



THE FLIMSY

NMRA Division 2 Newsletter

August 2022

In this issue.

Message Div 2 Superintendent ~ Div 2 hosted meeting & Show-n-tell ~ The last say

COVID-19 ~ Adhere to medical advice & instructions.

The variants to COVID-19 are causing more concern than realised, hence masks are highly recommended in CROWDED AREAS as safe hygiene practices and a 'flu shot' is also recommended.

August meeting.

The Div 2 meeting was held at Murrumbateman NSW at the new residence of Stephe JITTS and Family having 17 members in attendance.

Message from our Div 2 Super, Stephen O'BRIEN.

Division 2 had traditionally held monthly meetings in members' homes who have volunteered to host such meetings, and this has been reaffirmed a number of times as the preferred way of holding our meetings.

Meetings in the past have mainly been held in the Canberra area where most Division 2 members live.

The COVID-19 pandemic has seen a significant reduction in the number of monthly meetings. Reasons for this include but are not limited to members quite reasonably not being able or willing to host a meeting given the ever-changing pandemic gathering requirements to socially distance, etc, or the member or a family member may have health issues which could be compromised if a member unknowingly brought COVID into the home, or members just don't want a group of people in their home at this time. Increased fuel costs don't help either

I have also been keen to try and increase the number of meetings outside Canberra given our increasing membership there. We've had some successful meetings outside the Canberra region over the last couple of years such as the two meetings hosted by the Eurobodalla Model Railway Cub at the Malua Bay Community Centre and the Canteros-Paz home in Tumut.

I'm also looking forward to our upcoming meetings outside Canberra at Murrumbateman and Bemboka. The cost of hosting such meetings is zero when a meeting is held in a member's home. Division 2 covered the Malua Bay Community Centre hiring costs in 2020 but because of our small bank balance, it was no longer appropriate in 2022, so those attending agreed to an individual \$5 contribution that covered costs along with the usual \$5 per month contribution to afternoon tea costs.

With the limited number of members volunteering to host meetings, is it time to change our way of holding monthly meetings?

In the Canberra region there are only a limited number of community centres and halls available for short term hire by non-profit and community groups such as Division 2, but in almost all cases the venues require payment for use of the facilities, plus bonds in some cases, noting that some venues may not be suitable for our meetings. Our membership fees make no provision for such hire costs as all of our membership fees are split between the Australasian Region, we belong to with a smaller portion going to NMRA HQ in the USA.

Stephen O'BRIEN Div 2 Super

The Div 2 Meeting

Ian BARNES was presented with four Certificates of Achievement awards by Ross BALDERSON





Certificate of Achievement AP Engineer Civil, Certificate of Achievement AP Electrical
Certificate of Achievement AP Structures, Certificate of Achievement AP Scenery



Ross BALDERSON is presented with his Master Model Railroader (MMR) plaque by Stephe JITTS MMR.



Show-n-tell

Jack CHILD:

Always looking for something to do.... I decided to convert a Bachmann 44-ton diesel locomotive to the NSWGR 79 class. Of the three Bachmann versions of this little switcher the two-motor version is the least desirable, but that's what was in hand.

There are 3 significant differences to address, as seen below – the roof, the handrails, and the buffer plate.

Bachmann GE 44-ton loco



NSWGR 7921



ARHS 7923

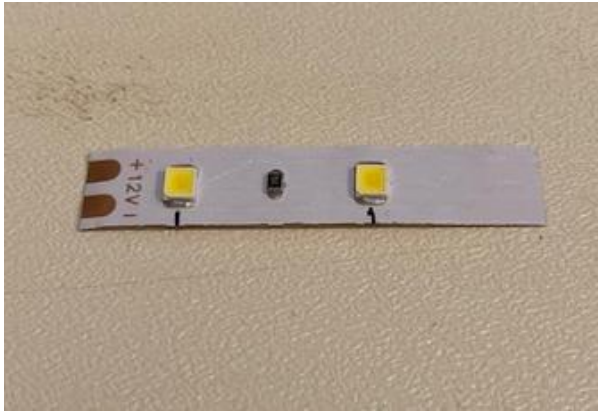


I attacked the handrails first as they were by far the easiest. Snip, snip, snip – all done.

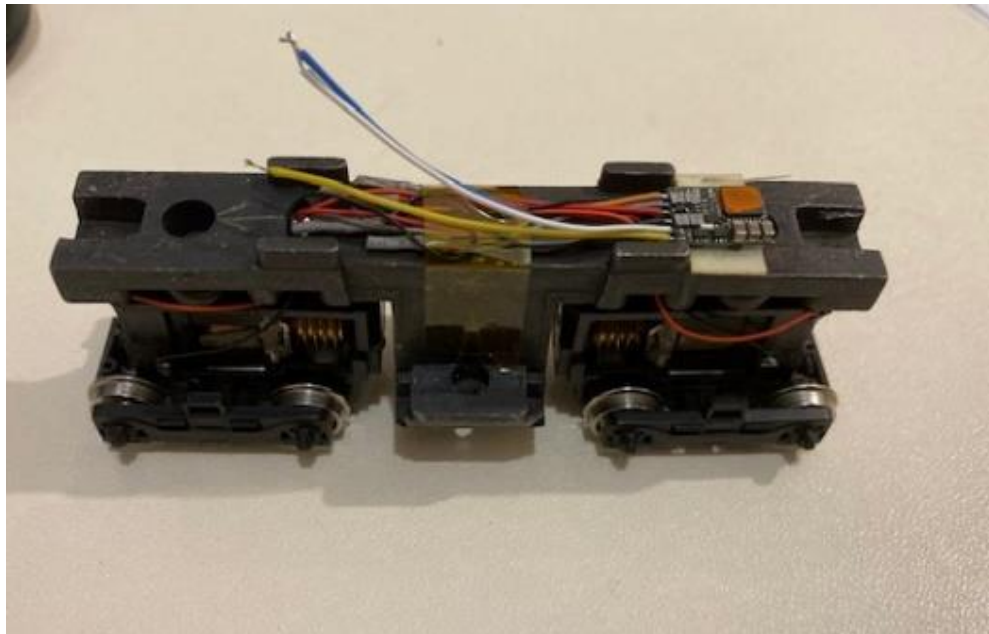
I put the roof off for a while and proceeded with the buffer plate. This was trimmed with a hobby saw, then smoothed out with a file.



I also wanted to upgrade the headlights from a single incandescent globe to directional led's. There's not a lot of room inside so I decided to use an led from a lighting strip. Instead of removing it from the strip I just cut the strip and left it attached. I then glued the led in place behind the headlight. Microscale Kristal Klear was my glue of choice for this.



I chose a Lenz Silver mini for my decoder. After servicing the motors and removing the 'solidified' grease from the gears, I attached the chip and gave it a test.



All worked well so I proceeded with the roof modification, I used Tamiya Putty for the filler, as it bonds well to plastic.



Ready for the dull coat, and a bit of weathering:



Add a few decals and then attach the cab. Finish it off by re-attaching the handrails and we are ready to go.



NSWGR 79 class – a brief intro.

In 1943 the Australian Federal Government acquired 4 diesel electric locomotives from General Electric in the U.S. They were numbered 7920-7923 by the U.S. and retained those numbers in NSW.

Interestingly, this was the second 79 class locomotive in New South Wales. In 1877 Beyer Peacock & Co. delivered the first batch of thirty 4-4-0 steam locomotives, which was later re-badged to become the Z12 class. A total of 68 of these were delivered to the NSW Department of Railways.

