



THE FLIMSY

NMRA Division 2 Newsletter

May 2020

In this issue.

From the editor

May meeting

Show-n-tell

Items for sale

The last say

COVID-19.

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### Message from the Super.

In this time of isolation, I have come to realise that I have never met some of our members and that due to the large geographic spread of our division it may be some time until I do.

This, of course, applies to all of us.

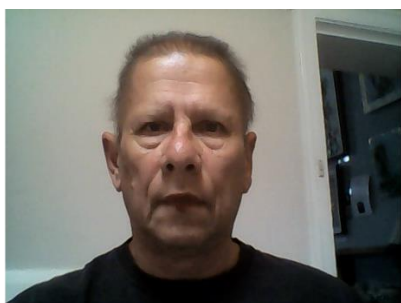
In the near, and possibly medium, future it is likely that our Flimsy is going to be the most usual means of group contact. Our thanks for this should go to the never tiring Robin Foster.

However, in view of the situation, I thought it might be a good idea for each member to write a brief story of their life and interests for inclusion in the Flimsy. An accompanying photo would be nice too.

Please sent the stories to Robin at [robinfoster@inet.net.au](mailto:robinfoster@inet.net.au) He might be able to put in up to five in any one issue or perhaps a year book.

In the words of that old saying, "Don't let the bastards get you down!"

Regards



Stephe.

## NMRA 2022 in Birmingham UK Update

View online version

<https://ci4.googleusercontent.com/proxy/HwHa4EC3Jx-IEyuRkuDucvrzwsIDvgIGCsRshJEXLpig67YLknApXLXQsc7LH01lhmwpPjNgNHA6xtWbeHOYUA=s0-d-e1-ft#https://x2tu6.mjt.lu/img/x2tu6/b/1uj/yz3.jpeg>

### NMRA NATIONAL CONVENTION BIRMINGHAM 2022

It is with a heavy heart that we advise that we can no longer run the NMRA National Convention in Birmingham UK in 2022.

Birmingham City bid successfully to host the Commonwealth Games (similar in scope to the Olympics but for British Commonwealth nations only) in the Summer of 2022 after Durban, South Africa withdrew as host city. This occurred sometime after our own bid to host the NMRA National Convention was successful. As a consequence of that we moved our dates back two weeks to accommodate. Now, as a consequence of the Olympic Games being postponed one year into 2021 due to COVID-19, and the World Athletics Games in Eugene Oregon being postponed one year to the early Summer of 2022, along with the European Athletics Championships in Germany, the Commonwealth Games are now beginning to hold venues and accommodation across the beginning of our convention week. It is possible that the Commonwealth Games dates might change officially. This of itself will put a strain on booking accommodation and meeting rooms. and will likely impact the prices to be charged.

Furthermore, our train show location, which is scheduled to play host to a number of indoor sports during the Commonwealth Games, has now confirmed that they cannot guarantee that the venue will be back in a useable condition following the Games, in time for the Convention to run at all in the summer. The National Convention needs to be in the Summer for a number of reasons ranging from availability of accommodation in a city location, to traffic conditions and heritage railways timetables which are geared to the holiday periods. There is also the added concern that travel, particularly international air travel, and hotel availability might not have returned to its pre-COVID-19 levels putting extra strain on our planning.

We apologise to all those who we know were either looking forward to participating as exhibitors or convention attendees and who were planning trips to the UK around the Convention.

Birmingham 2022 Convention Committee  
Kathy Millatt  
Convention Chair

The COVID-19 situation has seen a number of updates & changes recently, where decisions were being made to relaxing some of the restrictions for gatherings and re-opening of some businesses with appropriate restrictions in States & Territories where again may be put in doubt having some areas again affected on reports of the COVID-19 testings findings proving positive.

This medical pandemic is far from over where recommendations on keeping a safe distance, hygiene & only go out as necessary for personal use; in short obey the advice & rulings of the State & Territories and use common sense for your activities.

The situation is a day by day / hour by hour; the question is "Who knows what tomorrow may bring".

There is a new feature added to this edition of The FLIMSY: For Sale & Wanted items, where Division 2 members may submit their requests, the first of this 'Items for sale follows the end of the 'Show-n-tell'.

Keep on training.

**Robin.**

## MAY at home activities....

### Show-n-tell.

#### **Rob NESBITT:**

The Bethungra layout earlier being worked on by Rob Nesbitt has finally been returned to the Broadway Museum in Junee. Here is it in their "Railway room" The missing backscene behind the loop, is currently being painted and there are plans for a Perspex front and top, and curtain to hide the table legs. It is hoped that things will be finished in time for the museum re-opening, which is depending upon easing of the COVID19 restrictions.



#### **John MARTIN:**

My card system for train operations

I assemble goods trains on my layout using playing cards based on an article I once read in an old *Model Railroader* magazine.

