring an example of my paper BN Employee Timetables and Special Instructions to the next meeting at Mal Risby's to pass around, it would be easier to provide the following links so that anyone who might be interested in seeing what sort of documentation BN provided to its operating employees can just click on the following links and work their way through them as time and interest allows:

Link to all scanned BN Employee Timetables and Special Instructions <https://fobnr.org/bn/employee-timetables/>

Link to BN Portland-Seattle Region; Spokane, Pacific & Portland Divisions; Employee Timetable No. 7 of 8 September 1976 (this is the era I am modelling and pages 1-8 refer)

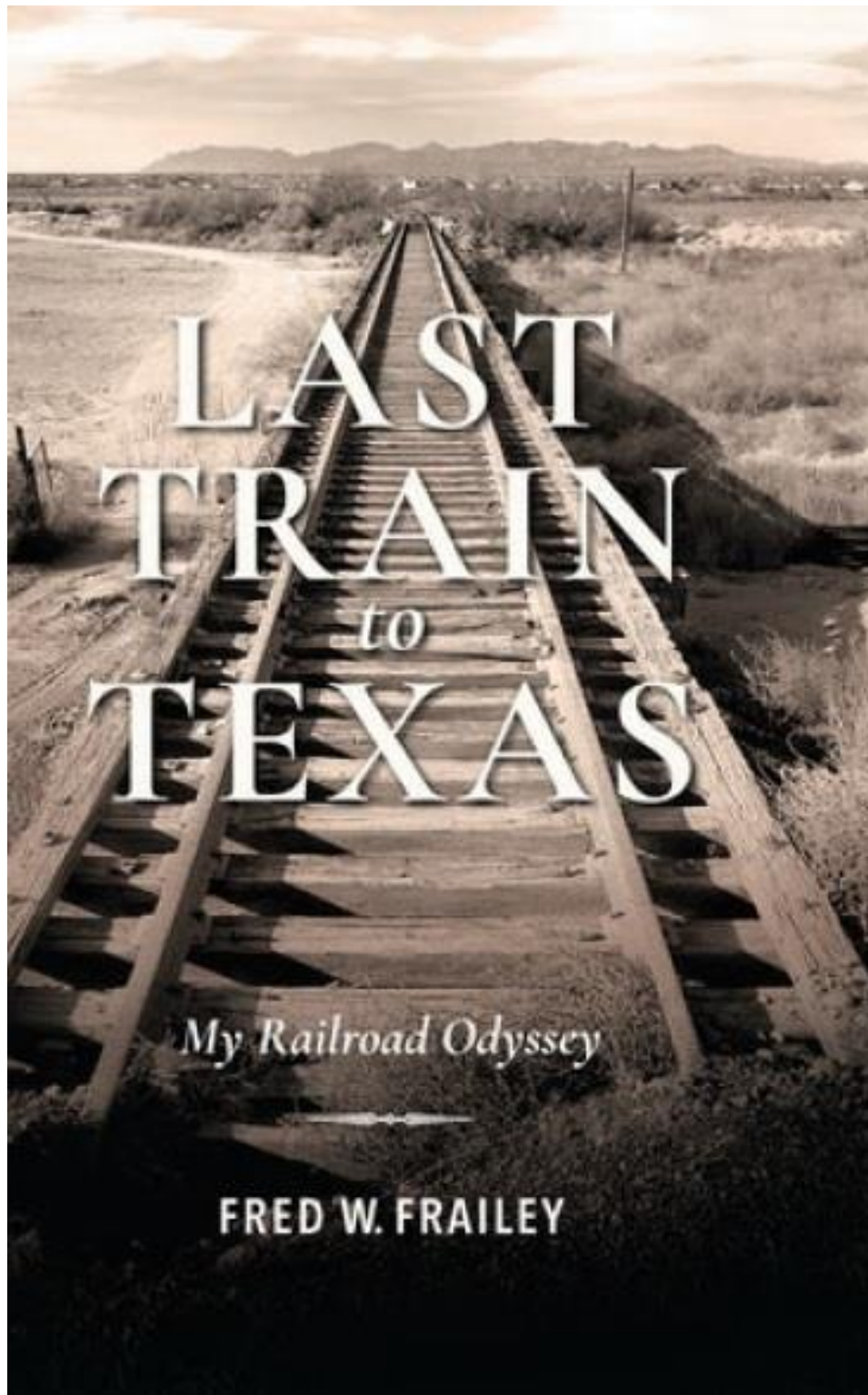
<https://fobnr.org/wp-content/uploads/2018/07/PORTLANDSEATTLE-07-090876.pdf>

