



# THE FLIMSY

NMRA Division 2 Newsletter

May 2021

In this issue.

From the editor

At home ~ Show-n-tell

The last say

## **COVID-19 ~ adhere to medical advices.**

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

The May meeting: was cancelled because of no venue or host.

The DIV 2 June Meeting is being hosted by members of the Eurobodalla Model Railway Club on the South Coast NSW. This a full-on weekend, almost like an NMRA convention but light on with clinics!

July Meeting, something different is a meeting held at the Southern Cross Club, Philip ACT. I will make a submission to the club for the use of a meeting room on the 3rd Saturday of July. Some local members are also members of the SCC.

Proposal is lunch in the dining room from 12:00pm, followed by our meeting.

Afternoon tea will take advantage of the club facilities.

Your comments appreciated.

Hosts / Venues are vacant for August, October, November, December.

If you know of a venue, I am open to suggestions.

Virtual Convention June 2021 is being considered over four days

A program of clinics, layout tours etc has been presented to the ARC, there just seems to be some communication confusion with the event organisers and Australia Region. I was asked by the AR President on Sunday to reply Yes/No to the event taking place by Sunday night. Did this email go to all Australia Region members?

Any comments, suggestions to me Div. 2 super welcome.

Never a dull moment,

Stephen

## At home ~ Show-n-tell.

### Stephe JITTS:

This Walker's NSW 5 stall roundhouse was modified because it required to house a Garret.

Rear view shows the extension on the right



Front view extension to the left



I'll swear it takes longer to build a model than to build the real thing.

**Jack CHILD:**

Train #7 - Northwest Mail (Great Northern) – Moree, Loco 4856 and coaches make their very first crossing over the MacDonald River at Woolbrook.

The Whitton lattice girder bridge behaved beautifully as the train travels towards Woolbrook station.



Later that day the train rolls into Walcha Road station, dropping off a few passengers for a weekend at the Walcha Road Hotel.



The day's festivities over at the Walcha Road Hotel, passengers depart on the night train.



New paint?

For all those still mourning the loss of our beloved Floquil, there is a new Australian made paint now on the market.

New to me anyway - the paint wizard at Super Toy World Fyshwick mentioned SMS paint as an alternative. It is an "acrylic lacquer". I have had a go and I really love it. It is solvent based and ready to go in the airbrush as is. It dries quickly and is extremely tough, much tougher than the water-based acrylics.



I've tried to damage it with my fingernail, but had no visible effect.

This colour, German Red Brown, is not a bad match for the NSWGR Indian Red.& at \$10 for a 30ml bottle (vallejo \$5 for 17ml), I'll be going back for more!



### **John MARTIN:**

Things have been a bit quite of late but I did find something on eBay that I just had to have!

It was a Walthers Budd Vista Dome car in the Burlington Northern paint scheme. I believe that in 2006 Walthers produced the cars for the Great Northern Empire Builder train in three paint schemes: GN Omaha Orange & Green, GN Big Sky Blue, and the BN Green & White "Hockey Stick" scheme.

The BN scheme was not a big seller and was never rerun, whereas the other two have been redone over the years.

Consequently, they are very rare and I never expected to find one. It was not an inexpensive purchase!





Speaking of rarity, WALTHERS also produced an extremely limited production of this BN vista dome with the GN logo.

WALTHERS BN Green / White hockey stick vista dome with Great Northern logo.



