



THE FLIMSY

NMRA Division 2 Newsletter

June 2023

In this issue.

From the editor

Meeting & At home ~ Show-n-tell

The last say

Greetings!

The June meeting was hosted by the very friendly and talented Eurobodalla Model Railway Club. Nearly 20 members were in attendance, the majority having braved the ever-popular Clyde Mountain Road to attend. The meeting was held at the Malua Bay Community Centre, where the EMRC layout was on display. Some frenzied bargaining was also seen at the various second-hand tables.



Hello Division 2 Members,

A number of questions were raised at the June meeting, and as I had no answers I forwarded them to the ARC.

1. Does the NMRA Australasian Region AR have a publicity/promotion pack ?
Division 1 has created a flyer that is available to all other Divisions with appropriate editing of details. Some Divisions have used this flyer for their local exhibitions.
2. The Membership Officer sent me a copy of a double-sided flyer that had contact details for the previous Membership Officer. Totally out of date !
3. Why are the Australasian 100% NMRA Clubs not listed on the National website ?
Answers, Superintendent Division 1 felt it was a good idea to list. Membership Officer would look into it after all membership renewals completed. Does that mean when all 100% clubs are renewed ? A poor response, nothing from the President, again something for the next ARC meeting. A link in the Australasian Region page might be considered.

NMRA Name Badges

With a number of new members or your current badge in need of a refresh, contact me if you are in the market for a name badge.

August Meeting Details

Rob and Jenny Anderson will know be hosting the August meeting at their home in Bemboka NSW. The meeting last year offered the chance to see what Rob is modelling in his 9 x 6M shed. It will be worthwhile seeing the progress and enjoying the day at Bemboka.

Finally, Stephe and Karina Jitts are our hosts for the July meeting.

Details will be sent closer to the meeting date.

If there is anything I have forgotten please let me know.

Stephen O'Brien

Div. 2 superintendent.

The Show & Tell session followed a lengthy discussion about the NMRA, after which members ran the club layout and sought more bargains at the tables. We then proceeded to dinner and an evening of operations at Ian Barnes' East Coast Railway. Sunday was busy with visits to West Canadian Railroad, Doughboy, and Eric Whatman's layout. Coverage of these visits has resulted in this record-sized edition of the Flimsy.

Ian Barnes – East Coast Railway

Jack and Maren carefully watch their logging train ascend the zig zag on the DC section of Ian Barnes's East Coast Railway while Ben drives a train in the DCC area using his phone.



The Shay locomotive brings the logs down the zig-zag to the sawmill:



Engine 4629 crosses the Pennsylvania-style steel truss bridge.



