



THE FLIMSY

NMRA Division 2 Newsletter

May 2023

In this issue.

I'm trialing a change of format in this issue by showcasing a submission from this month's contributions. This submission from **Ian Barnes** is a lovely effort depicting a scene at Lynch's Creek logging camp. Details below.



The bunk houses are off the rails and up on blocks. A basic board walk is in place and a first load of washing is out on the line.



Now they are busy getting a kitchen fire wood supply under way. I reckon the guy in the brown hat should take another step back.



To speed up the logger's progress, Ian has had to cut the wood himself. He assures us that splitting stove size firewood in 1:87 scale is no easy task!

Div 2 Superintendent Report:

The Need for Speed.

Life is lived in the fast lane !

How do we put this into practise in model railroading ?

You may belong to a model railway club that has a sizeable layout where members can run their trains. How do you know what speed to run your train around the layout ?

Stand anywhere beside a railway track and you may see a train pass you by, but how do you know what speed that train is running? You might know if you are sitting inside the locomotive's cab. Be a passenger in a train and looking out the window you will observe speed signs for trains to run at.

How were these speeds for trains determined on each section of track and how does it work for trains of various lengths and tonnage or the capacity of locomotive.

So like me in the model world you put your train in staging and off you go either running flat out or at snail speed and maybe a speed that seems just right. What ever speed you are running you maybe a pain for all other members sharing the track.

Can speed signs be added to a layout for prototypical operation just like signalling is seen as important for safe running?.

How do we know what speeds our trains are running ?

Something to think about !

Stephen O'BRIEN

Div 2 Superintendent.

April Meeting

Ben Featherston:

On a lovely sunny April day The NMRA's Division 2 April meeting was held at 'Yaralama Farm' in Bywong. The meeting provided members with an opportunity to gather and exchange ideas and afterwards view the progress on my 'Great Northern Cascade Division' Layout.

15 people attended the meeting where members discussed a range of topics including the upcoming NMRA convention, The Epping exhibition at Rosehill and Murray Railway Modellers exhibition at Albury. The show and tell provided discussion on a variety of topics, some of which were covered in last month's Flimsy.

May Meeting

All opportunities for a May meeting were completely smashed by the occurrence of two exhibitions in the same month – The Epping Model Railway Exhibition at Rosehill Gardens, and the Murray Railway Modeler's Exhibition in Albury.

Rosehill Gardens – aka ‘The Great Train Show’

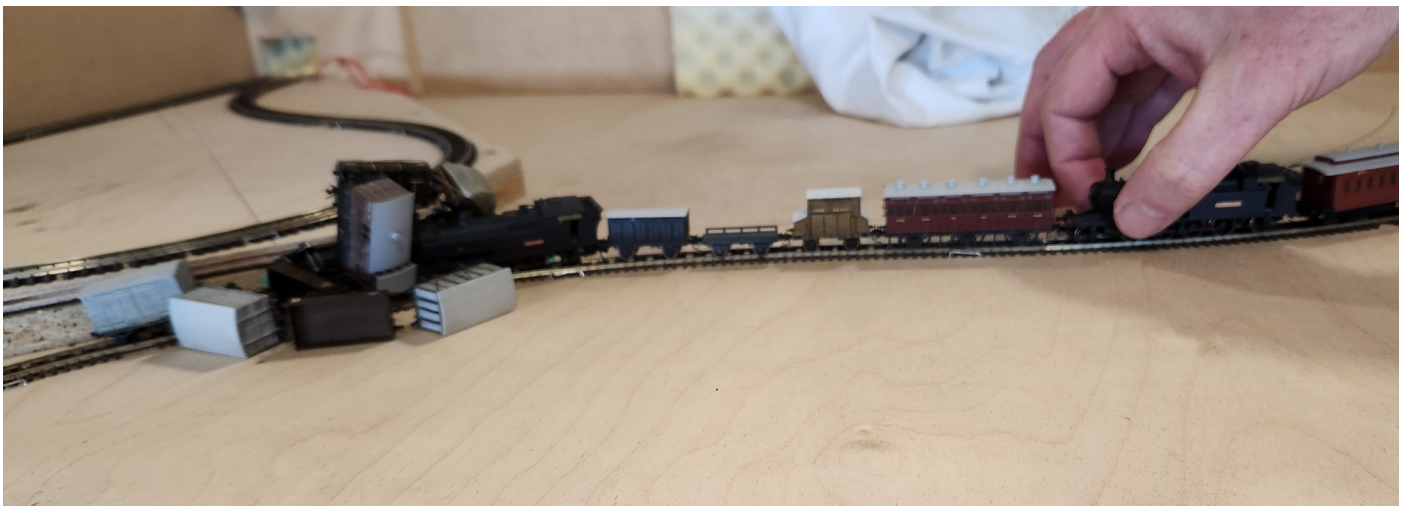
Ross Balderson:

Newcastle 1899 was awarded the main prize and trophy at the Rose Hill exhibition last weekend as **Best New Layout**. -(Well Done!)

