



THE FLIMSY

NMRA Division 2 Newsletter

July 2023

In this issue.

From the editor

Meeting & At home ~ Show-n-tell

The last say

Dedicated to Graeme Hodges (the First)

A fortunate acquisition by John Gillies, who bought three books at the Lifeline sale in September 2022. John was surprised to discover when he started to read "The Camas Prairie - Idaho's railroad on stilts" by Hal Riegger, that the book came from the library of deceased Division 2 member and initial editor of The Flimsy, Graeme Hodges. John now has a reminder of Graeme in his railway book library.

With that in mind I wish to dedicate this issue of The Flimsy to Graeme Hodges, the first editor of The Flimsy

Many thanks to John Bullen for the following contribution:

Graeme Hodges joined the NMRA around 1990. Back then he had been a kindly English master at Canberra Grammar School with an interest in classical music and model railways. In model railway circles Graeme, with grave dignity, always insisted on being given his full title of Graeme Hodges the First, often abbreviated to GH1. This distinguished him from another model railroader, namely GH2. Never mind that GH2's name was actually Graham, not Graeme – the important thing was SENIORITY, especially in a town such as Canberra, dominated by the Australian Public Service.

When we started having regular Division 2 running sessions on Ken Macleay's HO scale layout, Graeme began taking notes for his published Division 2 newsletter which he called **The Flimsy**. He typed it up himself, made individual photocopies for everyone and distributed them by Australia Post. Graeme diligently edited and circulated **The Flimsy** for several years and he supported Division 2 in other ways, earning him the Hopkins-Bone Award for outstanding service to NMRA Division 2.

At all of our meetings we could rely on Graeme to produce something unusual, which he would always present in entertaining fashion. Perhaps his best effort was in 2011 described in the following notes for **The Flimsy**, then edited by Viv Brice...

With a flourish Graeme displayed his latest metal wall poster. The Rio Grande Railroad was featured in spectacular fashion, employing the theme of "Ride 'em Cowboy!" Unsurprisingly, it was a very shapely young lady doing the riding – joyfully astride the California Zephyr. Dressed only a flimsy neckerchief and a cowboy hat, and barely any more below, she got her message across most effectively, if not very subtly.

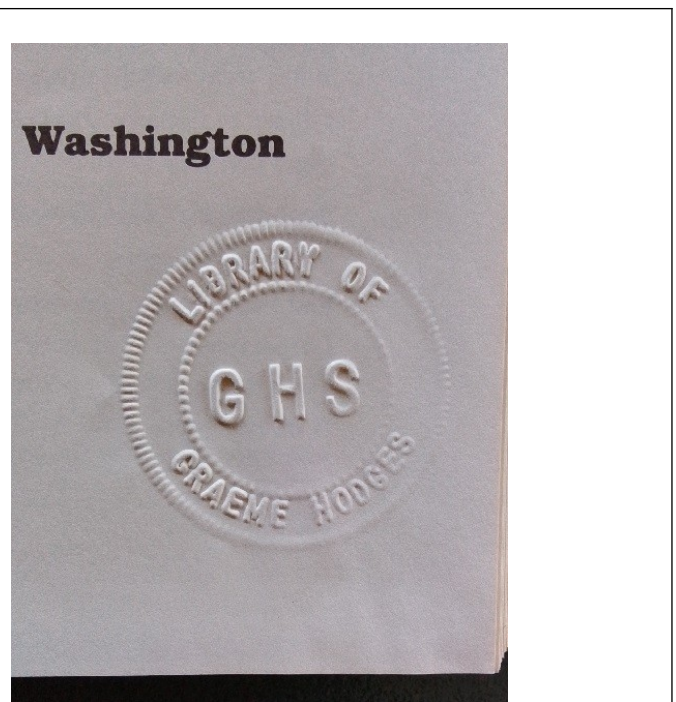
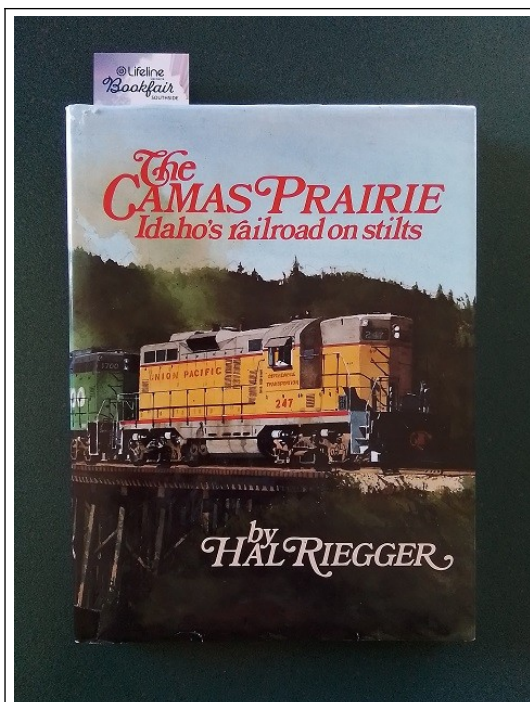
Graeme promptly eclipsed his eye-catching cowgirl by overwhelming us with his *pièce de résistance*, also from the Rio Grande. This was his newly purchased Rapido HO scale 'Oh, So Steamy!' steam generator car. A bit of explanation is necessary here.

