



# THE FLIMSY

NMRA Division 2 Newsletter

November 2021

In this issue.

From the editor

At home ~ Show-n-tell

The last say

## **COVID-19 ~ Adhere to medical advice & instructions.**

We are out of 'lockdown' however, precautions should still be taken on hygiene / masks as required where the use of QR codes is also encouraged when out and about.

Interesting facts where States & Territories require the code, even for a 'quick enter / leave' is done.

The final "OP TIL YOU DROP", running of KVHR on Saturday 13<sup>th</sup> November 2021 was well attended over the course of the day. We now wait for the word to assist in the dismantle / pack up / storage of the layout.

My first encounter with KVHR being at MALKARA School around 1999 where I operated the coal train from KV yard to Mt Hope with four empties / loading and & returning to the yard doing the run around to place the 'full loads' into a siding, this being repeated two more times where the 'twelve loaded plus guards van' consist was released to the unloading area & returned empty to restart the process, that was fun.

Two decades passed where many an exhibition was enjoyed operating various other assigned duties for passenger & freight running's.

When KV was removed from the exhibition scene a new home found where it was located in the loft above the carriage / garage shed where over the course of time it grew and ever being expanded to having many towns as industries incorporated for longer operational pleasure,

Though at times there were many issues with some locomotives not performing well then, the odd piece of rolling stock not behaving, requiring a trip to the workshop for inspection as repairs.

I am sure that those who ventured, to the many operating sessions, will have fond memories being part of this experience, looking forward to the day when the call goes out for assistance in the reassembly and then the testing followed with running sessions.

I know I speak for all, "thank you for your invites to the sessions over the decades", today is not the end and we all look forward to the rehousing and relocation of KVHR for future sessions.

I am pleased that the Div 2 Members continue to 'bling' my in box with their 'at home S&T'

Robin.

## At home ~ Show-n-tell.

**Matt SEMENUS:**

STEAM & DIESEL LOCOMOTIVE SMOKE – 25 November 2021

Several members from Division 2 have had the opportunity to visit my layout and may have noticed that I am a bit of a smoke nut. I have 8 diesel locomotives and 9 steam locomotives that generate smoke in one fashion or another. Fortunately to-date

I have not had anyone from my operations group come down with suffering from smoke inhalation. With operating these locomotives, the instructions for all except one locomotive says add 4 to 5 drops of oil when smoke thins out. OK so this seems very subjective from person to person.

So, when I took my Broadway UP Big Boy #4014 out for a run a couple months ago the steam worked but just seem to seep out versus being blown out with each chuff and when sounding the whistle, the steam again would just kind of come out no firm smoke being blown out and up. I contacted Broadway and they said that the fan could be stuck and more than likely the steam/smoke generator would have to be replaced

I had a choice get a new smoke generator for \$40 plus shipping or send the entire locomotive back to Broadway for repair and return. Broadway has a policy that all repairs regardless of what needs to be repaired or replaced the charge is \$129 and includes return shipping costs. I wonder if the Big Boy went flying off the tracks and landing on the concrete floor in 10 pieces as to whether repairs would still be covered under the \$129 policy,

I must admit I don't want to test the policy from this perspective. I choose to ship the locomotive back plus order a spare smoke generator so if I had a future problem with either one of the Big Boys I have I could attempt to replace it myself. Broadway advised that the smoke units were out of stock and repair would take 6 weeks before they get the parts in. I shipped the locomotive out on 9 Sept, I got an email advising the work was completed on 11 Oct. and it was on its way home.

I received the locomotive on 30 of Oct and tested it and then sent the following note to Broadway: "I received the locomotive last week and have test run on my layout and it works great. I do have a couple of questions though;

1. All smoke locomotives say to add 4-5 drops of oil when steam slows down. I guess its a matter of judgement as to how slow the steam declines, but I noticed when you first start up the locomotive and when its first comes out of a new purchase box the steam generated is really big and impressive then it starts to diminish. Can I add more then 4-5 drops of oil to keep steam levels high or should I add fewer drops but more often.
2. I purchased a spare steam generator for the Big Boy as I have two Big Boys and might tackle the next repair myself. By any chance do you have instructions on disassembly and assemble of the section where the steam generator is located?"