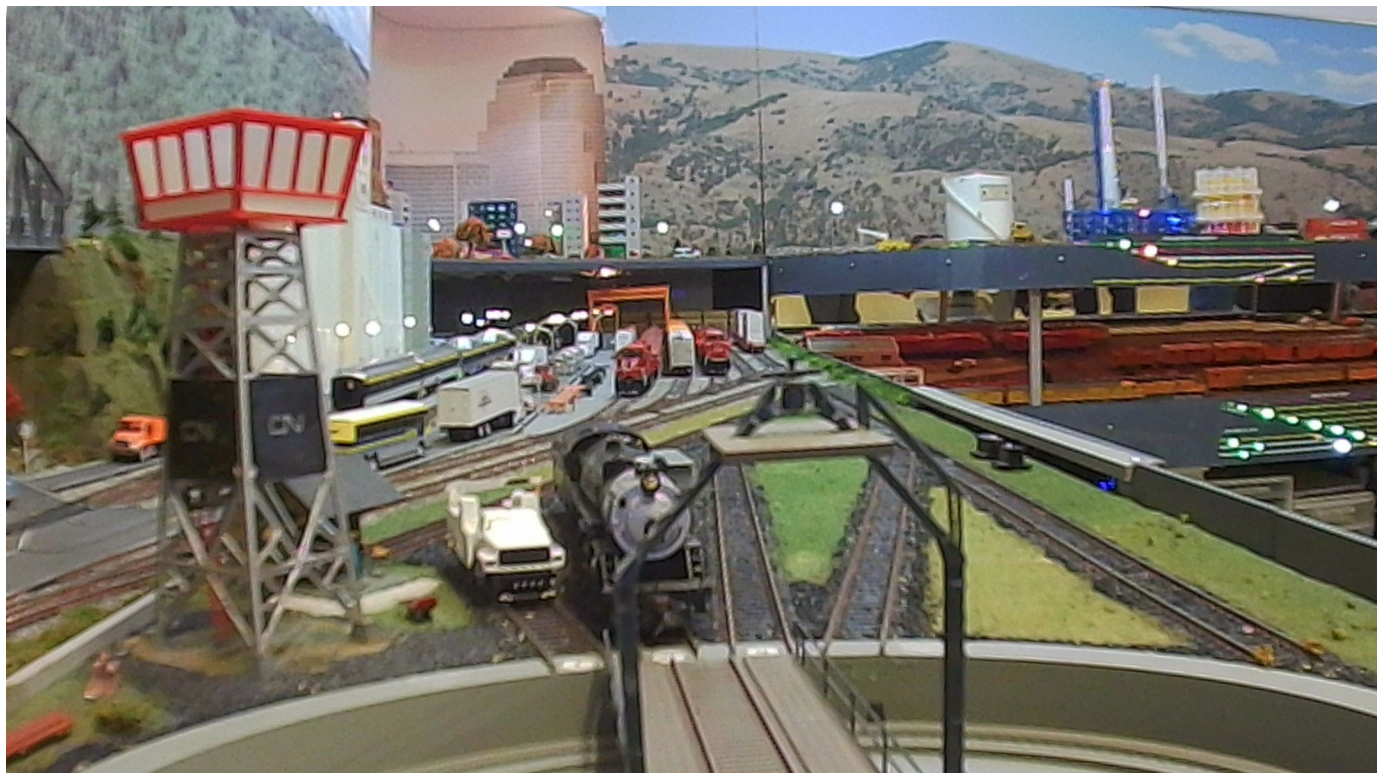
Timbertown, East Coast Railway.



Ben Featherston, Robin Foster and George Saisanas operate their trains in different sections of the East Coast Railway.



Matt Semenas - Western Canadian Railroad



Ben and Matt , possibly discussing issues with turntable alignment (above) ?



Stephe Jitts appears to have a direct line to the Fat Controller above. Robin consults with Canadian Western Railway owner Matt.



David Virgo: Doughboy

Doughboy depicts an imaginary branch line in southern NSW, running from Tarago to the Majors Creek area. Each side represents a different location separated by a scenery break.

Track is a single level continuous run. DCC Train control is through a NCE smart booster and NCE hand throttles. Wireless control is provided by a raspberry pi running JMRI. Backscenes are created from my own photos of the area and printed at Officeworks. Lighting is provided by LED strips attached to PVC angle and attached to aluminium “gantries” using adjustable 3D printed clamps of my own design.

The layout looking towards the Mulloon Creek bridge end. In the foreground is Tarago Yard South, which is a staging/storage area. The short far wall is the Mulloon Creek section, which was created to give an open “scenic” section of line with no sidings. The long section at the rear is Doughboy, which provides a town scene and rail yard with a number of sidings serving local industries.



“Doughboy”

Looking over the Mulloon Bridge and church. The bridge and church are both 3D printed using drawings and photos to assist with the CAD drawings. The main parts of each model are printed on a filament printer using PLA plastic. The finer details such as the doors and windows are printed on a resin printer.



4401 at the head of the “Upper Shoalhaven Express” crossing Mulloon Creek. The 4401 is a Trainorama 44 class and the carriages are R car kits from ILM. The bridge is based on the Sunnyside bridge outside Tenterfield, NSW



Looking towards the township of Doughboy. Doughboy is a locality on the Kings Highway, east of the Goulburn Rd. The township (fictitious) provides rail access for local agriculture and residents.



4401 approaches Doughboy as it emerges from the tunnel under Farm Hill. The tunnel portal and signal box are 3D printed on a filament printer. The CAD models were drawn up using Greg Edwards Data sheets for the tunnel and the signal box is based on the Neath SMR box in NSW. At the right is the "truck dump" for loading ballast into wagons.



The Doughboy station and yard. 4401 and carriages wait at the platform while 3017 hauls the local goods train. 3017 is a Wombat Models 30 class with 6 wheel tender, fitted with DCC sound by DCC Solutions. The structures are a mixture of kits and scratch built / 3D printed models.