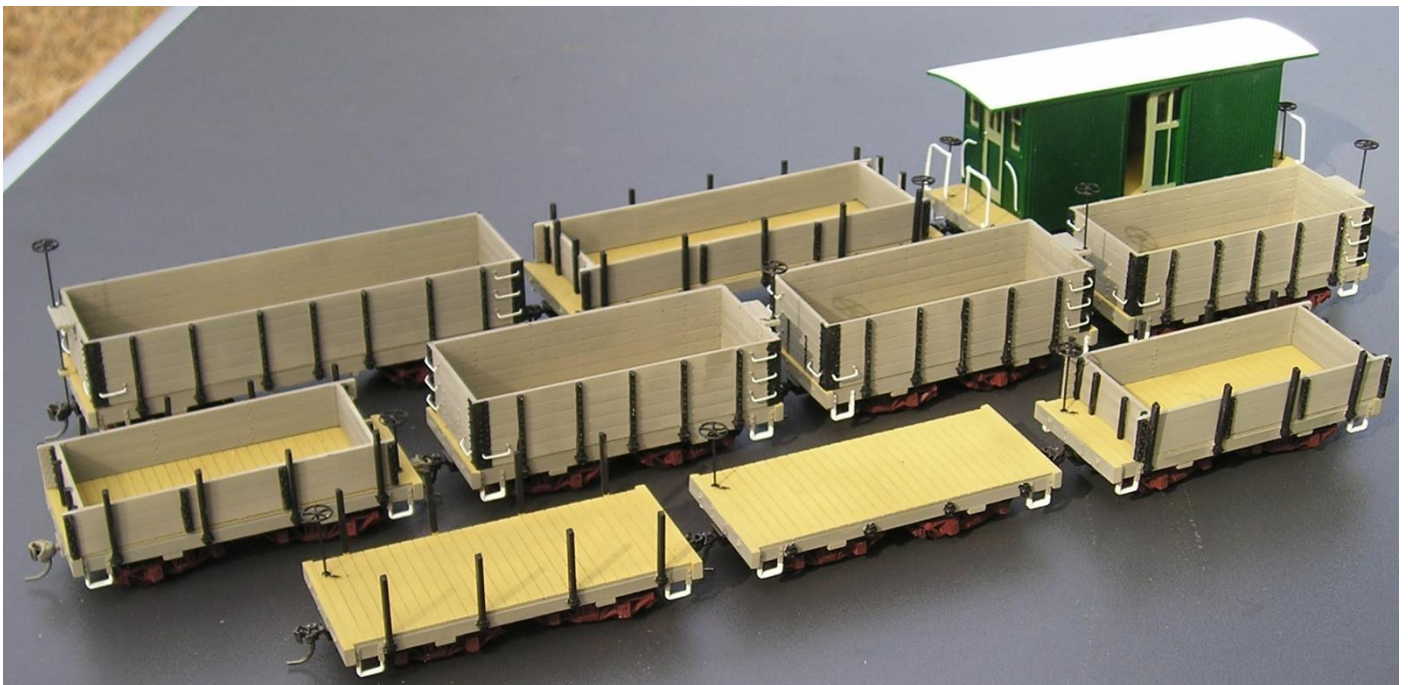
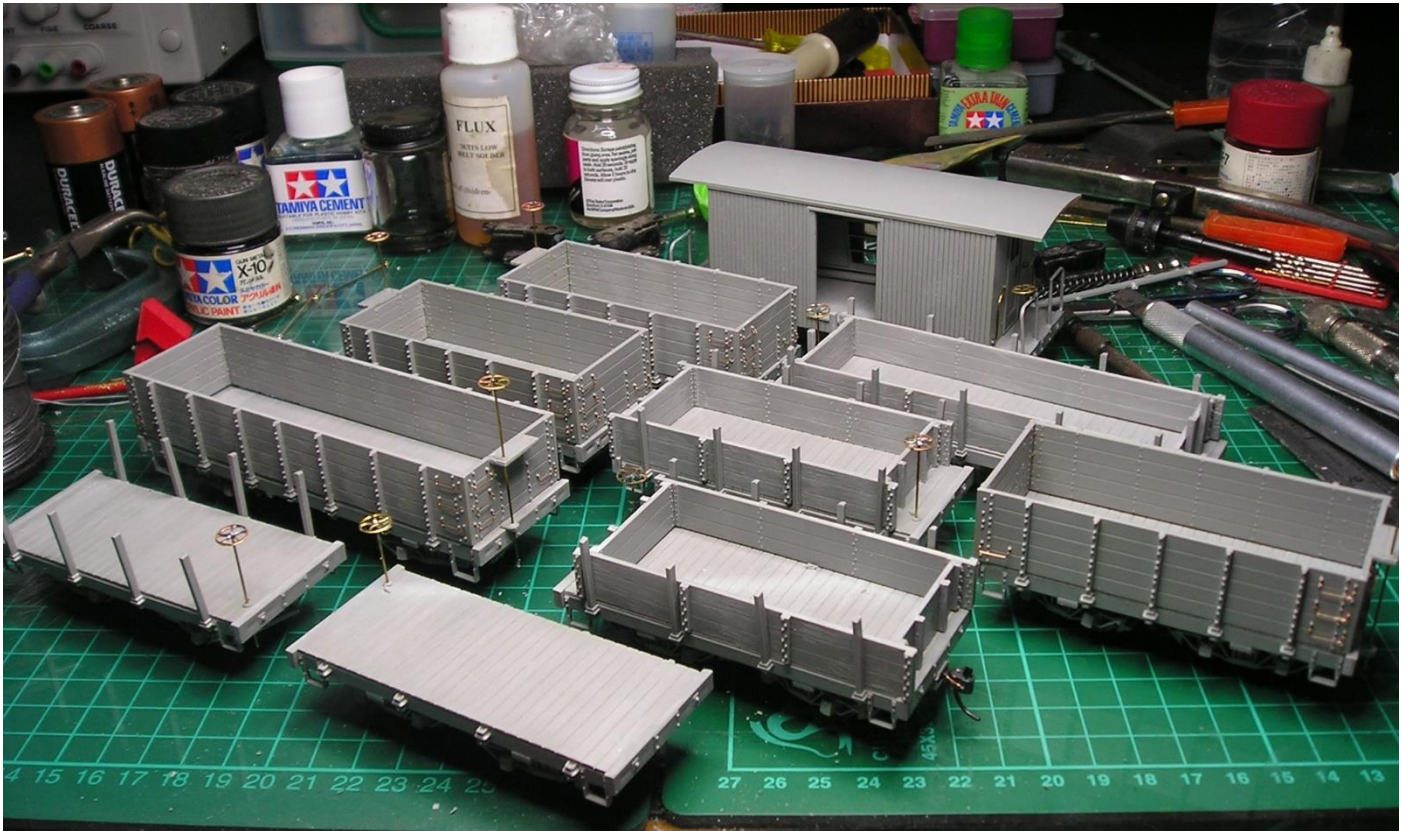
There was also a Great Dome in the BN Green / white hockey stick colours having the GN Logo, nick named 'the Great White Whale', these were so painted & decaled during the merging of the GN / BN.