Link to BN Portland-Seattle Region; Spokane, Pacific & Portland Divisions; Special Instructions No. 1 of 1 January 1976 (pages 1-22 refer)

<https://fobnr.org/wp-content/uploads/2018/07/si-PORTLANDSEATTLE-01-010176.pdf>

The above are just some examples of instructions BN issued to its operating personnel. There are many other types of documents provided to train crew members and operating department personnel but unfortunately these are not available online and have to be purchased if they become available on eBay or elsewhere. I have purchased some of these for general information in the hope that if and when I have an

operating layout, some of that information can be incorporated into its operating procedures. Examples include BN's Conductor's Manual, Air Brake and Train Handling Rules, etc.



John BULLEN:

The G scale layout is now packed away as the area is required for living space but will be re-constructed again from November 2021 ~ January 2022 with a new theme.

All aboard modellbahn have moved to a new location Units 1&2, 202 Bong Bong Street, Bowral, NSW 2576

Ross BALDERSON:

Advised that the photo etching plans for His & Rob NESBITT have been dispatched to the UK for etching.

Stephe JITTS:

Let this be a lesson to all of us. MICE LOVE STYROFOAM. This damage was done in just three days and plus there was a lot more done.



Working timetable produced for operating the Kangaroo Valley Historical Railway [KVHR]

SAFETY HINTS FOR RAILWAYMEN

- Don't rest on the perspex barriers.*
- Don't eat the mouse baits.*
- Don't kneel on dropped screws and nails.*
- Don't wear loose sleeves or jumpers.*

For use of Authorised Guests only

KANGAROO VALLEY HISTORIC RAILWAY
WORKING TIMETABLE

FOR
Passenger & Freight Trains

Also
LOADS FOR TRAINS

From 1st JULY, 2021

Melbourne to Sydney, also Alabmob to Kangaroo Valley Line (cont)

DAILY	4b	14	98	73u	6	50
	Sydney D'Tight Ltd	City Comute	L'Stone Turn	Alabmob Pass	South Coast Milk	Stock Train
Melbourne						
Eden	29				34	36
Moruya .....	.....				.....	.....
Museum .....	.....				34.5 (1)	.....
Stockyards .....	.....				35	.....
					35.3	36.5
					35.4	38
Alabmob .....	.....			29	.....	.....
Ethel .....	.....			29.5	.....	.....
Halfway .....	.....			31	.....	.....
Kangaroo Valley	30			.....	.....	.....
Goods Shed .....	.....		31 (1)		31.5 (2)	35.7
Meatworks .....	.....		.....			37
Mt Hope Mine ...	.....		.....			.....
Cementworks .....	.....		31.5			.....
Siding	.....		35			.....
Violet .....	.....		35.5 (2)			37.3 (1)
Limestone .....	.....	31	36			37.4
		.....	36.5			.....
Osport .....	.....	31.3				37.7
Adamstown .....	.....	31.4				38
Gasworks .....	.....	31.7				
Enmore .....	.....	.....		
Sydney	31 (1)	32 (2)				38.5 (1)
Newtown						

John SANDS:

Constructing a 10 by 6 metre layout in stages mainly for operational running, rather than Scenics having a Mainline run of approximately 60 meters, flat at the moment where consideration for some elevations may happen in the future. Code 100 track, NCE DCC with blocks.

More next month.

David VIRGO:

Picture taken with a SLR camera, photo shopped, printed on A1 sheet 160 gsm paper at Office Works

This is the corner with the back scene in position. I had great success with Kwik grip spray adhesive from Bunnings.



Terry CRAIG:

Tunnel linings cast in 'Yellowstone' Dental Plaster using a Woodland Scenics tunnel liner mould then painted in 3 colours using a sponge to weather. Colour testing on back of the cast.



Robin FOSTER:

The purchase of items without a box or with is damaged / beyond repair a suitable item spied in the pantry / retail shops are ideal for replacing the afore said & adding a bonus for stacking & storing 'right way up' for protection & viewing what is inside.

