



# THE FLIMSY

NMRA Division 2 Newsletter

**April 2020**

In this issue.

From the editor

April meeting

Show-n-tell

The last say

## **COVID-19.**

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As most are aware I prefer LARGER pictures which portray the vision to enhance those written words.

The March issue was a baker's dozen pages; this issue 20 pages; so it reflects that there has been lots of activities on a multitude of projects to keep one busy during this pandemic.

Everyone has a "One day, I'll get around to it", well it finally happened here, cleaning the layout top of unwanted tools, accumulated cast-offs from previous work / repairs to their correct storage places for the next project.

There were unmade / partly assembled kits of all kinds as some [forgotten] items requiring repairs surfacing within those hidden back packed storage areas spaces where sorting out to be re-located & placed to other areas for short term storage, 'oh, not again'.

Then the real challenge, re-arranging of the computer room to install a new larger computer desk requiring some thought to the placement of the bookcases, cabinets & chest of draws as 'floored' box items with all those hidden goodies took a little longer than expected, doesn't it always, where the dining table filled with all those small items destined for the layout hasn't quite transpired as planned.

There is never enough space.

Keep on training.

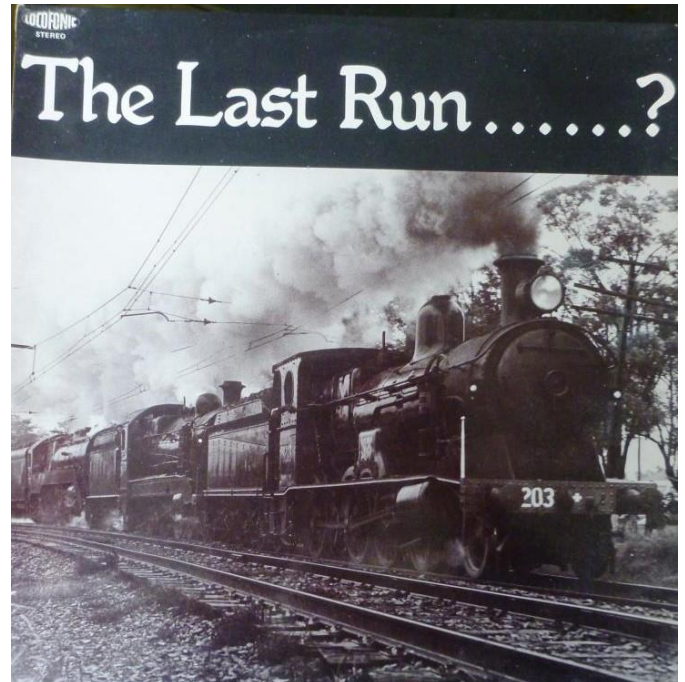
**Robin.**

## April at home activities....

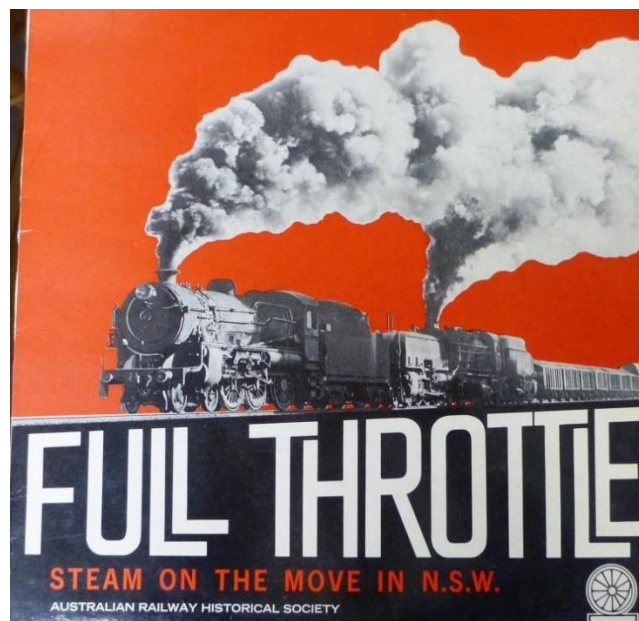
### Show-n-tell

#### Ian BARNES:

Confined to this train room, Ian Barnes is enjoying the current virus lockdown because it means he can concentrate on building his new layout. His choice of background music is very appropriate - four long length recordings of NSW steam trains. Two are from LP vinyl discs he holds, one from a CD and one from a long lost source.



The Full Throttle LP is a ARHS recording, The Last Run a LocoFonic product, Symphony of Steam is a Firebox recording and Night Shift is from ??.



That's nearly four hours of choofing, clanking, thumping and hissing! Not to mention the haunting long whistles into the night as expresses race past. Does it motivate, or does it put you to sleep? Ian says "both, mostly dependent on the time of day. But it is certainly enjoyable while building trains or constructing the layout!"

**Jack CHILD:**

Cleaning your airbrush can be challenging, especially if we get it wrong and muck up our next project.

Here's how I clean my airbrush after using the water based Vallejo acrylic paints.

The tools used are shown here:



Always use a solvent / cleaner appropriate for your paint. (I use 70/30 isopropyl / water with a drop of detergent for the Vallejo.) I rarely need the brushes, but they come in handy for cleaning the nozzle.

The garden hose adaptor fits the tap on my sink and allows me to pressure rinse.



The pipette allows me to flush the cone in both directions.



