THE FLIMSY

NMRA Division 2 Newsletter

April 2019

In this issue.

From the editor.

G'day,

Stephe opened the meeting with notification for the year's program hosting was now complete with Robin FOSTER & David VIRGO putting up their hands to host the June & July meetings respectively.

Notification: a new member to Div 2, Ben FEATHERSTONE.

Larger type on 'next host' Venue on the last page in the blue block be considered: [now implemented .Ed]

The posting of The FLIMSY to the NMRA web site for the February & March meetings were missing, [now corrected. Ed]

There being a matter where one member has had bounced emails was being explored.

Rob NESBITT spoke on his boarding of the LRV on the first public day from GUNGAHLIN Place to the CITY (Alinga Street) & return for the CANBERRA Light Rail [Transport Canberra] where a discussion on the topic being clarification as to Light Rail or Tram.

John MARTIN produced some Hornby items from a deceased estate for donation.

Ian BARNES, spoke on the earlier start proposal format for the May venue as start time 1100, luncheon venue and Ian's words, (as my favourite topic), 'Play Trains' on his layout.

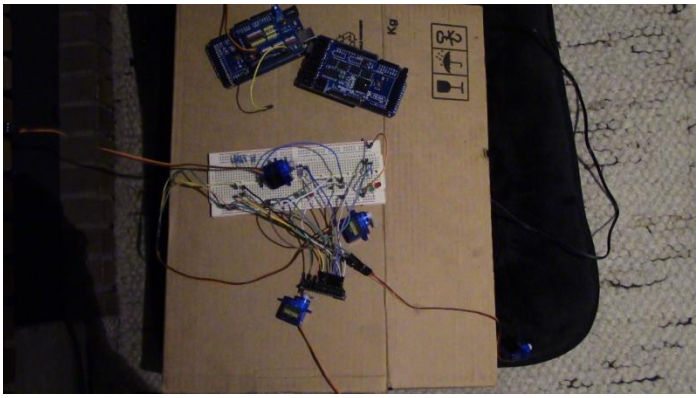
Keep on training.

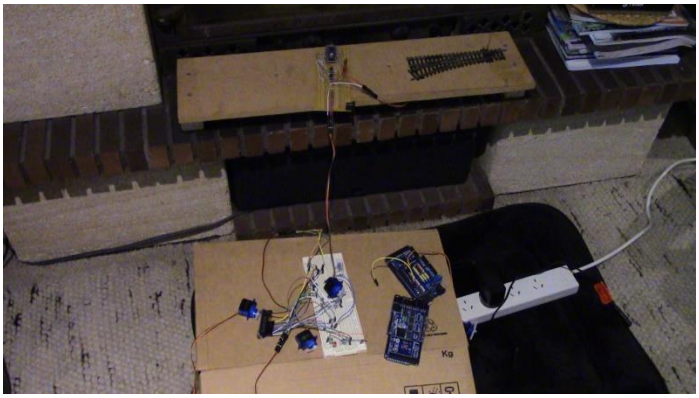
Robin.

April Meeting ….

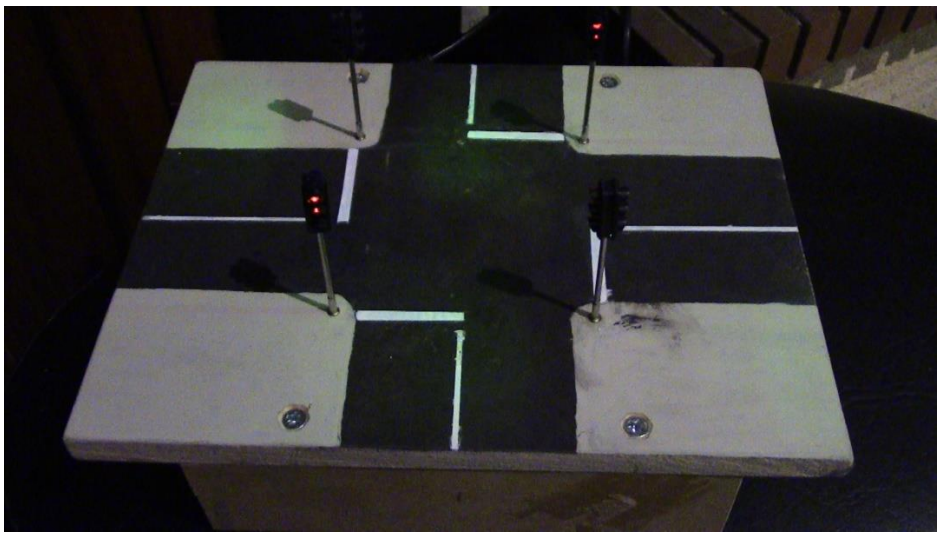
Show-n-tell

Some items located on the show-n-tell table.