Two 1 litre store & stack clip locks were purchased from the Reject shop for evaluation, these do not have inserts, then a further 22 being purchased, then another 24, yes I have lots of unboxed items all of these are now filled, but wait there is more found some at Bunnings with inserts.

These containers are also useful for storing those 'yet to do', repairs, spares parts as unfinished projects.

1 Litre top view with inserts



2.5 Litre with inserts



Stored front on



Stored side on.



There may be a requirement to modify the lid requiring the removal of the projecting tabs at each end for some items as marked in black.



All items are tested in box to see if this required as the 'tabs' can be useful in a way to add a securing feature with the use of Foam Wrap which is available in various thicknesses 1 to 8 mm as prices

Always the way; when receiving items through the post having items in 'recycled foam' requires throwing it out as the sizes are Not Quite Right, NQR, as the wrapping isn't the shape required & may contain contaminants so a search online provided various sizes available but some were 'pick up only' as others charged high postage charges, however all not lost as a trip to Officeworks purchased a roll of 1mm foam wrap for \$11.00.



The use of a guillotine to cut into required lengths then layering to fit inside the container is advisable to obtain neatness.

4mm thickness is more suitable but cost is prohibitive, so the next solution was 2mm PPS Foam Wrap 1200mm x 50m at \$85.47 only available again through Officeworks as a buy it online and collect at your nominated Officeworks outlet site. They can also post it but a charge is imposed.

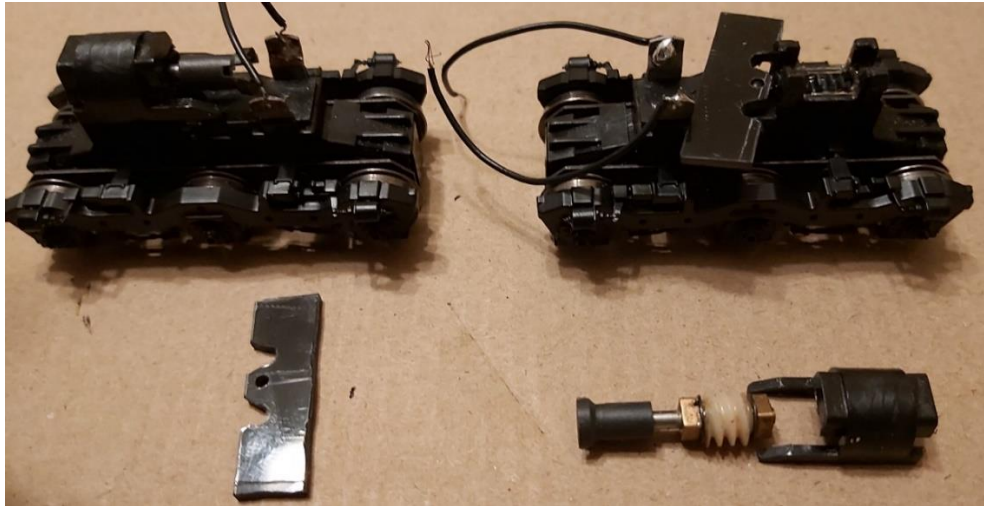
This should provide lots of protective wrapping for the foreseeable future.

A project from a purchase at the EMRC / Div 2 meeting June of a LIMA 44 class.

The LIMA shell, numbered 4455 on the sides but interestingly 4469 on the front and rear boards, screaming for a revamp to re-powering from the standard single motor to an all-wheel drive.

Sometime ago I purchased, at the closure of Fishers discounts FYSHWICK, some Austrain (?) power Victorian C class bogies for \$15.00.a pair