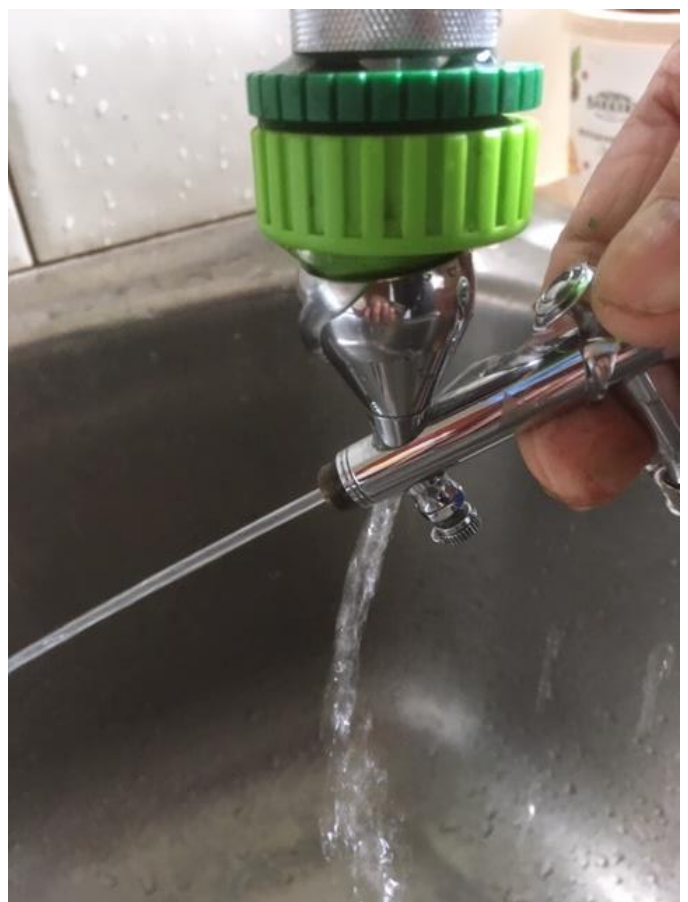
#1 – Give the brush a quick rinse using cleaner, pipette and compressor - empty the bowl, add a few ml cleaner, then pump the cleaner with the pipette.

Flush out the dirty cleaner using the compressor

#2 – Move to the sink and remove nozzle assembly (ALWAYS plug the sink and use a small container to hold the parts).

#3 – Remove cone, nozzle and end piece and place in container under running water.

#4 – Apply water through the bowl while withdrawing the needle from the FRONT of the airbrush. This rinses the needle while back-flushing the airbrush.



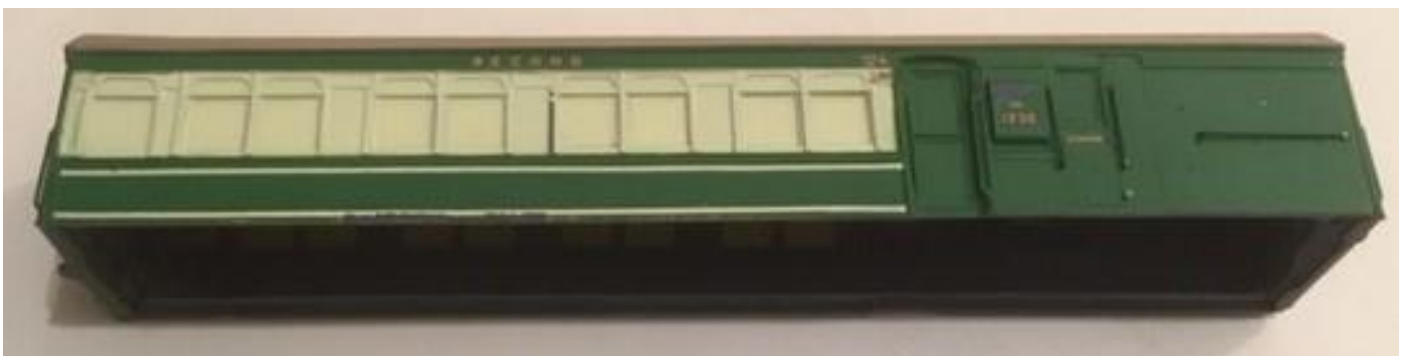
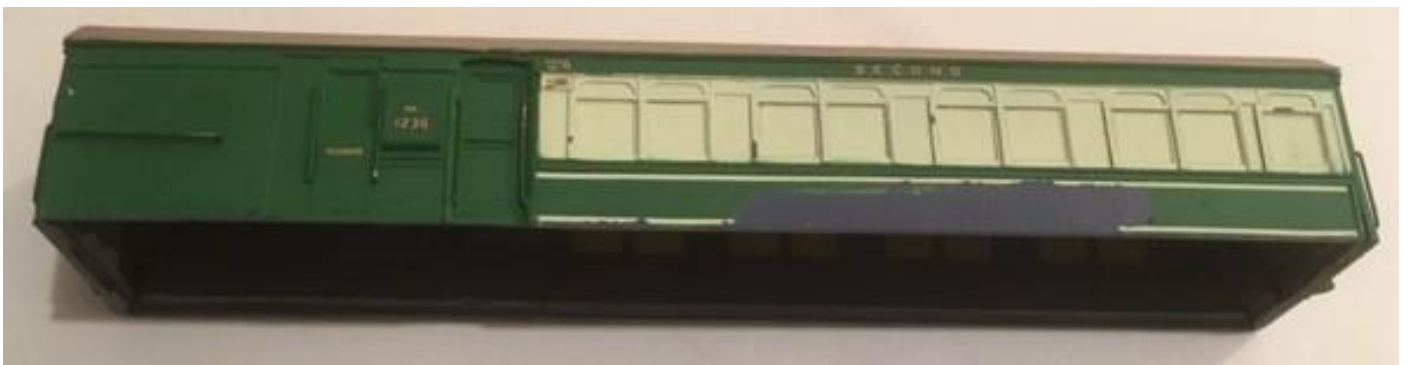
#5 – Clean the nozzle, cone and airbrush, then re-assemble without the needle. Rinse as shown – this ensures all is well when the thin stream flows smoothly.



#6 – Give the airbrush a good shake to remove excess water and re-assemble.

Re-connect to compressor and blow out excess water. Give a final rinse with airbrush cleaner.

A Shoulda stayed in bed moment: Cannot express the anger, frustration, disappointment with this latest disaster as the tape peeled off my carefully done paint and primer. Surface was cleaned twice before painting. Paint came off like it was on Teflon.



Subsequently Jack emailed a question to Mr Hobby support.

I am hoping you would be able to help me solve a problem I experienced with your product Mr Finishing Surfacer 1500 Gray. After thoroughly cleaning the surface of a model I was painting I applied the primer. After that had cured I applied the overcoat of Vallejo acrylic resin. After that had cured I began to apply masking tape, but the paint and primer just came off in big patches. I believe the model is polyurethane.