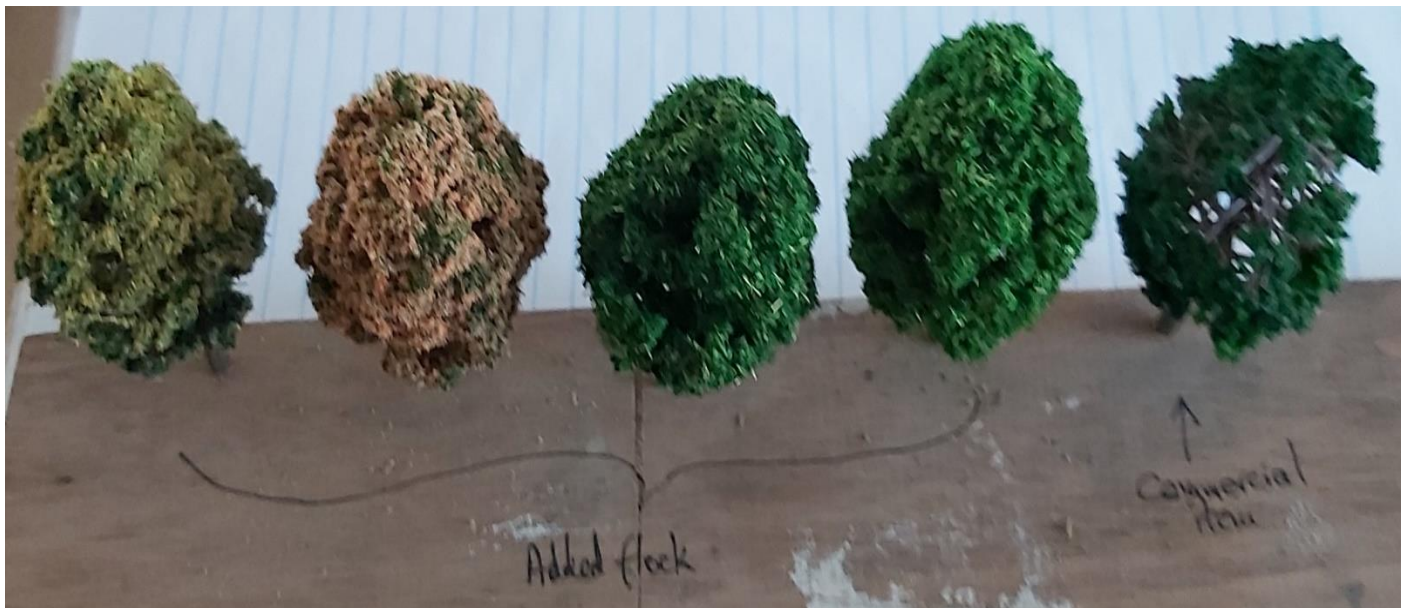
Ian BARNES:

Upgrading trees:

These pictures demonstrates that a little bit of extra effort can easily enhance a commercial model railway product. The tree on the left is a commercial plastic item fresh out of the packet and readily available from internet buying sites. The other four trees have been sprayed with a cheap hair spray and "flock" sprinkled on in varying quantities. This removes the plastic look, thickens the foliage, and provides variety in the appearance of the tree. Variety is important. It simulates a tree's growth phase, it's health and any flowering it may be going through. The effect is most important if you are planning a mass planting or forest.

Note: angles, lighting as backdrop shows the difference in hues.

Below Right is the commercial product.



Below Left is the commercial product.




Ben FEATHERSTON:

Over the winter months I have been working on several kits, one being a Foreman's house, being made & shown in a previous edition of The Flimsy February 2022.

GNRHS **S&NW**

**GREAT NORTHERN
22'X24' SECTION
FOREMAN'S HOUSE**

A Laser-Cut Multimedia Kit
Tichye Styrene Details
Footprint 3.3" D x 3.03" W
HO Scale



Great Northern Railway Historical Society
183 Pennsylvania Ave E • St Paul, MN 55102 USA
www.gnrhs.org Sound & Northwestern LLC
P.O. Box 55848 • Seattle, WA 98155 USA
206-417-5545 • www.snwlines.com

G3208 / HS102

GNRHS **S&NW**

**GREAT NORTHERN
STANDARD 12' X 34'
PORTABLE DEPOT**

A Laser-Cut Multimedia Kit
Positionable Window Sashes
Includes Parts For Multiple Versions
Can Be Built With Or Without Bay Window
Footprint 1.95" D x 4.7" W
HO Scale



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183 Pennsylvania Ave E • St Paul, MN 55102 USA
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G3202 / HS103

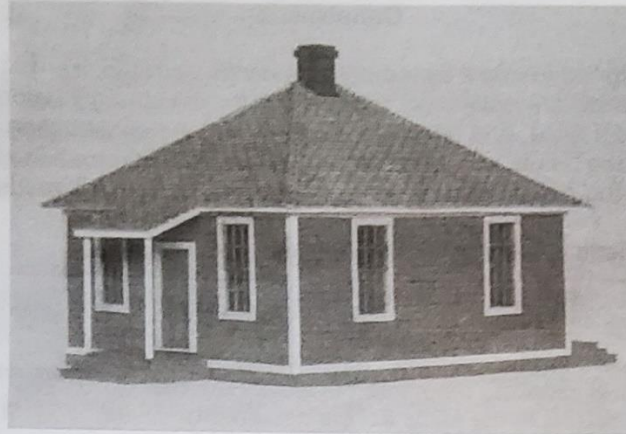
The kits are painted with Vallejo air colours being sealed whilst still on the sprue. Once the parts are cut and prepared for assembly some final touches are required as each sub assembly is built.

Both kits are laser cut wood kits produced by the Sound and North-western (S&NW) for the Great Northern Railway Historical Society (GNRHS). These small kits have detailed instructions that make up very beautiful little structures. Some small detail parts by Titchy are also included in the kit.

GNRHS

G3208 / HS102

S&NW



**GREAT NORTHERN
22'X24' SECTION FOREMAN'S HOUSE**

History

Section houses were railroad buildings located within a segment of the railroad called a "section." Sections were maintenance divisions spaced along the track. Each section, typically from 10 to 30 miles long, was assigned a foreman and a maintenance crew. The section house was used to house these railroad workers, and to store maintenance equipment and tools for use within the section. Other buildings might include a privy, a small wood or coal shed. A separate tool house might also supply shelter for a handcar or speeder.

At some locations, the section crews had enough work to be housed permanently. In sparsely populated locations where the section was isolated from any nearby town, and local housing was scarce, there would not only be a section house, but also a company-built house for the use of the section foreman and his family. The model kit presented here is an example of a standard Great Northern design for the section foreman's house.

Although designated as a "section foreman's house," this small house was also used for other purposes. In Skykomish, Washington, a modified version of this house, with a gable roof instead of the pyramidal one shown here, was built for the signal maintainer. In Skykomish, a boom town at the time, the railroad employees, and those working at the Bloedel-Donovan mill, had taken all the available housing, and the signal maintainer was moved from Alpine to Skykomish with an increased area of responsibility.

In the last years of the Great Northern Railway, many of the section-related houses were sold to private individuals who converted them into rather compact and cozy residences. Many of the section and foreman's houses still exist as private residences, but they have been extensively updated and remodeled. Even today, if you know what you are looking for, they are easy to find in the many small towns along the lines from Minnesota to Washington State.