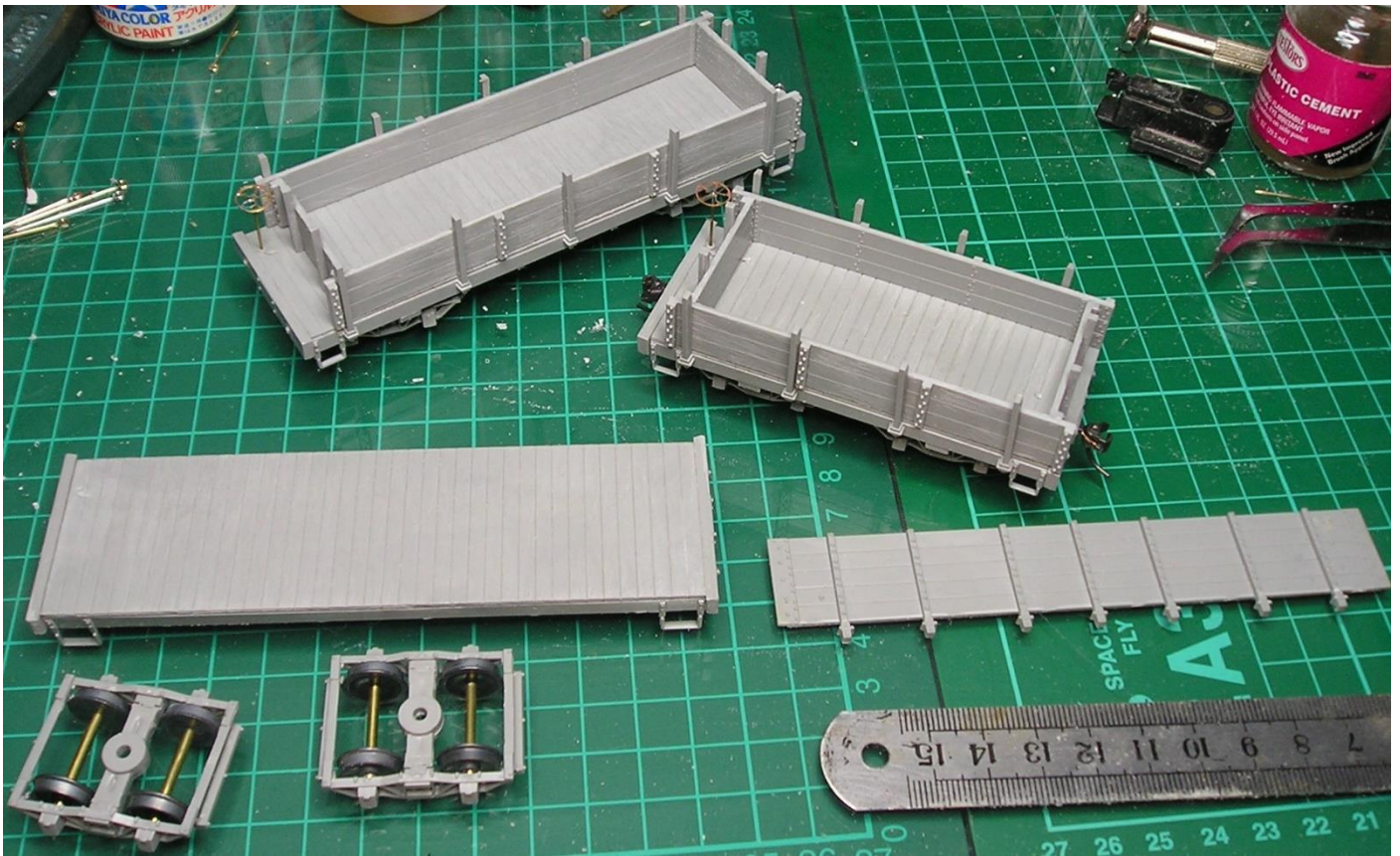
Picture sourced from the web.

**Rob NESBITT:**

My current model activity has been painting 10 x CHILVERS On30 wagons. I built the kits a while ago and they sat unpainted since. Painting has been surprisingly time consuming.