The playing cards are used to create four card types:

1. Number cards
2. Wagon cards
3. Destination cards
4. Chance cards

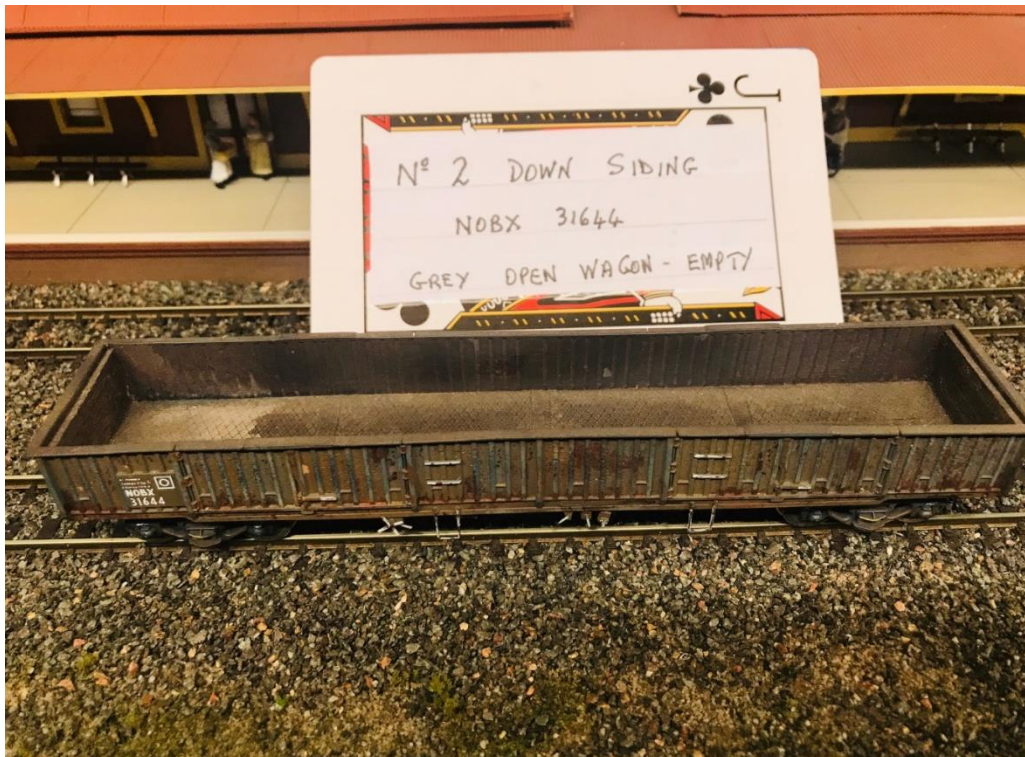


I will describe each card type as follows:

1. Number cards: From the full playing cards pack (52 cards) I pick out all the cards numbered 4,5,6 and 7 (that is 16 cards in total) and place these aside in one pile. The assembling of trains starts with the operator drawing one of these cards at random, this determines how big the train will be once assembled. For example, if we draw a 6 from this pile it means the train will comprise six wagons plus a brake van.