The simple design of the subject of this kit lends itself to representing many of the small structures along rail lines throughout the West. In addition, it could easily become a small residence on the "wrong side of the tracks".

The latest kit to be completed is the Great Northern Standard 12' x 34' portable depot.

GNRHS

G3202 / HS103

S&NW



GREAT NORTHERN STANDARD 12' X 34' PORTABLE DEPOT

History

The Great Northern Standard 12' x 34' Portable Depot represents an historically important railroad structure, due to the sheer number of examples that were built. Beginning in about 1890, scores of these small depots were installed by the GN along their lines in Minnesota, North and South Dakota, Montana, Idaho and Washington.

Designed to fit onto a flatcar, most of these depots were constructed in the GN wood shops at St. Cloud, Minnesota, and then shipped by rail to the towns needing them.* Sometimes, these depots were intended to be temporary structures for use while a larger depot was built, refurbished or repaired. However, for the smaller towns that were springing up along the GN lines, a compact depot of this type was often all that was needed.

The depots were of wood-frame construction, and were divided into three rooms of approximately equal size: an office for the stationmaster and his assistants; a waiting room for passengers; and a freight room. The office and waiting room were heated by a single iron stove set in a two-foot wide opening in the wall separating the two rooms.

Although the GN drawings for the 12' x 34' Portable Depot were specific as to the locations of the various components, in fact there were at least a dozen documented variations from the standard. Some depots had bay windows and some did not.

Bays and freight doors appeared in different locations, and at times the freight door was replaced by a plain entry door and/or a window. In addition, some depots were built in a mirror-image of the design shown in the GN drawings.

Our kit can be built to represent any one of four variations:

Version 1 has the bay window on the left and the freight door on the right (looking from the front);

Version 2 is the same as Version 1, but without the bay window;

Version 3 has the bay window on the right and the freight door on the left;

Version 4 is the same as Version 3, but without the bay window.

* The bay window would have made the depot too wide for a flatcar load. If a bay was required, the parts were shipped inside the depot and the bay was erected on-site.

Great Northern Railway Historical Society
193 Pennsylvania Ave. E., St. Paul, MN 55130-4319 USA
www.gnrhs.org

Sound & Northwestern, LLC
P.O. Box 55848, Seattle, WA 98155 USA
www.snwlines.com

The Depot structure is finished in the 1950s colours of white and dark green trim. Once all assembled a little subtle light weathering has been added using artist Pastels.

I scratch built a platform to mount the depot on, made from stained bass wood, trimmed, glued together representing the boards used around the depot building.



These little Depots were built in the shops and transported to location on a flat car. They then served as a stand in until other, often larger depots, were built however, some remained in service for many years at small station stops along the line.

Placement on the layout against the scenic backdrop.

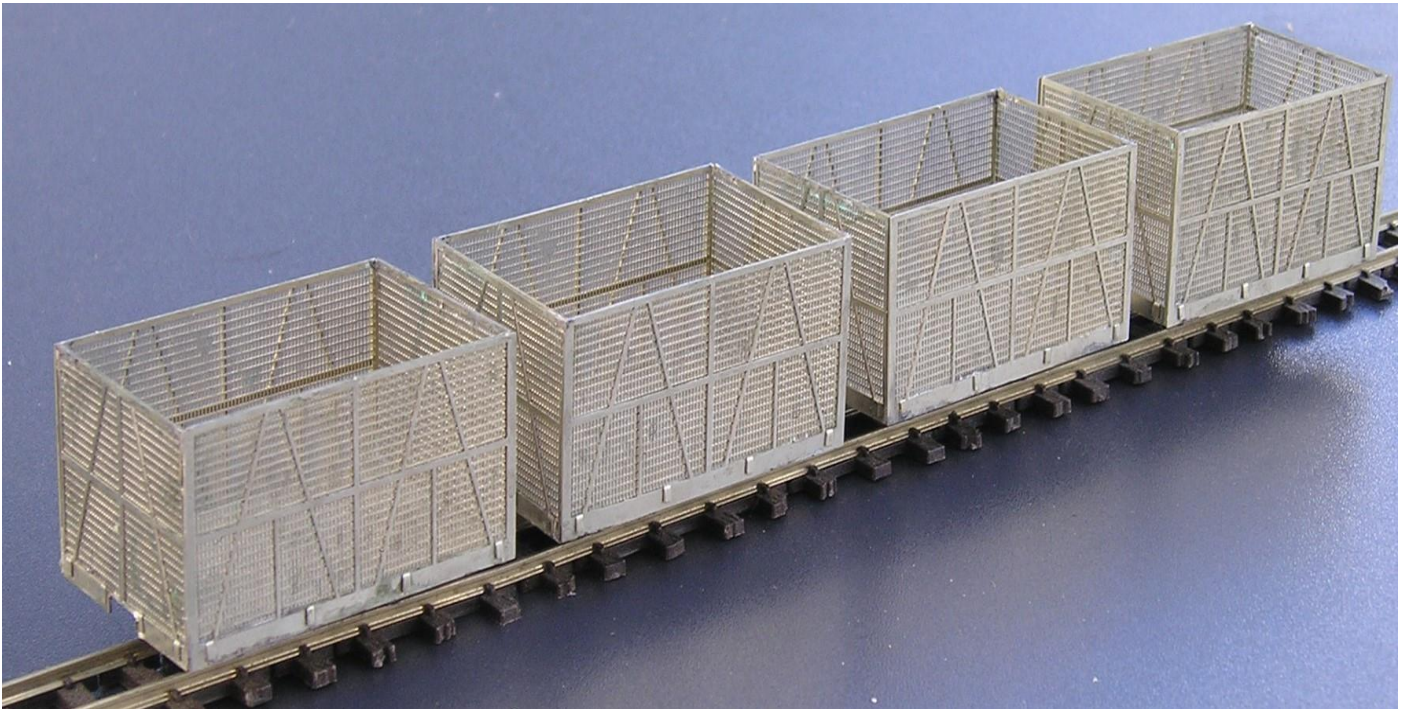


Rob NESBITT:

Outback Models - Puffing Billy NBH coaches. ON30. I bought these kits at a narrow-gauge convention around 5 years ago, and I wanted a break from my Wagga project. These are laser cut heavy card kits. Assembly straight forward with white glue, and mostly followed the instructions. The red and tan painting done prior to assembly. These are not high detailed models, but could be spruced up with green blinds, handrails, and a few passengers sitting with legs on the outside of the carriage. Outback Models have unfortunately closed, so I am unsure if I will get any more for a longer train