3017 departs town, passing the Criterion Hotel on the way. All the structures in this photo are scratch built or 3D printed (except the paling fences). The keen eyed will spot the Pope on the balcony, waving to the driver as 3017 passes by.





Looking over the station and rail yard at Farrant Creek. The location provides a station and goods yard, plus a siding for livestock.



The station master's house at Farrant Creek. The house is a NSWGR J1 pattern, 3D printed and the CAD model was created using various sources. The hills hoist is 3D printed using a resin printer.

The station at Farrant Creek. This is a NSWGR A5 station building similar to the one at Crookwell, NSW. The benches and luggage carts are printed using a resin printer.



Farrant Creek station platform showing a few more 3D printed details. Most of my 3D prints are from my own CAD drawings, but here the 2 luggage carts are printed from drawings that were provided by Phil Badger.



The loco depot of Tarago South yard The depot currently boasts 6 working locomotives. 2 branch line steam locos 3017 and 1957, both fitted with sound; 2 branch line diesels, 4801 and 4817 and 2 mainline diesels, 4401 (with sound) and 4301.

Show & Tell: Ian Barnes

Whilst recently travelling to the far north in Queensland, Ian Barnes spied this object in the dark corner of a "collectibles" store in Walcha and could not resist the purchase price. This is a New South Wales Government Railways staff exchange hoop and for a time in many sections of the NSW network it was an essential item for single line safe working.

It worked like this: At a line section break a unique token, the staff, was buckled to the hoop at the triangular leather section. Two hoops were needed for a successful exchange with a train "on the fly" past the signal box. The signal man held one aloft for the engine driver to capture and thereby gain a fresh staff for the road ahead, and simultaneously, the engine driver held a hoop at a lower level for the signalman to capture and thereby relinquish the staff for the line section just being exited.

It was always a risky manoeuvre for the inexperienced. Sometimes one hoop would be accidentally missed in the capturing. If the signalman missed capturing the hoop offered, it was no problem for him to gather the fallen hoop after the train passed. But if the engine driver missed capturing the hoop offered by the signal man, he had to stop the train, reverse, and find the staff among the grass and gravel before continuing, sometimes incurring a costly delay.

Ian recalls such a miss during the 1970's at Whiporie, north of Grafton, whilst travelling the down Brisbane Limited about 4am. He was awakened from his slumber at this ungodly hour by a shuddering halt of the train. The train reversed for a short while, then slowly moved forward for the same short distance. We didn't seem to be going anywhere and it went on for a few cycles before the crash of corridor doors announced the hurried footsteps of the guard rushing from the rear of the train. Ian asked him as he stomped past "What's up?" "They dropped bloody staff" he replied, "and they're using the loco headlight to search for it in the long grass". What a bummer!

Well, they did eventually find the hoop, with staff still safely enclosed. But it had a lovely sequel. The rest of the section's journey was a real thrill. To make up for lost time, the driver opened up the throttle of the old 44 class diesel and we barrelled on through the night at a very exciting speed. It was a wild half hour ride to Casino in the darkness, and it was thoroughly enjoyed by Ian, lying in bed with his head out the open window of the TAM carriage. Despite the cold air rushing up his nostrils and bringing tears to his eyes, on every curve he watched the sweep of the loco's headlight cut and slice through the thick fog. What an experience, what a ride!

So you might understand why, whilst recently standing in the shop at Walcha, Ian just had to have that hoop. It was a no brainer. Now he has to find a staff to fit it, which is probably a more difficult task than the discovery of the hoop.



Ian Barnes and his memorable Staff Exchanger.

Rob Nesbitt:

Recently I purchased a disassembled brass Long Island RR G5 4-6-0 on ebay - a Westside model from the mid 1970s. The seller was planning to install DCC, but had a life changing event, and was now unable to work on his railroad, and was selling his trains. He told me that he no longer had the dexterity to reassemble this model.

The model arrived with the major components wrapped in bubblewrap, and had a sandwich bag containing all the small parts. No disassembly instructions - so some educated guesses on what screw size went where.

The motor was found to be sluggish, but once lubricated, it came back to life. The jigsaw puzzle of reassembly took 3 hrs - a lot of that time was locating a NWSL axlebox spring to replace one that was missing, and then to diagnose and fix a problem where the assembled loco did not run.