Wal’s collection of Arduino experimentations using ‘bread board’ construction.



Traffic lights module.

John BULLEN.

John provided a demonstration of his G scale Class Ge2/4 (or 1'B1') on a ‘short’ test track

Prototype

The Class Ge2/4 (or 1'B1') locomotive was operated by the metre gauge Rhätische Bahn (Rhaetian Railway or RhB) in the alpine regions of south-eastern Switzerland. Built in 1912, only 13 years after the world’s first mainline electric loco entered regular service in 1899, this loco had a long life, being finally scrapped in 2001. There were 7 locos in this class, the last of them being withdrawn from service in 2006 after a working life of 93 years.

As originally built, it developed 228 KW (306 HP) and had a maximum speed of 45 kph. It weighed 37 tonnes. Later modifications reduced its weight and increased its maximum speed to 55 kph.

Its mechanical transmission is typical of many early electric locomotives, employing a jackshaft and side rods. This type of transmission shows the influence of steam loco design on the early electrics. Extensively modified in 1943, this loco lost its jackshaft but retained its side rods.

The model :This G Scale (1:22) model was made by LGB (Lehmann Gross Bahn), a German toy company founded in Brandenburg in 1881. In 1968 it extended its range to G scale model railways which are Gauge II models running on narrow gauge track (45 mm gauge, or standard gauge for Gauge I, ie 1:43 scale models). Today LGB and Märklin are a combined company.

This model is of the loco as originally built in 1912 and it shows the original livery. The model is analogue controlled (DC), but also has a DCC connector. Its LED headlights change over with the direction of travel and so also does the driving cab illumination. It has a powerful Bühler motor, traction tires, 6 electrical pickups, and a general-purpose electrical socket. The pickups include the wheels and also an unobtrusive pair of contact skates sliding along the brass track, thereby keeping the track clean. Model length is 38 cm.

https://www.google.com/search?q=RhB+Ge2/4+loco+images&tbm=isch&source=univ&client=firefox-b-d&sa=X&ved=2ahUKEwi-qdzxteDhAhWFeisKHf16D2wQ7Al6BAgJEA0&biw=1351&bih=624#imgrc=_ be warned that most of these photos show the loco after later modifications which removed its original jackshaft drive.

David VIRGO.

David spoke at length to his 3D printed items as to programs & times to have these produced using Greg EDWARDS DATA sheets. For example the Miner Cottage has a one piece roof taking 3 hours & the body 7 hours.

The first attempt showed that the 1mm wall curled up where laminating was required to correct

The J1 staff house based on drawings from 1910-1913.

Printed in grey PLA on an Aldi 3D printer.

The roof is one piece including gutters. The roof also has holes to accurately locate the chimneys.

The main body of the house is designed and printed as a shell with detailed walls glued on. This allows the rusticated weatherboards and vents to be printed on a 1mm thick wall and then glued to the shell.

The shell is printed in one piece with interior walls and openings for windows and doors. Some under floor detail is provided.

The Arduino emulator on Tinkercad It's limited to basic components but is easy to work with LEDs or servos. https://www.tinkercad.com/users/jknu2f3BW4V-dvirgo62

Tinkercad requires a login to be created. Then select "Circuits" at the top.

David's hosting in July will provide greater input on this topic.

