



THE FLIMSY

NMRA Division 2 Newsletter

June 2019

In this issue.

From the editor

June meeting

Show-n-tell

The last say

From the editor.

G'day,

The meeting was opened with Stephe advising the Australian Region's Rules of Association are under review Div 2 falls under these rules.

Stephe also raised the concerns about absentees, unannounced arrivals at meetings / changed formats on meetings where again suggestions were sort. Mathew Waterereus putting forward the possibility of the topic for the next meeting could provide interest, where John Bullen commented that the meeting is also to have a gathering to expand knowledge & a monthly get together 'where are times' even the host is still thinking about what to present [being such for this meeting also indicated by Robin Foster] though the November meeting with Brian & Fran will be focused to the topic on Trams / Light Rail Vehicles (LRV)

John Gillies stating that at the Tuesday meeting nothing of interest to report, however on his recent trip to the AMRA-NZ's convention in Tauranga NZ is photographed at one of those layouts on display, AMRA is the acronym for America Model Railroad Association (of NZ). photo provided by John MARTIN,



The second hand Moloco D&RGW 50' insulated boxcar (prototype built by Fruit Growers Express) I recently picked up very cheaply from a Div 1 member who's changing his modelling era focus;

The 2020 NMRA AR Convention will be held at Rydges Parramatta over next year's Queens Birthday long weekend and registration cost will include admission to the Epping Model Railway Club's annual Rosehill exhibition being held across the road from the convention venue.

John is currently in Sacramento, California next stop the NMRA UTAH convention where we must wait with more details as report of his trip.

Terry CRAIG enquired about painting Kerroby Models.

Tony PAYNE reported that the Canberra NMRA group received an invitation to attend a meeting of the Southern Highlands Club & and was made most welcome. Their layout is located in two conjoined sheds on NSW railway land and gives them a large area to build a layout based on NSW profile. On the open day you could bring any loco to run so long as it was DCC equipped. About 25 to 35 people turned up on the day. The men were well supported by the ladies on the day with a great BBQ lunch being provided and a good days running was had.

Robin Foster raised the possibility for a NMRA convention for CANBERRA.

The show-n-tell table being completely covered with an assortment of models & items

Keep on training.

Robin.

June Meeting

Show-n-tell.

John BULLEN:

Spoke on bags of stone rocks in various sizes & colours which can be purchased from Lindcraft which he found very useful for his G scale as perhaps other scales.

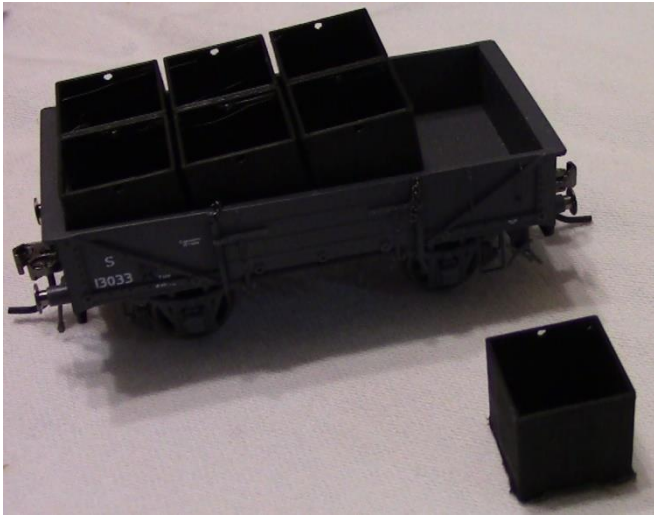
John MARTIN:

Commented that the Athearn Genesis BN Grain hopper being a bit 'rough' along the hatch to body fitment which required some 'tweaking & weathering' to hide the gap.



Stephe JITTS:

Produced some 3D printed 'Kibbles bunkers' in a single & six set which were used for drop off & pick up at stations for rubbish with the use of a Luffing crane locomotive. The single takes 15 minutes to produce and 55 minutes for the 6 for the NSWGR 'S' truck.



