



# THE FLIMSY

NMRA Division 2 Newsletter

September 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.**

COVID-19, States & Territories have downgraded the wearing of masks however masks are highly recommended in CROWDED AREAS as safe hygiene practices and a 'flu shot' is also recommended.

### **The Div 2 September 2022 meeting. BEMBOKA Report**

Eight Division 2 members made the journey to Bemboka NSW for the September Division 2 meeting, our host's Rob and Jenny Anderson provided the perfect weather, blue sky, lots of sun and a touch of wind. I was told the weather in Canberra was totally miserable. [Indeed, it was cold, misty & damp Ed]

Rob organized a great program for the members with Jenny providing many of the favorite BBQ offerings as an array of side salads to eat to sustain our stomachs from the trip.

Taking in the view from the deck showed just how close the last bush fires came to the property.

Show-n-Tell was proceeded by our guest Craig whose property is over the back fence from Rob showing on the big screen his layout BURRAWON Branch a HO scale NSW model railway. Search [burrawan.wordpress.com](http://burrawan.wordpress.com)

This was followed with YouTube videos of BURRAWON, search BURRAWON branch model railway on YouTube.

How good is it to have neighbor who enjoys the same hobby!

Rob provided a brief overview of the new layout before we proceeded to the shed.

No duck under's, just walk right in to a fully lined and prepared space. Built on two levels with baseboards that you can stand on. Two helix provided movement for trains to both levels with one helix the dispatchers space reminiscent of Rob's layout in Canberra.

Members watched trains moving around the layout and traversing through the helix's before finishing the day with afternoon tea. If you are in the Bemboka area or that part of NSW, I would encourage, you to make prior arrangements with Rob to see his new layout and see the life Rob and Jenny have created since leaving Canberra.

On completion of the BBQ luncheon, we adjourned to the meeting area where Div 2 Superintendent Stephen O'BRIEN presented the Hosted Meeting acceptance plaque to Rob & Jenny.



The meeting was open to discussions on.

Div 2 Member meetings for 2023, please advise Stephen if you would like to Host a meeting, meetings can be held at other venues, Club's Railway stations rather than home. One does not need to have a layout.

FREMO: there is interest in this format by some Div 2 members, however it appears that there are 3 known variants for standards for AUSTRALIA ie:, WA, VIC & NSW. Stephen will raise this matter on the ARC meeting and advise.

ARC: clarification to where to send written & photography submissions for the Mainline.

#### EXHIBITIONS and OUTINGS:

Rob Nesbitt advised that the Junee NSW Roundhouse will celebrate its 75<sup>th</sup> Anniversary on the October long weekend. Rob will be involved in the celebrations.

The N Scale layout of Bethungra Spiral displayed in the Junee Museum was restored by Rob.

Lots to see in Junee and if following the railway line driving, plenty of history and scenery to see !

For more information their website, [roundhousemuseum.com.au](http://roundhousemuseum.com.au) will provide event details.

One could combine the Streamliners Goulburn with a Lifeline book stall and the Junee Roundhouse events where you might be guaranteed to see a train and maybe recover mowing the lawn at home on the Monday 🤖

**John GILLIES:**

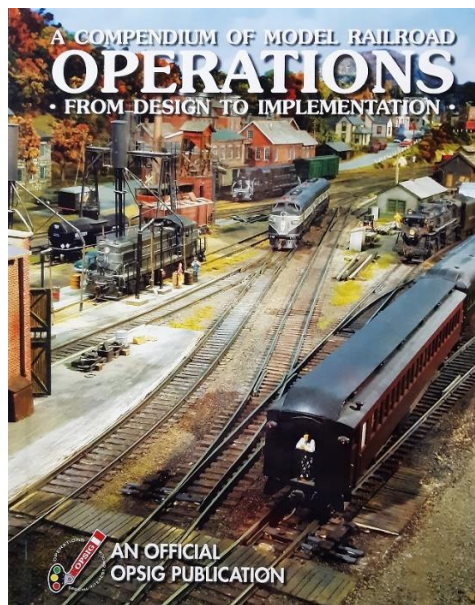
## **Div 2 Financial Position**

The Div 2 financial position has remained relatively unchanged from 30 June 2021 with the only transactions being six one cent interest credits which resulted in the current \$437.18 bank account balance.

In previous years there were a small number Div 2 member EFT payments into the bank account for the purchase of NMRA clearance gauges and member name badges which were offset by corresponding payments to the NMRA AR and Canberra Rubber Stamps respectively for the supply of these items.

## **A Compendium Of Model Railroad Operations - From Design to Implementation**

Ian Barnes enquired if it was possible to arrange a combined purchase of this NMRA Operations Special Interest Group (OPSIG) book for Div 2 members after the book was highly recommended by Stephe JITTS during his presentation at the August meeting. There was general agreement that a combined order could help reduce the cost of postage/shipping the books to Australia.



The 310 page full colour illustrated book is written by a team of very experienced modellers and operators who explain how and why North American railroads operate and how to adapt and use those practices on our layouts in 10 informative chapters:

1. What to model and why operate it?
2. Layout design for operations
3. The Crew: Your operating positions
4. Fundamentals of freight operations
5. Fundamentals of passenger operations
6. Yard operations
7. Centralised Traffic Control & railroad signal systems
8. Authorising train movement
9. Model railroad communications
10. Hosting an operating session.

The current OPSIG promotion for the book is here <https://www.opsig.org/assets/compendium.pdf> .

John Gillies advised he arranged a 2017 purchase of nine copies of the book for some of the old Div 2 Monday night operating group which coincided with a trip he was making to the USA.

The books were delivered to a US modelling friend at the cheapest available USPS cost from the OPSIG which worked out at USD 3.02 per book (4 or 5 books per box) and were brought back to Australia at no cost as part of his baggage allowance.

The PayPal exchange rate at that time was AUD 1.00 = USD 0.7068, so the cost of a book was \$62.21 for OPSIG members and \$76.36 for non-OPSIG members.

Buying the book now will be more expensive due to postage/shipping costs and the lower AUD/USD exchange rate.

The OPSIG uses the US Postal Service for their shipments and USPS information indicates that the dimensions of the book require postage/shipping to Australia in a USPS medium rate flat box which provides tracking and insurance and can hold three copies of the book at a cost of USD 93.35 or around \$148.50 at the 23 September exchange rate plus estimated PayPal/bank/credit card fees. In terms of postage costs, it appears to become price viable when three books are sent the box which reduces the cost of delivery to Australia to around \$48.50 per book.

The current estimated cost of purchasing three books and delivering them to Australia is therefore about \$113 per book at the OPSIG member rate (USD 39.95 each) or about \$129 at the OPSIG non-member rate (USD 49.95 each), subject to future exchange rate variation. Prices would probably increase if the number of copies purchased aren't in multiples of three.

John has offered to arrange another order with the OPSIG **if Div 2 members are prepared to pay the above estimated costs for the book and delivery to Australia.** Please advise John if you want to buy a copy by Saturday 15 October (the date of the next Div 2 meeting at David Low's) and he will investigate other postage/shipping options to try and reduce the overall cost per book before placing an order with the OPSIG.

He will contact those members who want to buy the book about any estimated postage/shipping price reduction that can be achieved prior to placing the order. If the quantity required is lower than three, John will also investigate alternative options.

John will bring his copy of the book to David Low's meeting for perusal by those who might be interested in buying a copy. He agrees with Stephe's assessment that the book is an excellent source of valuable and very practical information.