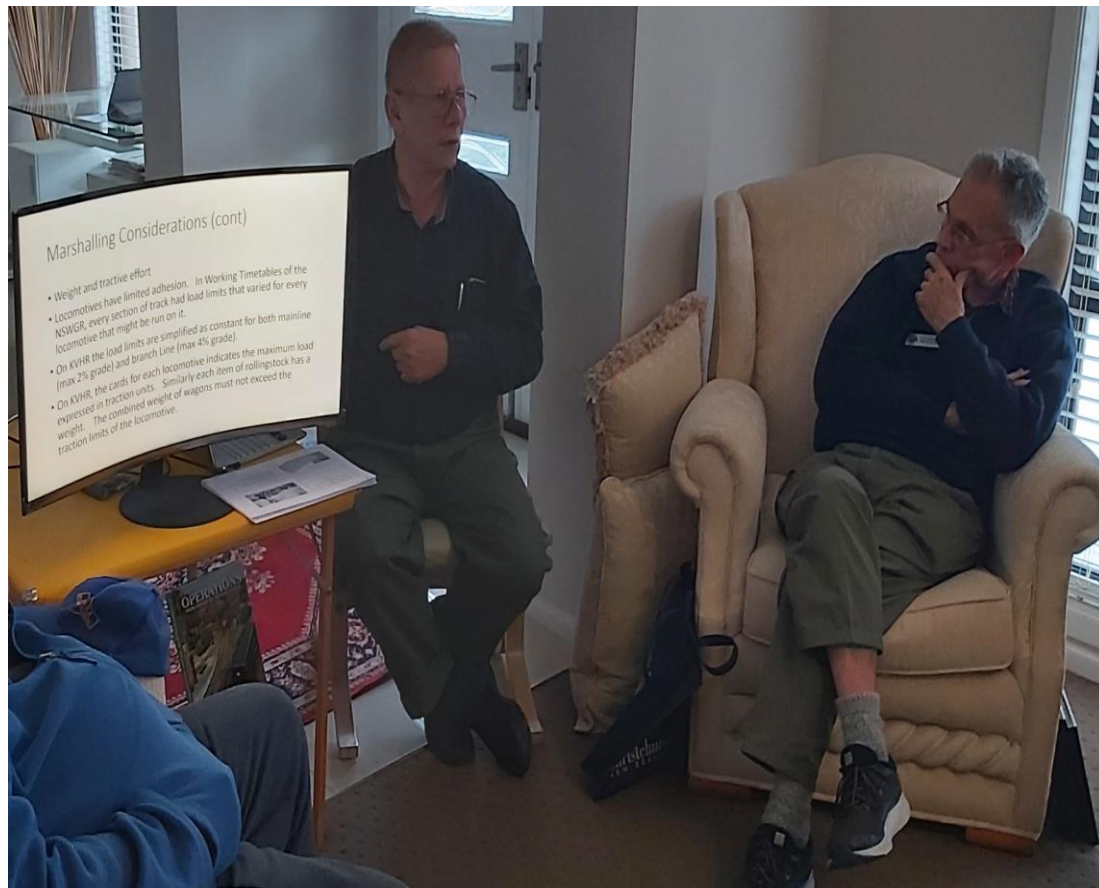


Lyndon Trains - Four 6-ton sugar cane bins - HOn30. This is another kit I have owned for a while. Gavin Hince, the editor of NGDU magazine had asked me to write up a short report for his "Items of Interest" pages. These bins are formed from a nickel silver etch supplied in the kit. Once bent to shape, the sides, and base are soldered. The supplied wheels, and pinhole in the axle etch ensure sweet running. However, the kit does not contain any information on coupling, so I cobbled up my own link to keep all 4 bins as a single rake. Microtrains couplers will be added at each end, although the coupler height is not correct for NMRA standard.

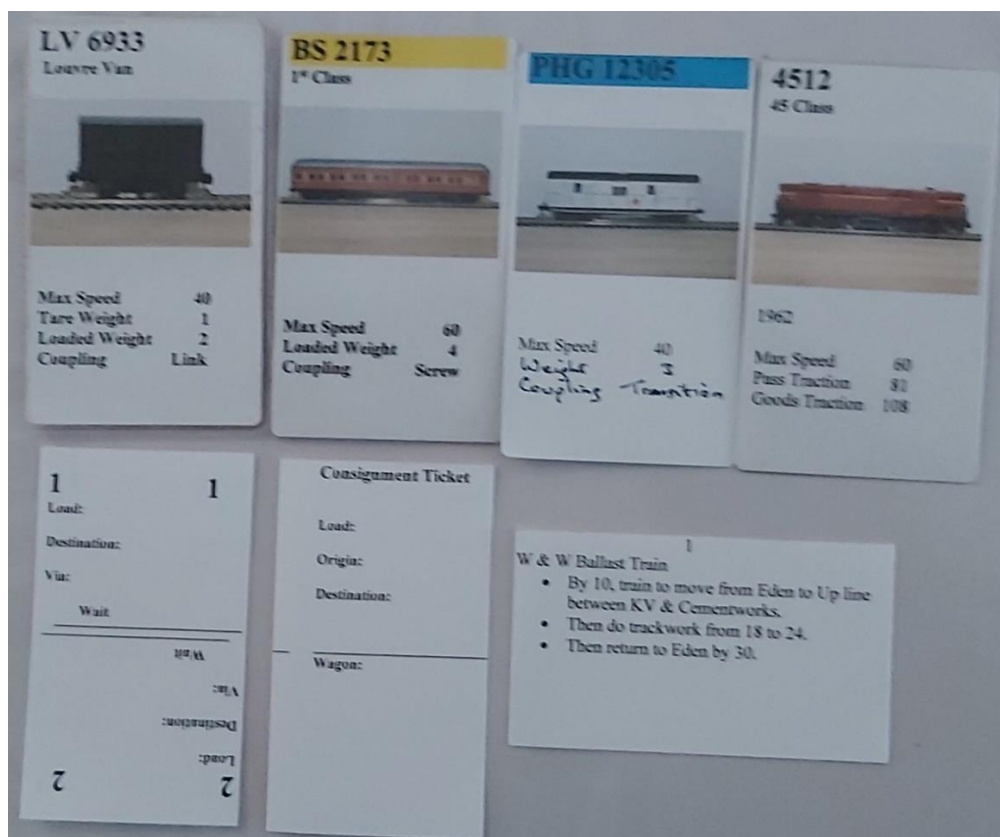


Hosted meeting, Stepe JITTS:

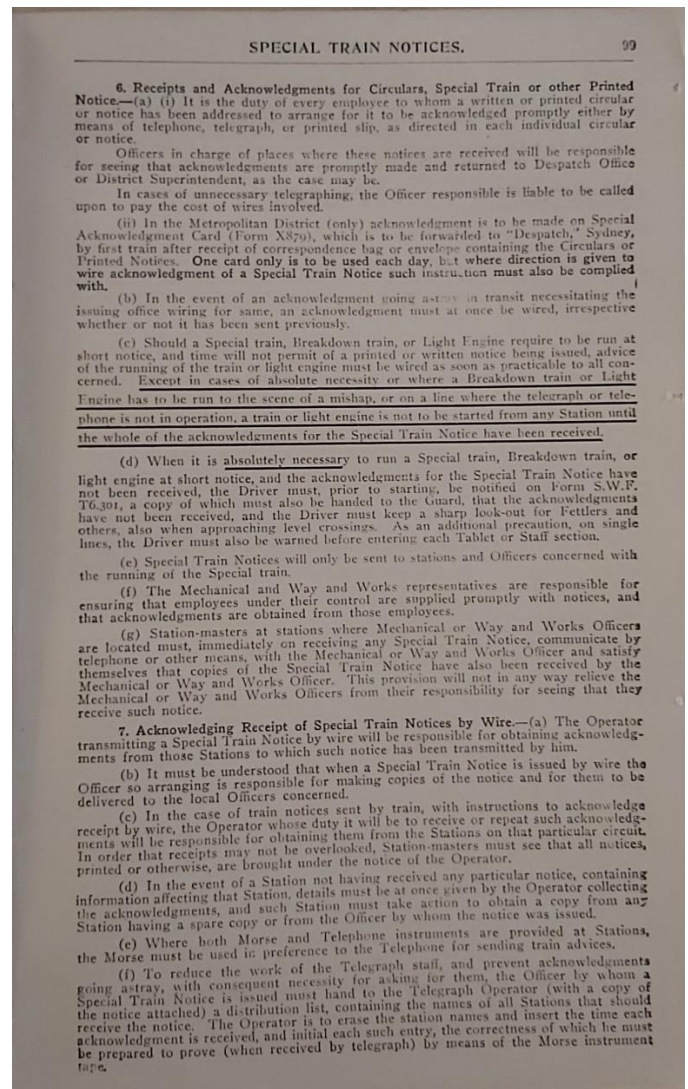
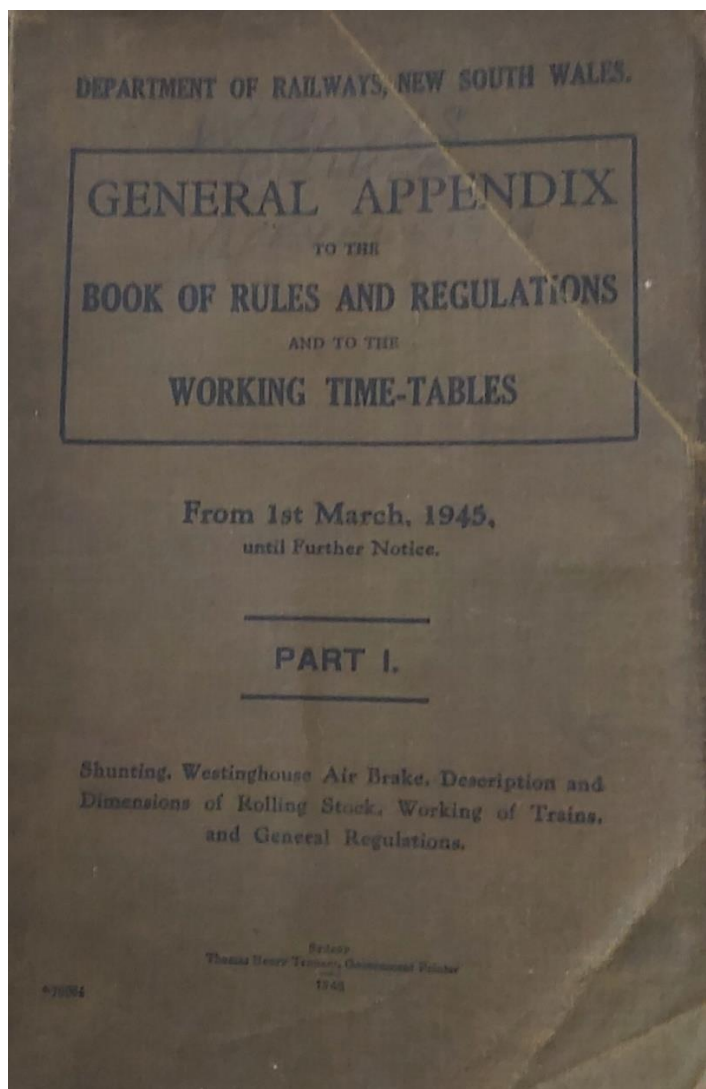
The presentation, using PowerPoint, on the outline of the movement of goods trains and detailing the use of Rollingstock Cards. " Keeping the Goods Rolling on the KVHR ".



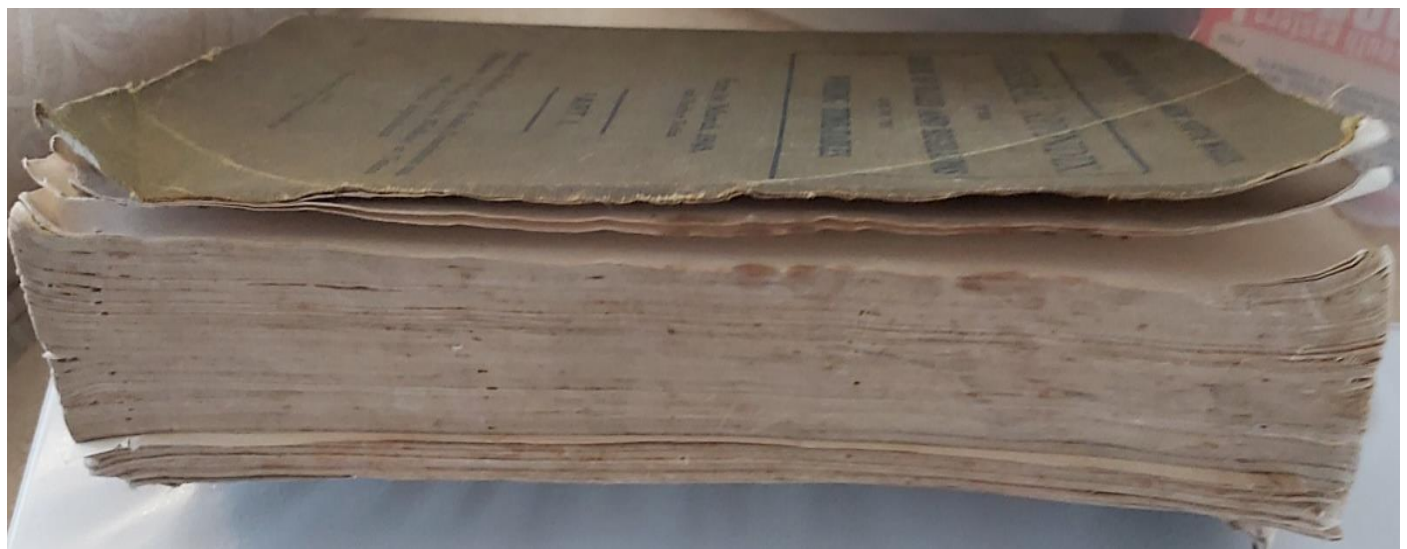
A selection of cards with appropriate information as a picture of the rollingstock used for the operation for consignments to various destinations.



The book of the Railways of New South Wales GENERAL APPENDIX to the rules and Regulations Part 1 has many pages which is in small print and is a requirement for the Drivers, Guards as Shunters and Railway staff to be well versed in for the operations.