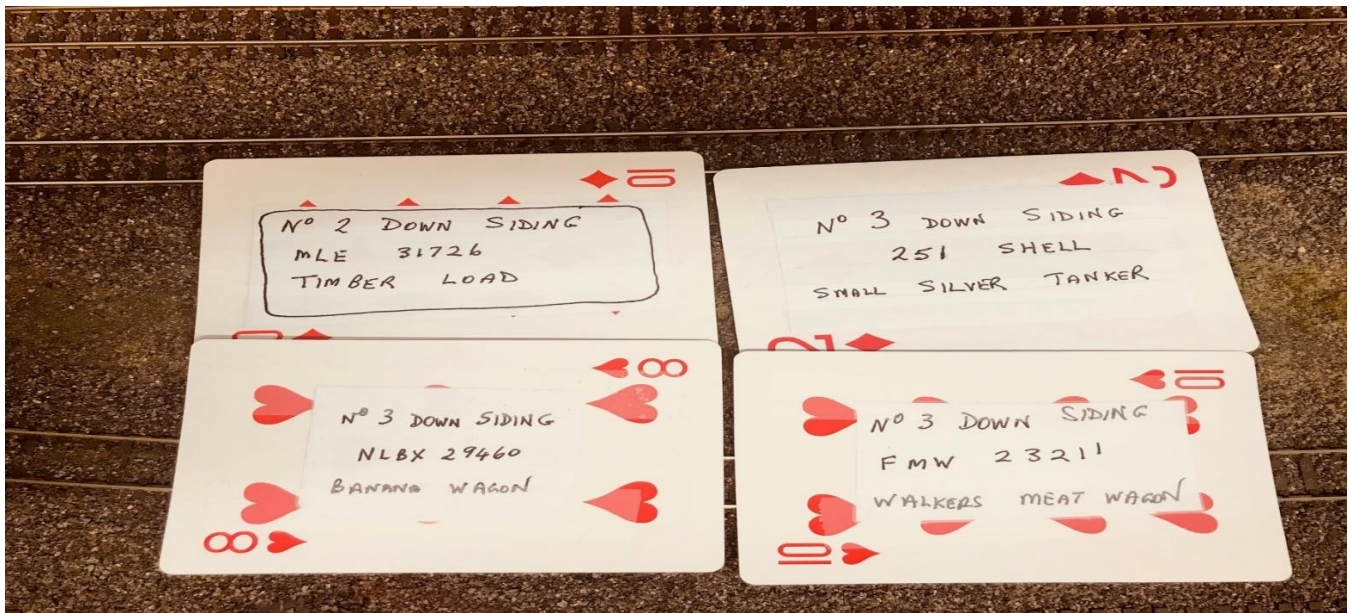


Wagon cards: On the face of other playing cards we write the details of all the wagons you have on your layout. We write the wagon type, its number and where the wagon is situated, and keep all these wagon cards in a separate pile. For me, I have about 30 wagons distributed around the layout in different sidings, such as the goods shed and yard sidings, which I can make available for this card game. If the number 6 was drawn in step 1, then we need to draw six cards at random from the wagon cards pile. These six cards become the new train. You must go and get the wagons from wherever they are on the layout to make up your train. This obviously involves some shunting moves to be able to assemble the train in an assembly siding.

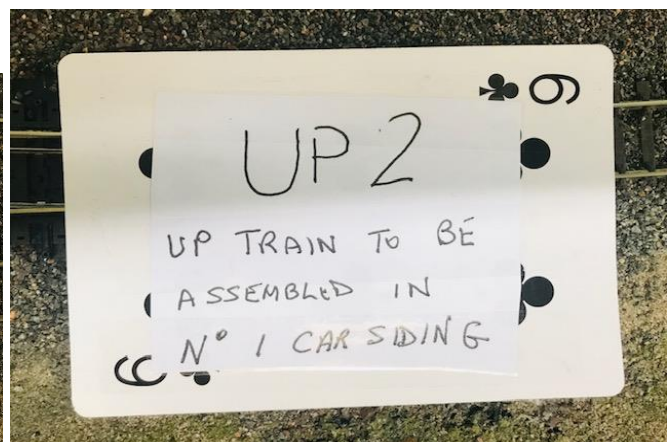


Destination cards: Again, on several unused playing cards, I write possible final destinations for the finished assembled trains. On my layout I have only 2 possible destinations; one is an UP siding and one a DOWN

siding in my off-scene fiddle roads. For me, the destination dictates which end of the train the brake van is placed and which way the final train exits the layout.



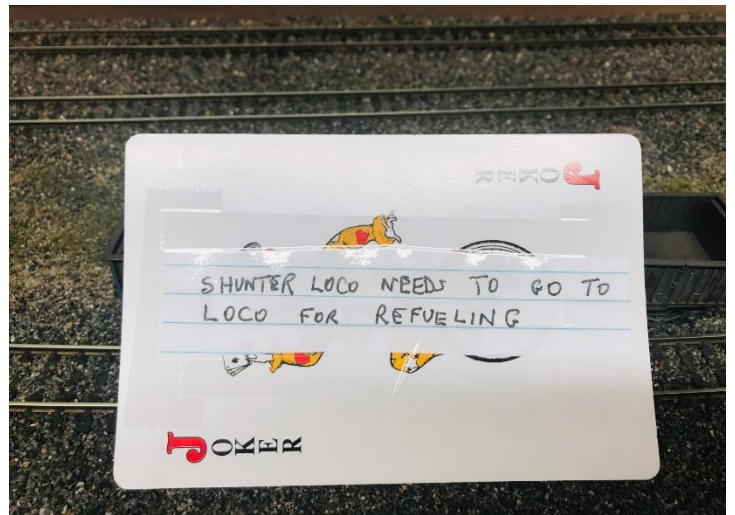
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So far we have chosen a random number (in this example it was 6), selected that number of wagon cards from the wagon cards pile, selected a destination card (which also indicates where the train is to be assembled) and then have gone to get the wagons required. We have assembled the train with a brake van from the brake van siding and a fresh engine from loco. When the train exits the layout, it needs to be returned later and all the wagons need to be placed back in their exact same locations as showing on their wagon card, to enable a new game to start again.

Chance cards: I have invented several chance cards which are drawn at random times whilst the train is being assembled. This helps to add interest (or annoyance!) to the operator assembling the train. An example of one chance card tells the operator he is low on fuel and needs to go to loco to refuel.





## Conclusion

This card system is extremely easy to set up and provides some interest to operation, especially on smaller layouts. The random nature of many of the operations means that there is both variety and challenges in assembling a train together prior to it heading out to its destination. It is also a good way of practising your shunting and uncoupling skills! No two trains are ever the same.