In the steam era, passenger trains were heated by steam piped along from the locomotive. After diesels took over, many railroads developed steam generator cars to create the steam for on-board heating. Using white oil for steam fluid, Rapido's 'Oh, So Steamy!' steam car generates steam, expels it through its 'Separator Blowdown Funnel' underneath the wagon and passes it down the train where it wisps out beneath the passenger cars in most realistic fashion.

A month later, **The Flimsy** reported...

"Reports are coming in of Graeme Hodges the First conducting a test run of his 'Oh, So Steamy!' wagon. Early days yet, but the suburb is still standing and it is believed that casualties are light. No fatalities have been reported as we go to press."

Verbally or in writing, Graeme always kept us on our toes and we enjoyed that. His uniquely whimsical approach to model railroading has been greatly missed since 2018 when he left for the Great Model Railway Layout in the sky.



From The Superintendent,

Member Benefits:

You may have received an email announcing that Jaycar Electronics across Australia and New Zealand will offer discounts to NMRA members only at their store fronts.

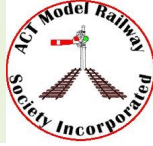
You may find your purchases from Jaycar Electronics could offset your NMRA membership for the year. Make the most of it and show your support when you make your next purchase from a local business.

Your NMRA Needs You !

The Australian Region National Convention 2023 at RoseHill NSW on the October long weekend is not going gangbusters. For all the hype, registrations to date are struggling and seem to have petered off.

Hopefully the next Newsletter detailing the Layout Tours might encourage more registrations. Do not leave it too late if you want to stay at the Rydges Hotel, venue for the Convention.

Stephen O'Brien,
Division 2 Superintendent



Trains Bring and Buy Sale

Saturday 4 November 2023

9.00am to 12am

Mosaic Baptist Church

Chomley Court – Evatt ACT

Admission Gold Coin

You can sell your preloved models by renting your own table for \$10.00

Or come and buy some bargains

Reserve a table: contact ACT Model Railway Soc.

email enquiries@actmrs.org.au

Table numbers are limited, and if still available reservations will be taken until Friday 27th October.

Conducted by: **ACT Model Railway Society Inc.**

A last-minute addition to our June meeting is the visit to Eric Whatman's layout and locomotive collection. Eric is an avid collector of NSW rolling stock, and hosts an extensive collection of NSW steam and diesel locomotives. His partner Helen is an HO scale aboriculturist, and has contributed many eucalypts and wattles to the layout.



An MFH coach awaits passengers at Denham.



CPH Railmotor #4 crosses the trestle bridge.



NR30 - 'WARMI' passes 4531 at the bridge.



July 2023.

The July meeting was hosted by Stephe Jitts and the **Kangaroo Valley Historic Railway** at Stephe's home in Murrumbateman. Stephe's presentation highlighted the JMRI Panel Pro product. Because of the complexity of the topic, "**JMRI – Beyond DecoderPro**" will be published and distributed as a separate document.

Thanks to Stephe and Karina for hosting the meeting, and the feast that followed.

Following the meeting we shared our modelling efforts, along with our recent acquisitions.