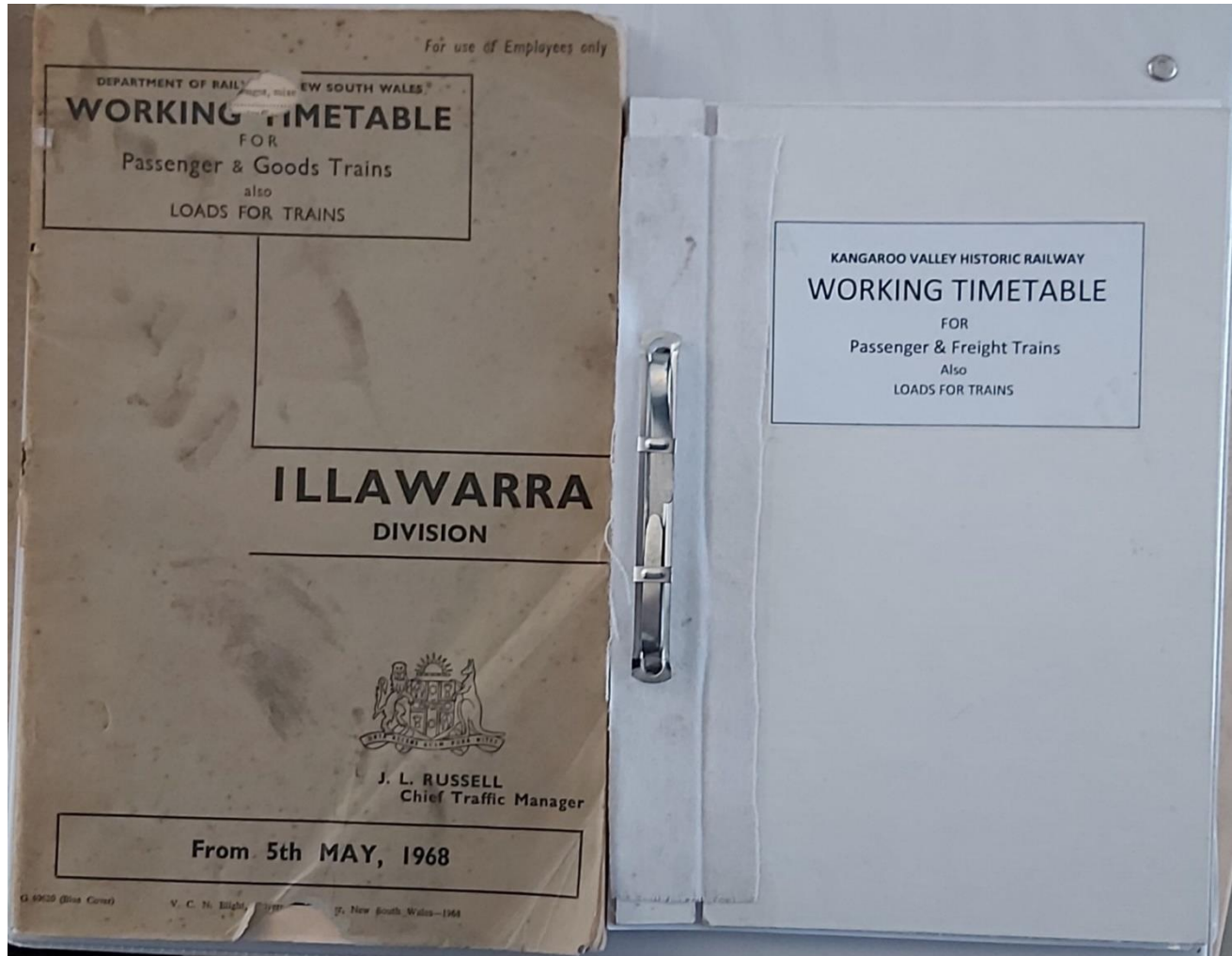
The thickness of this book showing the many pages, which are thin and as can be viewed, 'well worn' from readings.



Stephe provided a seven-page (B&W) handout which was circulated amongst those Members present, "KEEPING THE GOODS MOVING ON KVHR" having the relevant information to support the PowerPoint presentation, which I am sure would be provided via email on request.

Below Left: Working timetable, Passenger & Goods trains also Loads for trains, ILLAWARRA Division.

Below Right: Adapted Kangaroo Valley Historic Railway Working timetable for Passenger & Freight trains.



Following the presentation, afternoon tea, scones with jam & cream, then the venture to the 'shed' to see the upgraded interior improvements with some temporary placements for the stored layout.

This goes with that ~~~~~ but where are the other parts hiding under those covers?