Stephe also advised that a keep alive (KA) has been installed in the AUSCISION Pay bus now having a much improved running performance on KVHR.

Jack CHILD: Commented that the EMRC exhibition at Rosehill having a number of interesting layouts a retailers where at the second hand stall he sighted amongst the clutter 2 x Rivarossi IC E8's whilst the shells were good the powered mechanism was 'quoted' as the worst ever [Hi tech at the time.] which were replaced with the Life Like E7 mechanism, though shorter, was secured with small screws & chipped up. The bearing covers also were found to be missing. [Where do they go?]

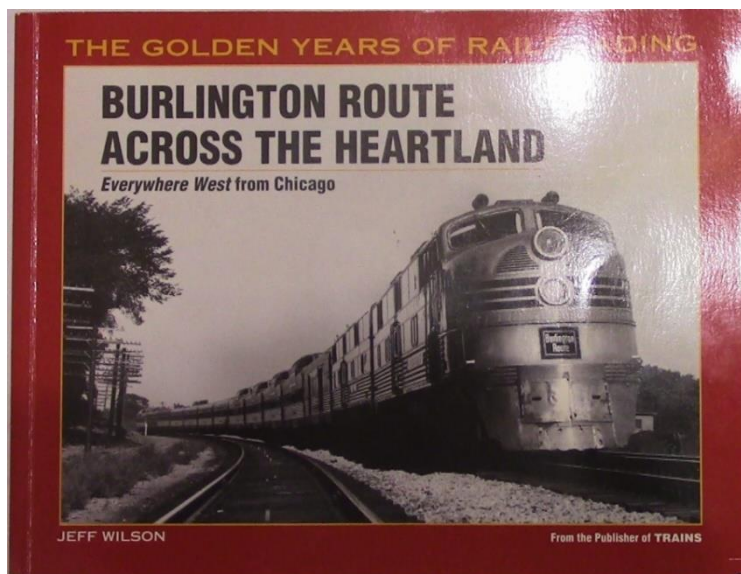


Top: Rivarossi chassis & motor. Centre: Top of shell. Below: E7 mechanism on the shell

Rob NESBITT:

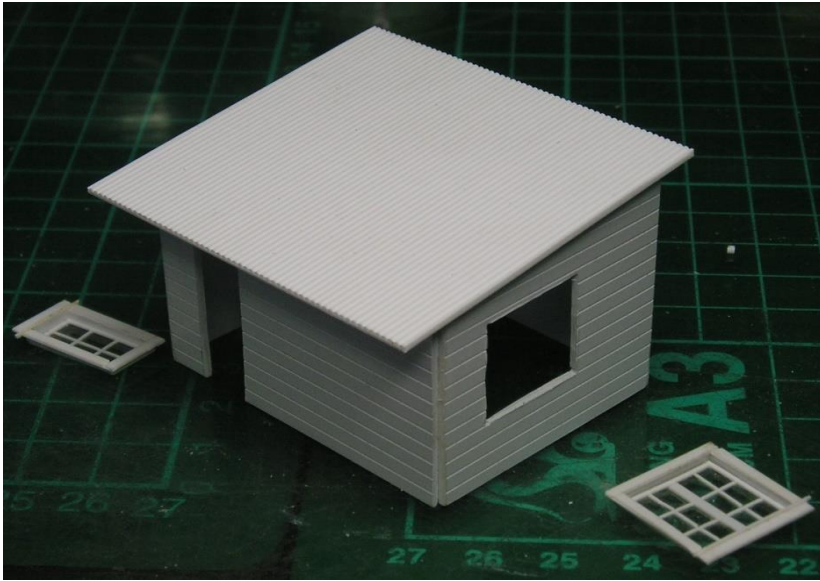
Found this chance gem of a find on eBay and was the only bidder! The following pictures show the win.