## Show-n-tell

### Ian BARNES:

Constructing twin double track bridges and needs a central pylon to support each bridge end.

First cut a piece of hardwood to the required size and used wood filler to get a smooth surface. Then the simulated stonework by hand using saw cuts for the horizontal bed lines and Dremel etching for the vertical perps. Next is contemplating what little weathering it will require.



Because of the hours of work so far, approximately 8 hours, he recommends if anyone is contemplating the same technique, they try to think of something else!

Footnote: the piece of hardwood is an offcut from the now demolished historic wooden boardwalk at Luna Park, Sydney.

**Robin FOSTER:**

Trees, tress and more trees, there is never enough trees.

Note: The following pictures were taken at home during construction, however trees and an explanation was discussed at the meeting, refer to Rob ANDERSON hosted meeting.

Trees come in all shapes, sizes & many species, then there are the seasons to consider.

Commercial trees are available but may not suit the terrain on one's layout where the larger sizes can be somewhat of a shock to one's expenditure, especially when there is a number required to fill 'that gap'.

The procedures to organising a tree making session is planning and assembling items, a suitable work area, not the kitchen table, to allow the many stops-n-starts to the project for other designated duties that are required at the drop of the hat on a moment's notice.

I use the 90 / 5 / 3 / 2 % rule; applies to 90% preparation / 5% assembly / 3% paint & details / 2% clean up.

Round balsa & Floral wires were purchased from Spotlight the Glue, there is an array available from Bunnings to suit one's required applications.

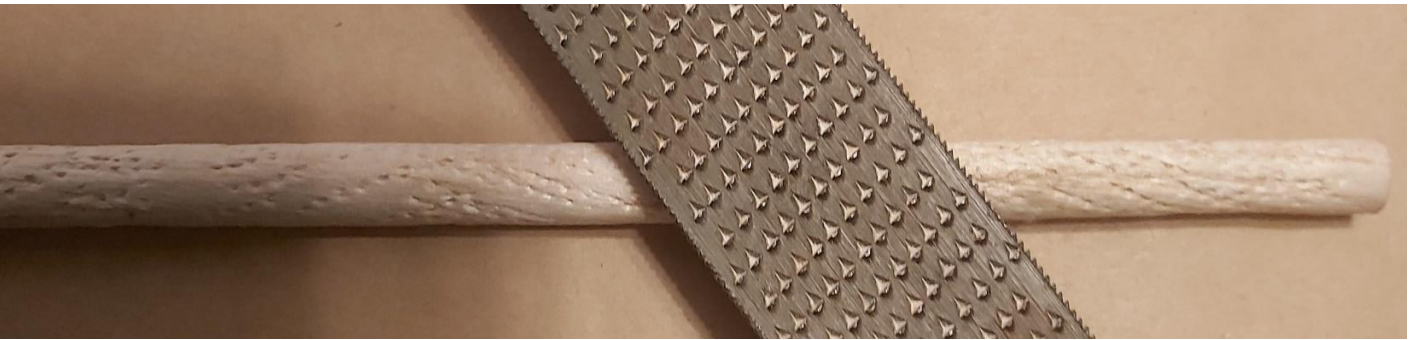


### Creating a bark texture:

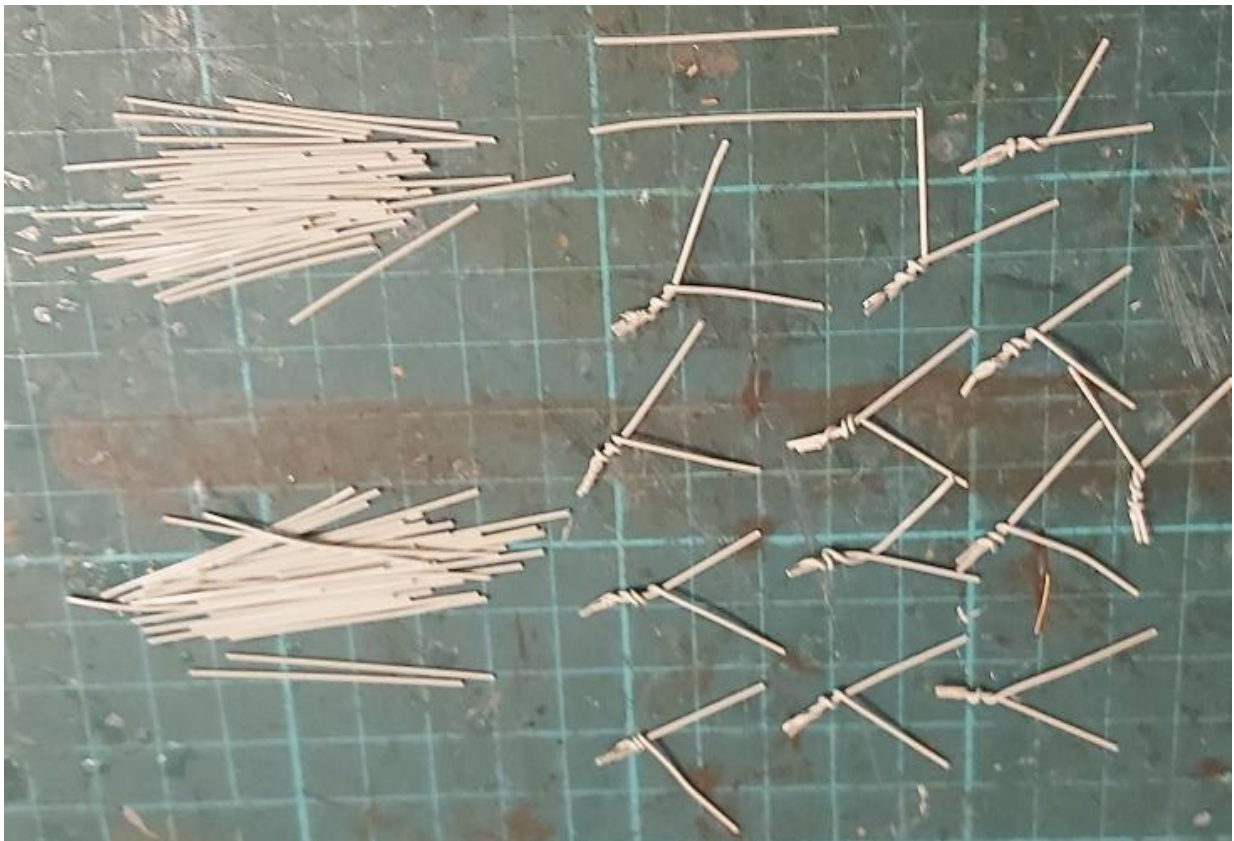
Using a sharp hobby knife, shavings & filing with a rasp creates a lot of 'fuzzy' waste.



A moment of inspiration can about by accident, placing the balsa on a flat surface & using the convex of the rasp rolling at an angle the full length a few times with varying angles creating indentations, also compacting the softness of the balsa.



Cutting the 'florist' wires to sizes of your choice then twisting together, more can be joined as required.



Some ends were latter cut off to allow for easier insertion into the balsa with a 180 or 360 twisting.



Left is the single 26-gauge wire, right the 22-gauge double wire





Spray the skewers with the KWIK GRIP then attach the coconut fibres to the skewers allow to cure.