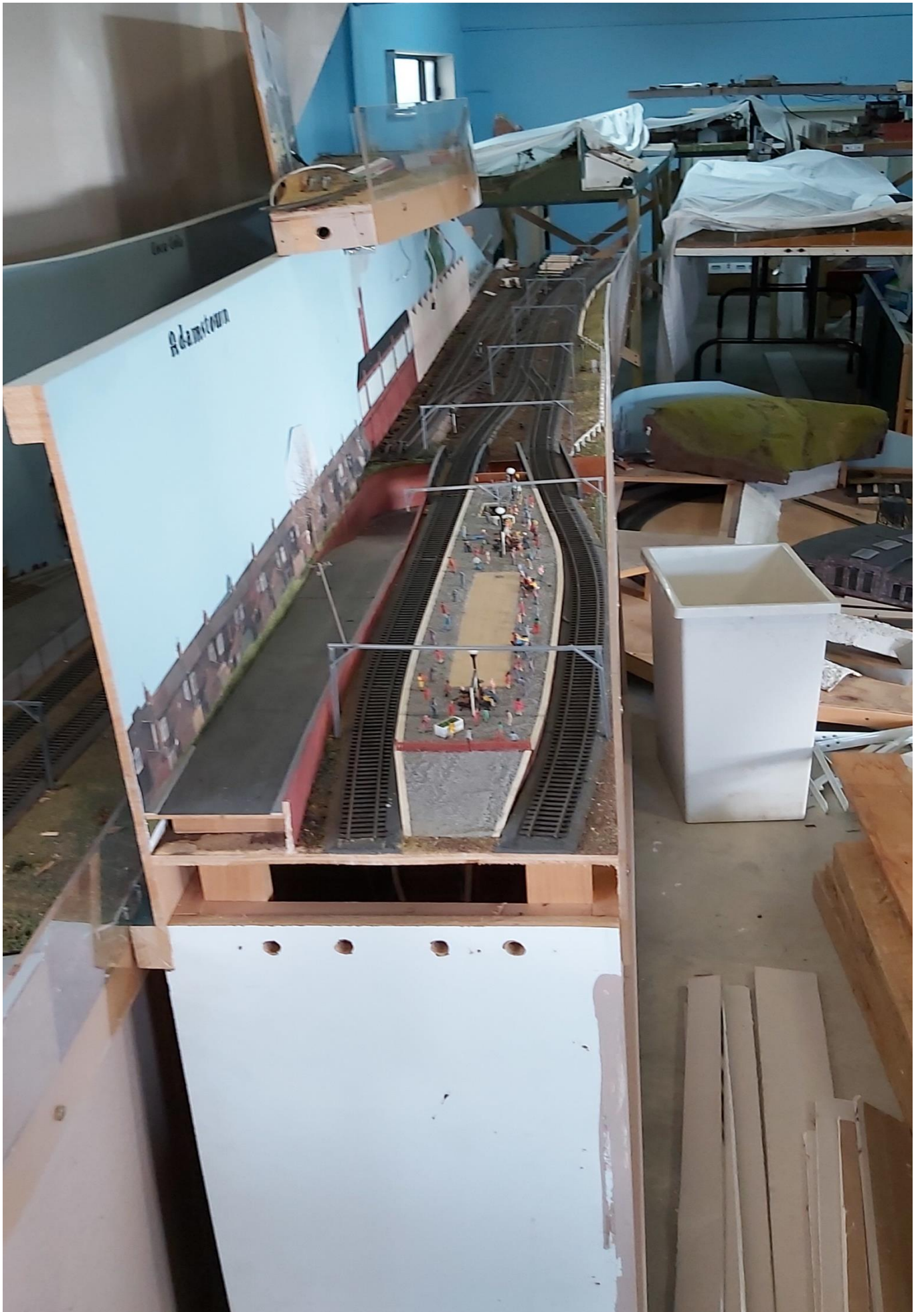




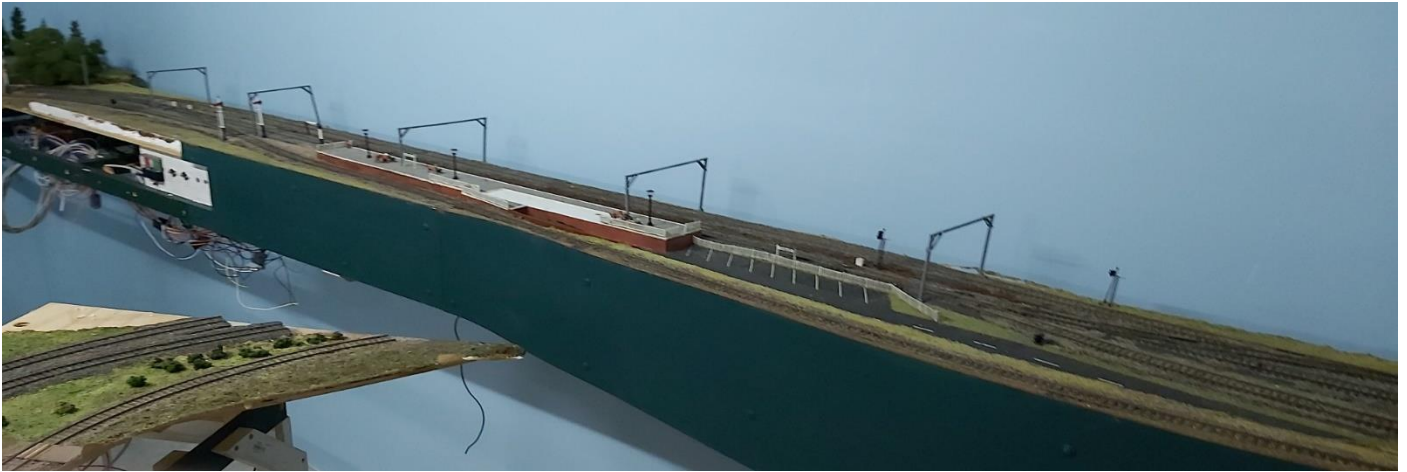
One comment Stephe made was, "I am going to raise Melbourne, so we don't have to strain getting under".



Adamstown



Was pleasing to view some progress being started to install along one wall.



The Quarry



Word is: "This is a project having a 2-year time limit with modifications as required to some areas to improve some electrics as using / replacing Arduino motors to turnouts, replacing some track as repairs to scenic".

At home Show-tell.

John MARTIN:

As the result of a late-night eBay search, I ended up with a HO Kato Business Car. The price was too good for me to resist.



Anyway, although I know the Northern Pacific never had any Budd corrugated sided Business Cars; and very few Budd passenger cars either (most were smooth sided ones from Pullman Standard), it now has a new home.



The colours of the car worried me at first as they differ to the Walthers NP cars I already had in the 1953 Loewy scheme.

However, the following information found via the usual internet searches explained it all.

“The two-tone green scheme with the white stripe (called the Loewy scheme) wasn't introduced until 1953. There was an earlier scheme which also had two greens with the slogan on the sides.”

The attached photos show the “Mainstreeter” in the pre 1953 two green paint schemes; a recently restored car in the darker 1953 Loewy scheme; and the Kato NP Business Car.



Once I knew this, I was very pleased with my purchase.

Modelling (in HO) the Montana Rail and the BNSF in the 2000 to 2005 period.

My railway photos can be found at <http://www.flickr.com/photos/fatherjohnphotos/>

David VIRGO:

Timber truss bridge in HO scale (3D printed)

For a while now I have wanted to add a new section to my layout. Those who have visited the layout recently will recall it is an “end to end” plan with 3 locations separated by scenery breaks, without much “open” track in between.

During the lockdowns, I bought a few books from the ARHS, including a real gem “Timber Truss Railway bridges of NSW” by Bill Phippen. The bridges covered in the book, in particular the bridges on the Cooma line, inspired me to add a decent sized bridge and new module to my layout.

The size of the new module is 2000x600mm and the space is divided into 3 areas. The 2 ends are 600x600mm at “track level” and the centre “riverbed” is 800mmx600mm and 100mm below track level. I think I can fit 5 spans of 42’ across the 800mm riverbed. The track will be a single line. The module was built in a day with help of another local Division 2-member, Peter Robins.

New 2000x600mm bridge module



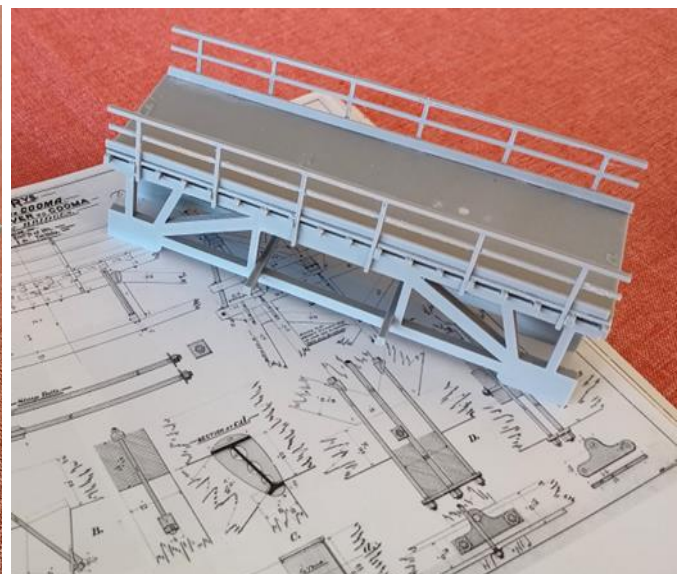
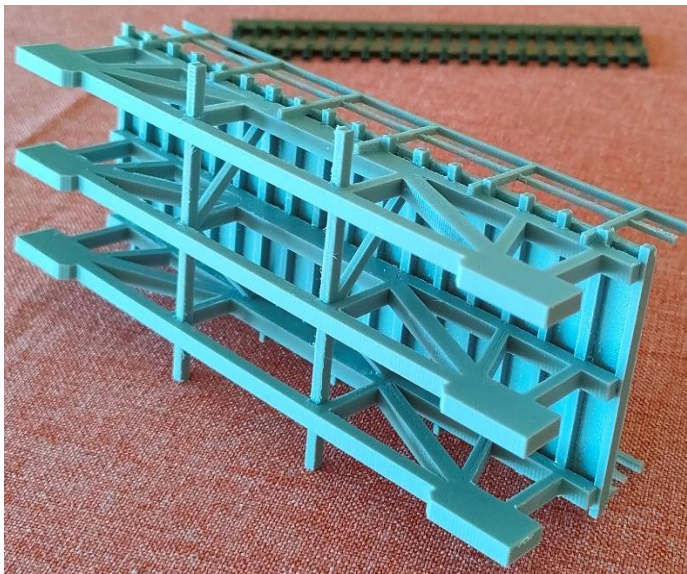
As is the case for most of my structures, I decided to 3D print the bridge in sections. My bridge preferences came down to 3 types.

- The through truss style used at Chakola on the Cooma line
- The queen post truss style used at Ingalara Ck near Michelago
- The timber trestle over the Boorowa River on the Boorowa line.

I planned to do test prints of a single span from each of the 3, but after drawing and printing the first 2 options, I abandoned the Boorowa example and focused on the Cooma line examples. Here are some images of the Chakola type span.