Their reply

The Surfacer does not bond well to polyurethane surface unfortunately.

It can easily come off especially if the polyurethane surface has been polished for smooth finishing. The reason is because the surface of polyurethane does not melt when the Surfacer is applied, meaning the Surfacer simply sits on top of the surface and it can easily be wiped off or peeled off.

We can suggest 2 methods for applying the Surfacer on polyurethane surface:

1 Apply Metal Primer on the surface (Metal primer can act as the fixing agent), and apply the Surfacer on top.

2 Sand the polyurethane surface with sandpaper and make the surface rough, and then apply the Surfacer. The Surfacer can bond to the surfacer better because the surface is rough.

Hope this helps!

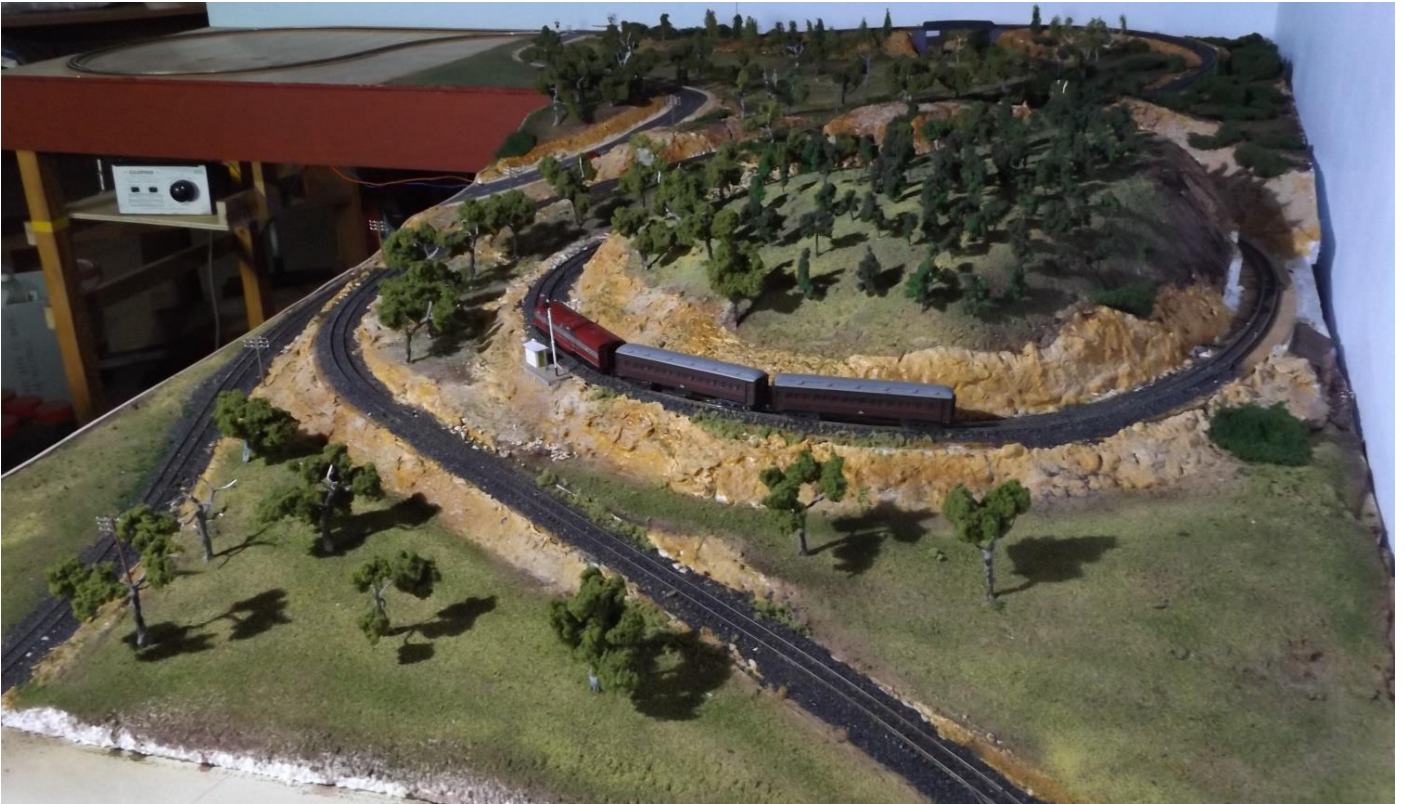
**Rob NESBITT:**

This project continues with the Bethungra loop layout for the Junee Broadway museum. Almost all the trees are now planted and it is really close to completion. Tracy selected the colour for the fascia as she thought it better than my colour selections, reprehensive of the Red-brown clay that is common in this area. The colour is growing on me.