First off the mark

George Saisanas & Peter Robins: Something a little different

This is a laser cut timber kit produced by UGEARS from Ukraine. It has been recently completed by Peter Robins and took 5 and a half weeks to assemble. Whilst intricate, it was an enjoyable build and included many moving parts. The model is of a generic steam locomotive with an interesting propulsion system involving a rubber band drive and gears. It can move although friction from the components as can be seen in the cut away boiler casing makes it a bit difficult to power. Certainly not what you'd normally expect in the boiler of a steam locomotive.

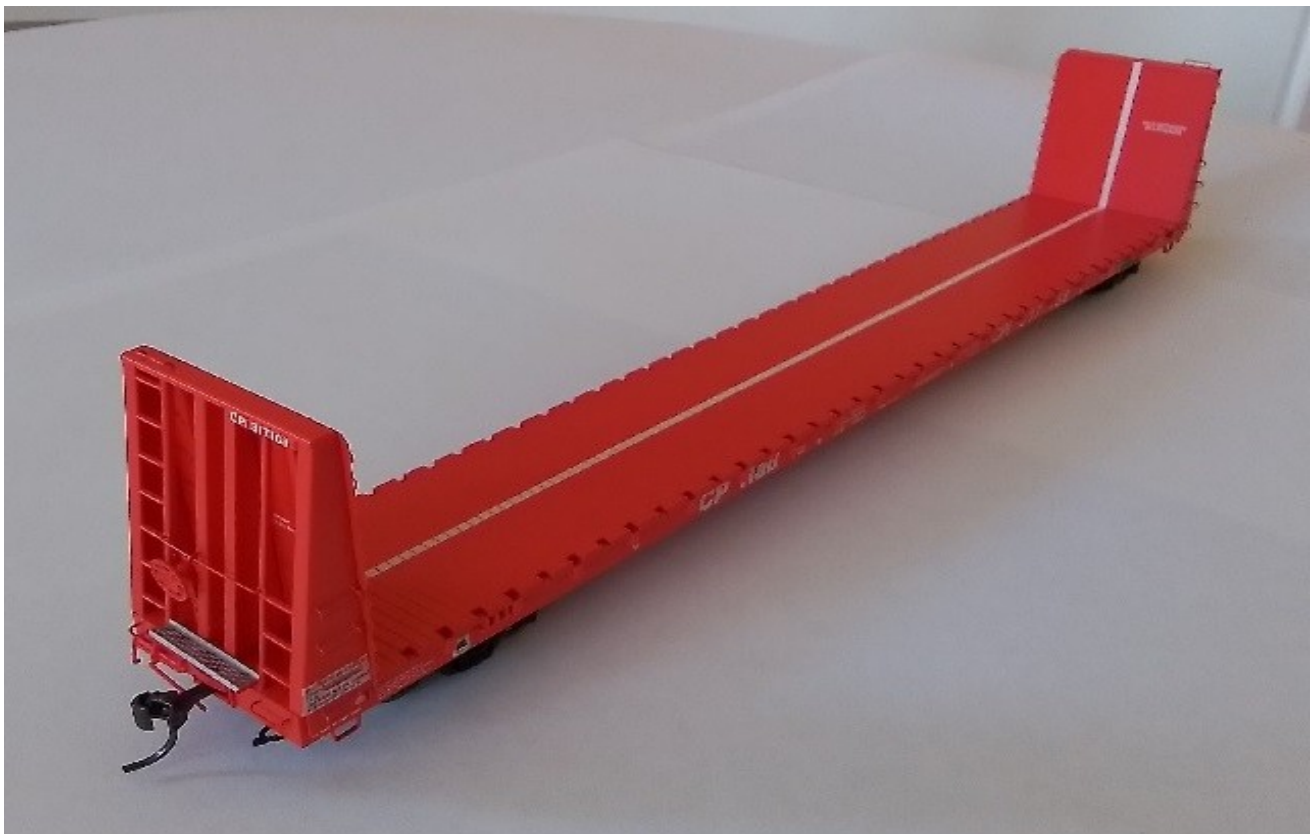
Peter, unfortunately has challenges with his sight these days. He models in extremes, from this approximately O scale model to his usual Z scale Bellascalìa, which you may have seen displayed at past Eurobodalla hosted NMRA meetings.