Painting of the loco looks OK from a distance, but the loco had not been disassembled prior to painting, and there are areas where paint did not reach, plus there was a lot of overspray where it shouldn't have got. The private road decal on the tender also is wrong. Was it a bargain? Cost was \$135 including post.



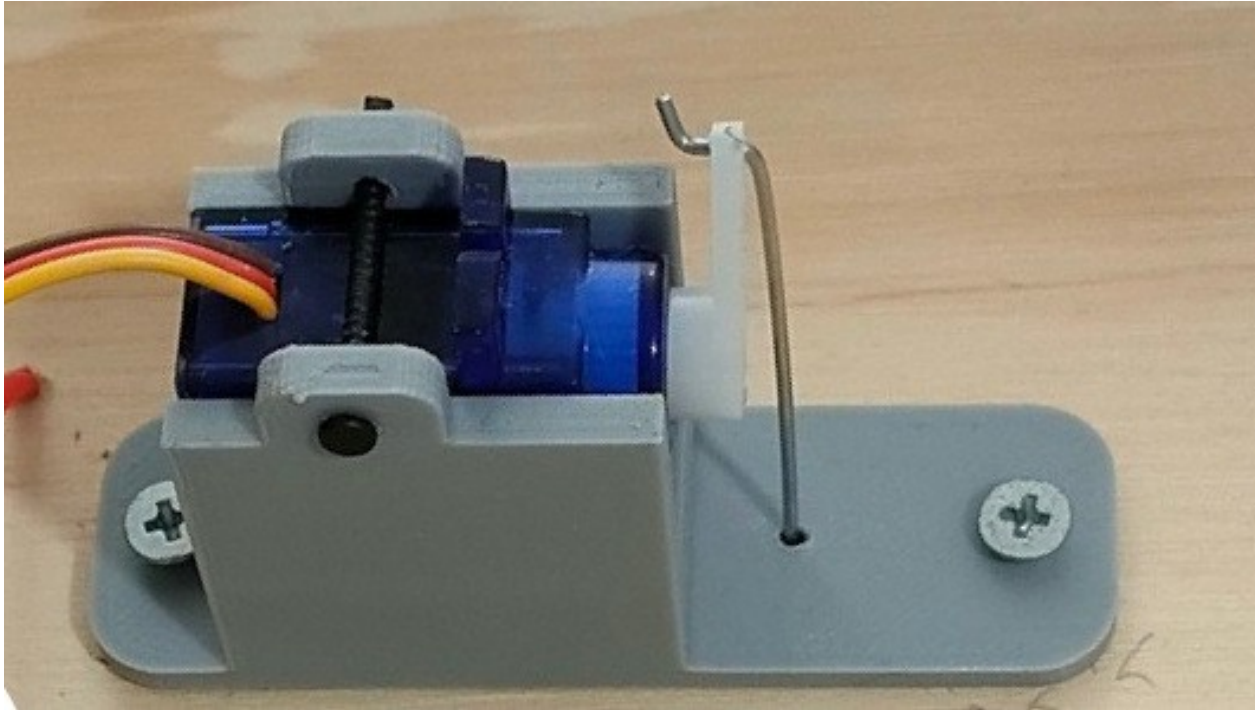


And, I finished scratch building the gatekeeper cottage, as shown in the May 23 flimsy:



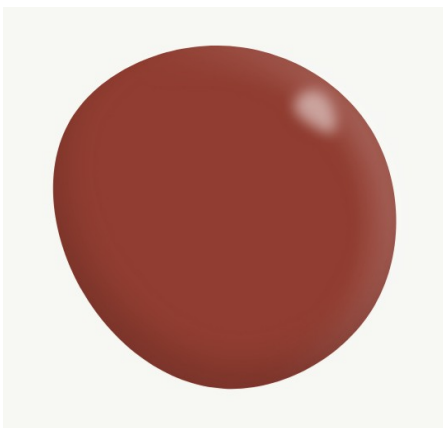
David Virgo:

Point motor using a servo in a 3d printed mount. The servo is held in the mount by a single pin allowing the servo to be easily replaced (in case of a failed servo) without a screwdriver.



Stephe Jitts : Tuscan and Russet

The paints I mentioned at the meeting are Carmen Miranda (Tuscan) and Muddy Waters (Russet). They are available from Inspirations Paints in Belconnen.