Shunting wagons is where my interests in train running is. Boring is the train running on an oval



The following pictures show some of my small HO brass miscellaneous steam loco fleet dating from the late 1950s. They are hopeless runners, but I just do not understand why the plantation loco is getting good money on eBay, even unboxed. All these have boxes, but I have a few duplicates without box. The Gem kit could be built with just 4 driving wheels, or with/without leading/trailing pony trucks. An interesting concept ahead of its time? The headlamp was loose in the box. Thousands were made, and they were relatively affordable at the time. It shows how far we have come in the last 60 odd years.

These are some of the early Japanese made models from the 1950s, when brass models were entering into the hobby. Shortly after, people started to demand specific prototypes, and the Japanese craftsman became highly skilled at providing them. And the rest they say is history. As modellers we no longer are happy with generic - standards continue to improve and today's plastic models closely match the details of the real locos better than ever before.

Columbia-LMB

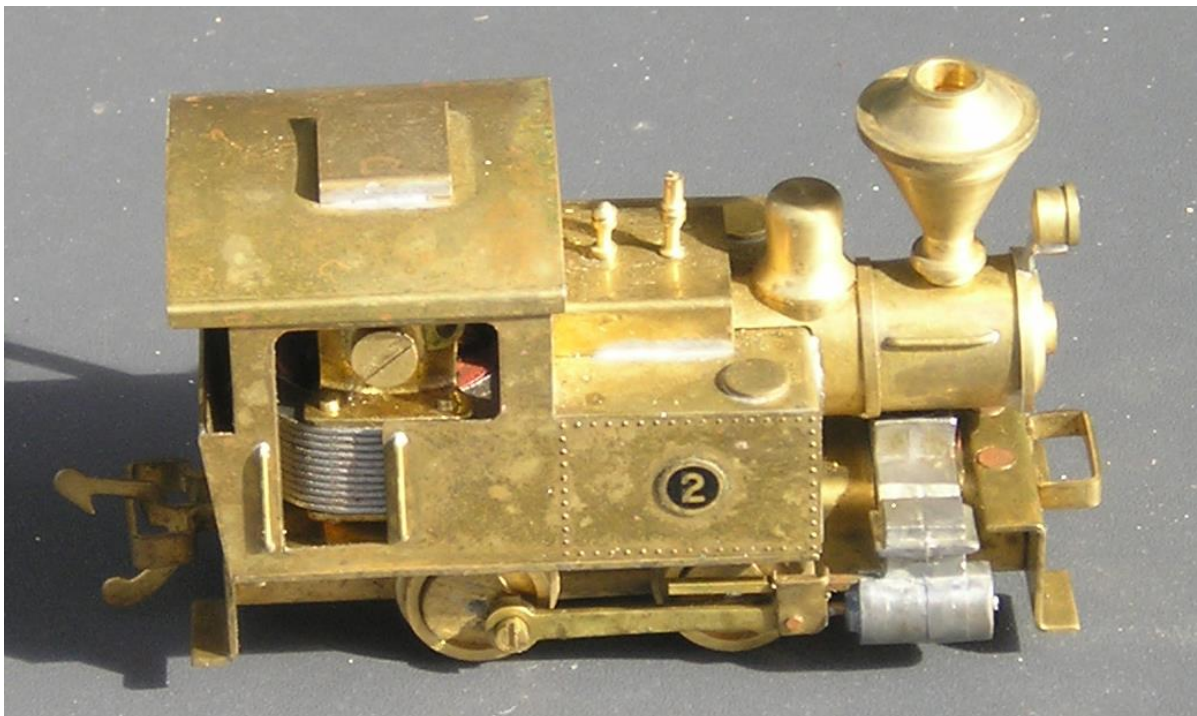




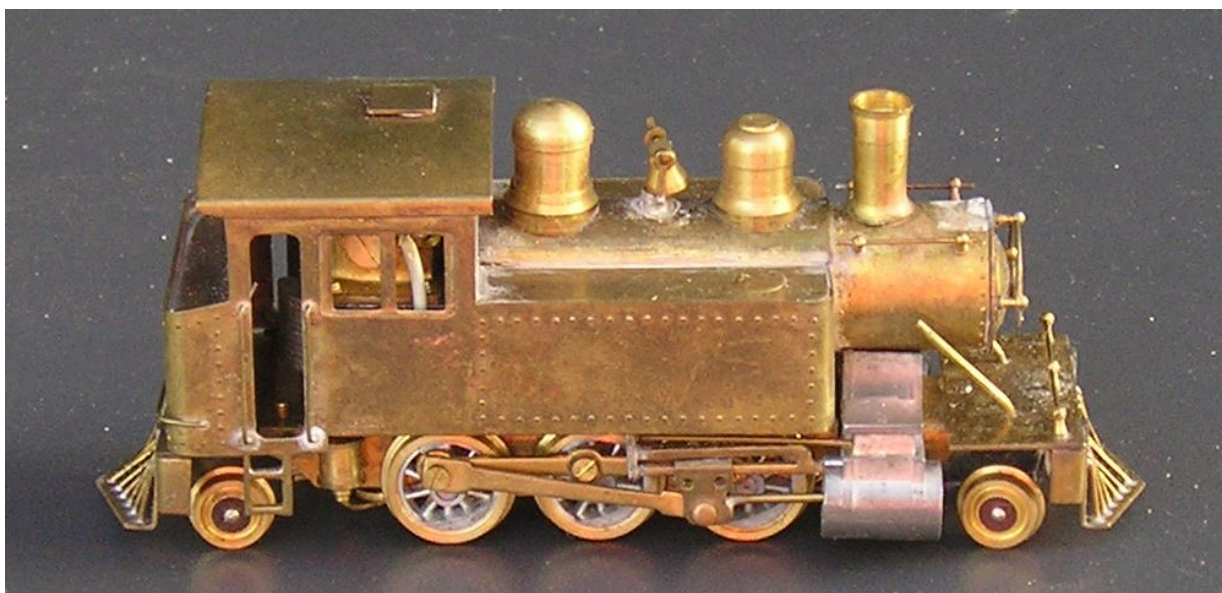
Forney-LMB