Images of the “under truss” example.



My preference now is to use the “under truss” example above, but to follow the example used at Tenterfield Creek, just south of Tenterfield NSW. That particular example has brick piers and abutments which look very impressive and will make a nice model.

Items of interest.

Check these heights against the Model Railroad Reference Rule for scales: O, HO, N or Z

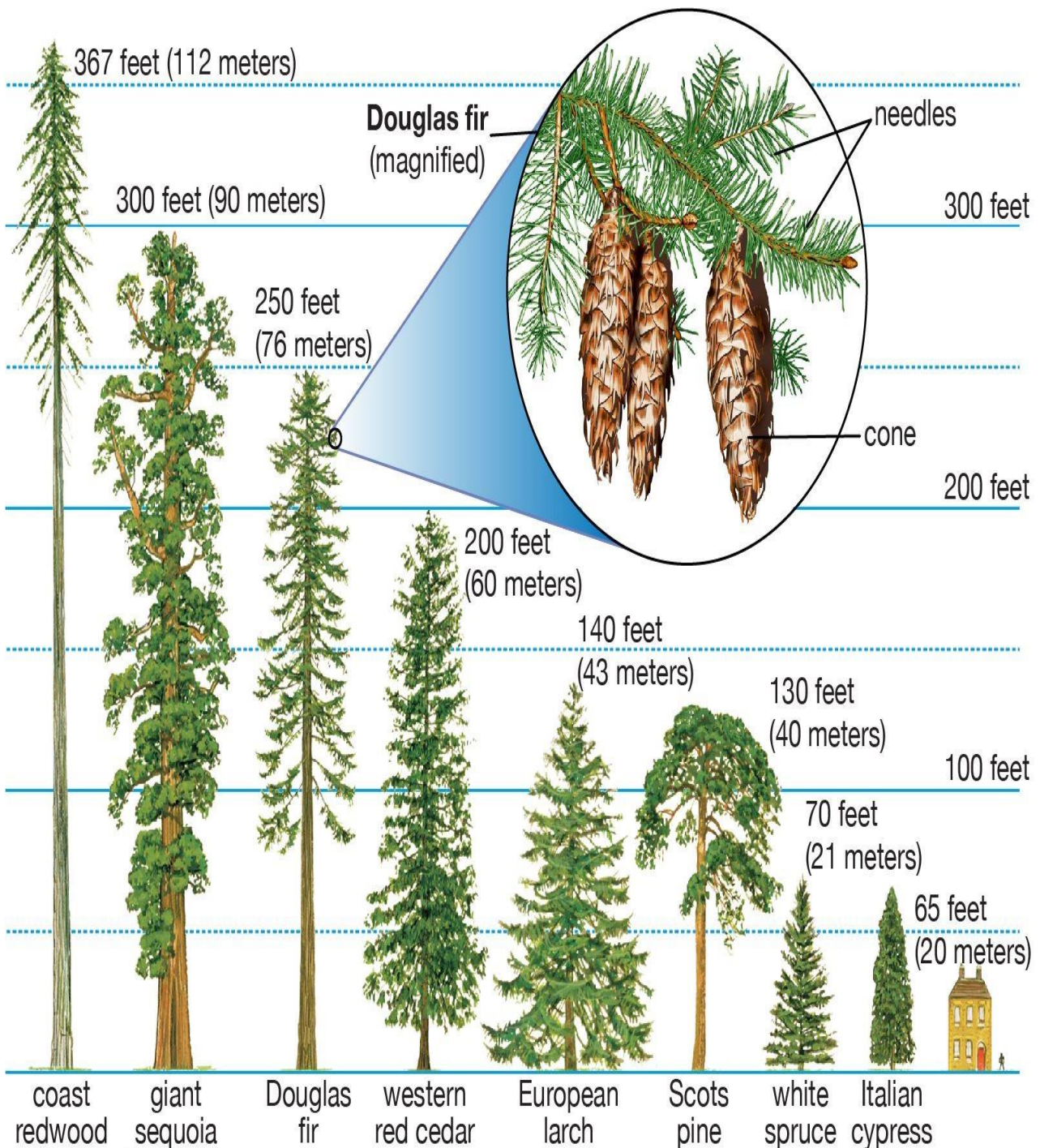
Three of Luke TOWAN'S tree tutorials will be of interest

Tall Forest Pine Trees (coconut fibre) <https://www.youtube.com/watch?v=Hztif1KoJ-g>

Pine trees (wire branches) <https://www.youtube.com/watch?v=TGITTOuTGBc>

Eucalyptus (Woodland scenic armatures) <https://www.youtube.com/watch?v=EccnAonRHqw>

Makes those trees I purchased and 'planted' on my layout look like seeding just emerging.



Australian GUMS sourced from GOOGLE.

Eucalyptus globulus is a tree that typically grows to a height of 45 m (148 ft) but may sometimes only be a stunted shrub, or alternatively under ideal conditions can grow as tall as 90–100 m (300–330 ft), and forms a [lignotuber](#). The bark is usually smooth, white to cream-coloured but there are sometimes slabs of persistent, unshed bark at the base. Young plants, often several metres tall, and [coppice](#) regrowth have stems that are more or less square in cross-section with a prominent wing on each corner. Juvenile leaves are mostly arranged in opposite pairs, [sessile](#), [glaucous](#) elliptic to egg-shaped, up to 150 mm (5.9 in) long and 105 mm (4.1 in) wide. Adult leaves are arranged alternately, the same glossy to dark green on both sides, lance-shaped or curved, 150–300 mm (5.9–11.8 in) long and 17–30 mm (0.67–1.18 in) wide on a [petiole](#) 1.5–6 mm (0.059–0.236 in) long. The flower buds are arranged singly or in groups of three or seven in leaf axils, sometimes sessile or on a short thick [peduncle](#). The individual buds are also usually sessile, sometimes on a [pedicel](#) up to 5 mm (0.20 in) long. Mature buds are top-shaped to conical, glaucous or green, with a flattened hemispherical, warty [operculum](#) with a central knob. Flowering time varies with subspecies and distribution but the flowers are always white. The fruit is a woody conical or hemispherical [capsule](#) with the valves close to rim level.



The eucalyptus tree is a large, fast-growing evergreen that is native to Australia and Tasmania. The tree can grow to **375-480 feet (125-160 meters)**.

Rob NESBIT photographed this van in Cooroy, Qld., is it from NSW or Victoria?



Found this on the revamped NMRA AR website ~ Div 2 The FLIMSY January 2016

Welcome to 2016

I hope that this newsletter finds you all fit and well and ready to kick 2016 off with a bang.

The computer issues that struck me down towards the end of last year have now abated themselves and I'm back on deck. The last of The Flimsy's will be updated over the next few weeks and published on the NMRA-AR website in addition to Div 2's new website.

Dion.

Editor's note:

Seems that the wheel continues to turn, in the rut, with the way updating to a 'new' system for latest programmes to a PC system with updates not having the allowance to incorporate previous pictures [not able to recognise format].

Anyone experiencing these comments to the above?

The last say.

Austerity Frugal & Recycle.

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

The next Div 2 meeting is scheduled Saturday 17th September, at Bemboka NSW hosted by Rob Anderson.

Consider if you would like to take on and be the next Div 2 Editor The FLIMSY.

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.

**2022 is the year yet to be determined for scheduled events,
consider & reserve your Expression of Interest for a possible
hosting for a Div 2 Meeting.**