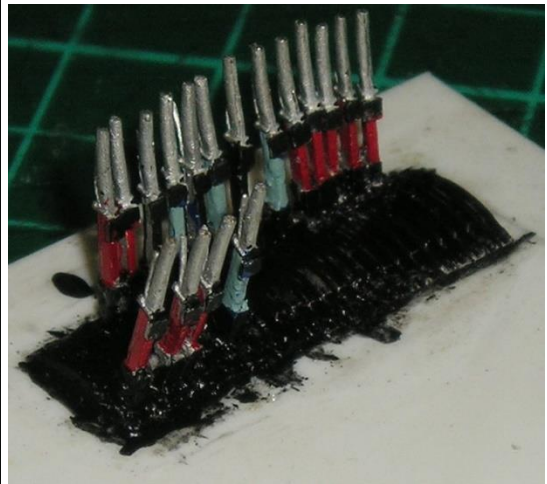


The book is for reference & was not included in the purchase.

Styrene scratch built signal box & window frames with a built up Uneek lever frame for the interior.



Below: updated on the work bench.



Rob's blog <http://buildingwagga.blogspot.com/> highlights progress on projects.

Terry CRAIG:

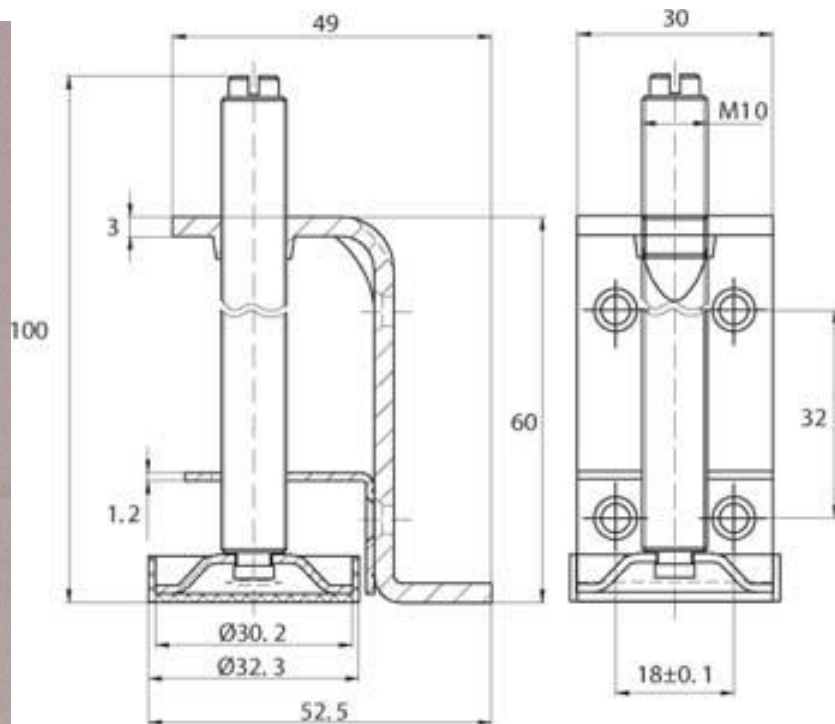


Explained how he removed the PTC flash on the side to 'age' it.

Robin FOSTER:

PLINTH ADJUSTING LEG - 100MM SIDE/UNDER MOUNT 130KG LOAD ZINC PLATED Part No.: PAG1555.ZP

Suitable for table / layout height adjustments



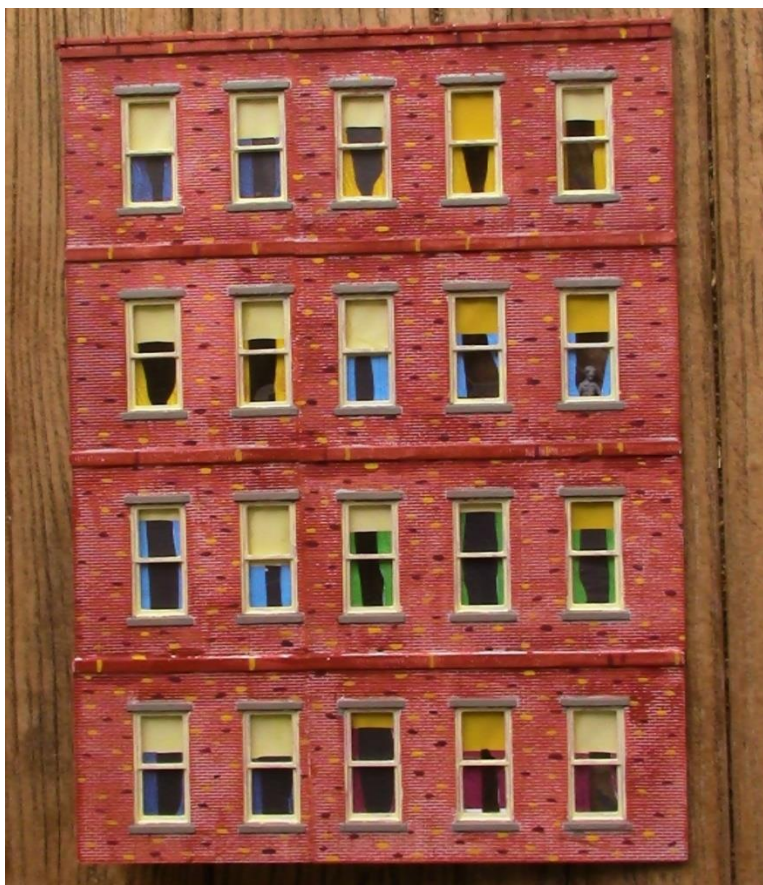
Available from DORSET AUSTRALIA

The two patches & the Metal belt buckle were purchased on a TPA 1st Monday auction. The price US\$1 shows how long ago these purchased and then stored at the bottom of the draw.



One matter being mentioned was shipping & postage charges, where there are some who do the right thing whilst others seem to try to make extra profit, ie: the 8 x Plinth adjusting legs were post packed \$10 whilst the patches / metal buckle \$15 with a \$3 printed stamp !

Jess Brisbane: Continues with the series of low relief structures moving forward from the back drop progressing along adding snow to the window ledges.



Above left: the addition of the stair case and snow & right as featured in the December 2018 issue for comparison.



The grey wires are for the interior lighting.

David VIRGO:

NSW Pay bus models by the late Peter Ford of Far North Hobbies, during the late 1990's I purchased these 2 models from Far North Hobbies. The models are of 2 different pay bus types used by the NSW railways to pay remote staff "cash" before the introduction of direct bank payments.



The original drive mechanisms consist of a mashima motor with worm gears on each end, driving a gear fixed to each axle. The FP5 model was supplied without a motor.



I was never very happy with my efforts at building this mechanism in the FP8 model and attempted to replace the original by modifying the chassis and installing a Tenshodo spud motor bogie with one axle removed (see pic). This also worked poorly and was stored away for 20 years until recently resurfacing. My current plan is to finish the bodies of both models and build working mechanisms complete with DCC decoders with stay alive capacitors.

The larger later (1960s) style has a body similar to the Comeng bus bodies of the day. Pay bus numbers 7 to 13 were of this style.

The earlier type is of pay bus no. 5, or rather the second pay bus no. 5. The first No.5 was totally destroyed in a payroll robbery attempt at Yanderra near Mittagong NSW on 8th December 1941. The vehicle was dynamited off the track and all 3 employees killed.

An article in the Practical BRM, by Phil Parker, highlights David's 3D printing efforts.

HOW TO 3D PRINT AT HOME

Words & Photography: Phil Parker

PART 2

Phil Parker continues his experience with 3D printing, using his budget machine to print useful models.

None of the BRM team was impressed with the models I made last month with my borrowed printer. It was clever, but if I want something that doesn't look like it fell out of a Christmas cracker, more research was required.

Someone once said that if the only tool you have is a hammer, every problem looks like a nail. My tool is far more adaptable, so in theory it should be able to adopt plenty of tasks. I just needed to find the ones best-suited to its abilities. With this in mind, I headed back on-line to download more project files... ■

Project 1 – A Nissen hut

Model buildings seem to offer possibilities for cheap 3D printing. The surface finish doesn't matter as much as it does for rolling stock. The Nissen hut model I've found is designed for H0 (3.5mm/1ft) modellers, but can be re-scaled if required.