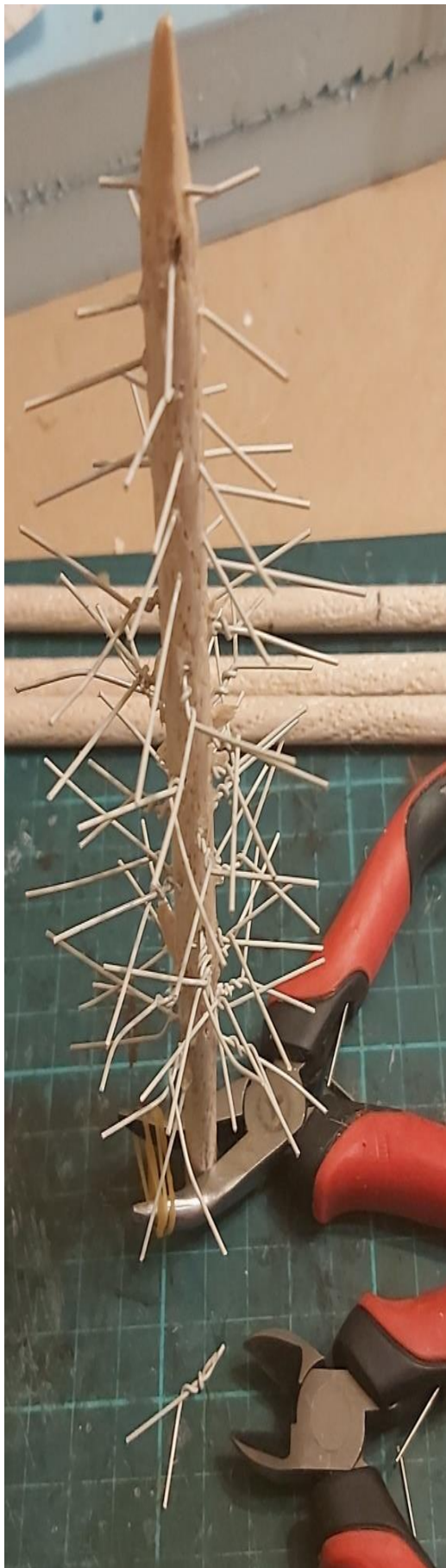
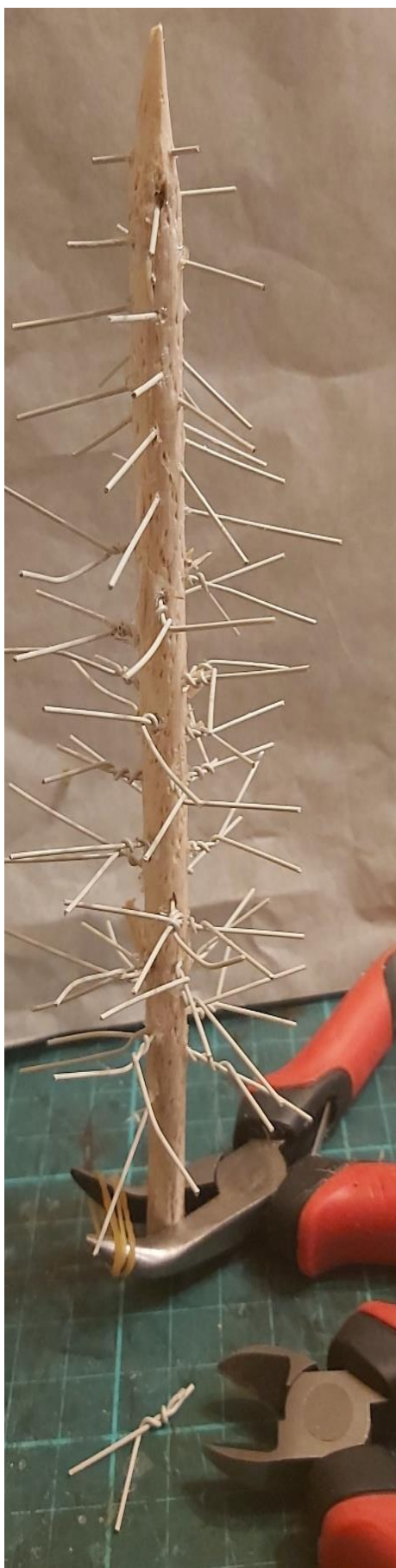


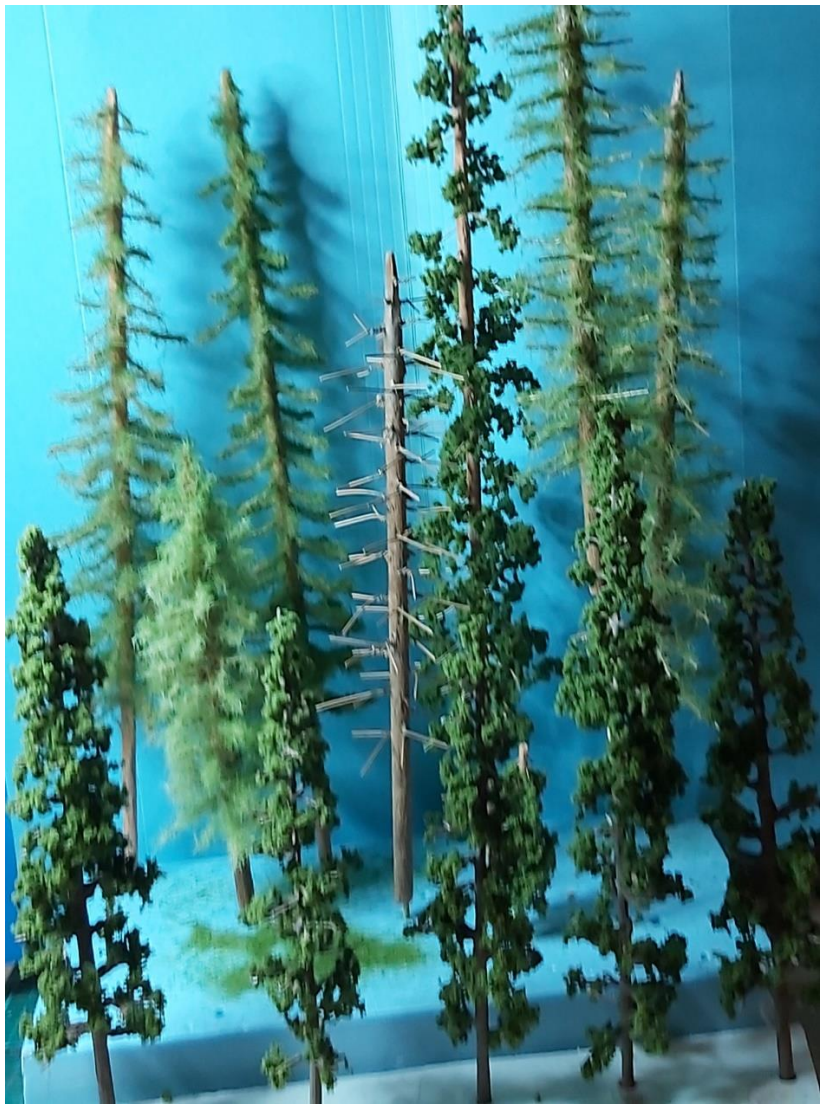
Balsa & coconut fibre on skewer trunks, in various stages of construction, spray cans Dry-Mark Almond for an undercoat & Vallejo Fantasy green for a second colour coat



Left: I used a 'twisting' method, screw saves predrilling, with a dab of glue to attach each branch when inserting into the balsa trunks, spray painted and left to dry

Attaching the branches, these can be adjusted to suit your choice for required branch drooping.