Carmen Miranda



Muddy Waters

Jack Child:

Work continues on many fronts. Having acquired a Train-O-Rama NSWGR 47 class (4720) at the EMRC Bring&Buy, I have abandoned my efforts at motorising a Stephen Johnson dummy kit (4716) due to poor traction. 6 axles are better than 2, even though I prefer my paint job.



Now I can return to work on my Ian Lindsay NHG/FHG guards van kit. Ends, sides and roof in place, well-attached with JB Weld two-part epoxy. I find this to be the superior adhesive for resin castings (slow cure, good adhesion and super strong.)



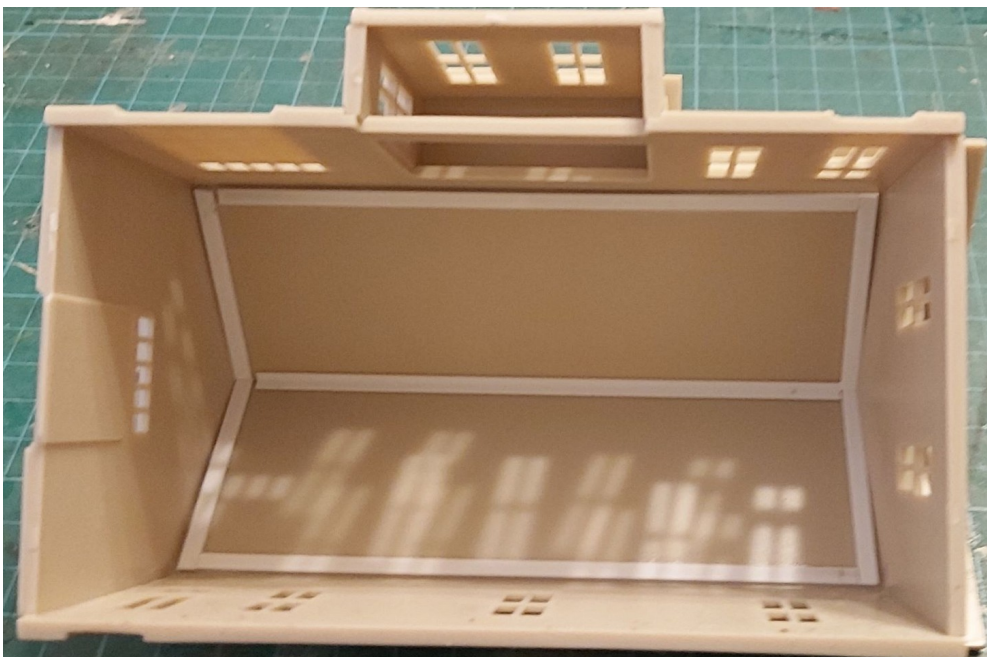
Robin Foster DPM project

This Grand Valley Depot kit was one of a number purchased at the second-hand Epping - Rosehill exhibition, I am always on the lookout for kits I feel will add meaning to the layout. This kit does not have a base so one was made with 2mm Evergreen styrene.

Good tools are an important asset to making projects easier to assemble. The PROSES 'snap-n-glue set squares hold the parts together and can be adjusted prior to gluing, my preference is 'Plastic Magic' as it allows for any minor adjustment if required, letting the glue run down the edges & allow time to cure.



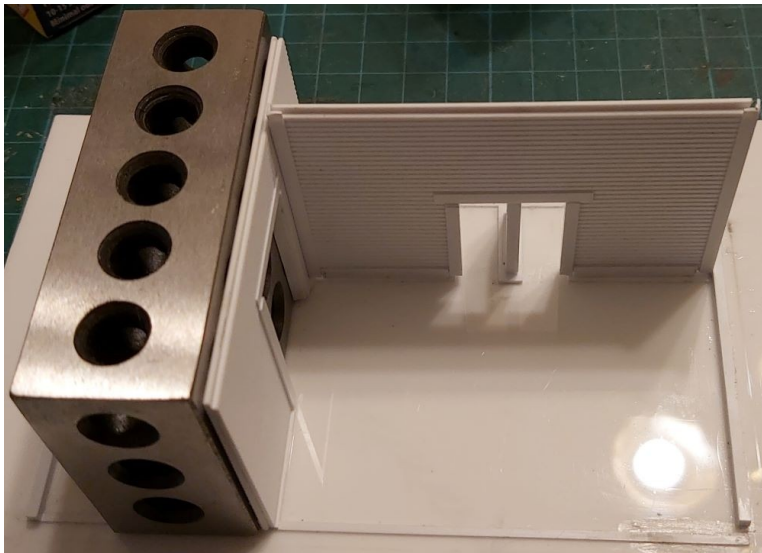
Another use for styrene is cleats in areas that requires 'setting /removal' such as the roof for any future interior detailing, ie: lights.