I have found this method to be very enjoyable, especially when I just want to play around with the layout, as distinct from going through my more complex sequence system of train movements which takes a lot longer to complete. So, have a go, and see for yourself how this easy and inexpensive operating system works on your layout.

The latest O gauge wagon kit completed for my son Phillip.



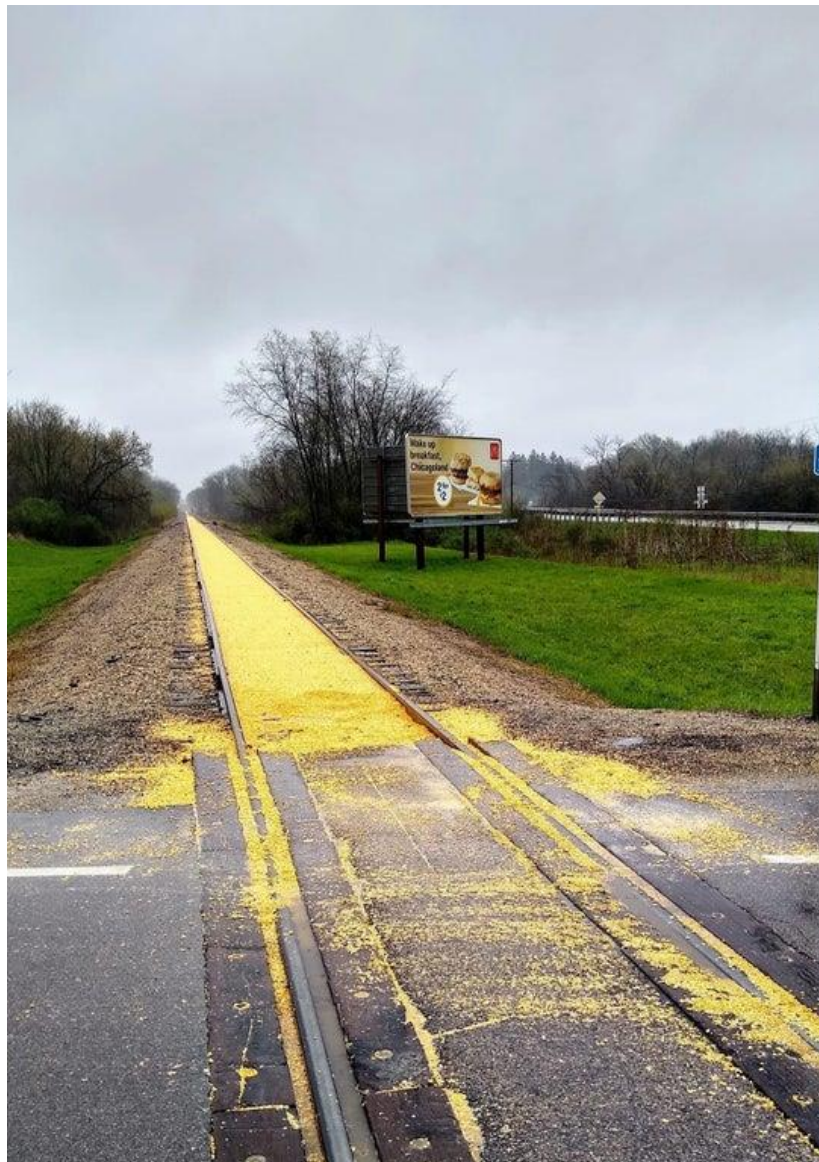


**Anonymous:**

The geniuses that pursue a career in marketing never fail to amaze me.



Oops! How not to empty a hopper...

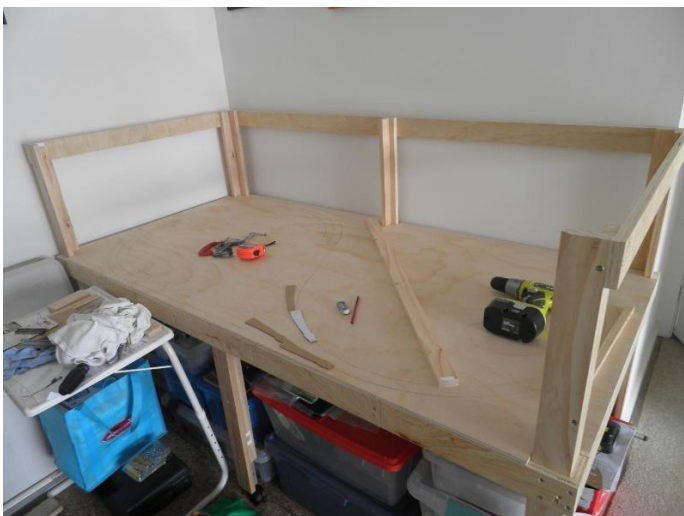
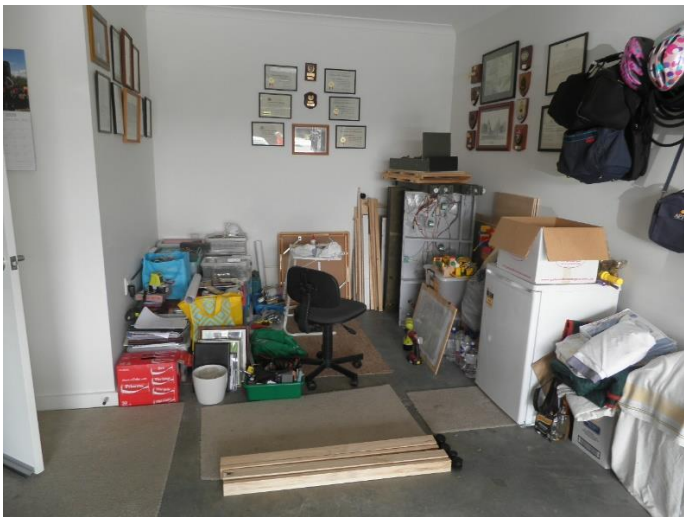


