



THE FLIMSY

NMRA Division 2 Newsletter

April 2023

In this issue.

From the editor

Meeting & At home ~ Show-n-tell

The last say

COVID-19 / Variants ~ Adhere to medical advice & instructions.

I'll begin this issue by acknowledging the enormous contribution made to our organisation by Robin Foster. I cannot expect to even come close to the quality of the Flimsy produced by Robin. Thank you, Robin.

The Rose Hill Convention / Exhibition seems to be dominating the news. However, I should like to point out that there is another exhibition happening in May. The Murray Railway Modellers Train show will be held at Mirambeena Hall in Lavington, Saturday 20th & Sunday 21st of May. I enjoy the smaller exhibitions, and am going to attend this one. The ACT Model Railway Society will be there with Yendys.

Div 2 Superintendent Report:

Twelve members attended the April Division 2 meeting hosted by Ben Featherston at his home in rural Bywong NSW.

A New Editor of The Flimsy.

Division 2 welcomes Jack Child to the editorship of The Flimsy and we thank Jack for the continuation of our newsletter. I am sure Jack will add his touch to the format and remind us when Show n Tell submissions need to be sent to him.

A Big Thank You to Robin Foster, Robin is our retiring editor of The Flimsy, and has carried the newsletter through a tumultuous time with the restrictions of the Covid pandemic. Robin's efforts kept us all in touch when meetings were cancelled and connection was from member submissions of our modelling. I remember one issue of The Flimsy running to thirty pages, quite an achievement by members and Robin putting it all together. Robin joins those past editors to which The Flimsy is the longest running newsletter amongst those of the Australasian Region.

Thank you Robin for your time and commitment as Editor and now a time to enjoy more modelling which will find its way into future issues.

Stephen O'BRIEN

Div 2 Superintendent.

April Meeting

Warren Backhouse demonstrated a Free-MO module he has constructed. The girder plywood construction is very light and strong. He also expressed concern that some businesses are marketing their own version of Free-MO which does not conform to the standard. Is "Free-MO" copyrighted?



Stephen O'Brien Light Weight Optivisor



I purchased this Vallejo Lightweight Headband Magnifier T14001 from Toy World in Fyshwick for \$25. It does not create the sweat band of the traditional Optivisor. It comes with four plastic auxiliary lenses, 1.8x, 2.0x, 2.5x and 3.0x and a lens cleaning cloth.

Matt Wattereus HO scale car models compared and contrasted

While locomotives and rolling stock normally define the location and era of model railroad layouts, the choice of vehicles such as cars, trucks and buses also play an important supporting role.

Likewise, just as the level of detail of model locomotives and rolling stock has increased (along with the cost) over the last 30 years, so too has the refinement of model vehicles.

It occurred to me a few hours before the April meeting that I had several HO scale model cars from different manufacturers close at hand and that some of them were of broadly similar vehicles.

These car models got me thinking that they could form the basis of a “show and tell” about not only the individual models but also the similarities and differences between them.

My main modelling interest is focused on modern era railroading in the United States so the vehicles I selected (mostly) reflect vehicles found on U.S. roads from 1970 onwards.

First up, two models of the iconic Ford Mustang, one made by the German manufacturer Busch of the original 1964 (1/2?) coupe the other made by U.S. firm Monogram of the 1969 Mustang Boss 302.



The Monogram model (at the rear) was made in 1989 while the Busch model was made in 2001.

Both models offer a good representation of the overall shape of their prototypes, but the tapering of the Busch model's "A-pillar" is inaccurate and it lacks wing mirrors, unlike the Monogram car.

However, the Busch model is generally more refined in details such as the headlights, the wheels and "Ford" lettering on the bonnet and "Mustang" emblem on the side.

The Monogram Mustang was sold both individually packaged and as part of the 6 car gift pack shown on the right.

Next up is a model of a generation two (1970s) Chevrolet Camaro by the German company Berkina and a Monogram model of a generation three (1980s) Camaro Z28.



The Monogram model (at the rear) was made in 1990 while it's unclear exactly when the Brekina model was produced but it was made in China probably within the last 20 years. Both models offer a good representation of the overall shape of their respective prototypes, but the Brekina is particularly detailed in the trim, headlights, door handles, indicators, badges and wheels.