John Gillies

John Gillies brought a Rapido HO scale model of a Canadian Pacific 66 foot bulkhead flat car and advised he thought they had done a pretty good job on this model, although he was disappointed that they had applied incorrect bulkhead face sheets to the model, despite producing the correct part which was used on some other road name cars in the same production run. John felt this reflects poorly on their quality control, which has also been a problem with some past Rapido products. John also advised he'd emailed Rapido in early 2022 when the model was announced and reservations opened to offer a number of suggestions with links to online photos showing what he was describing to improve the accuracy of the model relating to lettering, bulkhead grab iron and face sheet variations relevant to the Canadian Pacific and British Columbia Railway versions built by Marine Industries and other detail part placement. Rapido thanked John for his input and advised his advice would be forwarded to the project manager but alas things didn't quite work out as they should have.

Following the July meeting John emailed Rapido to request the correct bulkhead face sheets so he could fix the error made in assembling the model but was advised that no replacement parts are available as they weren't deemed a warranty part and none are held by Rapido. John was thanked again for his repeated information on correctly matching the details on some of the various prototype models produced in model form and advised his info would be forwarded to the model's project manager.



John Martin - "Arthur Farmers Elevator Co" FMC

I recently purchased an Athearn "ready to run" FMC 4700cf grain car in the "Arthur Farmers Elevator Co" AEFX paint scheme.

For some years I have wanted to patch one into Burlington Northern, and in addition since the recent passing of my Brother-in-law Arthur, it's also in memory of him.



The prototype.



The original model weathered.



The first stage of rebranding



The final product

Sharp eyed modellers will notice that Athearn got the placement of the signage wrong. It's too low! (But it's not unusual for Athearn to stuff up).

Robin Foster - The Fix

When parts come adrift: Coupling up the recent 2nd hand purchase of a PROTO 2000 Heritage Steam Collection USRA 2-8-8-2, the coupling from the locomotive to tender came away, the cast pin holding the coupler had fractured.



Lacking instructions & diagrams, the next step was to search the Life Like / PROTO site. Re-directed to the WALTHERS site without any luck. Next, a Google search for any way to disassemble and repair. There were some forums, but one suggested a way to find the screw securing the boiler top by removal of the steam dome.

Viewing the area with some concern, lift off was not easy, so an email to WALTHERS Customer Service to seek for information for Instructions. After a week I was beginning to feel that my request was forgotten, however an email arrived with an apology to delay as their 4 of JULY weekend delayed the reply having an attachment of 8 pages of parts for the item.

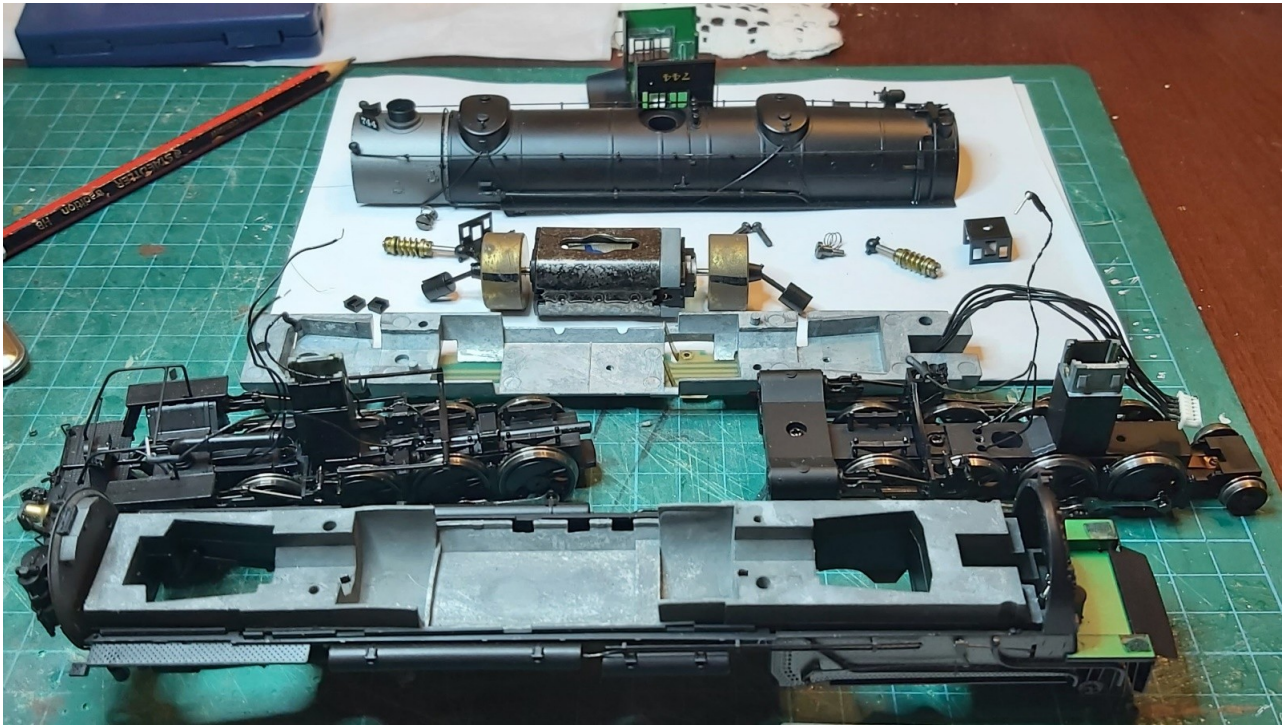
There being no information to how to disassemble and no nomenclature to the parts but at least the quest started, where (item 8 dome and attached whistle item 151) was gently levered off to find a screw.