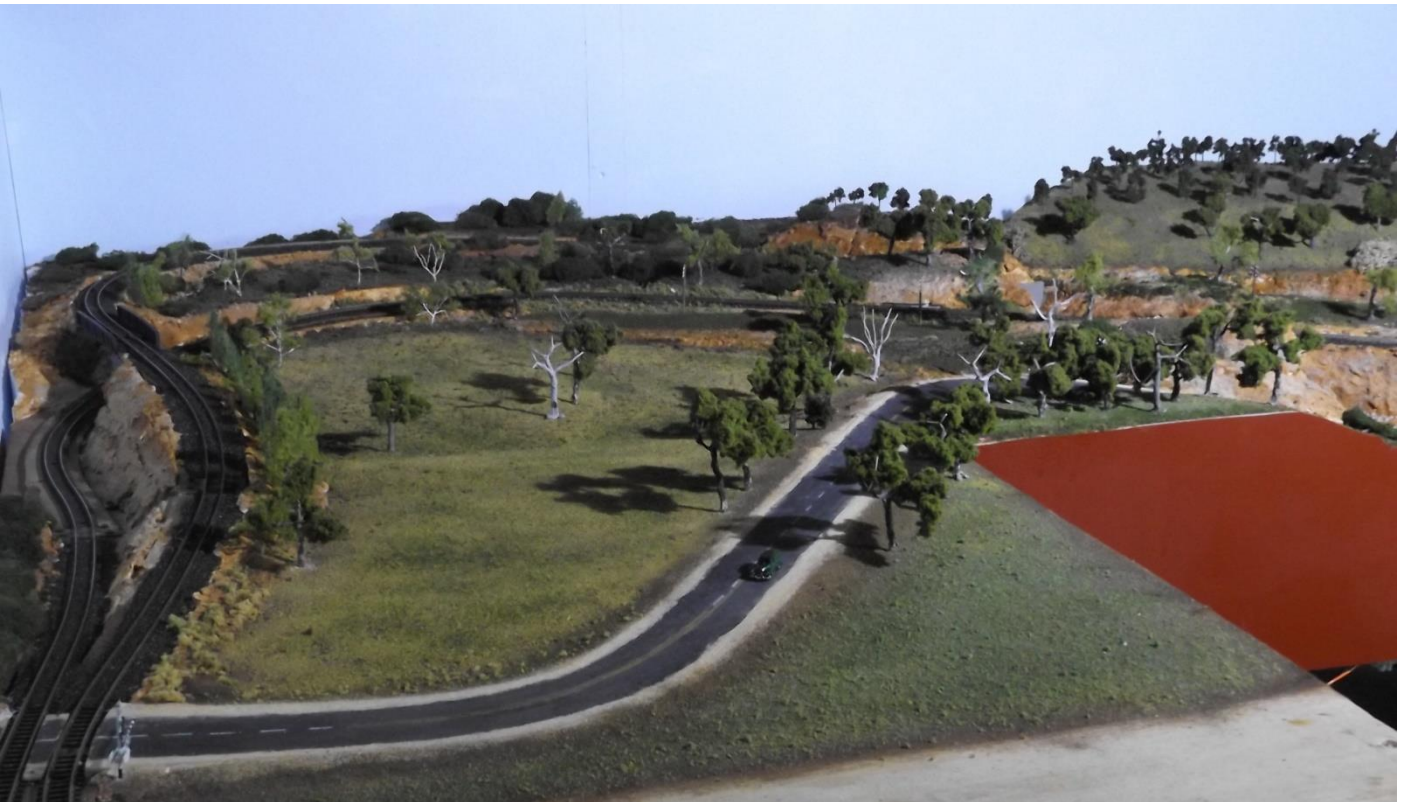
Future work is painting the tunnel portals, planting weeds along the track to cover up any white foam still visible, lineside telegraph poles, reworking the electrics, final clean of the track, installation of a micro train coupler on one of the passenger cars, and test running. When the layout gets to the museum, they will be painting the back scene, and installing the Perspex.



The test running of rolling stock



What a magnificent skyline view.



Regular updates may be viewed on Rob's blog page Building Wagga <http://buildingwagga.blogspot.com>

A HO Model railway layout based on the NSW town of Wagga Wagga including the Branchline to Tumbarumba.

**John MARTIN:**

As many of you may know, I model the Montana Rail Link (and BNSF) in HO.

However, my son Philip models the LMS in O gauge and I build these kits for him as a diversion. To test the running of these wagons I have set up a test track, now called my O gauge layout!



The 'O Gauge layout' showing the 3 "ready to run" wagons I purchased this month for him, aren't I a generous father.



Now back to finishing the box van kit I'm working on.



## **Stephe JITTS:**

I've done a little bit of work on scenery and a bit on loco tuning.

My major achievement has been to sort out my Wombat 30T. I have heard several stories about what a dog the wombat is and mine was no exception. I spent hours on JMRI trying to get the thing to run. On step 1 it barely moved (good) by step six it was doing 15mph, step 7 it was back to 8mph, by step 14 it was doing 22mph and this remained pretty constant right up to step 22. Then suddenly I was doing 35mph which then slowed down as I turned up the wick! Nothing I fiddled with made it any smoother a nightmare.

Then the revelation, perhaps it was the chip! It had the recommended TCS DP2X-UK installed (one of those tiny little direct plug in jobs). I had an old Lenz Gold with a keep-alive attached plugged it in and marvel of marvels the 30T ran like a dream. Started moving on step one and got gradually faster on each and every step up until 28. Just one problem... it was very large and it seemed no way to get it to fit inside a small six wheel tender. Much gnashing of teeth, then I realised that there was provision for the fitting of a loud speaker. I removed the frame and that gave me another 3mm of room. More gnashing of teeth, shortening of wires and much squeezing and it all fitted for a satisfactory outcome.

Lesson learned? A good loco can be made a total dog with a bad chip. Don't always suspect the loco!

## **Steve WALKER:**



A photo in this year's Model Railroad Planning inspired (prompted) me to make Wishram Yard a bit more unkempt by adding grass and weeds amongst the tracks. I used products from Silfor (miniNatur). I started running low and found that Orient Express Hobbies in Adelaide had a good range. They were easy to deal with and given the exchange rate and postage the cost was probably less than importing.



As part of my process of thinning my railroad collection (books, magazines, locos, freight cars etc) I have been looking at locos that do not perform well enough to keep. I had an Atlas GP15-1 which was a poor runner; however, it is a very nice looking loco. I worked at improving performance, factory over lubrication the main culprit and when I was satisfied I decided to go the whole hog with detailing. Grab irons, lift rings, air hoses, uncoupling levers, snow plow, sun shades and wipers, for this loco I decided to go easy with the weathering, definitely a keeper.

#### **David VIRGO:**

3D Printed 60 foot Sellars turntable

This has been taking a while to get this far.

Some years ago I created a 3D printed model of the 60 foot girders and deck. This was designed with a 4mm hole for a brass tube to act as the pivot and to carry the track wires below the baseboards.