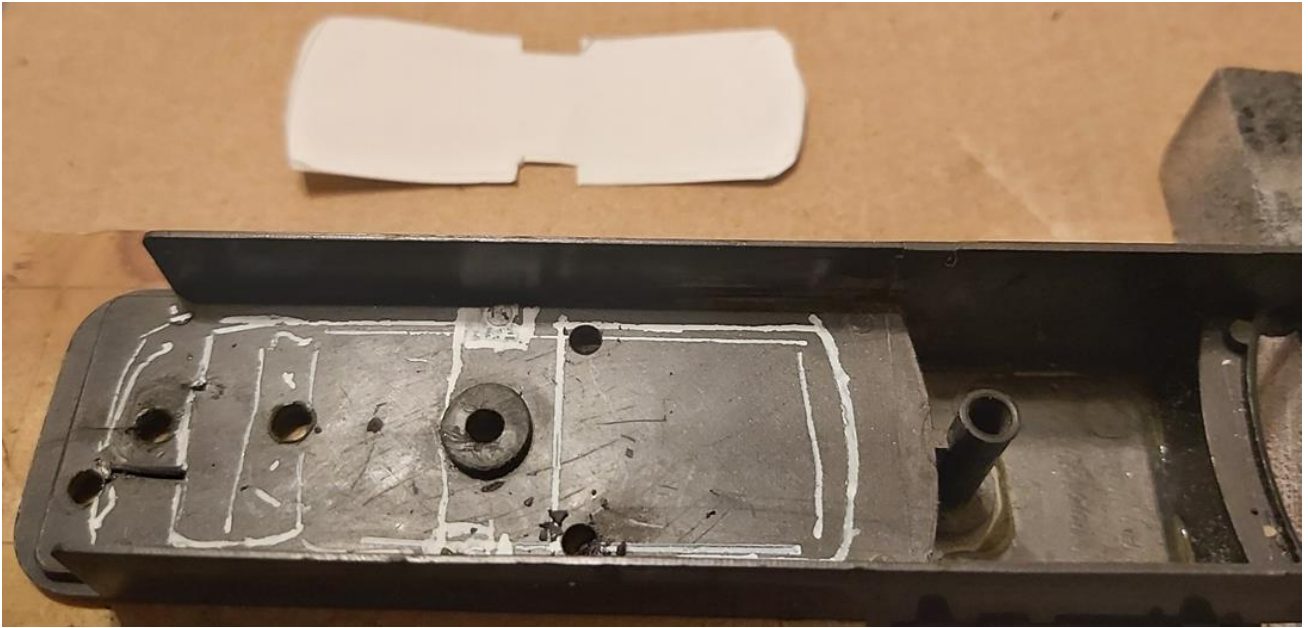
The following is not for the rivet counters / purists but these are the only items available for this conversion.



The layout of items: LIMA shell & frame, proposed new frame parts 2mm styrene, bogies & template for the bogie retainer.



Decided to make a paper template from the rear motor area for the front then marked out for the cut.



then cut out removing the plastic with a nibbling tool.



From the template for the bogie retainers cut & formed the placement for fit before gluing into place.