On 2 Nov. I got the following reply from Broadway:

Hello Matt, Glad to hear that package found you well and the loco is in good shape. I would recommend adding the 4~5 drops more often. There is a clear coating of some material on the heating element when brand new, so it always burns bigger and thicker smoke until that has disintegrated. You can also adjust several CVs related to the fan speed (how high does the smoke get pushed up into the air), length of time that the fan spins per chuff (how quick or slow is each "puff"), how hot the heating element gets at idle, and how hot the heating element gets while moving (makes for thicker smoke, but it burns off faster).

CV246=0: This will keep the heating elements off when the loco is powered up, a press of F7 (sometimes two presses, depending on whether it was in the "On" position or the "off" position the last time it was pressed) will turn them on.

CV246=128: This turns the smoke unit on upon power up and is the default setting.

CV182=0: This will set the heating element for the whistle essentially off, regardless of F7. It has a range of 0~110 with 110 being the hottest.

CV183: This is the fan speed for the whistle. When you set it higher, the fan will spin faster. A faster fan speed will blow the smoke higher into the air, but it will also be thinner.

CV218, Smoke unit idle set point: When the locomotive is stationary, this controls how hot the heating element gets.

If you set CV218=0 There will be no smoke produced from the stack(s) at idle regardless of F7 presses.

CV219, Smoke unit chuff set point: When the locomotive is moving and chuffing, this controls how hot the heating element gets.

If you set CV219=0 There will be no smoke produced from the stack(s) at idle regardless of F7 presses.

CV232 through CV237 are the set points for how long and how fast the fan spins during the different chuffs (steam cock chuffs, laboured chuffs, rod knock, and normal chuffs).

Again, if the fan speed is increased the smoke will puff higher but thinner. If any of the heating element CV's are increased, the smoke will be thicker - so increasing the fan speed along with it is usually preferred. To remove the boiler shell on a Big Boy

<http://www.broadwaylimited2.com/support/UP%20Big%20Boy%20Expl%20View%20-%20>

Locomotive.pdf Boiler shell removal involves removing part #16 and the screw beneath it, and two Philips head screws under the cab. Once those are removed, the boiler shell will lift up and off.

When adding smoke fluid, we recommend (always using the funnel - but do not put the tip of the funnel down into a hot smokestack because it can melt the tip and put melted plastic on your heating element), 4-5 drops when the smoke becomes very "thin" or "wispy" to the point that you can't see it very well. Add the drops slowly so that the absorbent wicking material in the smoke unit does not overflow into the fan housing or the rest of your model.