Miner's cottage

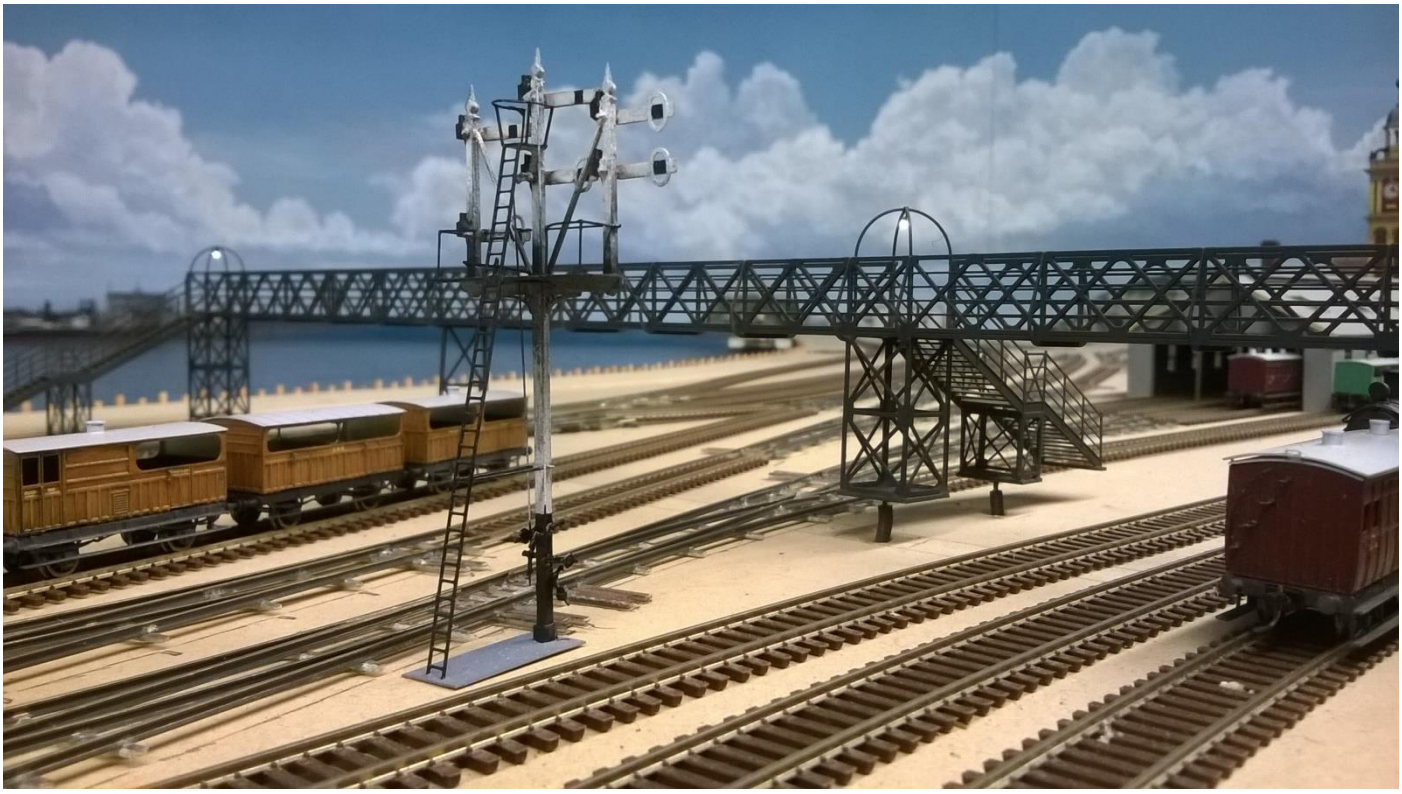
J1 Station Staff house

Interior of the J1 Station Staff house

Ross BALDERSON.

Ross continues with the artwork, etchings for his N gauge Newcastle layout having purchased 1000 0.5 mm led for the lamp lighting. These led's have varnished leads where many were 'cooked' during wiring up.

The two pictures below were provided by Ross with the footbridge on his layout.



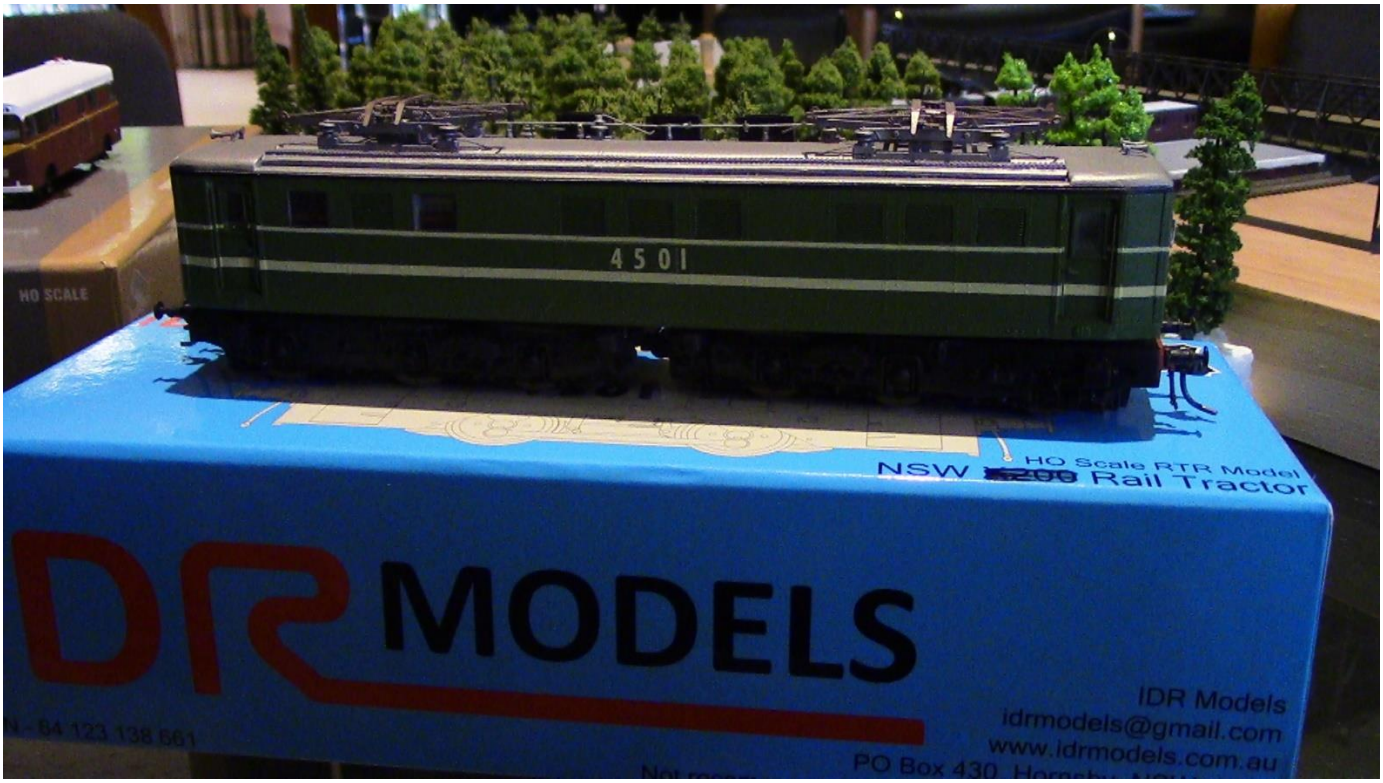
The two footbridges that have completed, both with operating lights above the stairwells.