NMRA members Rosco, Steve Curry and Steve Walker pose with trophy in front of the layout. (photo by Steve Walker.)



The next photo shows a rare train mishap behind the scenes and out of view where the first train crashed into the second train which had crashed into the third.



We were running three separate trains and two trams up and down Scott Street all on the one NCE controller. Everything was fine until the public started talking to me. I lose focus very easily. (Ed.: Thanks Rosco, and thanks for displaying the NMRA sign!)

Murray Railway Modelers

2023

MURRAY

RAILWAY MODELLERS

ANNUAL MODEL TRAIN SHOW

Adults \$10
Kids \$5
Family \$20
(2 Adult, 2 Children)

Major Sponsors

ARTC INLAND RAIL

SDS

Mirambeena Community Centre	SAT 20 May 9am - 5pm
19 Martha Mews, Lavington / Albury	SUN 21 May 10am - 4pm

www.murrayrailwaymodellers.com.au

Ed: I really enjoyed this exhibition. I felt this smaller exhibition offered a more casual environment, less commercial, less crowded and less expensive.

The exhibition was attended by 11 layouts and 10 trade stands. The ACT Model Railway Society show cased the multiple award-winning Yendys, with a dozen members supporting setup and operation.



A hurried photo captures Robin Foster and Ben Featherston contemplating yet another purchase.



Ben Kuliffay (ACTMRS) makes a minor adjustment to a train



NSWGR 327 makes its debut in the Yendys staging area with two Clestory passenger carriages. The Ghan and a VLGT (very long grain train) dominate in the background. The layout performed exceptionally well, and the trains ran almost flawlessly throughout the exhibition.

Meanwhile, Back at Home (it's been a busy month!):

Rob Nesbitt

Rob has been busy with his construction of models for his future layout based on Wagga, and the branchline to Tumbarumba. Current model on the workbench is the gatekeeper cottage at Docker Street. There are no kits for this, and Rob drew up his own plans based on photographs. The model below is shown in its raw styrene state, before painting, and fitting of doors, and windows.

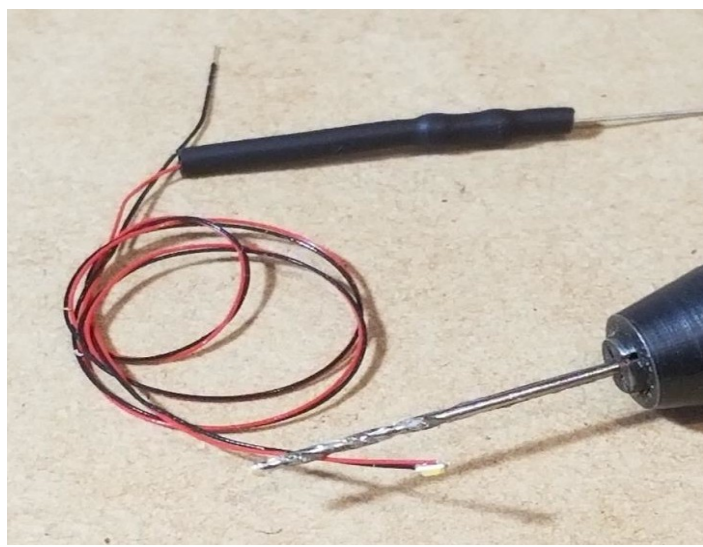




Docker St. Gatekeeper's Cottage 1977

Wal Pywell:

I have been installing lighting into my N-Scale "City of San Francisco" passenger set. I have previously installed lighting in some HO passenger sets but the N-Scale ones provided a different challenge, not the least being having to work under a magnifying glass. As can be seen by the photos, these LEDs are very small. One photo shows a 1mm drill for size comparison. The LEDs are pre-wired and include a resistor (under the heat shrink). They are rated to work from 5 to 15 volts and putting them direct across the DCC buss provided a very bright light. I tried several combinations and settled on four LEDs in series with one resistor. The KATO passenger fleet are wired for all-wheel power pickup which easily solved the major problem I had previously with the HO carriages. With the four LEDs in series, each LED glued was to the ceiling inside the carriage with a drop of CA. There was plenty of room to hide the resistor once I cut off the excess heatshrink. The LEDs look a little bright as shown in the photos, but in daylight the light level looks quite OK..