Started projects aka the lost, stored then found Woodland Scenics painted metal trunks.

Applied Hob-e-Tak and Clump foliage



A test of tree wire windings using the 26-gauge florist wire



Using Woodland Scenic static grasses.

Branches extended at 90 degrees light apply of Kwik Grip spray top & underside then the 7mm straw & medium green, more spay then 4mm dark & light greens. Note that some of the ends not covered with the Woodland Scenics static flocks.



Re-shaping the branches, this dislodged some of the Static flocks, which is collected & recycled into a container from an OXFORD 1:87 Chev pickup, trimmed the ends of the branches these ends can be used as small saplings, so nothing is wasted. TAMIYA X-9 Brown paint used for the trunk as root system.

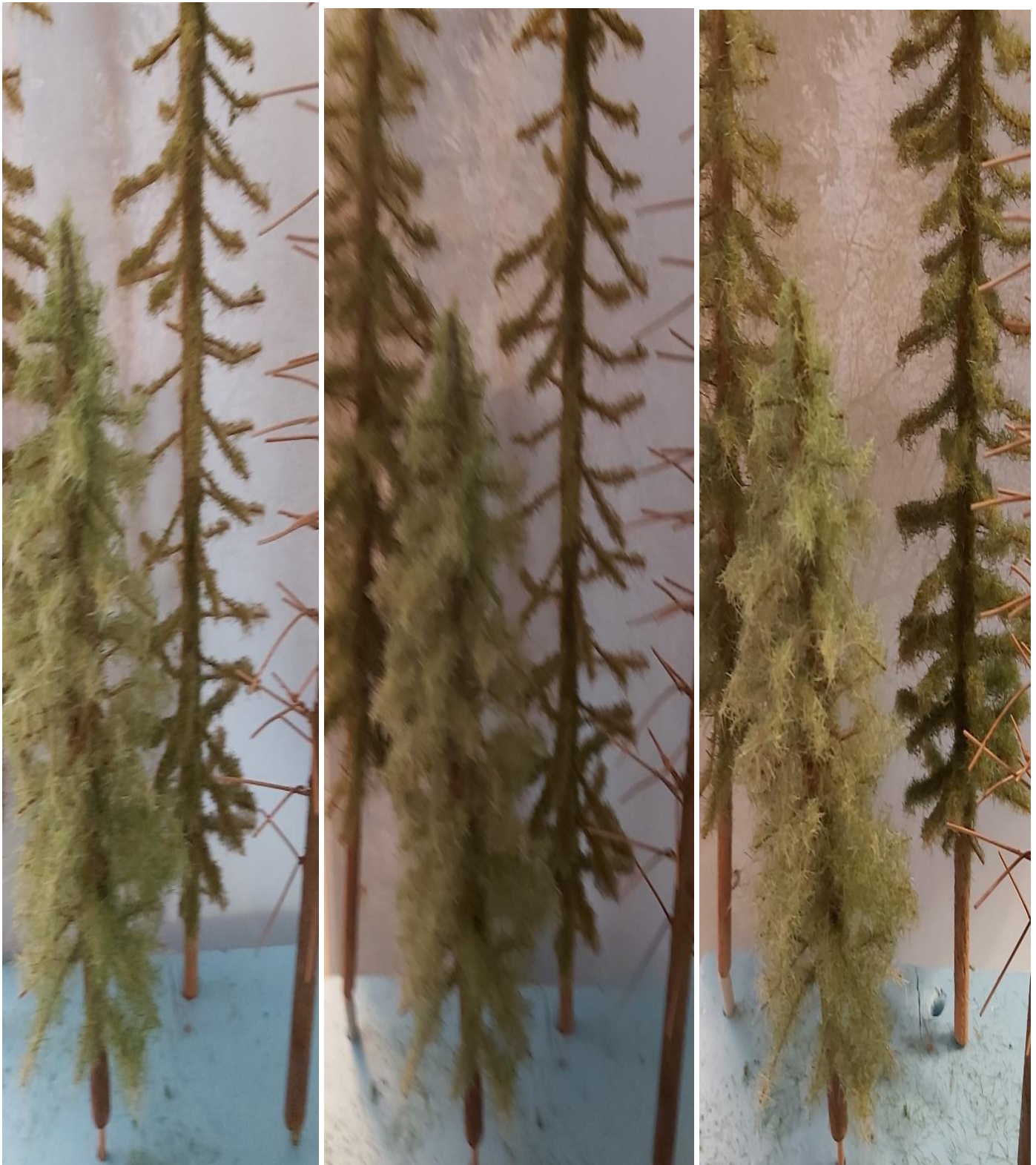


Sprayed with Selleys KWIK GRIP, using very light coats to the branches, then sprinkling the static fibres to adhere before repeating the next application. Outside spraying & the use of gloves is highly recommended as the adhesive is very sticky and tends to swirl in even a slightest of breeze

Left front: 3 applications using 1 x 7mm straw & 2 x 4 mm medium with overcoat dark Green, against the rear single wire with two applications

Centre rear left: single wire 2 x applications static fibre.

Right rear three applications static fibre using 4mm medium & dark greens



## Hosted meeting, Rob ANDERSON:

### BURRAWON branch model railway

Rob explained the intricates of the new layout which was then followed up with a video presentation of the layout previously located in CANBERRA before dismantling, which can be viewed at

[https://www.youtube.com/channel/UCwFcrJ3DtxhLc\\_kKOzoc\\_CA?app=desktop](https://www.youtube.com/channel/UCwFcrJ3DtxhLc_kKOzoc_CA?app=desktop)

**Editor's note:** Rob was kind enough to provide a written account for the Great South Eastern Railway in MS word which I have edited in part to compliment the pictures

A full documentation for this can be requested from Rob.

Eyes focus on the screen to view the presentation. Note: The trees, lower right, being part of the S&T.



## IMAGINEERING

I guess that most model railroaders that build a layout have a streak of megalomania in them.

I don't believe that I'm any different. So, my layout is my version of history in a region that I am reasonably familiar with, at least I thought so.

I wouldn't suggest this type of layout is of interest to everyone, but it has proved to be of quite a lot more interested than I originally expected.

It is even conceivable that the railroad I have modelled may have been viable had it been built 60 years or more ago.

The more reading and research about history of the area and of the era I have done the more operational possibilities I have unearthed.

I intend to try and create small dioramas of particular industries that will provide the operational activities all the line. The connections between the locations and industries are out of order and not particularly prototypical but will allow for interesting operation of trains

**Concept:** The concept of the GSE is somewhat before it's time, in that it is intended to be a privately owned and operated standard gauge connection between Melbourne and Sydney running along the East coast of Australia. It provides trackage rights to freight and passenger services of other railways, as well as providing services of its own.

It is currently wholly owned by "GSER Ltd "who purchased the line from the L&N Railroad Corp in 1983

### **The Great South Eastern, the Layout:**

The layout is representative of the Victorian end, the southern part of the NSW portion. The large yard is located at Dandenong (Vic) with through connections to Adelaide and Perth. The other yard is located in Southern NSW near the Eden area with through connections to Sydney.