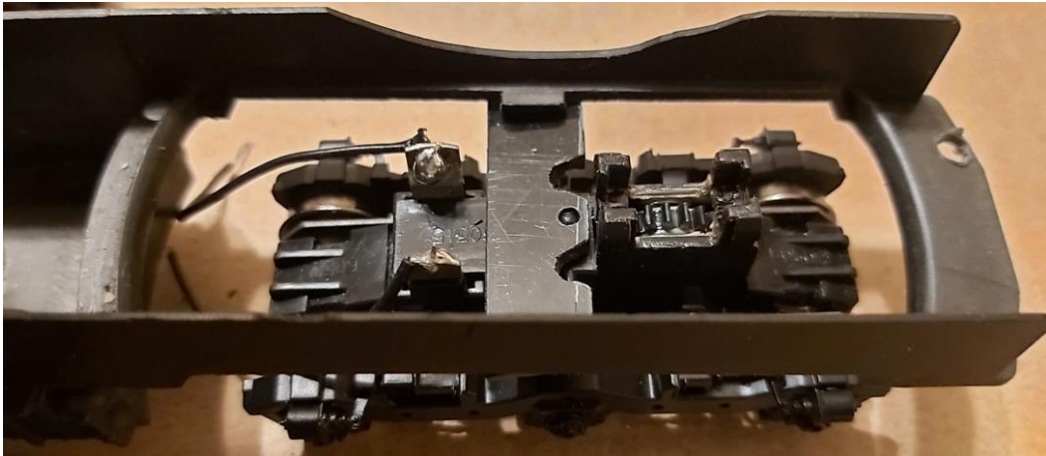
Top of frame



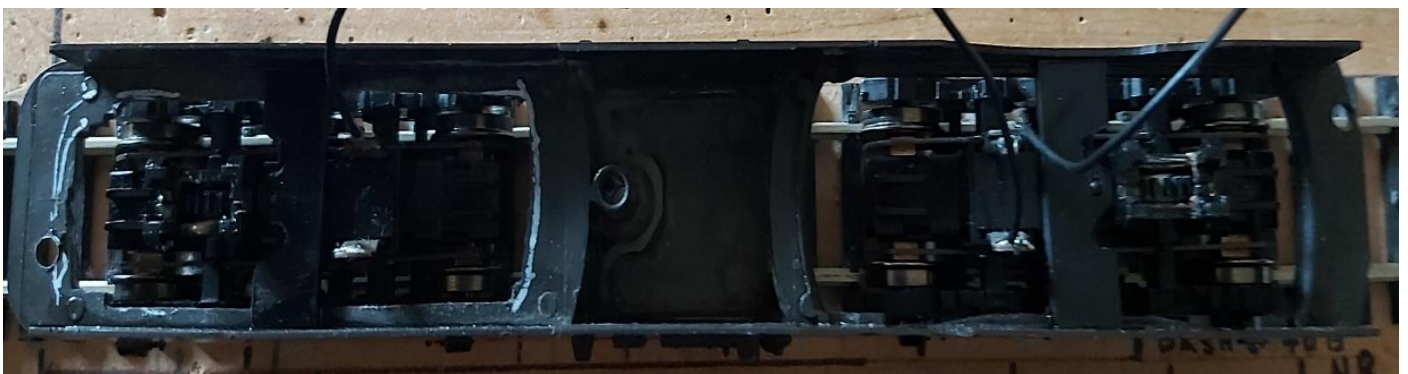
Bottom of frame



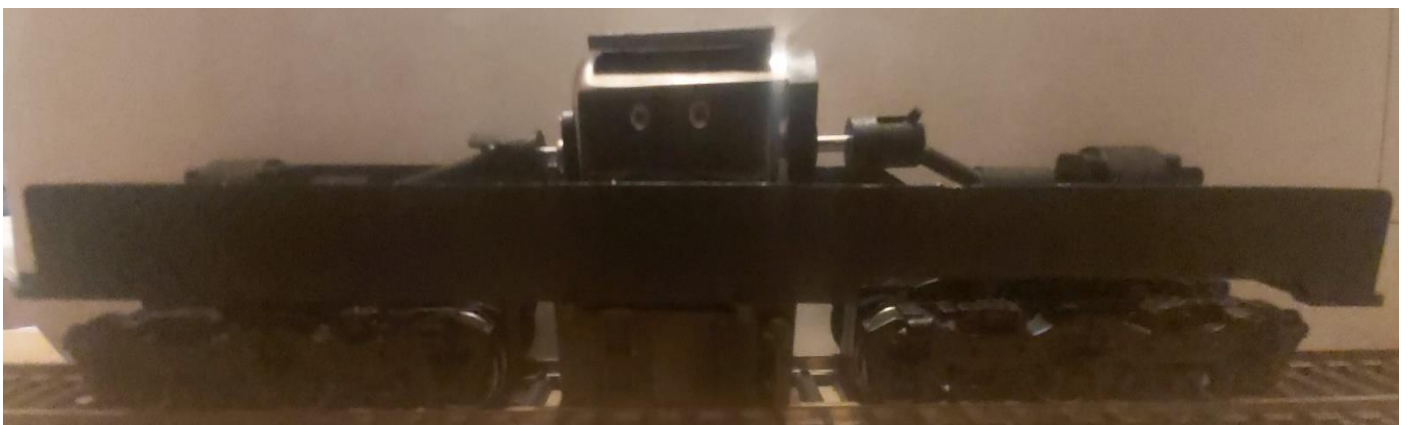
Test fit of the bogie required some removal of material at the 'v' for the 'swing'