## Peter DINHAM:

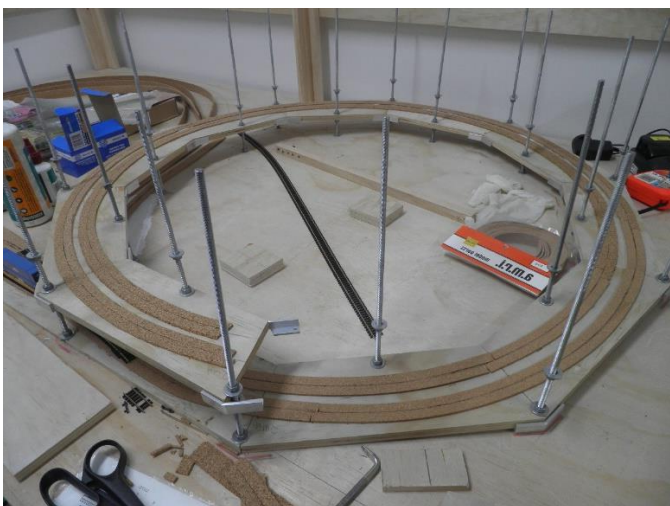
I have attached some photos of the initial construction of my new layout. I have completed the helix and have taken steps to commence the upper level. The helix is designed based on a design in an article in the Railway Modeller. It involves cutting several straight strips from a sheet of 9mm ply. Then cutting the strips into specified lengths cutting the ends off at 18 deg and joining 10 of them together to make one loop. The width and length of these cut segments is determined by the scale and radius of the track loops in the helix. In my case, as I am using curve radii of 450 mm and 420mm for a dual track helix using Code 80 N Scale PECO track, the segments were 100mm wide and 300 mm long on the longer side. I can provide more detail if required to anyone interested. The grade of the helix is 2.2% and allows my highest rolling stock (double stack containers) 3mm clearance.

The part of the layout shown is the left wing of a U-shaped layout which will occupy a space of 1900 mm x 2900 mm. The left wing shown is 1900 mm x 950 mm with a staging yard (which can be expanded in the future if desired) and helix on the lower level. The upper base board will provide for an elevated track looping over the base level.

At some stage in the future I could provide a feature on the layout if the Division would like.















**Don EDGAR:**

Having moved into a new house eighteen months ago required some downsizing from the large layout in a full garage with continuous running where I do not have that sort of area within my new house, so I have built a small shunting layout using NCE DCC with sound etc.

I had sold off a great number of locos and rolling stock to contain the layout to something I can manage.

Work in progress, but I am getting there.