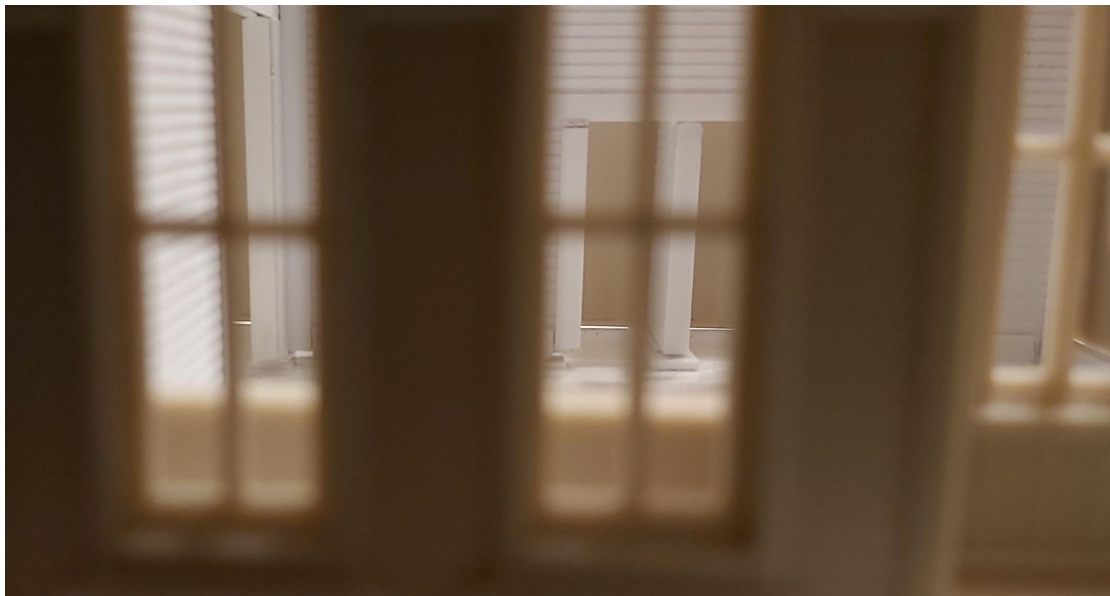
Checking the placement of the building sides to the base prior to adding cleats



Machinist '1 2 3' blocks are ideal as weights to hold the edging in place to cure.



Looking outside into the depot interior adding this detail is better than seeing through the empty void.



Match sticks were better option & suited the interior flooring to save the bass wood, then glued in place they were sanded and stained.



Northeastern bass wood used for the frame the indent for the styrene base.

Base placed in the edging to test, then adjusted in some areas prior to gluing. Only one coat of staining the matchsticks was used.