Front & rear bogies in place next the motor & shafts



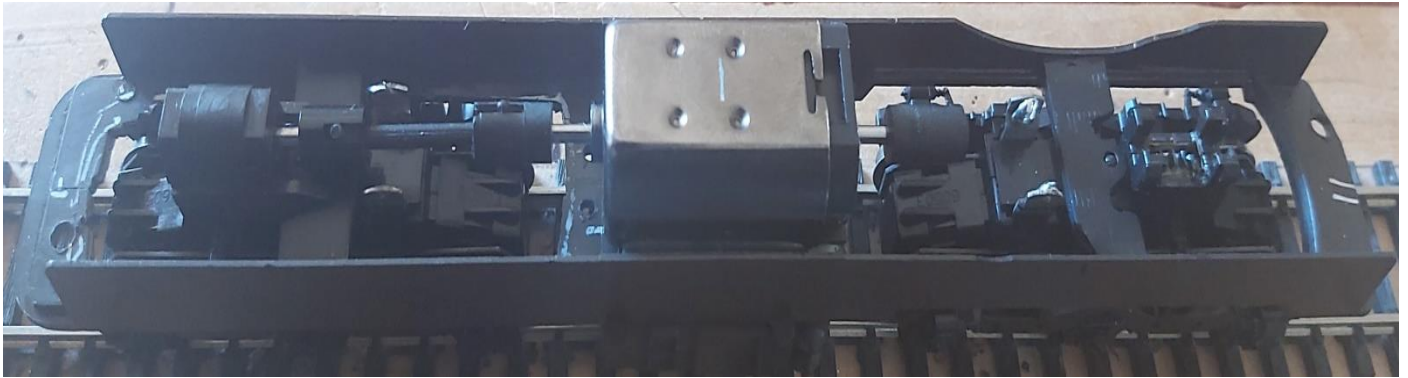
Side view: the first test not really impressed as the motor was too high & the angle of the shafts ... Nuf sed.



Top view



Cutting and shaping the LIMA 'weight' to fit the cavity allowed the Mico-Mark motor (these are no longer available) to sit at an acceptable height and with the use of A-line shafts cut to required lengths used 3M double sided tape, motor to weight, to test on the test track for any misalignments.



Next project was the adding of a decoder & led / fibre optic lighting.

Ben FEATHERSTON:

I have been working on a DPM kit Freight house as time allows.

The following show a couple of images of the item in various states. I wasn't happy with the plain styrene roof and felt it lacked detail. I created shingles and added those to the roof from some Water colour paper as this provided a nice texture. I have then weathered the roof a little with some pastels.





I also scratch built the loading dock. I will mount the structure on a board and add some final weathering before coating in a dull coat to lock in the pastels. I may yet add a light to the outside of the structure but for now I am calling it done.



I also completed a little Atlas signal box kit with a few modifications, most notably drilling out the plastic light fitting and installing a micro-LED over the door.

Matt SEMENAS:

The Norfolk and Western 5000 hp, Class A 2-6-6-4 Steam locomotive with smoke is a recent addition to my fleet. I am trying my best to having a later fleet then Warren Buffet but in HO scale. I acquired this locomotive because my N&W #611 steam loco was not strong enough to pull all the carriages around the layout so I got an assistant. The model is a Broadway Limited, Paragon 3 with Rolling Thunder sound and synchronised full spectrum smoke. I did have a choice on paint schemes and decided to choose the high gloss museum finish same as the original one that is currently on display at the Virginia Museum of Transportation. I though museum quality was good with me based on how infrequently I run the steam locomotives.

This final class of 2-6-6-4s was built for Norfolk and Western starting in 1936. 43 were built until 1950 and operated until 1959. With 5000 hp they were able to achieve speeds of 72 kmph with full load. This is a photo of my loco on the layout followed by the two-page operations card that shows all the functions for operating the locomotive.



#1218

N&W

Class A 2-6-6-4

Steam - 5000 hp

Broadway Paragon 3 - Rolling Thunder & Smoke

Page 2

F22 - Toggle between 2 Whistles

F23 - Clicky Clack Track

F24 - MARS or ditch lights of cabin lights

F25 - Long Whistle

F26 - Play recorded macro

F27 - Record Start/Stop

F28 - Brake Squeal

Randomly Activated Sounds

The following sounds will be heard when locomotive is running or sitting at idle. Various other random sounds may play if appropriate for each locomotive