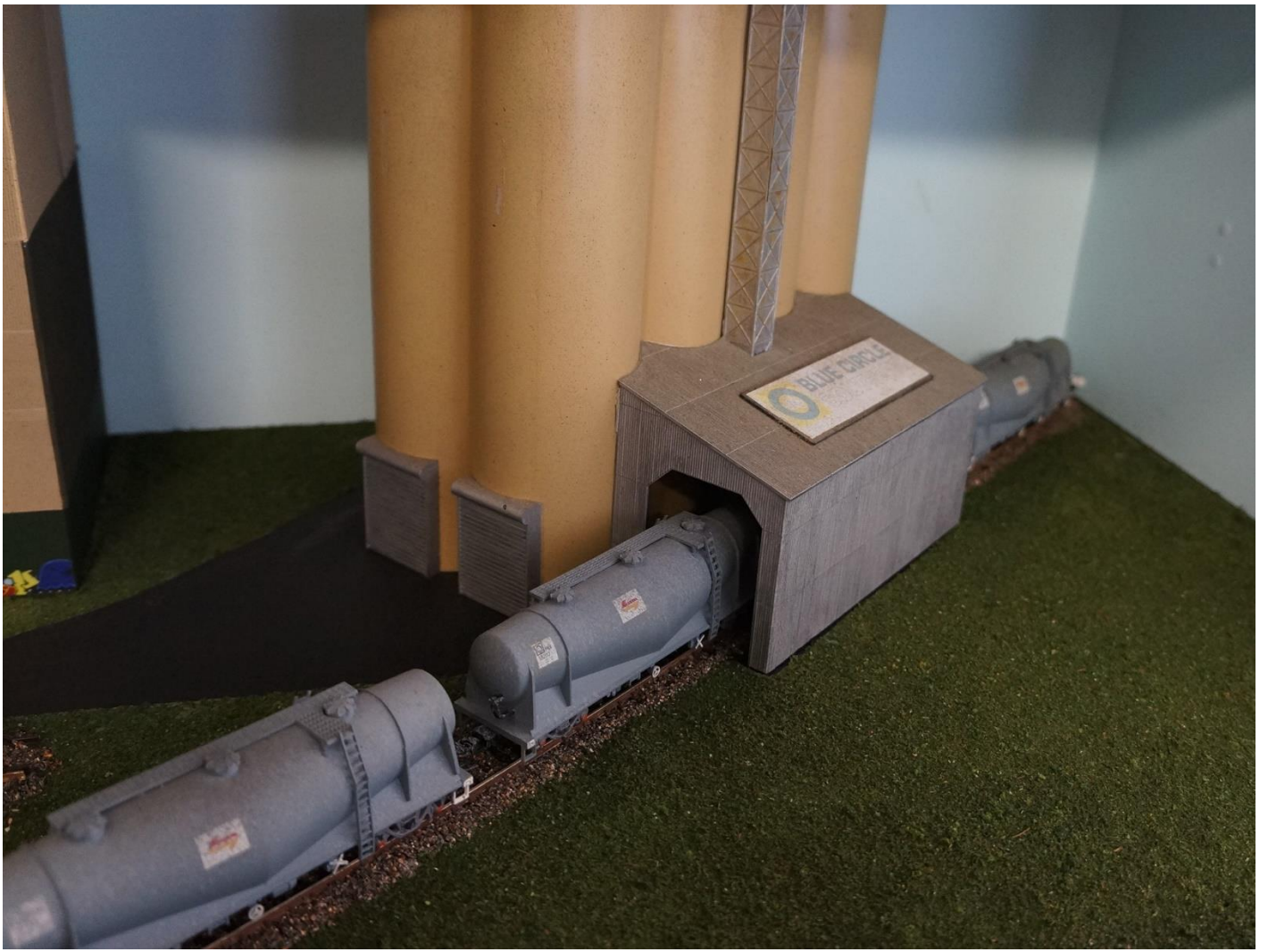










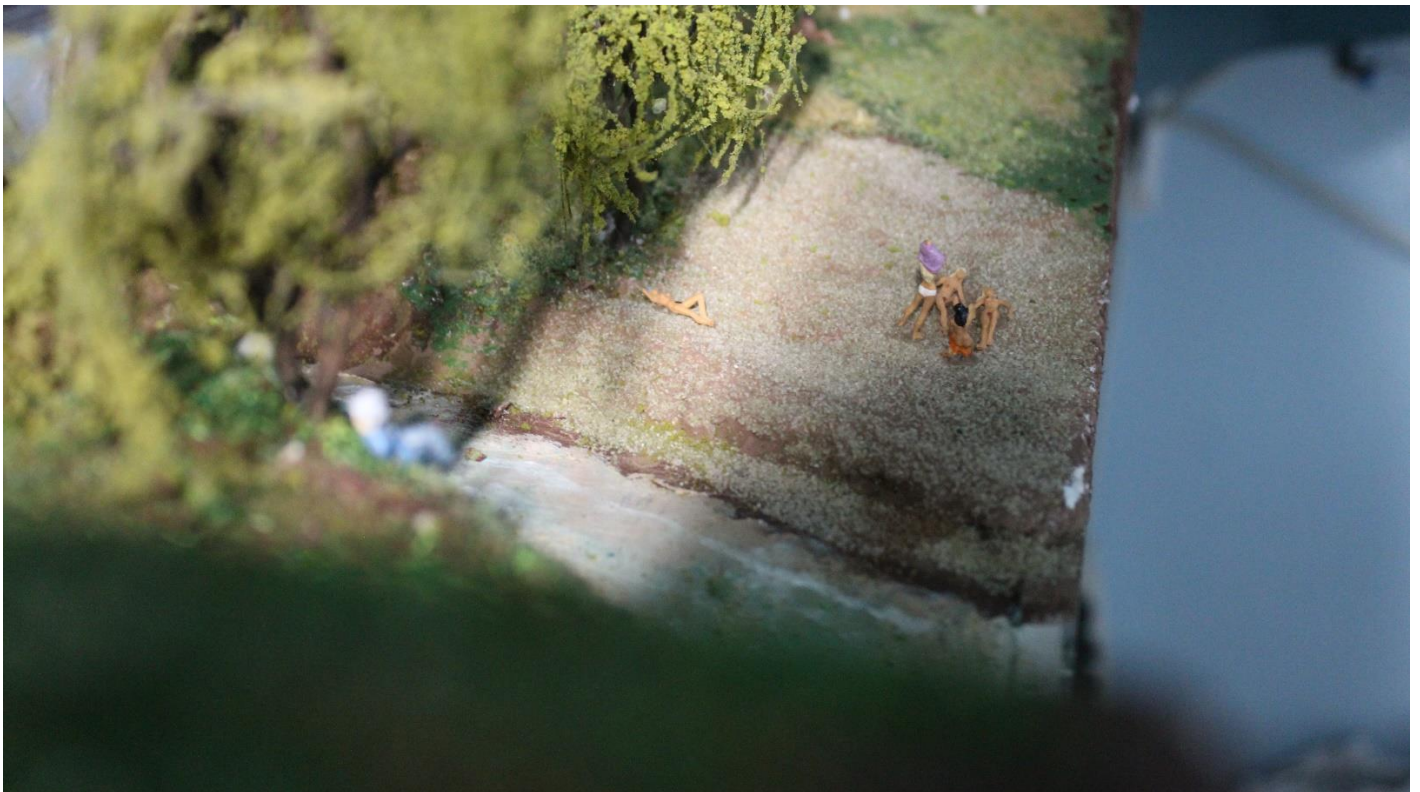




**Stephe JITTS:**



The swaggie at Backhouse bridge is now enjoying the show.

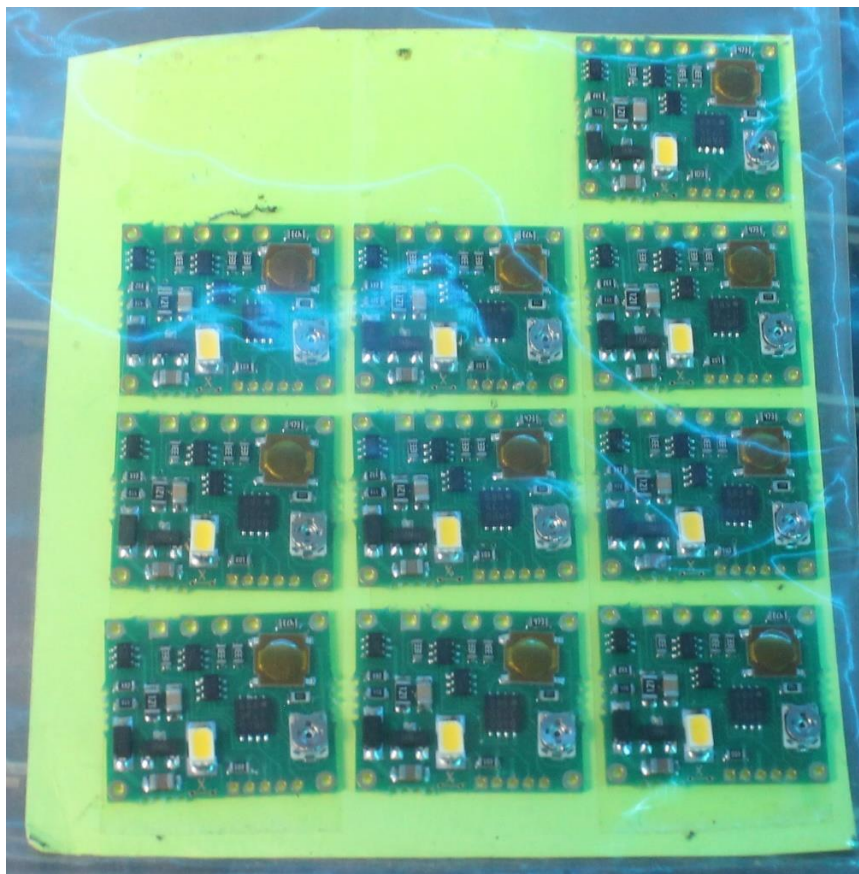




The purchase of a lovely SFX is one of five cars that were made specifically for the North Coat Mail in the late 1920s. It never ran on the Illawarra line and by 1955 would have been painted Tuscan & Russet but I like these varnished cars, so I got it anyway!



I have been gradually installing NCE Lite-Its in my guard's vans. These small chips offer three independent light circuits. I use No1 for interior lights and Nos 2 & 3 for the marker lights. You need a steady hand and a ridiculously small soldering iron, but they have the advantage that you can also install a keep alive. The intensity of the lights are fully variable and independent from each other.