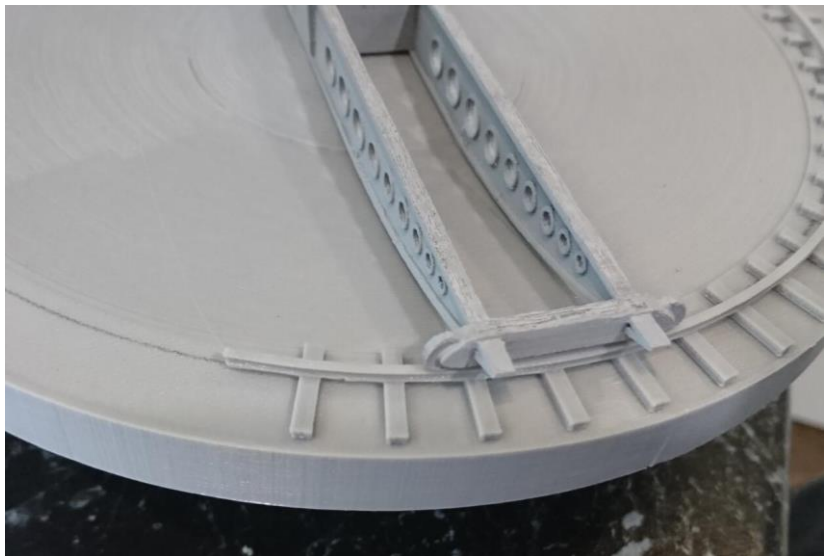
Recently I decided to make a 3D printed pit that could be printed at home.



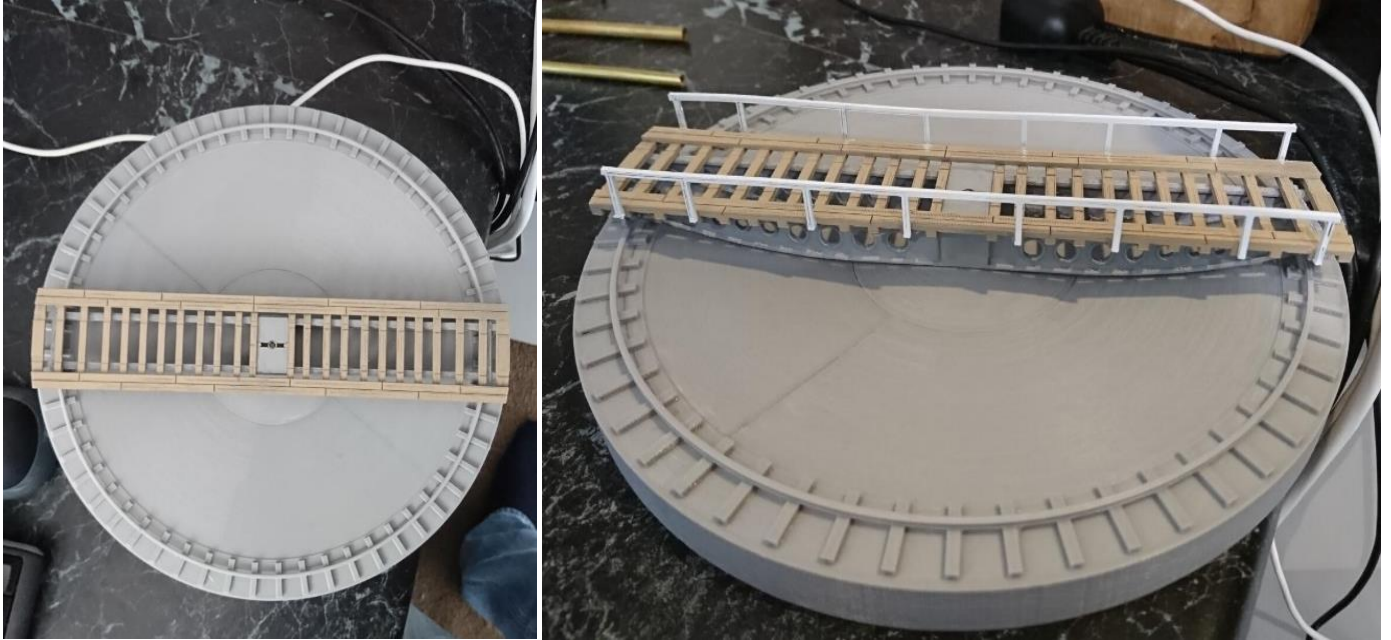
As the full size sized pit is over 210mm in diameter and my printer can only manage 200mm I worked out a design that would fit. The main pit is in 3 pieces whilst the ring rail and sleepers are printed in 2 pieces.



The bearing in the centre consists of a 5mm brass tube. The 4mm tube from the girder assembly fits this smoothly and it turns with little friction.



Fitting the ring rail was done after using the fitted girders to trace a line along the path of the bolster wheels. This line was used to position the very flexible ring rail and sleepers whilst gluing.



The handrails were based on an old photo of the Katoomba turntable and were also 3D printed.

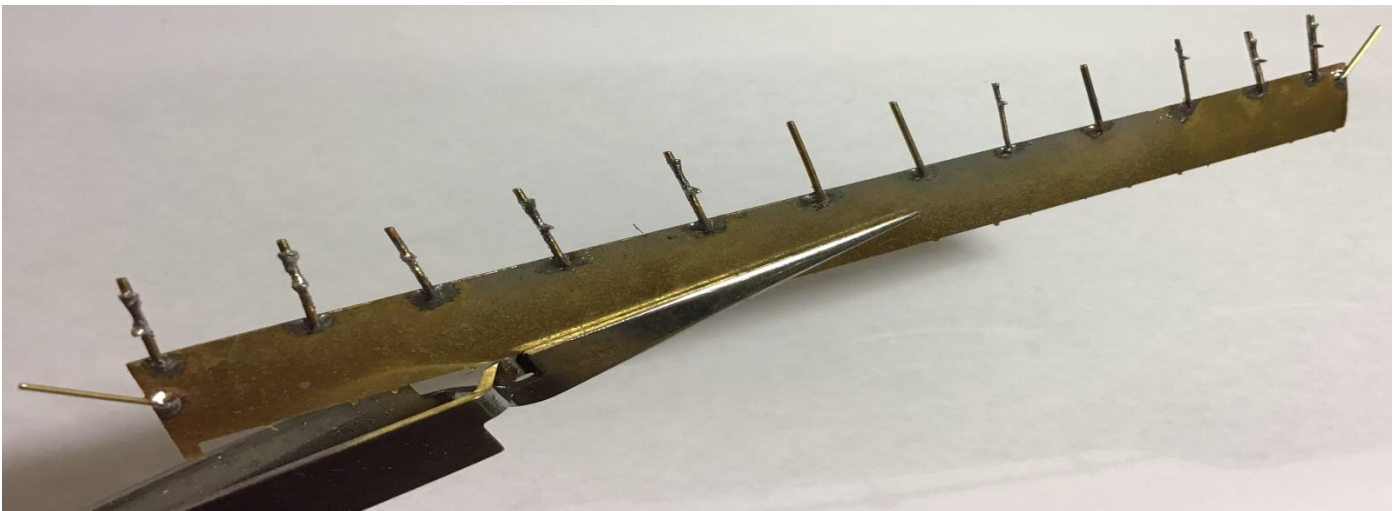
The model turns very smoothly and will be fitted for operation using a stepper motor and Arduino controller.