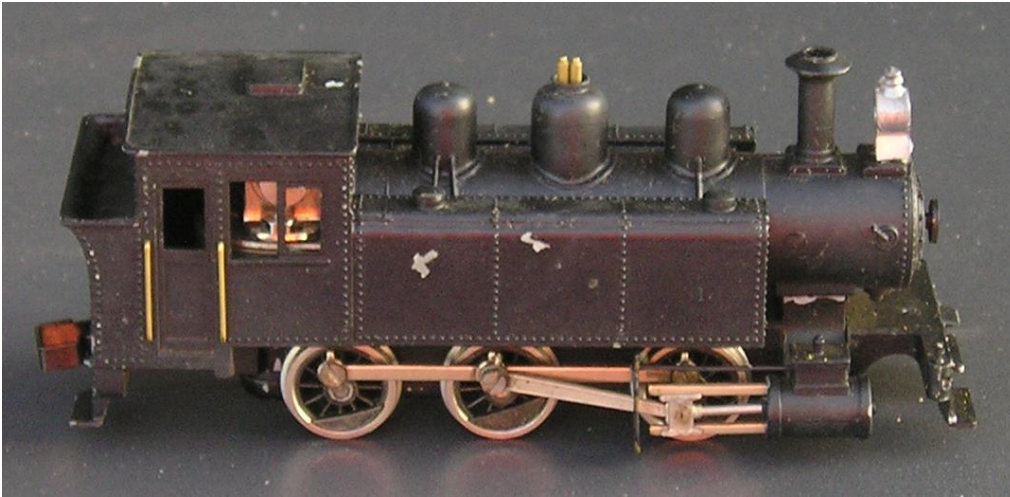
Plantation-KenKidder



Select-a-style-GEM



## Tank- Tenshodo



Photographing any collection; should be a requirement which records items with information for references as for insurance purposes.

### **Robin FOSTER:**

I sometimes get to the layout for some modelling, the latest is attempting / construction a rock wall along the scenic Puget Sound water way.

Working in foam is ideal where rough some cuts, paint & then 'pushing' & gluing with PVA the Woodlands scenic large Talus rocks into the foam.



Test drop



Undercoating with water-based paint



It is a slow process and a learning curve as there is no rules required allowing those 'rocks' to fall into place to fill the void.



The PVA holding those rocks in place will dry clear



Scribed foam, Woodland scenic moulds were cast with sculptamold, positioned painted & glued into place.



Test fit with Perspex before the added extension.



### Quick check for visual effects



Now the fun really starts .....

I decided that an extra width be added for more depth being a must, so added 19 x 42mm pine along the length of the water way, this should allow for a rowboat and some anglers.



A quick sanding then a lick of blue paint, note splashes of blue to 'painted rocks'