Monogram also sold the Camaro models both individually packaged and as part of another 6 car gift pack shown on the right.

Continuing the sportscar theme, German company Herpa produced a model is of a car that was built in the late 1980s, but was barred from import into the U.S. until 1999, the Porsche 959



This model features a raisable boot-lid with (rear-mounted) engine detail, unfortunately I couldn't get a decent view of the engine in the photo.

The next two models are of two different prototype brands, a '67 Ford Custom 500 made by Classic Metal Works in 2004 and a fourth generation Dodge Monaco made by Busch in 2001.



The Classic Metal Works (on the left) features a raisable hood/bonnet and engine detail that comes at the expense of a large gap noticeable in front of the windscreen, but lacks wing mirrors.

The Busch model lacks the raisable bonnet and visible engine detail but does feature a sprue of parts for the wing mirror parts (and spares?) to be installed by the modeler into the pilot holes provided.

The last two vehicles are very different, a plastic model of a 1997 Ford F-150 pick-up truck by Atlas and a diecast model of a 2005 Crown Victoria Police car by Model Power Mini's.

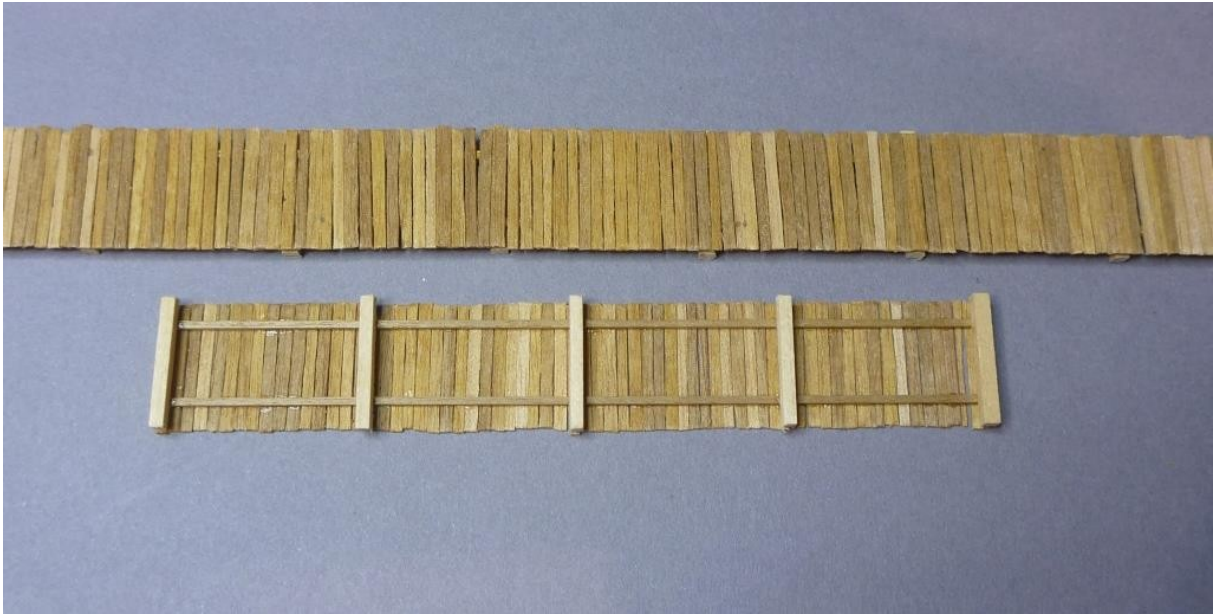


All of the models presented have relative strengths and weaknesses, some are more detailed but also more expensive, while the cheaper models can have details added or improved by the modeler.

Ian Barnes – paling fences:

I presented some scratch-built paling fences at our April meeting I am experimenting with making HO scale paling fences. These two photos show the initial results.

First photo front and back. Only the posts are out of scale - too big. Second photo shows some fencing temporarily installed at the Gradys Creek sawmill cottages. Looks like Mrs Broadboard is giving next door's Mr Splinter an earfull for not finishing the fence?