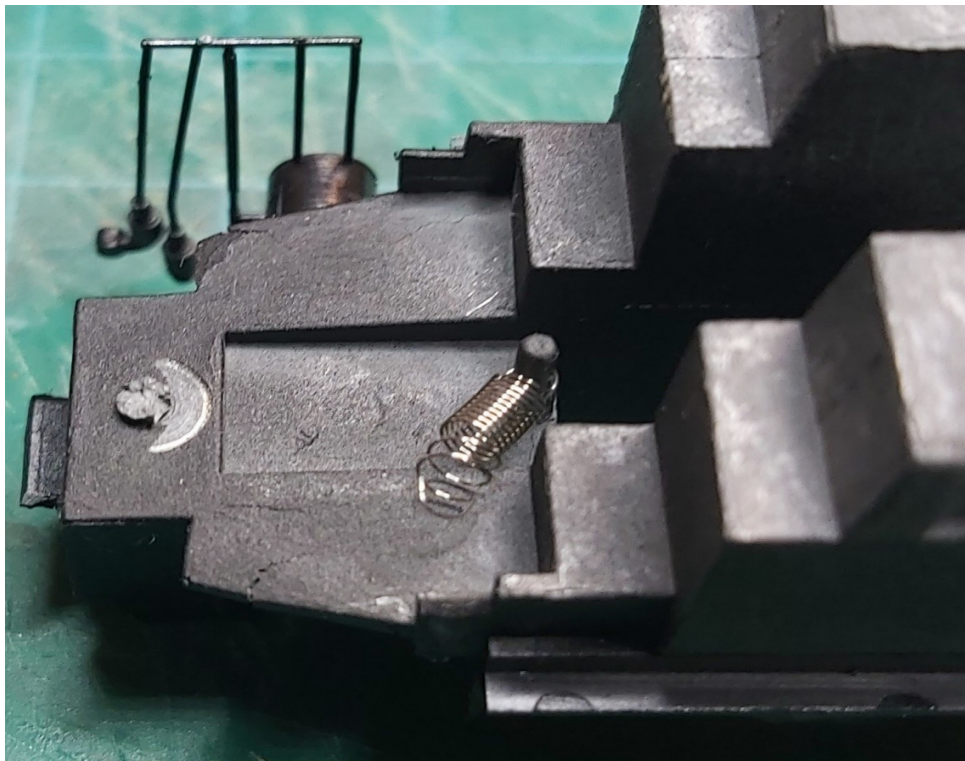
Web picture of the boiler top removed showing a DCC board.

“If it is manufactured it will come apart” These parts are assembled by skilful workers under ideal conditions as well as magnified.