Nissen Hut download: www.thingiverse.com/thing:3744796



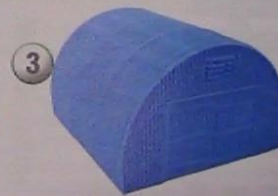
1

The curved parts are printed vertically, a clever move because it saves having to build a support structure inside. This is a separate file to the other parts, so you can print as many as you need.



2

All parts are printed. They must be separated from the pad surrounds that help them stick to the printer bed. In most cases, these are pulled free, but some clearing with a knife and abrasive stick finishes the job.



3

Superglue is the best adhesive for fixing parts made from PLA together. It's worth checking the joints, but I'm using Zap-a-Gap green glue, which fills small gaps. The doors aren't part of the front, so cutting them to be modelled open is possible.



4

Most paint will stick to PLA well, but I'm blasting the model with a mixture of grey and red oxide primers to give it colour and better show poor part fit.



5

A thin coat of olive drab enamel lets the rusty primer show through. More rust dry-brushed and finished with a dark brown-thinned paint wash makes the model ready for the layout.

CONCLUSION: A nice model. The finish is slightly rough, like the real thing. The ability to print as many curved parts as you like is a benefit. As well as longer buildings, you could model the components arriving on site.

Robin FOSTER:

The presentation: a Modellers' retrospective.

Many, many far too many decades ago it all started playing by pushing wooden blocks with rough drawings of crude outlines of engines and rolling stock. Playing with trains has since been part to the adventure for lifetime pleasure, where on reflection from, some having wooden wheels.

One fondly remembers a Christmas where under the tree a package with your name, though you couldn't read or write then, where on opening, more ripping the paper off, displaying a picture on a sturdy cardboard box a colourful drawing as words 'Hornby O gauge clockwork'.

On opening found an engine with key two carriages & quantity of track, next was father setting it up on the lounge room floor for the first run, yes just watched as the circuits were completed, rewound and watched it

race around so many times it became boring but the 180 degree turning showed another view keeping me amused.

Time for it to be packed away into respective boxes as the lounge room was the focal area for listening to the vinyl musical sounds emitting for the horn speaker of the gramophone or the news as serials from the radio.

From lounge room floor to the kitchen table; where family events required items to once again be dismantled and replaced into the box from the kitchen table for meals.

Years passed where one day, coming home from schooling, an area in the bedroom sited a table with the track set up with the rolling stock, that was the day when our father finally handed over the prized set where 'playing trains' started in earnest. During the following years that table quickly became so cluttered with a variety of various items as a station, level crossing, vehicles, people, accessories as livestock & a few more rolling stock.

Then one Christmas another present under the tree where on opening found a Tri-ang 'OO' goods set comprising two diesels, one power one dummy, three goods wagons a gondola, boxcar & cabooses with grey ballasted plastic track & the battery pack.

What a dilemma, the table was just large enough for the new train set, so the O gauge items were delegated to their boxes & stored and the new items assembled in its place.

This is where another issue developed, 'what to do' with the latest item boxes? and it continues to be an issue.

The first hiatus; batteries take their toll on pocket money where a layby for a 240 / 12 volt transformer was made to elevate that expense where the additional assistance from family to funds was most grateful.

The years roll on: Expanding the train set where visits to toy & model shops, exhibitions one procures additional items, then along comes the sighting of another medium scale 'HO'.

Schooling finished the hobby went into its second hiatus as work & career didn't assist with the many work / postings but the urge to have some sort of hobby relaxation grew within where the sighting of magazines at news agents were purchased at various times.

Model Railway exhibitions were few & far between but when time was available found many acquaintances with like interests and this more than rekindled the interest with the purchase of a Rivarossi 'N' gauge B&O train set.

Size does matter: that 'N' gauge did re-inspire but lack of suitable items were few and difficult to locate as prices were also a factor but exhibitions were sourced for knowledge as construction methods.