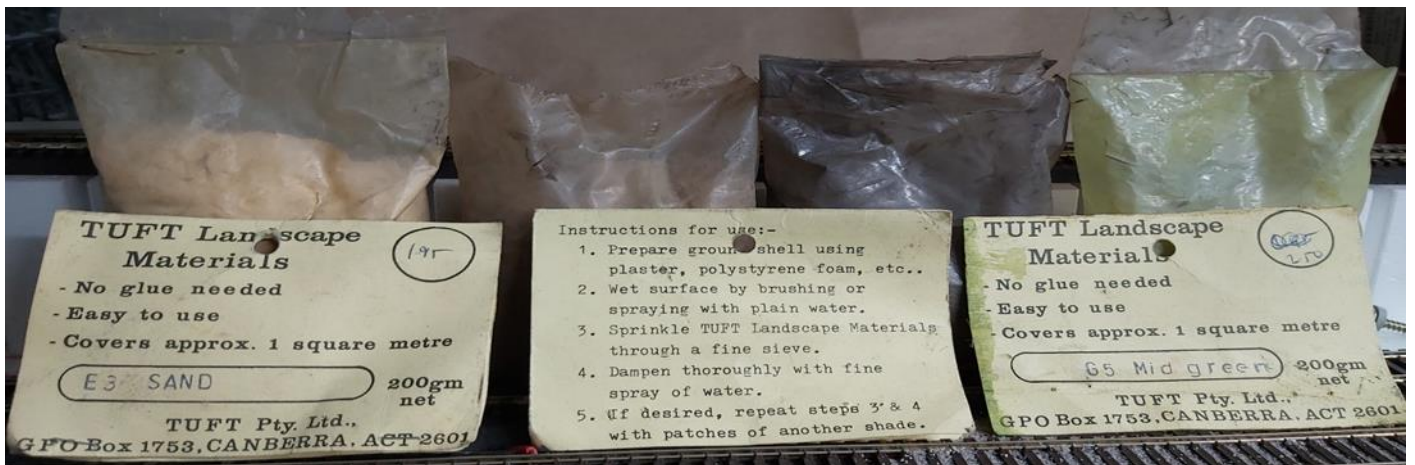


Purchased some Monkey Model Water Wave sheets, these come in small, medium & large waves, cut & fitted between foam & then strips of folded paper to use as a 'stop' barrier for adding scenic landscape material from falling through, also useful to stop any pre-wetting water 'drips', well almost.





Pre-wet then sprinkled some TUFT landscape material with a little more as instructions, "how long ago did I purchase this"? from memory Peter Pan Garena Place in the City, must have been the early 80's check-out those prices! This landscaping material is still workable after all those decades, fantastic sets hard.



Smaller Talus rocks added and glued into place along the shoreline.



Adding some tufts of grass to fill some voids, close-up photo shows up those errors to be corrected.



First stage of the project along Puget sound, I made an error with the talus between rail & sleepers, now removed & corrected with ballasting re-done, then to find wrong colour! so an overlay of the correct ballast colour material to replace, [E&OE]

Still a long way to go, waiting for a PROSES ballast spreader to assist with a faster & better finish. The Perspex to protect will be added later.



**John MARTIN:**

Photos are of a Slaters O Gauge kit, the first one can see light through the grills which is not prototypical.



A baffle has been inserted and a temporarily added the roof where no light can be seen.



Interior shows the baffle.



**David VIRGO:**

For some time, I have been working on backscenes for my layout. These backscenes use photos taken in localities through which my fictitious branch line runs.

I recently decided on the method to print these and am quite pleased with the results for the cost.

Office works offer a print service with various poster size print options. I decided on using a B0 sized (1440x1000mm) print on 160gsm paper. Each print this size costs \$50. In my case, I was able to fit 3 (1200x300mm) sections on each sheet. At less than \$20 for each length I was pleased.

This is one example of a backscene after trimming.



The 2 sections after applying to the layout.