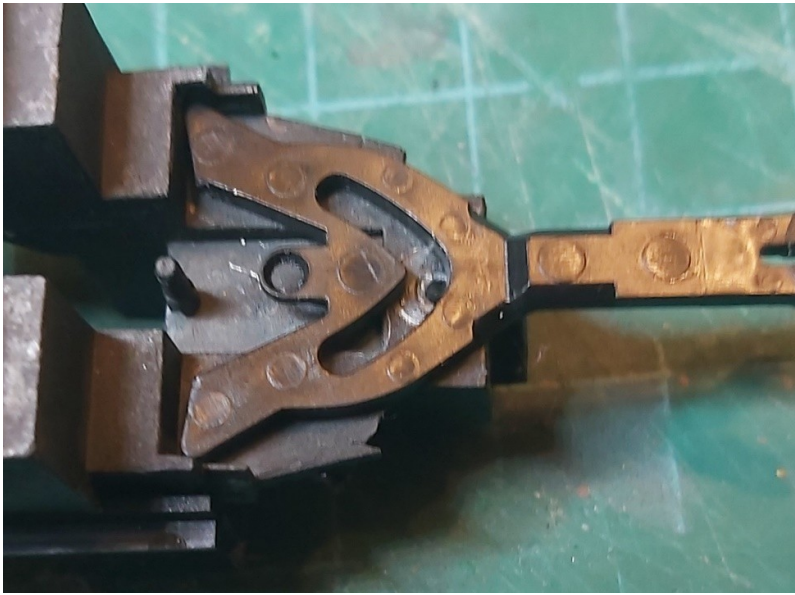
In short, the process was a slow reverse deconstruction of the manufacturing process, with complete disassembly being required.



The area where the cast pin failed is on the left, this was drilled and tapped to 2-56:



Placement for fit, 2-56 drill and tap out.



Attaching the spring



Application of graphite & securing with a 2-56 screw and fibre washer.



Reverse order taking care to make sure fitment of the wires - Making old new and workable again.

The Athearn plastic wheels in the metal frames of the F7 weren't tracking well so a re-wheel using BACHMANN metal disc was considered.

Those bogies were secured using brass rivets which required drilling out finding the hole accepting a metal 2-56 screw and nut as a temporary fix, not to lose parts. They track better however those metal screws & nuts will be replaced with M2 Nylon screw and nuts for proper insulation when they arrive through eBay CHINA.



Keep on training.

Rob Nesbitt -modelling, and a purchase.



Brass Union Pacific observation car, purchased on ebay.



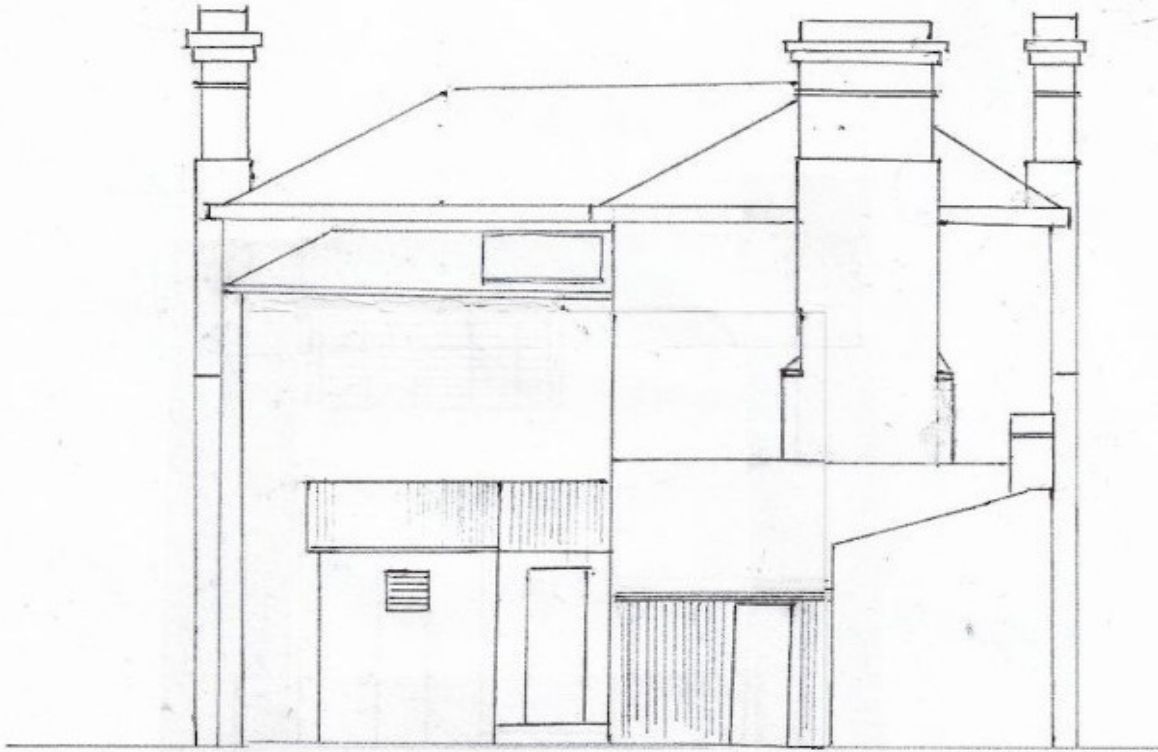
Bombala goods shed. Model made from a Walkers NSW G2 laser cut wood kit, but modified and improved.