John Martin:

Just received my late night eBay purchase, an Athearn SD75i in the BNSF warbonnet scheme, with Tsunami2 sound. 8300 was the penultimate SD75 delivered and was part of an order originally placed by the Santa Fe.

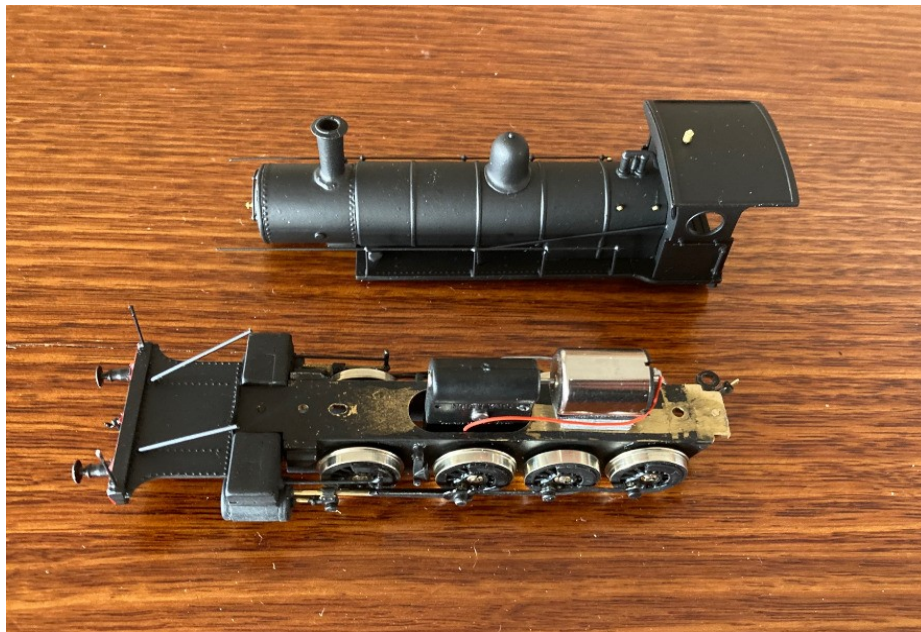
The model was released in 2016 and has been unavailable for some time. It was “new” but old stock from a liquidation sale, and had never been out of the box.

I’m very pleased with it.



Jack Child:

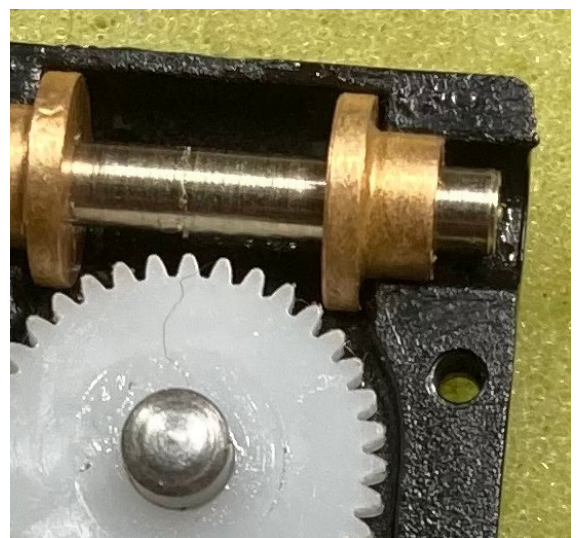
Found a bit of time to continue work on my EZI-Kits J522 (Native Bear.)



As always, a lovely kit from John Sever. A bit challenging at times – I seem to be locked in mortal combat with paint. I used solder for the big bits, and JB Weld epoxy for the rest.

Suspecting a motor problem, I replaced the Mashima with a coreless motor. It offers a bit higher speed and a bit more power. They're small, available and inexpensive. Worth having a look! However, the problem was eventually found to lie within the gearbox, where the idler was contacting the bushing.

Fine tuning of the mech sometimes involves slight enlargement of the holes in the connecting rods. While the instructions suggest carefully enlarging the holes with a small drill, I find these reamers to be safer and more precise. 0.75mm to 2.8mm, purchased at an exhibition.