Air Pump

Blower

Coal Shovel or Auger

Injector

Steam Cock

Blow Down

Pop-off Valve

#1218

N&W

Class A 2-6-6-4

Steam - 5000 hp

Broadway Paragon 3 - Rolling Thunder & Smoke

Page 1

- F0 - Lights On/Off
- F1 - Bell
- F2 - Whistle - hold down for long whistle
- F3 - Coupler/ Coupler Slack - press when moving
simulates coupling - press when stopped sound
will come on when loco starts to move
- F4 - Air Pump
- F5 - Stopped: Produces Blown Down Sound
Moving: Increase Chuff Intensity
- F6 - Stopped: Produces Water Fill Sound
Moving: Decrease Chuff Intensity
- F7 - Smoke On/Off DO NOT TURN OFF
- F8 - Volume/Mute - it is set at maximum - press F8 x 2
quickly will reduce one level - total 8 vol. levels
- F9 - Startup/Shutdown Engine
- F10 - Coal Shovel
- F11 - Water Injectors
- F12 - Brake Set/Brake Release - Above speed step 5
- F13 - Grade Crossing Horn
- F14 - Passenger Announcements
- F15 - Freight Announcements
- F16 - Maintenance Sounds
- F17 - Crew Radio Messages
- F18 - Radio Chatter heard in city
- F19 - Radio chatter heard on farm
- F20 - Industrial Background Sounds
- F21 - Lumber Background Sounds

John MARTIN:

The boxcar I displayed at show and tell, the following is an update on it.

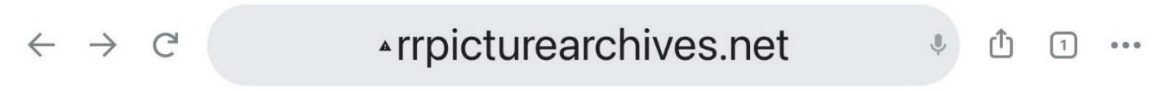
Research is a wonderful thing.

If I had been able to see the road number in the advertising about it, I would have discovered that the model is of another series of cars that were NOT rebuilt. Most were not repainted from the RailBox scheme, only patched. However, some were done in MRL blue. Consequently, all I have to do is fix the doors!

The attached provide a bit more info.



RRPictureArchives.NET Image Copyright Collin Reinhart



View Photos
Home > Montana Rail Link > Rollingstock > Ranges > Cars Numbered 21600 - 21699

- Home
- Newest Photos
- Editors' Picks
- Contributor Picks
- By Date
- By Photo Album
- By Location
- By Map
- By Railroad
- By Locomotive Model
- Search
- Frame/Serial XRef
- Most Photographed
- Rolling Stock
- Contributor Sites

- Members**
- Log In
 - Register

Montana Rail Link
Rolling Stock Photographic Roster
Reporting Marks: MRL
Cars Numbered 21600 - 21699
Click on a item to view pictures

- Roster Links:**
- [AAR Type Home](#)
 - [Rolling Stock Home](#)
 - [MRL Main Roster](#)
 - [MRL Grouped By AAR Type](#)
 - [MRL Grouped By Type](#)
 - [MRL Grouped By Range](#)
 - [Show All Thumbs](#)
 - [MRL Locomotives](#)

Unit #	Type	AAR Type	AAR Class	Owner Class	Plate	Dry Cap	Notes	# Pictures
MRL 21627	Box Car	A302	XP		B	5077	ex-AHW 41627 exx-DJTX 1140 exxx-UP 130890 nee-RBOX 21092	2
MRL 21643	Box Car	A302	XP		B	5077	ex-AHW 41643 exx-DJTX 1243 exxx-UP 131077 nee-RBOX 21283	1
MRL 21656	Box Car	A302	XP		B	5077	ex-AHW 41656 exx-DJTX 1276 exxx-UP 131112 nee-RBOX 21318	1
MRL 21664	Box Car	A302	XP		B	5077	ex-AHW 41664 exx-DJTX 1293 exxx-UP 131129 nee-RBOX 21336	1

The last say.

Austerity Frugal & Recycle.

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

The next Div 2 meeting is August at Mal RISBY Residence, who is keen to 'show and tell' the progression to his N scale layout.

This year has been a challenge on many fronts for me, with some health issues, but I intend to continue as The FLIMSY editor for as long as possible, however I give notice if there is an inspiring volunteer out there, I would like you to consider the position as The FLIMSY editor.

Upcoming Div 2 meetings

September: John GILLIES.

October: TBA

November: Jack CHILD

Div 2 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: we are under starters rules for scheduled events.

The FLIMSY contact robinfoster@inet.net.au