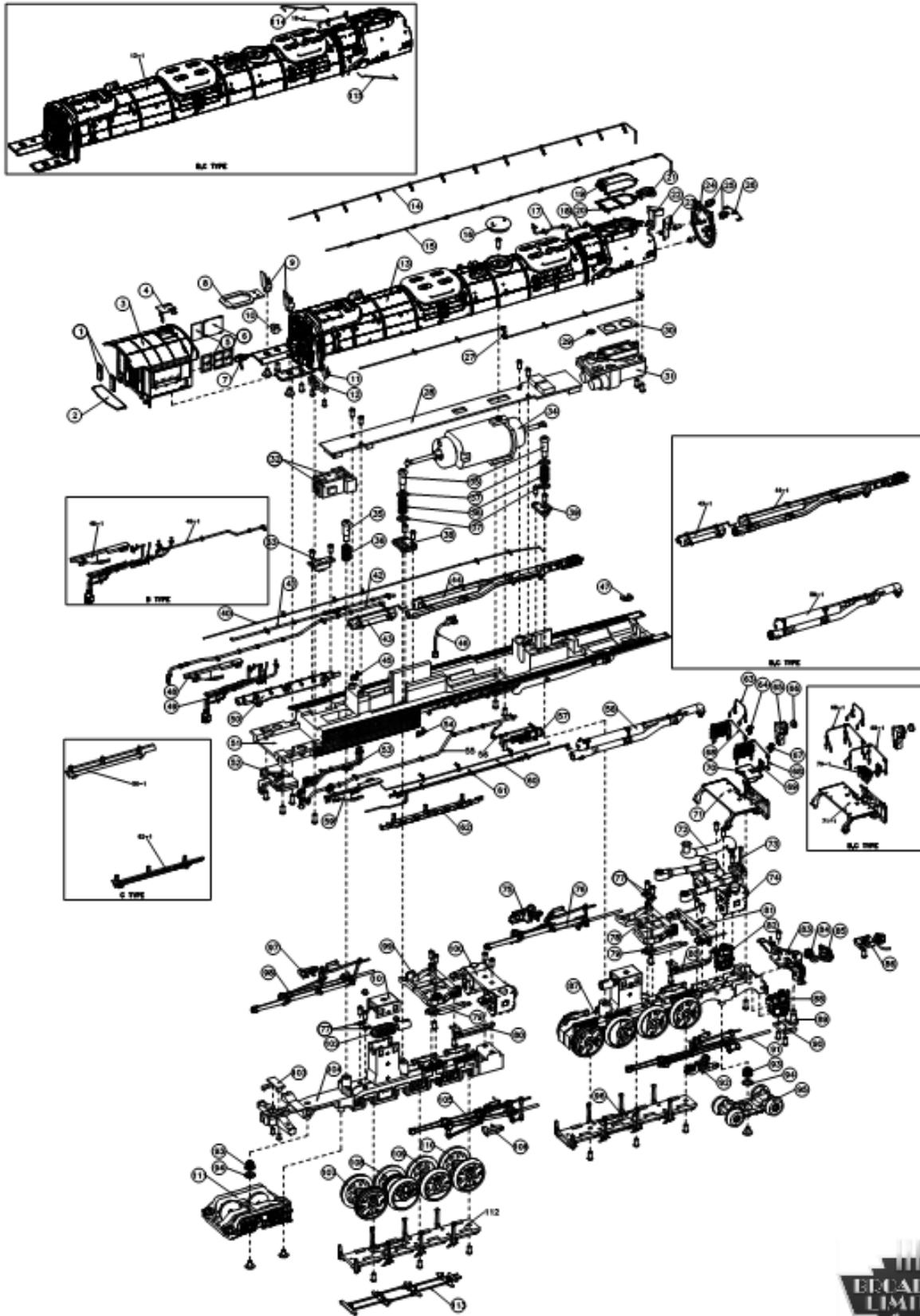
Add a drop, count to 5, tap the tip of the funnel down in there, then add another drop, repeat that process each time for each drop. After adding the drops, we recommend blowing a quick and forceful puff of air down the smokestack to eliminate any smoke bubbles that may have formed.

These are very common and will prevent any smoke from coming out at all. It's not possible to miss the smoke generator per se, and I'd recommend putting the funnel tip as far into the stack as possible - just be sure the heating element has cooled down (give it about 5 minutes off the rails). I've attached a few photos to show you what's going on under there and hopefully it will take away some of the mystery. Basically, you don't want to overfill or fill too fast because it will get into the shroud and gum up the smoke fan blades, and you don't want to run it dry because it will 'char' the wicking material

Hope this helps! Have a great day sir.