The layout is constructed and operated in a manner that would be typical, of an actual U.S. railroad firstly being involved with the initial construction and then the subsequent involvement with the running of the GSE as a financially viable railway. But having to take into consideration Australian conditions and circumstances, and that Australian Standard gauge rolling stock will have trackage rights and access. I intend to be as accurate as possible in relation to the types of goods likely to be carried which has determine the type of rolling stock that will be seen. There are a number of Australian locomotives in various liveries. As the U.S. owner constructed the line, track clearances and rail would be adequate for their rolling stock.

Entering through the door presents two Helixes which removes any 'duck under'.





'Helix to the left, helix to the right so I am stuck in the middle with you'.



Three levels for trackage.



Corner, the lower trackage is well lighted.



One of the many downlights



## The SCT facility



### —Operation:

The Great Southern has been designed to operate as a point-to-point layout with a continuous running capability.

It has been altered numerous times to improve the operating options, increase the number of on-line industries and provide passing loops of adequate length.

A DCC system, has been installed which I believe allows the maximum operating potential to be achieved. As a result, the layout is wired as six separate electrical blocks on the main line and adjacent tracks.

Further improvements to both the rolling stock and the layout are expected as a result of feedback from members of the operating group. This is an ongoing process.

Currently, the layout is divided into five separate single-track mainline operating blocks designated A to E. The branch line is designated block F. Each block has a staff assigned to it. Blocks are separated by a multiple track section, where trains may pass or overtake each other.

Access to any block is controlled by using a modified version of a staff and ticket system and approval of the dispatcher, who operates signals to give trains safe access to individual blocks. LEDs on the dispatcher's panel indicate if a block staff has been returned before it can be re-assigned.

Trains wishing to enter a block must have approval of the dispatcher to take the block staff and wait for green light signal controlled from the dispatcher's panel to enter a block.

All trains must continually report their position in relation to marker posts or stations to the dispatcher, who updates the dispatching board with magnetic train ID's.

All trains have a priority assigned to them and the drivers work their trains under control of the dispatcher following a consist card which sets out the requirements for the train. These cards are taken from the departure yard box in order.

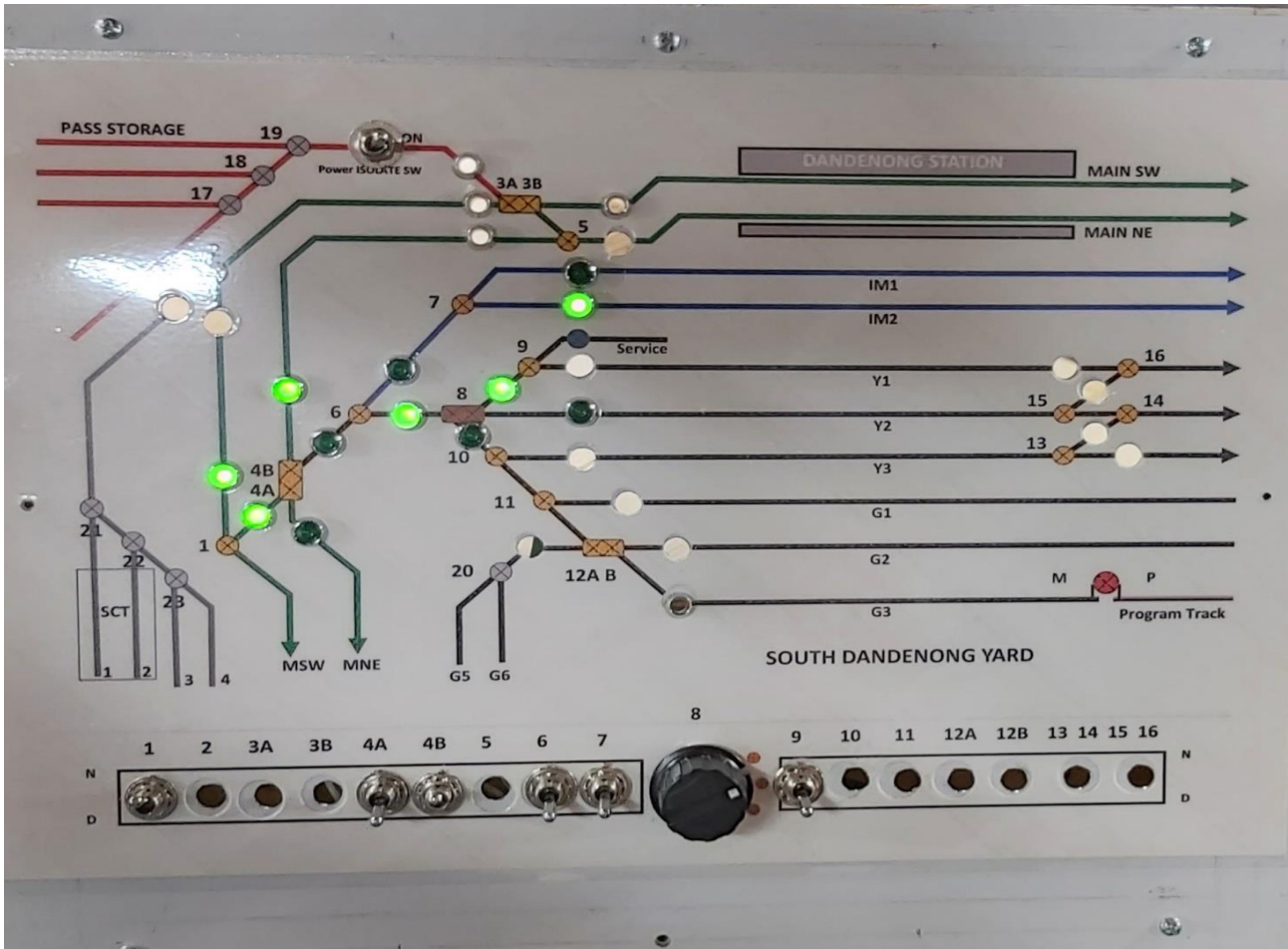
Trains are assigned a designation on the card and run in a sequence. Drivers use the train designation in all communications with the dispatcher.

The three major yards are under control of an individual yardmaster, who is responsible for making up and re-marshaling all trains in their yards. They can allow or deny access to their yard with signals which will hold a train before it enters the block adjacent to the yard. This prevents yard throats from becoming blocked.