'O' gauge layouts were large, 'N' were nice and compact, 'OO' were mainly British / US clone but started to lack detail, 'HOe' was mainly European, 'HO' mainly USA but started to see some Australian prototype.

Layout constructions: The variations were depending on the gauge, from construction feats of engineering to a simple foldable table.

'HO' using open grid with chicken wire, cardboard strips / papier-mâché / plaster of Paris using various mediums for colouring / ground textures where colours were 'vivid' to say the least, but the main reason was seeing trains running.

Most of the 'HO' layouts were 6 x 4 feet [1800 x 1340 mm / 180 / 134 cm] where some 'club layouts' being of the bolted together in forming larger mass where on erection / disassemble seeing 4 to 6 people carrying these heavy pieces into position where a slip here & there caused chips and cracks to the plaster showing 'white' areas.

As newer construction materials and methods evolved over these decades even home layout construction became another 'experimental' medium for use of materials. Plywood is a strong light weight form with thickness being a factor for strength as layers are laid in opposite direction where ends are laid, causing a void. Marine ply is heavier as layers have no voids in the manufacture.

Other building materials used: Cane-ite, Chip board, Craft wood, Medium Density Fibre board [MDF]

Expanded Polystyrene (EPS) lightweight closed-cell insulation with endless applications, mainly used for insulation, being utilised for base boards / scenery contouring etc.

Legs & supports: Steel / aluminium tubing has replaced wood.

Home layouts: It is hard to replace what has been constructed over time however 'modular' is now preferred. Book shelves may seem a bit strange but has its place as a 'base' for foam but more importantly storage, there is never enough storage!

Time to be motivated: Get out of the armchair & start planning what is required for operational pleasure (it's your layout) start construction in small areas increasing as required. There are many exhibition layouts that are an inspiration, where Al HARRIS has constructed some interesting small switching gems, The Bottoms, NT Junction & Thief River come to mind.

It all takes time but nothing is accomplished by doing nothing.

Followed with by a brief presentation of the JAYCAR USB inspection light on the laptop being a useful tool for inspecting circuit boards as viewing items more closely which can be saved as a picture for future references with an intermission for afternoon refreshments with trips from the tropics to the cooler climate for Layout viewing / inspection.

Welcome to the 'duck under' test area.



Sheet foam covered with chux then liberal 'rough' applications of sculpt-it, primed with Dulux water based suede, Woodland Scenics talas rock the mainline is Shinohara 36" curved rail on Woodland Scenic foam road bed with a first application of ballast.



The Cave inn wharf area: Basswood stained with India inks, foam primed with Dulux water base suede the water base is sculpt-it 4mm thick, allowed to dry a few days & a primer coat of Dulux ceiling white applied allowed to tack dry for the application of what was left in a TAMIYA dark blue paint jar which was heavily diluted with Y6B brushed back to front then length wise covered with plastic ripple sheet.



Corner section of the 'Corroboree Frog' layout has it all in a very condensed area, wooden snow / rock shed over the mainline short bridge over the water course, gradient into the tunnel to the wood trestle, the disused narrow gauge logging line converted into a roadway for the scenic adventures a blue Chevy pick-up on the temporary bridge, Woodland scenic rock moulds using Sculpt-it to form the sheer mountain face, foliage's glued to sheet styrene at the back of the sculpt-it for the back scene having a water fall during more stages of the projects.

In short leaps – long distances can be covered.

The last say.

The below pictures are courtesy Rob NESBITT aptly named 'Blast from the past' or "who is who in the zoo", does this bring back memories?



As can be seen this issue is rather large where information as pictures hopefully provides inspiration to your quest for the hobby.

The next hosted presentation for the 20th July meeting will be by David VIRGO his presentation being focused on the aspects of 3D printing.

Keep on training.

Robin.

The next meeting will be on the 20th July 2019 being hosted by David VIRGO at Stephe JITTS residence Old LINTON YASS NSW 2582 starting 1300 please RSVP to advise David of attendance.

Interested in hosting a meeting next year 2020 contact Stephe who will provide necessary information.