This is the exploded view of the Big Boy locomotive they also provided:

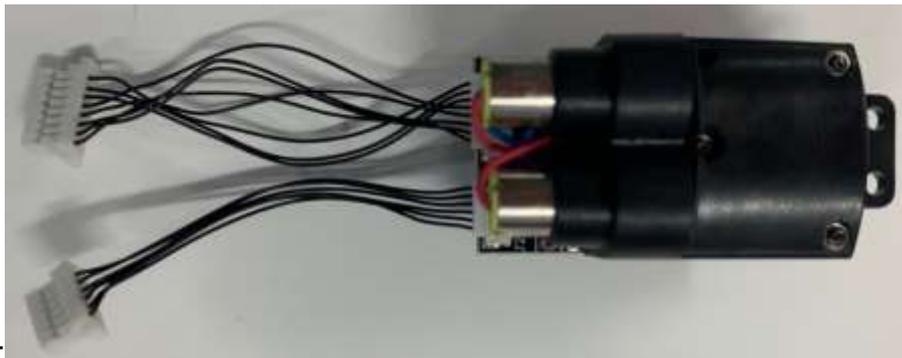
UP Big Boy 4-8-8-4, HO  
Exploded View Diagram - Locomotive



I have to say that I am really impressed with the service from Broadway Ltd, and I have some photos to share, first here is the Big Boy with steam going at idle but just blew the whistle:

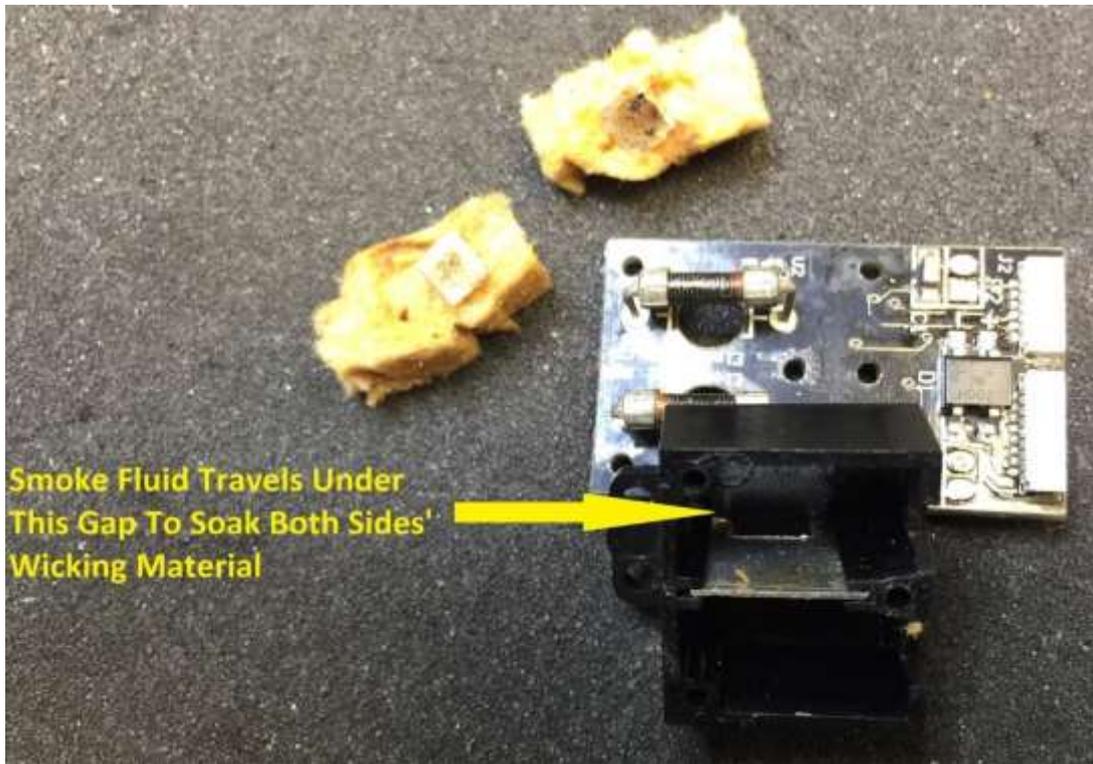


Here is a photo of the smoke unit for the Big Boy, hard to believe it fits into the boiler at the front:

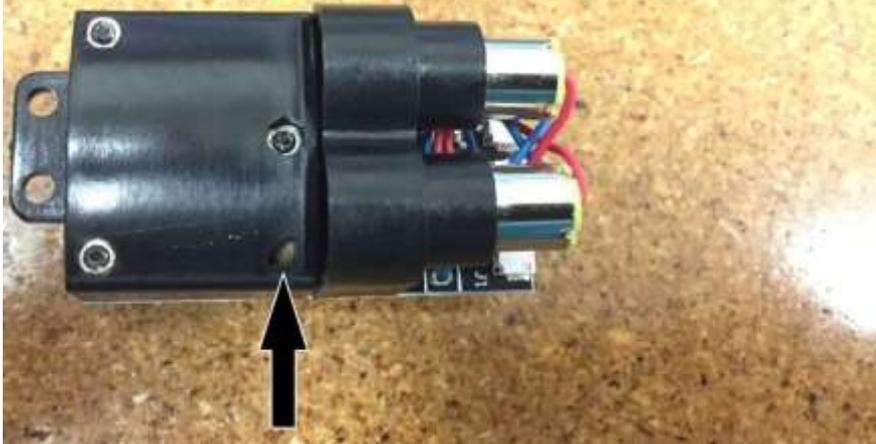


The next series of photos are of the smoke unit itself that accompanied the response from Broadway that explains how each component of the smoke unit operates





**This hole is there by design. If over-saturated, it's better for the smoke fluid to leak out here than into the fan blades (otherwise, your fan blades can get gummed up and they will not spin).**



**This is what gets saturated with smoke fluid. There are two small pieces of heat shielding material to prevent charring.**



**Rob NESBITT:**

Very slowly working on the awnings for the Wagga station model. These are shaping up well, although happening a lot slower than I had originally envisaged (for several reasons).



The etch brass "ironwork" is making a real difference and this would not have been possible without the help provided by Ross BALDERSON for drawing the artwork in Corel draw and using his contacts to get the artwork processed in England."



Close up of the awning, posts, downpipes & brass 'ironwork'



This close up highlights the amount of detailing of the awning under construction, sandstone, corbels and colours.



**Jack CHILD:**

Nearly done! The Stephen Johnson NSWGR 47 class kit has come a long way in the last 6 months.

It's out of lockdown now and almost ready to tour the town! I used SMS German Red Brown enamel for the Indian Red and Railey RN Yellow for the stripe.

Since August it's been painted, weathered, couplers attached, motor and bogies completed.

Decals have been added, as have fibre optic lights. I managed to find some traction tyres (only two of the 6 axles are powered) and at this point only need to add the handrails and a bit of dull coat to finish it off.



I'm pleased with how well it runs, and while not the most finely detailed 47 ever made it still looks good on the layout. A very challenging project for me. I probably won't take on another dummy conversion again.



**Robin FOSTER:**

Managed to assemble some kits during those rainy days, set up on some cardboard used a spray can Tamiya Light grey primer for some of those small items



Concor oil tank: spray can Tamiya Saturn black, still some items to paint & attach, the base PVA & Woodland scenic Talus rock, Pike stuff shed windows, doors Vallejo Model colour with a paint brush



Assembling the Grandt line #5901 East Terrible Mill & mining company kit was the easy part, locating some real estate on the layout being another matter, however managed to find a 30 x 40 cm (12" x 16") corner area where preparation for a module for placement on the layout being the only option at this time, may relocate if another area found more appropriate / suitable for this structure.

More to this in The FLIMSY December issue.



### **The last say.**

Austerity Frugal & Recycle.

**Remember and adhere to the ~COVID-19~ medical advises.**

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.

**2022 is fast approaching: a year yet to be determined for scheduled events, so consider & reserve your Expression of Interest for hosting a Div 2 Meeting.**