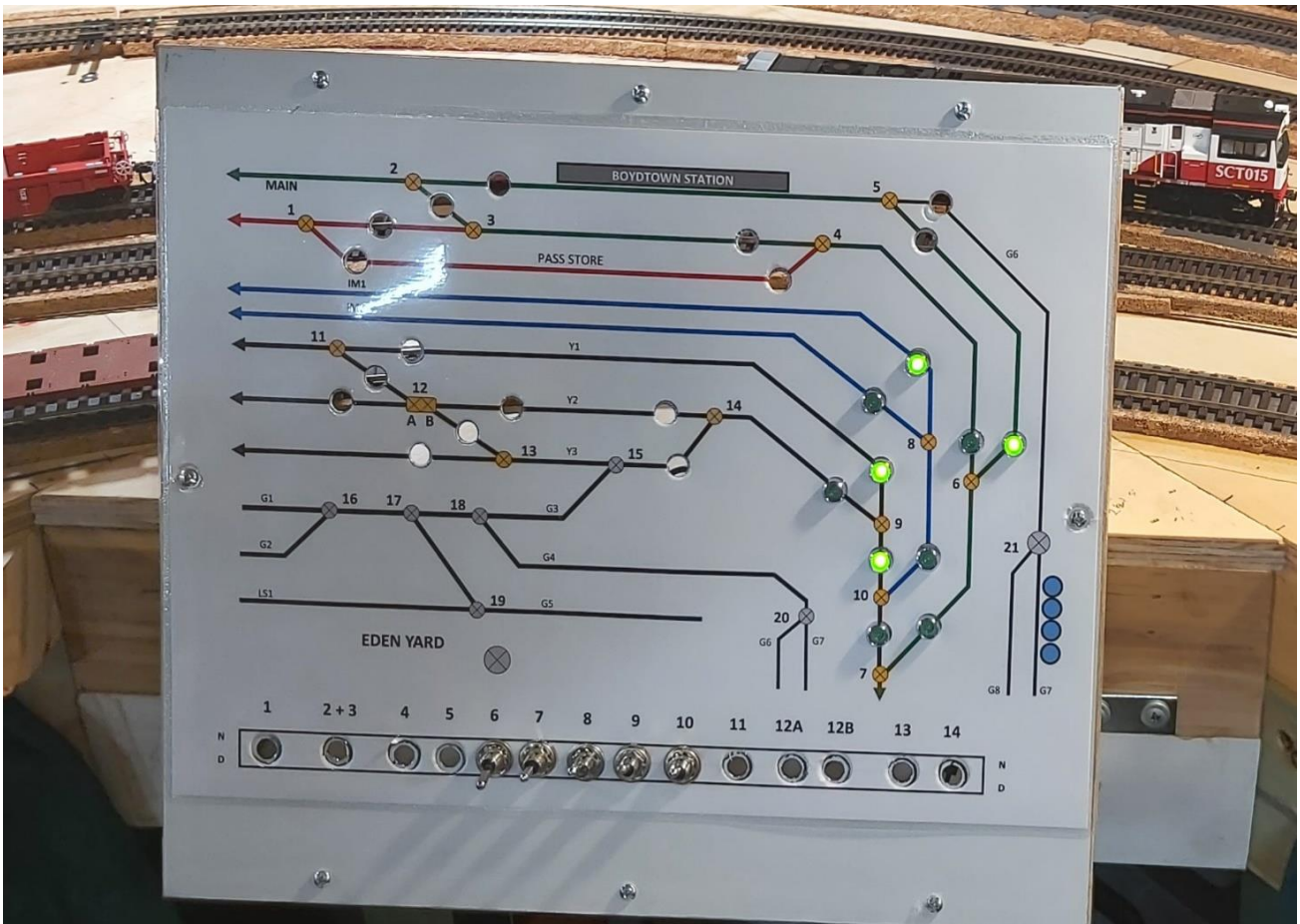
Once a train reaches its destination, it is re-marshaled for its return working by the yardmaster and the card is returned to the destination yard box at the back of the sequence.

The object of the operating system is to provide a challenging, and reasonably realistic operating environment for the operators, given the size of the layout and the operating skills of the group. It is designed not to be either too prototypical, or too much of a game or puzzle, but somewhere in between.

South Dandenong control panel



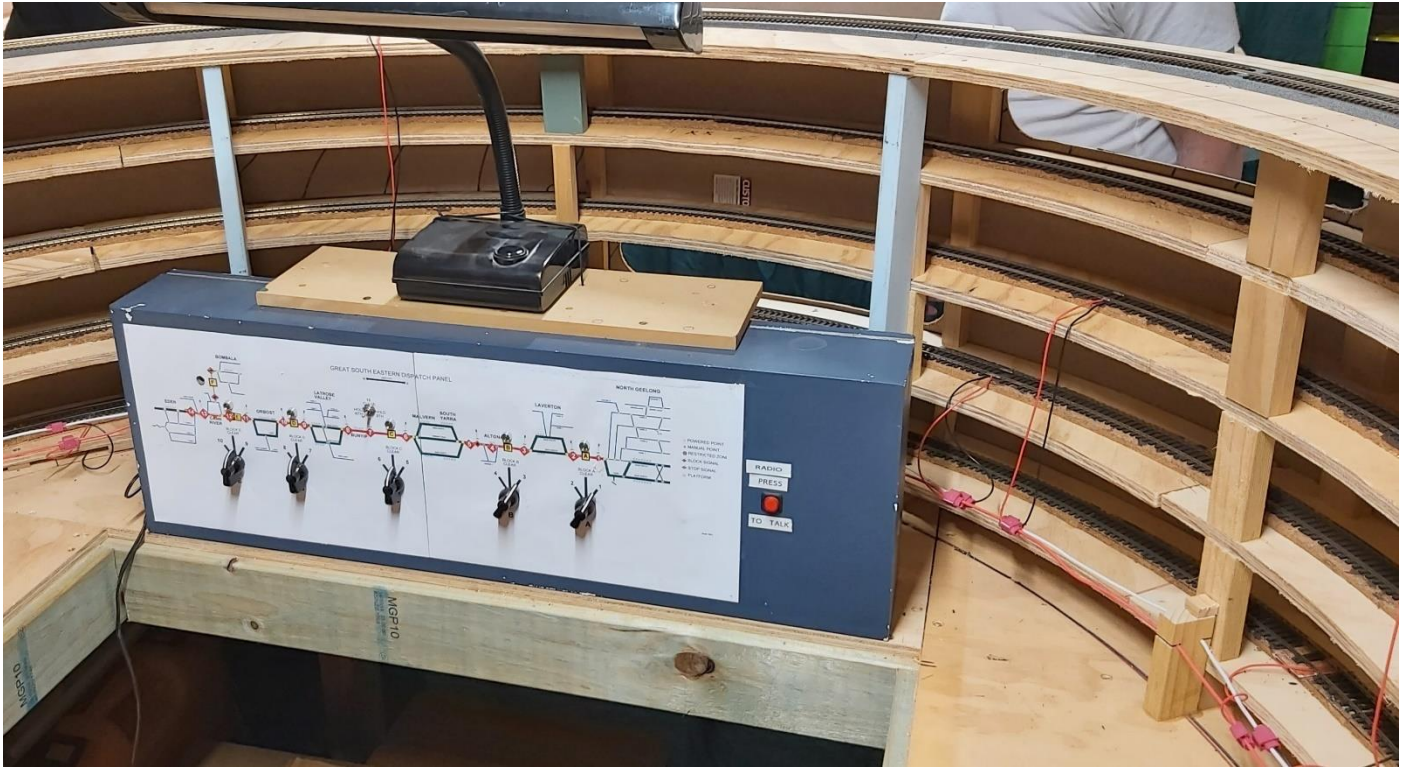
Eden Yard control panel, still under construction.



Future: I am currently constructing a new dispatcher's panel that will display the condition of all signals on the layout. This will ensure that the dispatcher has full control of the layout.

I am also part way through new trackwork to increase the number of trackside industries. I expect that this will make running the layout more challenging for the operators and the dispatcher.

The 'inside ' one of the Helix's with a control routing panel



Rob discussing his envisaged plans for the multi deck expansion running for future operations also requesting ideas for Scenics.



The outside covering of the Helix with 'cut-outs', the back will be covered to indicate a tunnel feature.