Docker Street gatekeeper cottage. Model completely scratchbuilt from styrene, using Rob's own plans, scaled from photographs. Now complete with addition of the room on the right.



Wagga Wagga station master residence, prototype.



Wagga Wagga S.M Residence
building.wagga.blogspot.com



Plans for the Wagga Wagga station master residence - again scaled from photographs.
This is a future build

Jack – NSWGR 1869 Mountain Radial 2nd Class Passenger Car

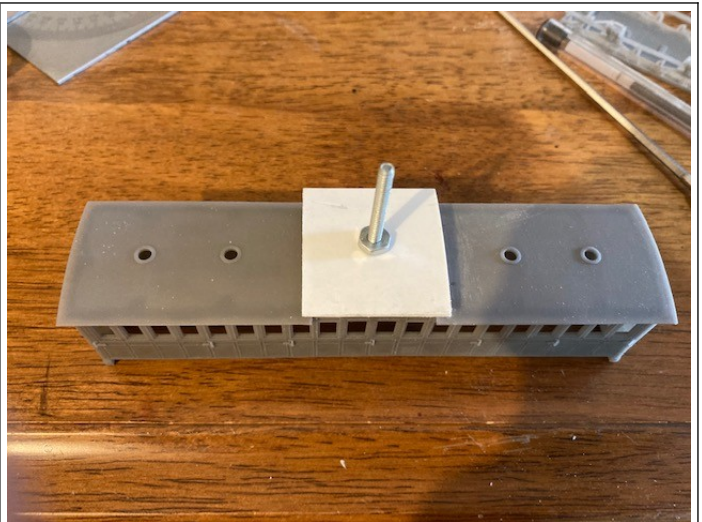
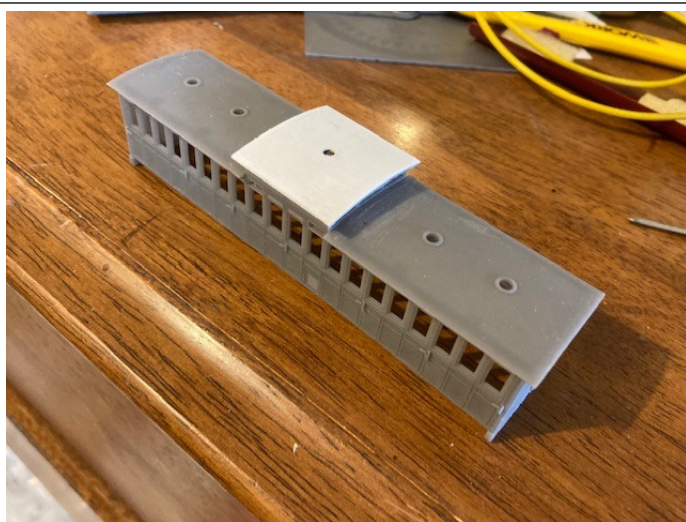
I purchased this kit from Redfern Works a few months back. It caught my eye and interest because it is entirely a 3-D printed kit (exc. wheels and couplers.)

According to the documentation, twelve carriages were built and after underframe modification were introduced into service, believed to be in the Verdigris Green livery.