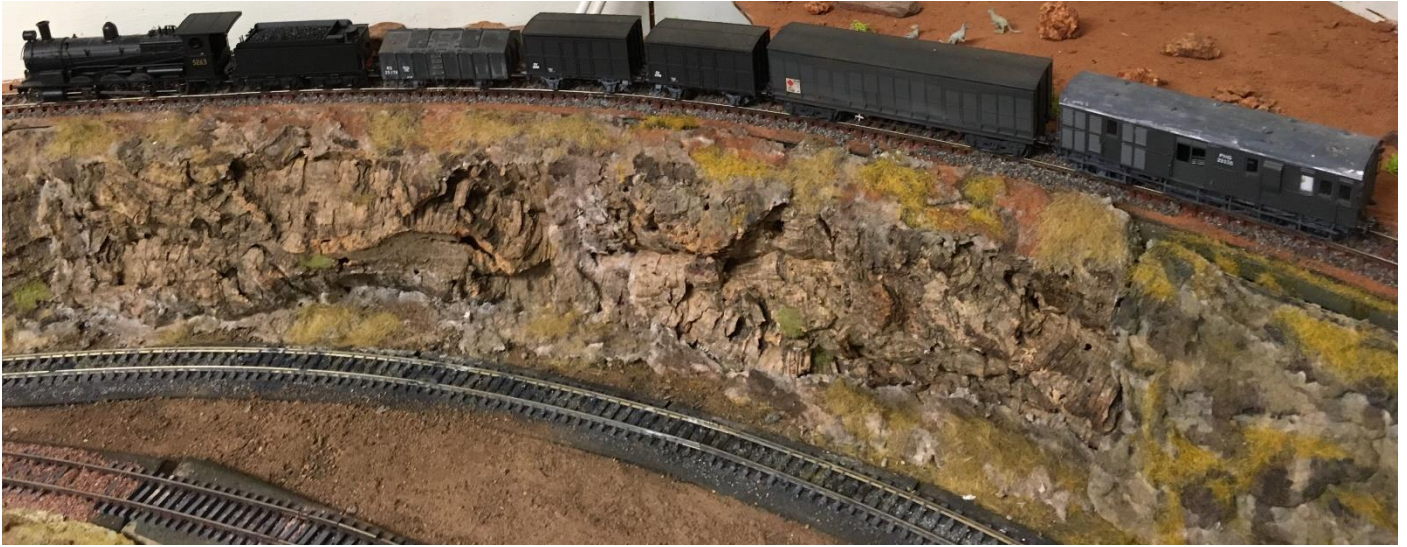




## Terry CRAIG:

Layout under construction: these are the best-looking parts of the stages so far – just track and mess.

5263 and freight wagons head for Coonabarabran in north-west NSW on newly ballasted track.



I purchased the cork rock faces (picture above) from Stephe. The work at the top and bottom of these rock faces I did with Sculpt It, using sponge brushes to dab and trickle very watery paint in several colours down the finished structures.

The choice of colours is mine, but the painting techniques are from the Woodland Scenics videos and other modellers' videos on YouTube. I have found it's well worth watching several people (at least) on YouTube doing what you want to do before you go ahead with an actual scenery task as one gets a good spread of techniques and ideas that way.

For me, works doing scenery so far has been largely the result of absorbing the techniques off the 'You Tube gurus', working on KVHR with Stephe and chatting at club meetings with other members.

Newly ballasted tracks just outside Binnaway, recently laid by the NSWGR Permanent Way workers.



The Per Way people have been hard at work in the Binnaway yard, although the landscaping department people have had their feet up and the land around the yard itself needs a lot of attention.



4415 hauling empty BWH's up the steep grade to Coonabarabran, over the newly ballasted track. Ballasting has been going on a lot since the new Proses ballast spreading machine arrived., a great device. Two packets of Chuck's Ballast being used, sometimes mixed with other quarry ballast blends.



**Matt SEMENAS:**

The recent purchase of a Broadway Paragon 3 - Rolling Thunder & Smoke C&O Yellow Belly, Class L-1 Hudson 4-6-4. The Yellow Belly has a lot of features as you can see from the Operations Card as well as Broadway's standard Rolling Thunder sound and smoke as can be viewed operating on Matt's layout.



## Chesapeake & Ohio's L-1 Class Streamlined 4-6-4 Hudson Type



L-1 No. 493 at Richmond, Virginia's Main Street Station in 1951. It is painted yellow, which was the second color. The first being a deep orange. (C&O Ry. photo, C&OHS Collection, CSPR CL159)

In 1946-47, C&O rebuilt five of its Class F-19 Pacific 4-6-2 Types to create the new L-1 Class, 4-6-4 Hudson Types. The road numbers of the F-19s were carried over to the L-1s: 490-494. The original F-19s had been built by Alco-Richmond in 1926. Nos. 490-493 received the streamlined cowl, whereas No. 494 was never streamlined.

The purpose of rebuilding these engines was to provide motive power for C&O's ultra-modern, streamlined, all-coach train called *The Chessie*. This train was the brainchild of C&O Chairman Robert R. Young who took control of the company in 1942. He believed that in the postwar world railroads had to "sell themselves" and provide exemplary passenger service in order to advertise their freight service and their value to the nation. *The Chessie* was one avenue he chose. The main section of the train was to run between Washington, D. C. and Cincinnati, however, connecting trains were also to be established between Newport News and Charlottesville, Va. in the east and Ashland and Louisville, Ky. in the west. The new train's main sections were to be powered by the all-new concept steam-turbine-electric locomotives. These giant engines were the C&O's answer to diesels. They still used coal, but converted it to an electric drive through a generator much as diesels did.

The L-1 Hudsons were intended to power the Virginia and Kentucky connecting trains. The design of their streamlined cowl essentially matched the shape of the steam-turbines on the main section.

Although the steam-turbines, the L-1s, and the cars were all available for the new train in early 1948, it was cancelled. This was because C&O's revenue had plummeted as a result of coal strikes and other problems, and passenger traffic

had begun a steep decline. Therefore, the L-1 streamlined Hudsons were put into service on the C&O's regular mainline through name trains. They were primarily used between Charlottesville and Washington, D. C.; Charlottesville and Newport News in the east. In the west, they handled many of the trains from Hinton, W. Va. to Huntington, W. Va. and from Huntington to Detroit, Mich. and Cincinnati, Ohio.