HO gauge to record scale speed the Level box used for gradients





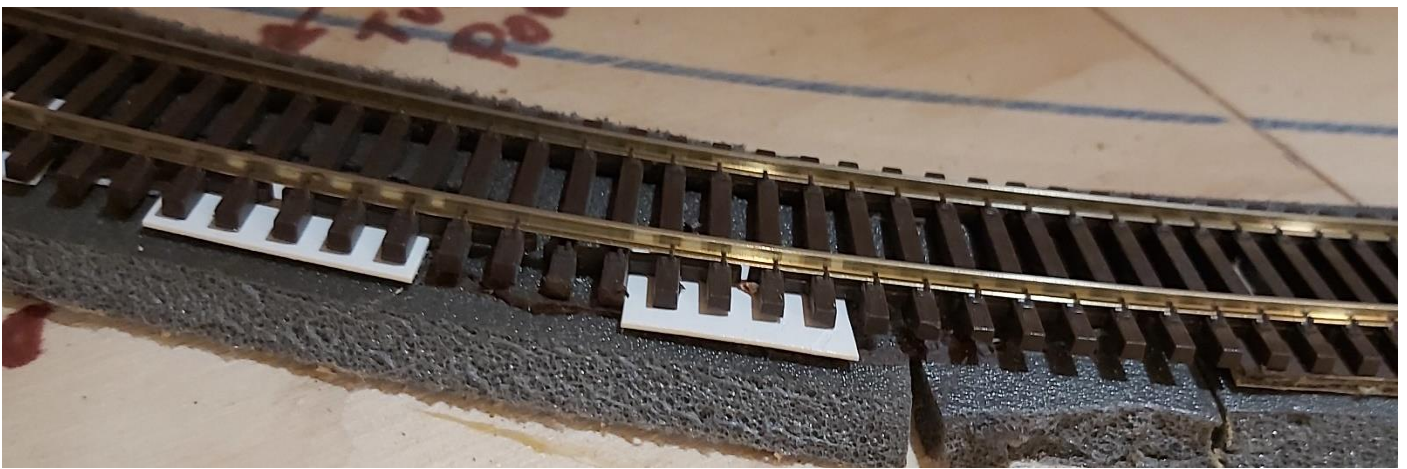
Various areas of the layout, showing corner the three levels & control panels & bridging the gap.



Proposed river



Super elevating the track on the Helix.



Trackage in one of the sidings, locomotives & rolling stock



Another area view of a siding



Current Status:

The line now extends from Cooks River/Enfield (Sydney NSW) to Dandenong and onto Adelaide and Perth.





## At home Show-tell.

### **Martin & Nicolas CANTEROS-PAZ:**

The following written Information taken, in part, from the brasstrains.com website

The Union Pacific Coal Turbine is a fascinating experiment that took place in the early 1960s. Union Pacific, ever the experimenters, were often first at jumping on new technology or the biggest piece of technology! Factory Painted Armor Yellow, Red and Gray.

Part one of the Coal turbine video by Nico. <https://youtu.be/nb5Uf3ha0og>

new video for the coal Turbine <https://youtu.be/SxSTJFRkH0Q>

The units being tested on Martin's layout.



A unit



B unit.



C unit.



Details on the A unit.



Detailing of the B unit.



Details of the C unit.



B unit wheel arrangement.



Angled view of the C unit showing wheel arrangement.



**Robin FOSTER:**

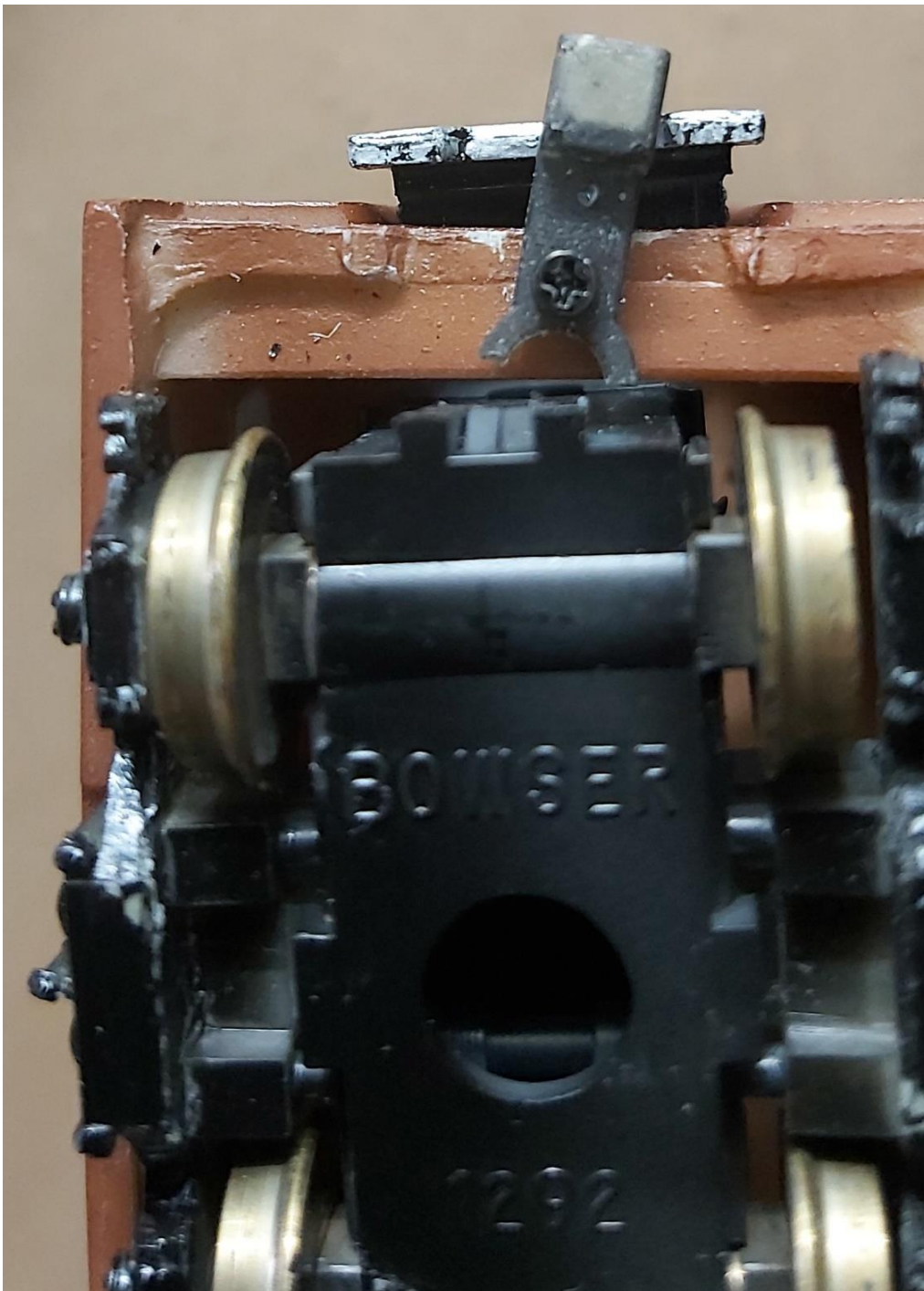
The connections, pin-n-bar, on the Lloyds DEB set worked well however coupling up created some frustrations when railing also with any a derailment caused some frustrations especially at exhibitions especially 'under wires'

A set of 5 pairs of Sapot FEA-B "Spline" Hunt elite Couplings were purchased from West Hill Wagon Works in the UK for an evaluation to convert from the pin-n-bar.

These couplers use magnets to connect

Modifications; of course, measurements made, and the grey matter was tested where the cut could / should be made to fit to the shell. Cutting the first 'fish tail' off, which fits into a NEM pocket, was a surprise as the material was found to be somewhat brittle when carefully using an ATLAS fine tooth saw, drilling a pilot and enlarging for the small self-tapping screw.