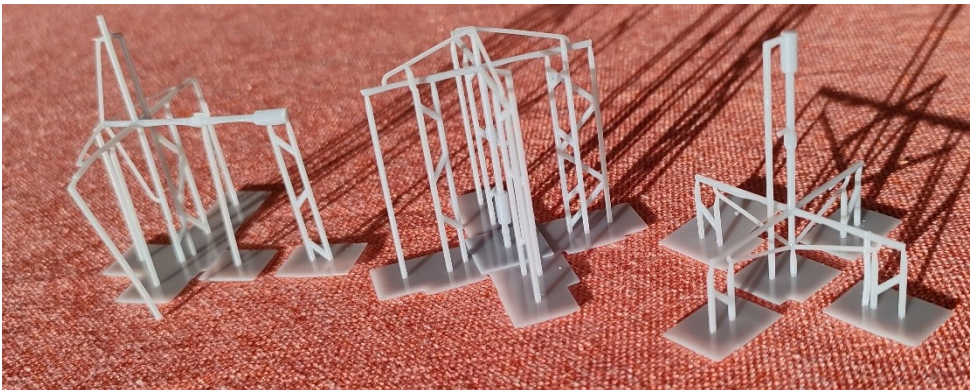
David Virgo: 3D printed Hills Hoist in HO scale

This month I have added a couple of details to my layout scenery that help “domesticate” some of the buildings. I have drawn and printed a set of Hills Hoist clothes lines for some of the dwellings.

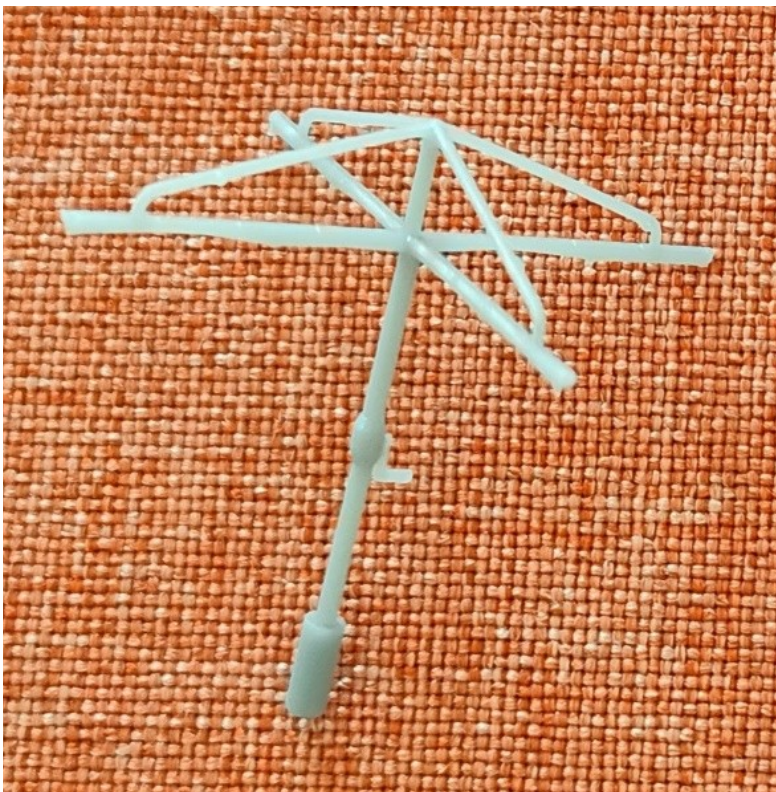
Thankfully, Hills still make a heritage version of the classic clothes line and their website has a few details that helped when working out the dimensions.

The models were printed on a Photon Mono SE resin printer.

I tried 3 different print and support orientations, and luckily all 3 printed successfully.



After trimming the supports off, the model looks quite good. I gave it a 2mm “concrete” base to provide a sturdy mounting plug on the layout. The resin is quite brittle and will easily break.



Below: The model in its final place behind the pub.



Ross Balderson: Newcastle 1899

These are a few photos of the Marie that is now completed and sitting on my layout of Newcastle.