### **Ross BALDERSON:**

Fitting model people to your layout without the worry of them being knocked or bumped off.

These people were cast in pewter and don't glue onto surfaces very well.

I have soldered a number of 0.7mm brass pipes to a left over piece of etched brass; then drilled a 0.7mm hole up the skirts of each model lady and glued them to the brass pipes. Luckily in the 1890s they all had long dresses which hide the brass pipe.



The men unfortunately all had to lose one leg each. Once each man had their leg snipped off, their stumps were filed flat then drilled out with a 0.7mm drill bit. The brass pipe was tinned and shaped with solder. A blob of solder on the soldering iron was applied lower down on the pipe. When the soldering iron is drawn away from the pipe it leaves a foot shape. This can be finished off with a file for more accuracy.



I know what you are all thinking; "I should have been a surgeon".

Once the people were etch primed and painted the appropriate period colours, they were removed from the brass pipe then mounted and glued into small drilled holes on the layout.

#### **Newcastle 1899 update.**

After many years putting off building the end curved wall of the station it was built within a week. To get the correct curved shape of the wall a sheet of paper was placed over the platform. A rubbing using a lead pencil was made to give an accurate outline. This was scanned into Corel Draw on the computer then the complete platform was redrawn and printed off as a template. The wall was created from 5 layers of styrene laminated together matching the curved template. Brass 0.5mm support rods were fitted within the centre sheet of styrene to hold the wall on the platform. There are 8 arches on each side of the wall, cut out and filed to shape. Also smooth styrene arches were cut and shaped to fit into each arch top. The veranda Wrought iron was drawn in Corel then photo etched. The wall was drilled and the ironwork was then mounted. The corrugated iron roofing was created from Evergreen scribed Styrene Split and spaded every second Sheet of iron to create a curved roof. The split gaps were filled with modelling putty.





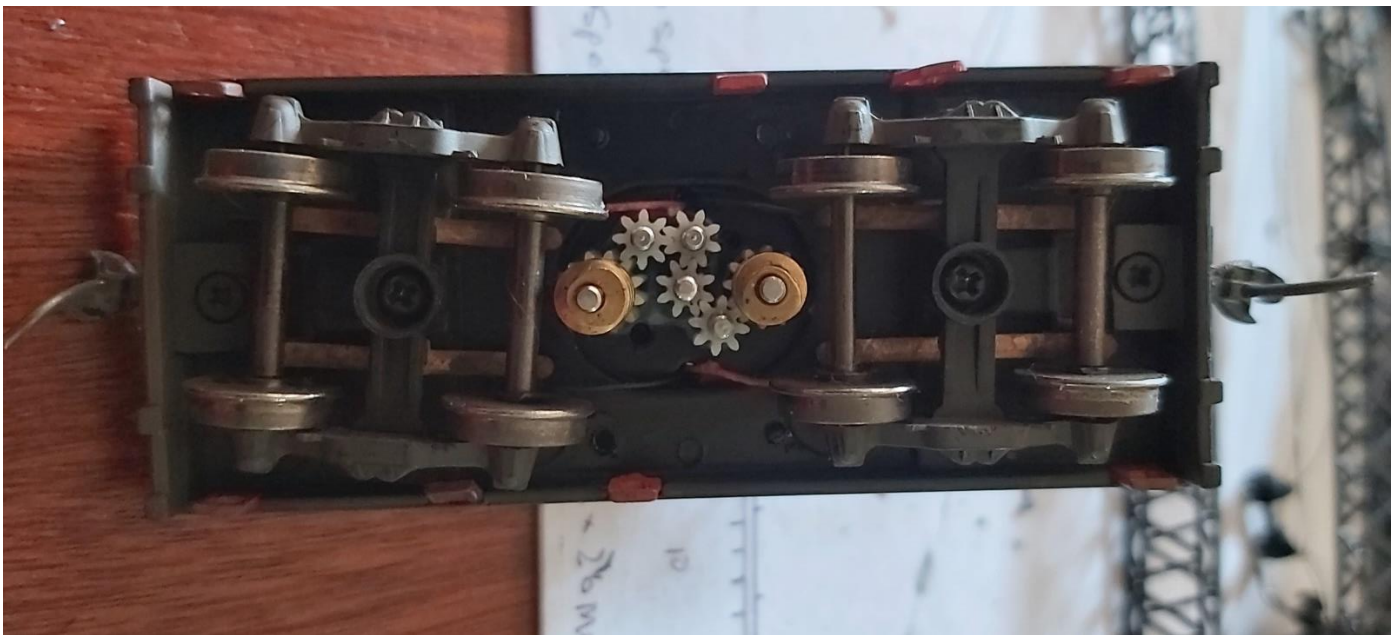
## Robin FOSTER:

This is a story of three mobile cranes; one purchased NEW MIB & 2 items won eBay at a good price with the description being: 'sold as NON runners'.