The coupler attached with a small screw



## Connections between cars.



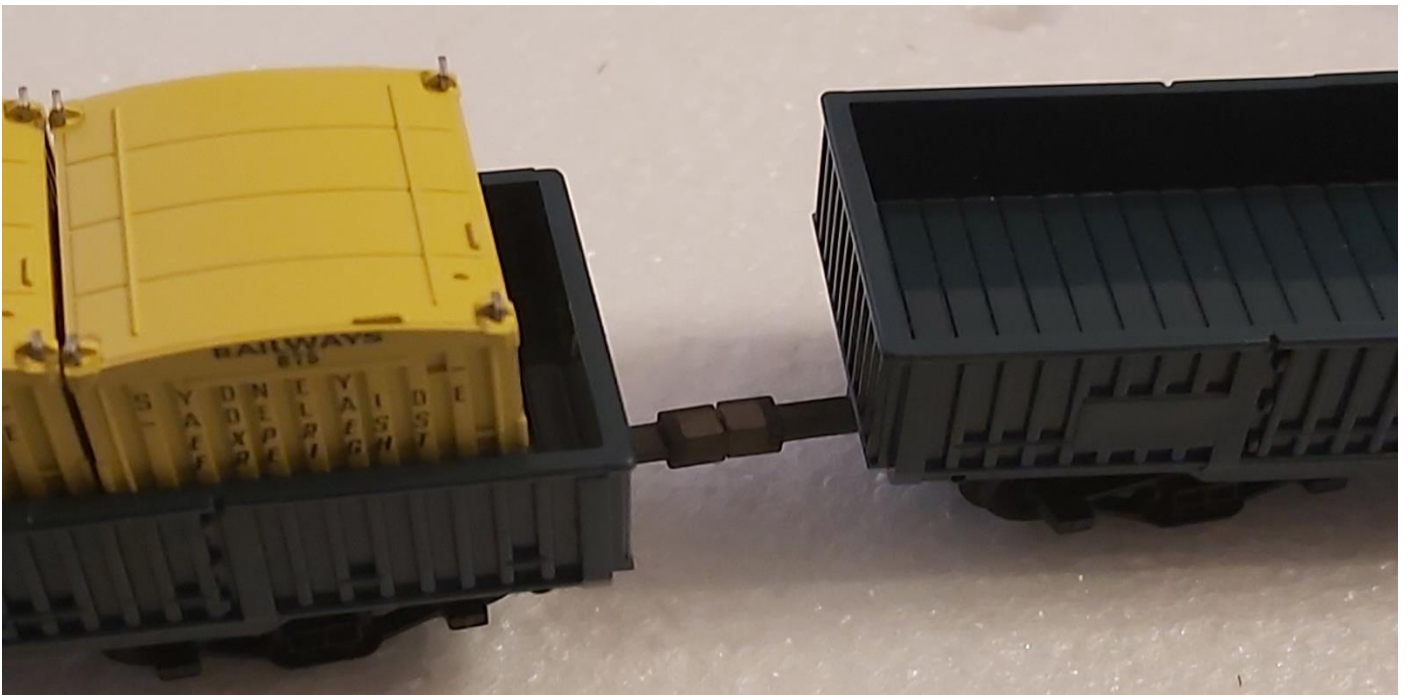
Test running the DEB set on a layout preformed without any issues at various speeds as traversing through any points.



If any mishaps the offending piece of rolling stock can be 'lifted off', inspected and replaced on the track where the couplers 'attract' to recouple.

There is a bonus where items can be removed, turned around, repositioned elsewhere, or added as required.

This item is most useful for any rake / block trains, as on these Powerline Link-Line Gondola / NSWGR BDY / NODY which use the NEM pocket on the truck. / Bogie.



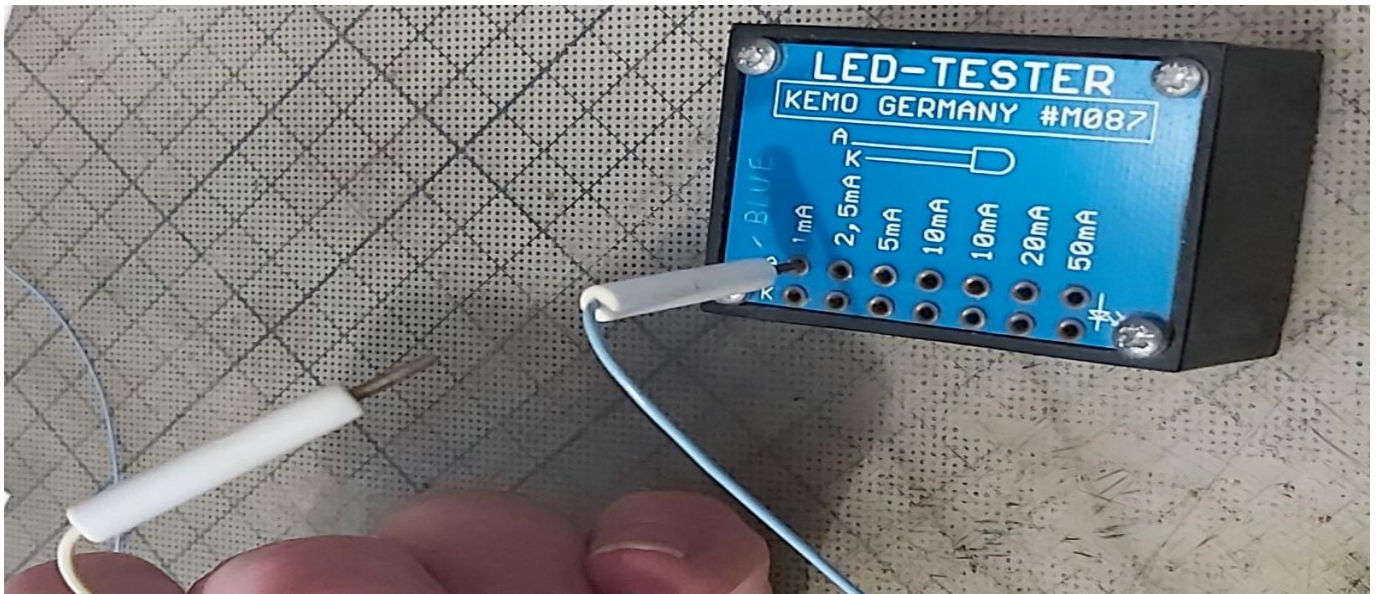
## Items of interest.

On a recent trip to SYDNEY, I stopped by to visit David NORTH, where I spied on his work bench an item some would be familiar with, the LED-TESTER.

Beats my method of attaching those fine wires using a toothpick!

The way David tackled the way to attach 'test lead wire' was ingenious and it is easy to make up using soldering the wire to a brass round wire and then encasing with round tube Evergreen Styrene, the other end attaching alligator clips of your choice for connection to your project.

Simple project.



## The last say.

Austerity Frugal & Recycle.

**Remember and adhere any ~COVID-19~ medical advises and updates.**

**The next Div 2 meeting is scheduled**

**Saturday 15<sup>th</sup> October, Wanniasa ACT hosted by David Low.**

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.

**2023 is the year to think about scheduled events, consider & reserve your Expression of Interest for a possible hosting for a Div 2 Meeting.**