C&O began receiving E8 EMD diesel locomotives in August, 1951 and most steam was eliminated from passenger trains on the railway by the end of 1952. The L-1s continued as power for some of the Virginia sections of the trains until May, 1953. They were then retired, but No. 490 was kept as part of C&O's collection of steam locomotives which it proposed to donate to cities along the line. It was kept in the roundhouse at Huntington, W. Va. until 1970 when it was cosmetically restored and donated to the B&O Railroad Museum in Baltimore, Md.

The cowl of the L-1s was painted first orange, and later yellow to blend with the new lightweight passenger cars assigned to C&O trains in 1950. Portions of the tender were clad in stainless steel, again to blend with the passenger cars.

The attached mechanical diagram gives the technical details of the L-1s. For a more complete history, see *C&O Historical Magazine* for May, 2006, available from the C&O Historical Society ([chessieshop.com](http://chessieshop.com)).

**This information provided by**  
**Chesapeake & Ohio Historical Society**  
312 E. Ridgeway St., Clifton Forge, VA 24422, 800-453-2647  
or [cohs.org](http://cohs.org) (history), [chessieshop.com](http://chessieshop.com) (sales).  
For general questions, use [cohs@cohs.org](mailto:cohs@cohs.org).

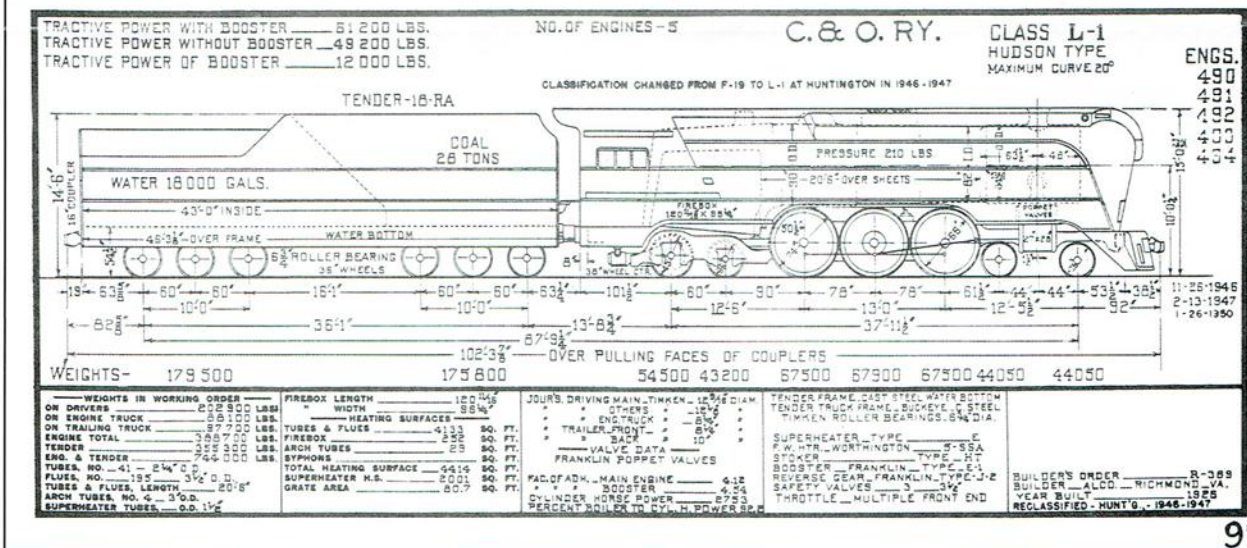


(Above) L-1 No. 490 on a passenger train near Phoebus, Va. in 1952. Some of the Virginia sections of the name trains continued to be powered by L-1s until the last of the E-8 diesels were received in May of 1953.  
(H. Reid photo, C&OHS Collection, COHS 41551)



(Left) C&O shopmen put the finishing touches on No. 490 at the railway's large Huntington, W. Va. locomotive shops in January of 1947.  
(C&O Ry. photo, C&OHS Collection, CSPR 930)

(Below) C&O mechanical diagram showing major dimensions and other statistics relative to the L-1 Hudsons.  
(C&OHS Collection)



**#490**  
**C&O Class L-1 Hudson 4-6-4**  
**Yellow Belly**

Steam – 5000 hp  
Broadway Paragon 3 - Rolling Thunder & Smoke

**ALL BRASS LOCOMOTIVE**  
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

**#490**  
**C&O Class L-1 Hudson 4-6-4**  
**Yellow Belly**

Steam – 5000 hp  
Broadway Paragon 3 - Rolling Thunder & Smoke

**ALL BRASS LOCOMOTIVE**  
Page 2

- F22 – Toggle between 2 Whistles
- F23 – Clickty 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

**The last say.**

Austerity Frugal & Recycle.

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

Having no Div 2 meeting for May the at home “bling’ to my inbox has provided some interesting articles to the activities of Div 2 members in modelling.

The June Div 2 meeting down the South Coast, from the sent via an independent email with details of the activities, will be a very welcome break being conducted over two days.

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.