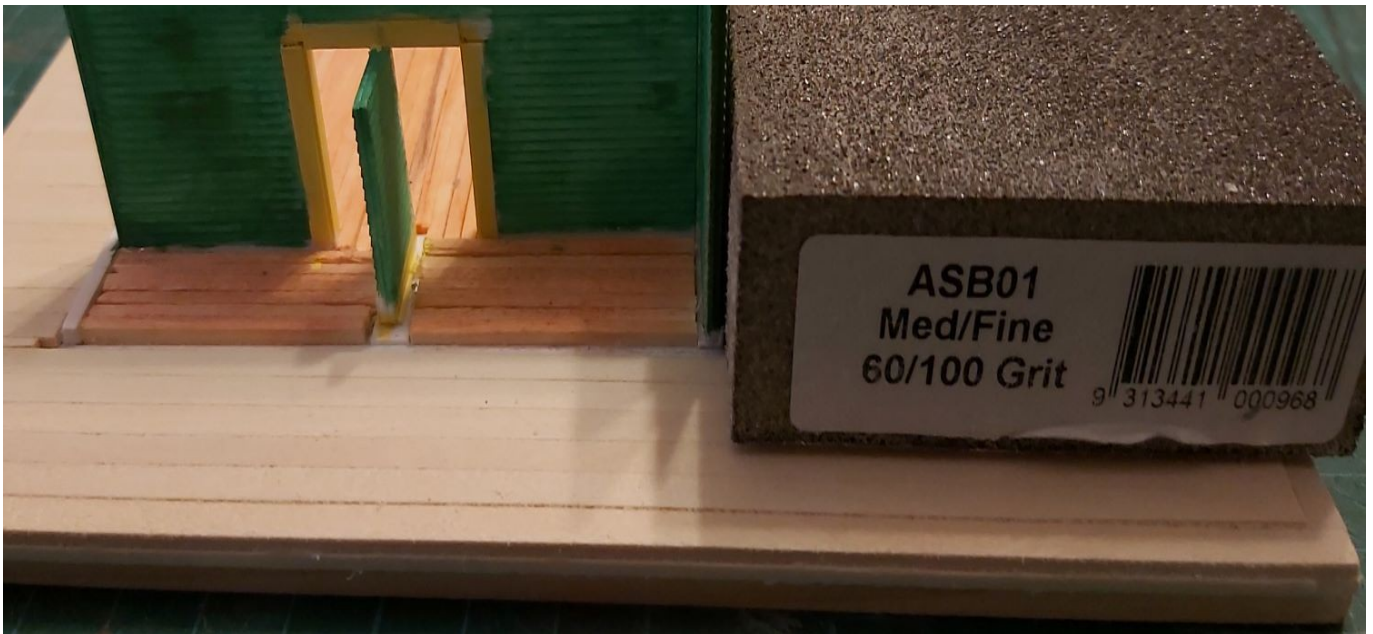
Start of the station platform flooring



The Northwest Short Line 'long cutter' was used as the extra length was needed for those long lengths. Again, all tools to suit the job make modelling easier.



Sanding block to smooth off and any glue that may have seeped through those edges.



Next up: staining the platform and painting the Grand Valley Depot.



'Til the next project: Keep on Training.

Matt Semenas: The WCRR Empire Continues to Expand

June 18, 2023

Folks familiar with my layout may remember seeing a turnout leaving Revelstoke and just dropping off the edge. There also a reference to Coal Valley which did not get environmental approvals at the time I was building my layout. We now have been successful in obtaining the necessary regulatory approvals and are now proceeding after obtaining the necessary financing.



During the final design phase a number of issues arose. First, if all the steam locomotives have to go to the coal mine and coaling tower to fill up then they will all have to reverse which is a big pain.

Second, WCRR's empire has about 50 locomotives that are in remote storage and moving them into position for use is a pain so additional rail yard space was required.

Since a fair number of the locomotives are similar size to the Big Boys & Challenger this required a 130' turntable, identical to what is currently in the Calgary storage yard.

The photo below is a rough mockup of the new addition. On the far left outlined in green tape is the proposed Black Thunder Thermal Coal Mine (open pit). Coal will be loaded and taken to the coaling tower shown at the top left side. The extension will be 2825mm x 1100mm, tapering down to where it connects to Revelstoke.



During the final review of our design and permitting it was brought to our attention that we lacked access to water for the steam locomotives. So, this led to another exploration of the internet and low and behold Broadway International have an automated watering tower available. At the press of a button the crew start issuing instructions, the water spout comes down and you can hear the rushing water as the locomotive tanks get filled up. Occasionally there is a bit of a panic as the water overflows but all ends OK and the water spout returns to the upward position. Since WCRR has a large inventory of UP and other USA steam locomotives it is only appropriate that the water tower is a UP facility.

During the preliminary construction an appropriate location for the water tower will have to be built into the final design.

The following photos illustrate the water tower beside two UP water tank cars that are DCC equipped for the forward and reversing lights.



Finally!

Freddie Mercury expresses his bemusement towards this Lego (!) Big Boy



(Some people have too much time !!)

Tribute to Roy Rogers ‘*Happy Trails*’

“Some Trails are happy Trails,
Others are blue.
It’s the way you ride the Rail that counts,
Here’s a Happy Trail for you”

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