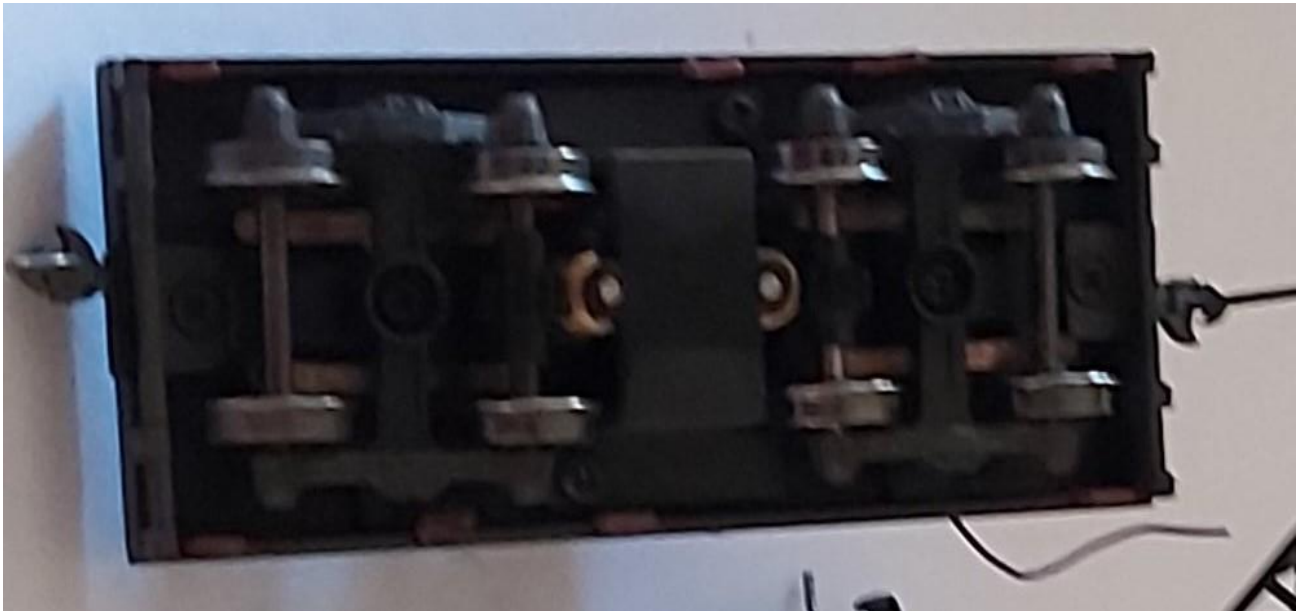


NON runners indeed as the geared wheels on both items were replaced with standard insulated axle wheels. Examination of the CP Rail tangled 'rigging' requiring some effort as time to untangle & reassemble to a working mode.

The CN was converted to DCC at some stage, being a very haphazard attempt in doing so, worst the boom was also damaged & as for the rigging; beyond repair it needed to be cut away as it was so frayed and knotted one wonders how it managed to get into such a state.



This is how both items were received, the gear cover removed to show the gears & worms, with the replaced plain axles. Further investigations showed the 'powered' gear was slipping on the motor shaft to drive the other gears where removal found that there were diameter differences to the motor shaft and gear shafts. Juggling the gears showed 'one' was a tighter fit where with some care seated over the shaft with the use of delicate force & the open tip of a pin vice to seat in place.



ATHEARN SD40-2 gears were located in the 'spares box' where the gears required a slight ream out to assist the gear onto the axle, when tested with a 9 V battery to the motor terminals the wheels turned, Q is: to have the CN as powered DC an unpowered unit 'removal with the gears to the worms / change the SD40-2 gears wheel axle gear to the other end location of the bogie, for use within the repair shop or DCC without the jib moving about the repair area waiting the repairs to the jib?. Powering from the rails for DC or DCC will require the metal axles to be cut to the gear to allow power pick up from the wipers without shorting.

It also gives some hope for the CP Rail to be regearred correctly with a decoder, another project.

It all started with the purchase of a WALTHERS Mobile Crane with standard DC off eBay at a keen price.

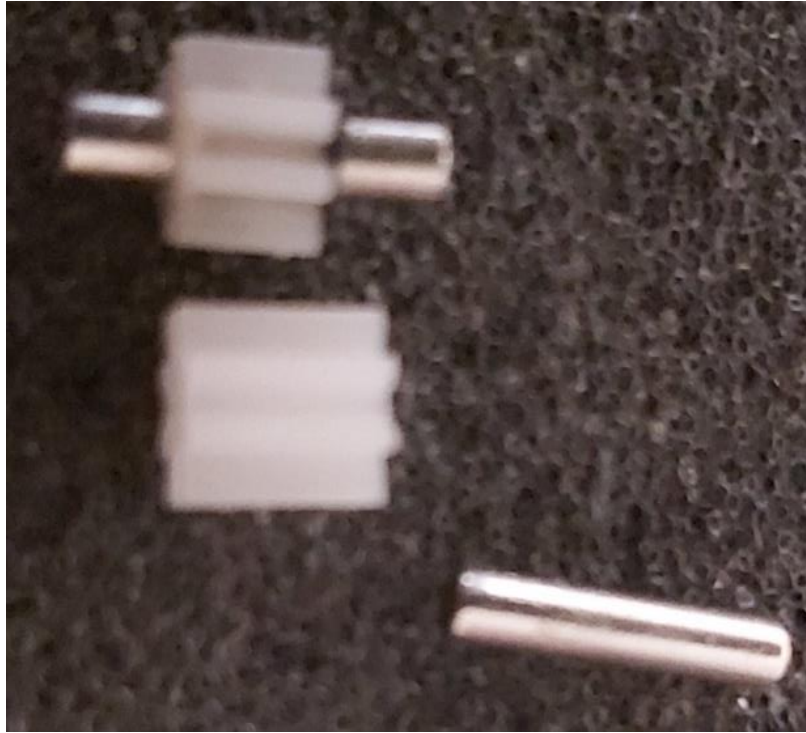
The purchased WALTHERS [MIB] Mobile crane was DC but converting to have a decoder installed to DCC being an option. A test on DC found a flaw the gears were found to be 'cracked', one just cannot win, note the centre motor drive gear on the longer shaft, an email to WALTHERS Technical Support Department to purchased replacement gears received no reply.

I enquired Jack if he could assist in the installation of a decoder as perhaps small white LED lights. Locating gears on eBay to suit proved fruitful ,then waiting for the arrival for the final gear fitting installation where now the rest is history; a proper working piece of rolling stock.