Matt Semenas - From Yellowbelly to Blue Goose:

Early in 2021 I had a submission about my C&O Yellowbellie #490 Brass Hybrid with smoke and Paragon 4 Rolling Thunder Sound by Broadway International:



I enjoy some of the more unusual steam locomotives. My latest acquisition is the Santa Fe Blue Goose #3460 Brass Hybrid with smoke and Paragon 4 Rolling Thunder Sound by Broadway International:



In addition to the smoke and rolling thunder sound system interface it has a couple of unusual features. The flood light on the rear of the locomotive stays on in forward direction unless you turn it off and there is a red light on the tender when backing up.

I had pre-ordered the Blue Goose about nine months prior to its arrival so in the meantime I was scouring eBay to find matching passenger carriages for the locomotive to haul. I found two batches of Rivarossi passenger cars plus a couple of individual ones that I bought online.

Here are a couple of photos of the Rivarossi carriages:



But the Rivarossi have plastic wheels, plastic trucks, old European couplers, and in most cases absolutely no interiors. So in effect I just got the passenger car shells and had to furnish the interiors, get new Walthers all metal trucks and install lights.

Here is a photo of some of the furniture for the observation cars and I have passengers testing them out before installation.



Next we have the dining room table sets, with passengers trying them out before installation:



Then we have the economy class seating in front and the business class seating at the back of the car. You can also see the wiring and keep alive with the LED strip that will be attached to the roof of the car. I also had to purchase some lead sheeting to weigh the cars down as the Rivarossi are all plain light plastic.



Ben Featherston: Great Northern

I presented a small diorama which I had entered in the 1 foot challenge at the New England Model Railroad convention last year. The rules of the competition were simple: The module must be 1 foot squared and include a length of track.

I found the process of building the diorama allowed me to explore and experiment with techniques that later I might employ on the layout. Knowing how to tackle different elements aids in the planning process and has subsequently changed my ideas in a couple of areas of the layout.

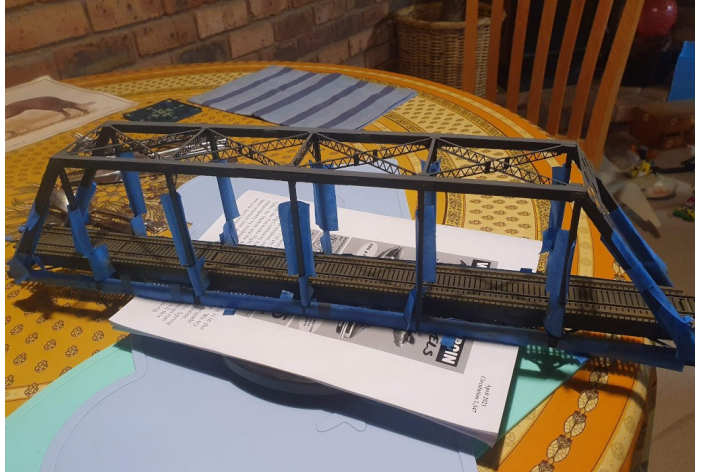
After the meeting members were able to view the layout, which is proto freelanced, set during the 50's to mid 60's and based on the Cascade division of the Great Northern Railway from Seattle to Wenatchee. While modellers licence has been employed at the locations along the line, I am hoping to provide the overall feel of the railway through the Pacific Northwest with a mind to operations in the future.

The mainline had only just been completed, with the first revenue service running just a couple of days prior to the meeting. Two items had been holding up the completion of the mainline. The grade linking the two levels, which proved a challenge, leaving engineers a little stressed and scratching their heads for some time.

The second was building a number of bridges. While the largest one remains a temporary structure for now the second, a Central Valley kit, required painting. It's fair to say this consumed a bit of time but the result is very pleasing. The painting has been done with Vallejo paints and weathered with Pastels.

Those who have seen the layout before would have noticed, that Seattle now has station platforms installed providing that all important starting point for passenger services, as well as Railway Express Agency (REA) facilities and a few industries. Seattle now provides more train departure and assembly operations and the hope will be to expand the area to include a coach yard and engine servicing facilities at a later point.

I have started a thread for the 'Great Northern Cascade Division' on the NMRA Interchange. If you would like to follow the progress I am going to try to keep that updated with projects along the way.



I'll close this issue with a little gem from ebay, especially for us modellers.

We've all been there, so we modellers know how this works:

ebay.com.au | Report Ad

High Blood Pressure - High Blood Pressure on eBay AD

Get **High Blood Pressure** With Fast and Free Shipping on eBay. eBay Is Here For You with Money Back Guarantee and Easy Return. Get Your **High Blood Pressure** Today!

Amounts shown in italicised text are for items listed in currency other than ...

Types: Fashion, Motors, Electronics, Liquor & Grocery, Toys

A parting thought from our dear departed:



More to come!!

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