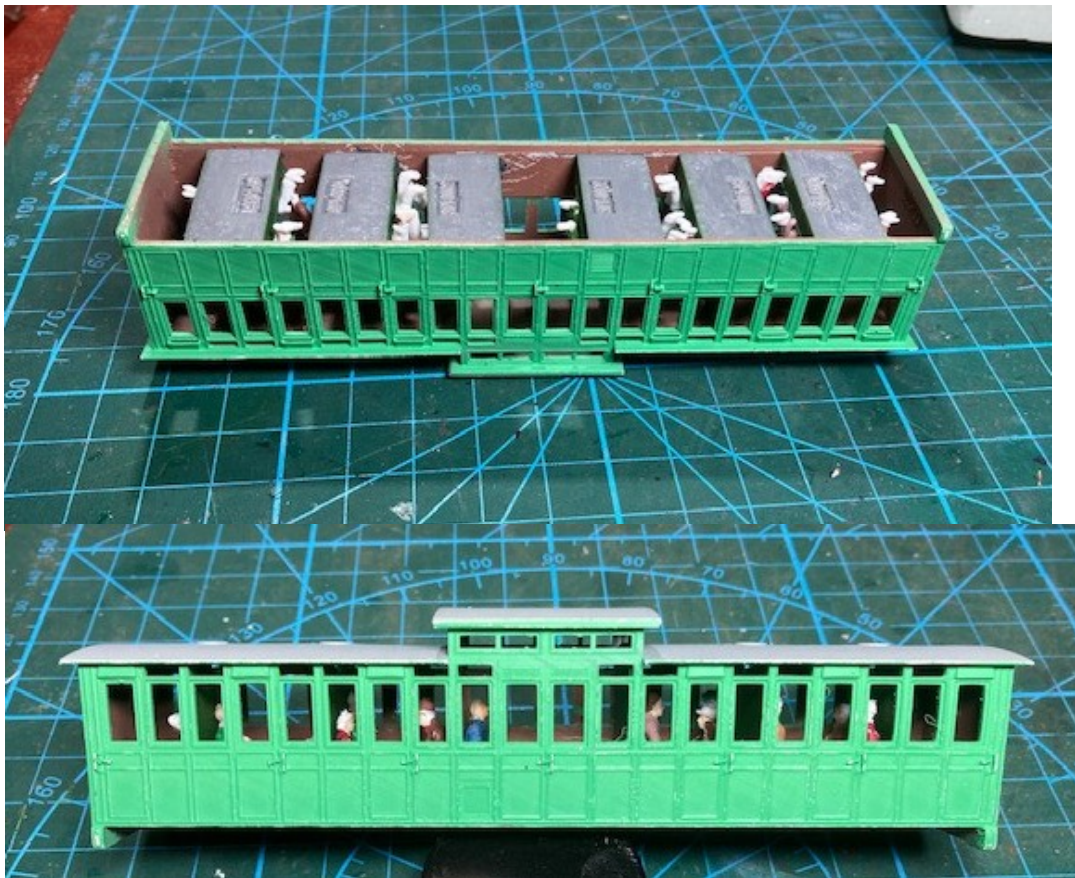
The coach, which included a centre guards section, was heavily used on the Blue Mountains and on the line south to Goulburn and remained in service for decades, the last in departmental service being condemned in 1960.

The kit comprises 3D printed body, floor, gas lamp pots, internal partition with seats and trucks for the running gear. The buffers are brass castings and SEM wheels and a decal sheet were supplied. The underframe includes all visual running gear and footboard components, printed in situ. As supplied, the kit has trucks to readily permit the car to be run around 60cm curves. Redfern Works will be releasing a modified version for use as a Way and Works vehicles and a 1870s version of the Midland Carriage Co built first class car.

The plastic is a bit brittle, so a repair to the roof was required. A square of .30mm styrene was cut and placed over the original roof. It was held in place with a centre bolt and glued with super glue.



Assembly required that passengers be painted and glued in place before fixing the seats to the carriage interior. Following that, the floor was fitted and attached to the seats with 1.6 by 6mm screws.



I enjoyed matching the colour scheme, as it is quite unique. I ended up using Vallejo Light Green, toned down with Vallejo White and Vallejo Ivory.

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