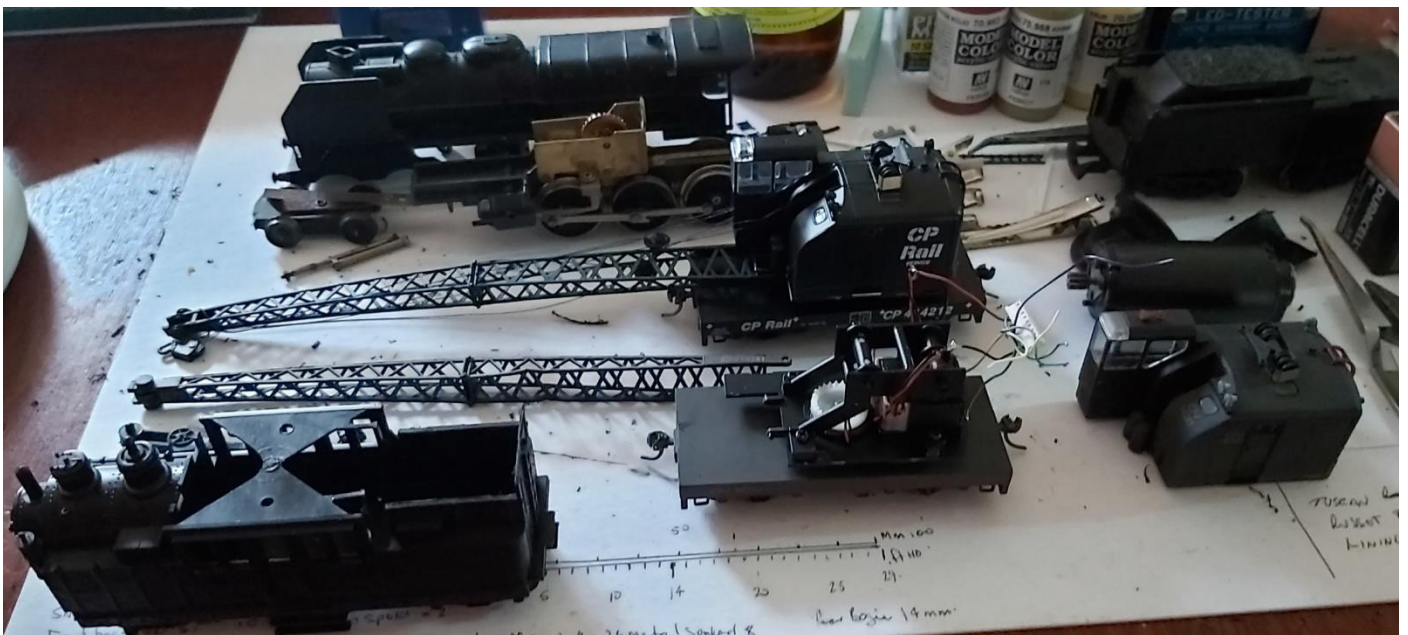
Original factory geared wheelsets showing the electrical wipers to the geared split axles, only two axles providing power to the wheels for motivation, the bogies requiring re-attachment to mesh the gears..





Top: Original gear with original shaft. Centre: new larger gear. Bottom: shaft

The replacement (larger) gears were spot on however the shafts were found to be a tad larger diameter, removed from the NON runners, so brass rod was cut to length to fit, seems that there must have a number of machinists with 'out of gauge' tolerances for these items, this could be one of the reasons behind those 'split' gears?



#### Projects to come:

Above top left: JEOUF SCNF 231.C.60 the 'cookie cutter plastic wheels' have been replaced with metal wheelsets, front bogie Proto 2000, trailing truck Hornby & Tender wheels Bachmann. Note the large CAN motor; this is a project for DCC.

Centre: The two WALTHERS cranes, note broken lower jib section & the nice weathering on the CN.

Lower left: One of the two ROUNDHOUSE Climax's being modified.

**Matt SEMENAS:**

Western Canada Railway update on my layout work. I am now on the final phase of constructing the big mountain gorge where the three bridges cross with a future water fall from the glacier and another large waterfall from the Bow River on the left side feeding Peyto Lake at the bottom. There is still a lot of work to complete before completion, so here is what it looks like at present.



One of my objectives in building the central mountain and the spiral tunnels was to try and replicate the scene from Yoho National Park with long trains going into the tunnel under the tail end of the train is travelling above. I have succeeded in accomplishing this objective with Cathedral Mountain in this photo. The Union Pacific #940 EMD DD40AX, 6600 horsepower locomotive is pulling 18 carriages just entering the tunnel while three carriages are still crossing the tunnel and bridge over the waterfall, there are 4 more carriages that can be added.





Cathedral Mountain with cross country skiers coming down the switch backs and a rock train parked at the mine entrance.



The waterfalls and canoer's paddling down the river just passing under the bridge.



More canoer's paddling down the fast moving river under two bridges

Once the Peyto Lake gorge and waterfalls are completed and the three bridges re-installed my layout will be completed. I do have a future coal mine on a peninsula that I will build with a take-off from Revel Stoke yards in the future. In the meantime I have several hundred passengers waiting to board those passenger cars; three locomotives to convert to DCC and then speed match a bunch of my locomotives.

So, there is no rest for the wicked and the fun will continue.

### **The last say.**

DIV 2 Members have been very busy, during this 'COVID-19' period, having my inbox 'BLING' to the receipt of their writings as pictures on their or others layouts / projects for this issue, appreciation goes to all.

Continue on with that 'BLING' for those 'show-n-tell' articles to your projects & articles for the May edition of The FLIMSY.

Keep on training.

Robin.

Div 2 Hosted meetings have been postponed for the foreseeable future & will be advised when the 'COVID 19' restrictions are either lifted / crisis is over, in the mean time it is planned to continue on with Monthly emailed issues of The FLIMSY.

2020 if you are interested in hosting a meeting this year contact Stephe who will provide necessary information.

The FLIMSY contact [robinfoster@inet.net.au](mailto:robinfoster@inet.net.au)