Stephe JITTS.

IDR produced 20 kits for this prototype ‘electric’ 45 Class, two being made up as RTR. These kits were priced at $350.00 but no indication as to how many remain available of the other 18.

The NSWGR Chullora Workshops was contracted for the construction for the 46 Class where one was to be manufactured to gain experience in electrification of the Western line later Bowenfels, hence Class 4501 this being later renumbered 7100.

Further information may be read in the ‘Early Diesel and Electric Locomotives of the NSWGR’ pages 138 to 114 inclusive to this locomotive.



The Auscision Pay Bus; Stephe’s comment on this was “it runs like a three legged dog”, has a 21 pin decoder where space is very limited to find a way for installing a keep alive.

Robin FOSTER.

Those ‘Chinese’ pines are cheap where the overuse of the foliage makes them ‘toy like’ but useable within the centre crop. On the left re-foliated, the next two ‘glued together’ were the best of the originals.

De-foliated with the use of the ‘finger pickers’ the foliage & hard glue was delegated to the rubbish bin, the various stages for experimentation showing those trunks & limbs have very nice detail for some Woodland Scenics Hob-e-Tac & sifted grass applied in moderation first from the bottom using a lighter colour grass then top with a light dusting application of a darker grass

Wal PYWELL.

The main theme for the talk was to engender interest in the Arduino and to demonstrate some simple things that can be done with the use three types of Arduino.

Arduino Mega has a large number of pins available and I use it for all prototyping and experiments.

Arduino Nano is a smaller fully self-contained device which can do most jobs.

Arduino Pro Mini is small and compact but requires a separate interface to load the programs. This interface is removed once programmed and the Pro Mini is most useful for small self-contained applications.

The Pro Mini demonstration, driving a set of traffic lights powered through its optional interface from a standard USB port.

The Nano driver for the Servo motor used for point switched motors. Cost of that switch motor is around $10 compared with a Tortoise of more than twice the price. It is also smaller too.

A short video presentation was shown from the MRH extra website.

Wal explains the layout controls for those electronics.

The last say.

The previous meeting (March) Terry CRAIG mentioned ‘cow catchers’ on NSWGR locomotives where on enquiries, investigations as searches was rewarded & found some interesting photographs on the topic, pictured below.

20 Class departs Campbelltown NSW

3081 at Mudgee NSW

3142 Eveleigh workshops 1964

What would I be without the input from members on those monthly hosts venue meeting discussions for their show-n-tells, where my notes are sometimes incomplete on noting down that information as pictures of the venue into The FLIMSY editions, where finding time sitting down to collate as editing as formatting into some sort of readability for members to digest. Thanks also must go to the ‘proof readers’ for their assistance for any ideas as corrections to grammar.

Note the 18th MAY host start time 1100

Keep on training.

Robin.

The next meeting will be at Ian Barnes 33 Grandfathers Gully Road Lilli Pilli NSW 2536 starting 1100 please RSVP to advise Ian of attendance.

2019 if you are interested in hosting a meeting this year contact Stephe who will provide necessary information.

The FLIMSY contact robinfoster@iinet.net.au