Rob Nesbitt - Borambola goods shed

Way back in 2017, I purchased a pair of laser cut G2 good sheds kits from Walkers models. I built one for Ladysmith, but the shed for Borambola was never started. 3 years ago, I received some pictures of the Borambola goods shed taken in 1990, which were better than my single slide from the early 1980s. A start was made on the goods shed last week. The Walkers kits are solid models, ideal for beginners, but the results look cludgy to my eyes. Their G2 shed is also a mirror image from the shed at Borambola, and whilst the Walkers kits include an annex, the Borabola shed didn't have one. So I am modifying the kit to suit Borambola, and also undertaking some improvements to remove the cludginess. In reality, I could probably have scratchbuilt a NSW G2 shed from just styrene in the same time as constructing the kit, but as I already had the kit...."

Pictures shows the real shed, and an in progress picture of the model. A full build report will shortly appear on Rob's blog page

<https://buildingwagga.blogspot.com/>



Borambola Goods Shed (27-11-90).



Walker G2 Goods Shed kit by Rob

Editorial Comment.

I wish to emphasise that all previous images are digital photographs of real items. I point this out in light of the current controversy surrounding the following image, which is widely published and was created with AI by artist Boris Eldagsen. [article](#). This is not a photograph; these 'people' never existed.



The term photograph has always, I believe, meant an image of something that is real. We can't tell anymore, and that's a worry when something created by AI is promoted as real.

New Policy: AI creations of non-existent Show & Tell submissions are highly discouraged



I'll close this issue with an article from the New Zealand Herald, c.a. 1966:

BLANDFORD (Dorset), Wednesday.— Police tonight found Stephen Hargreaves' feet beside a lonely railway bridge at Blandford. They had been severed by a **train**.

Three Dorset County roadmen found Stephen (17) near the bridge at 8 o'clock this morning after he had crawled about 20 yards to the bottom of an embankment, then up to the top. His hands were tied in front of him and he had been gagged.

Mr Hurley said tonight: "We were just coming up to the railway bridge in our car when we spotted the boy on top of the embankment with his head through the railings and his arms hanging loosely over the wire.

"He looked pale, but otherwise there did not appear to be anything wrong with him. "He was mumbling 'Help me... help me.' I cut the rope with a penknife and untied the gag."

Mr Hurley ran half a mile down the road to a car club call box, but it was locked. He was able to stop a passing motorist who took him to a phone box further down the road.

Mr Turner (59) and Mr Raymant remained behind with the boy. Mr Turner said: "The gag was so tight that the boy's mouth was sore.

"We lifted him through the wire, laid him on the ground and put our coats over him.

Blood - "There were blood marks all along the track and on the embankment where he had crawled. It must have taken him an hour to get up to the road in the state he was in.

"Mr Raymant asked him if he would like a drink and he said 'Yes. please,' so we gave him some coffee. He drank nearly a flask-full," Mr Turner said. Mr Raymant asked him who had done it. The boy said: "They tied me up. they tied me up."

Mr Turner said passing motorists could not have seen the boy because he was partly hidden by bushes at the top of the embankment. "I think he was there for a while, because he had flattened down the grass."

Detectives - The two men were with Stephen for about half an hour before an ambulance arrived. He was taken to hospital and detectives quickly began inquiries.

They think Stephen was tied to the railway line last night. The last train running along the track yesterday was at 9.30 p.m.

At first it was thought the incident was "some sort of schoolboy prank that misfired," but Mr F. G. R. Fisher, headmaster of Bryanston School, said tonight: "No other boys at the school are involved."

Police were keeping an all-night vigil at the hospital, hoping Stephen would recover sufficiently to make a statement to clear up the mystery.

So -- stay off the tracks!!!

Thank you to all who have provided submissions for this issue.

Check your emails for updates to Div 2 meetings. Please continue to send updates of your modelling at home activities to jackchild.37@gmail.com.

Happy Trails / Happy Rails

jc

2023: Expression of Interest for hosting a Div 2 Meeting.

Contact Div 2 Superintendent Stephen O'BRIEN sob1952@hotmail.com

Editor The FLIMSY contact jackchild.37@gmail.com