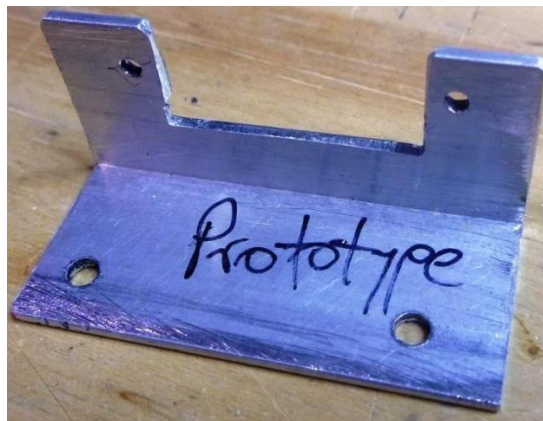


**Ian BARNES:**

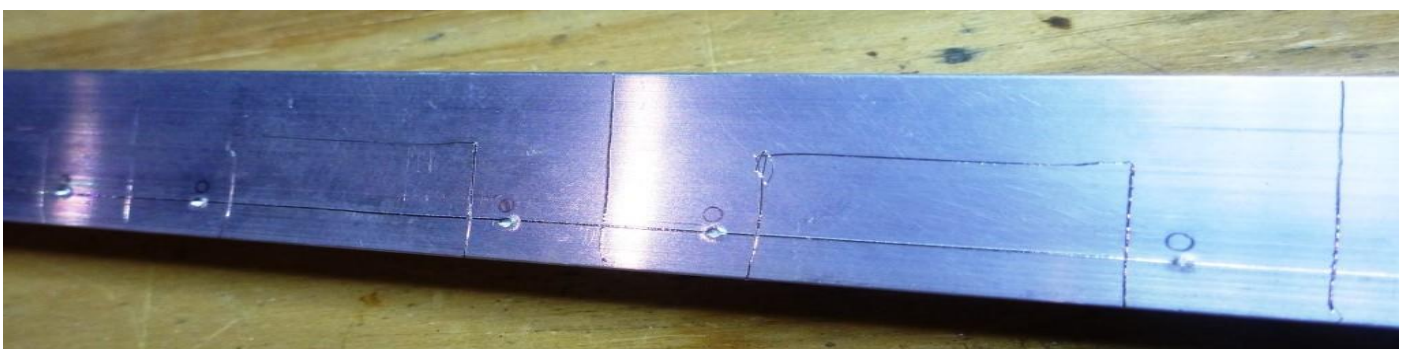
A series of photos on servo motor bracket construction. This follows from, I think, your note (?) some time ago on the topic.

Well into his layout construction, Ian Barnes had a need for quite a few point motor control units, requiring a production run of servo motor brackets. This series of photos illustrates that process.

Prototype for the servo motor bracket, based on a previous article from Wal PYWELL April 2019, was built and tested.



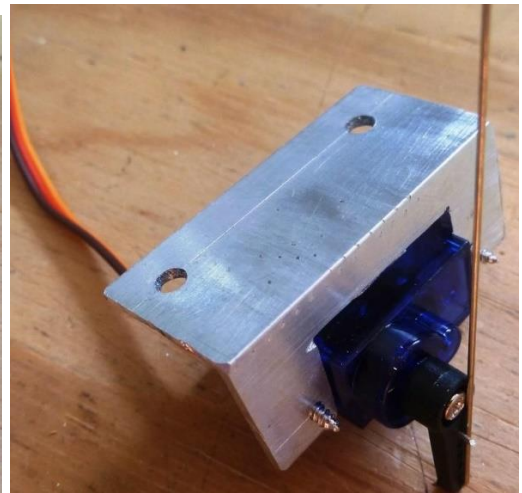
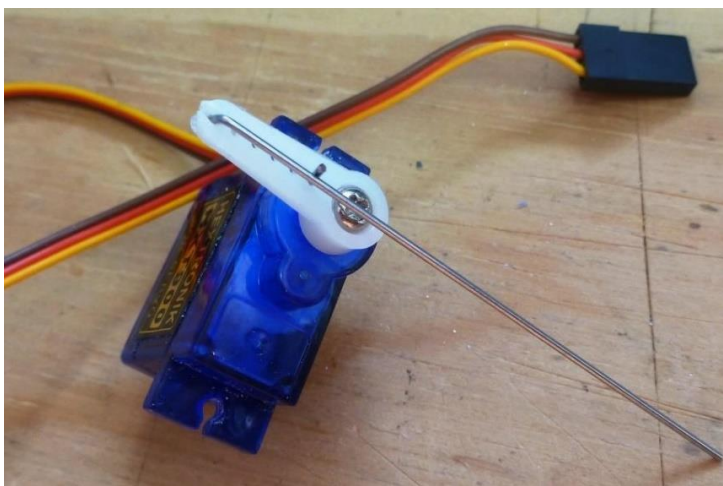
Along a strip of 20mm aluminium angle, a series of brackets were scribed, and centre punched ready for drilling and cutting.



After the drilling, cutting and cleaning up with a flat file.



A servo motor with bent and fitted actuating arm of 0.8mm wire



The servo motor mounted on the bracket

In just 4 hours, 10 servo motors ready for mounting on the layout



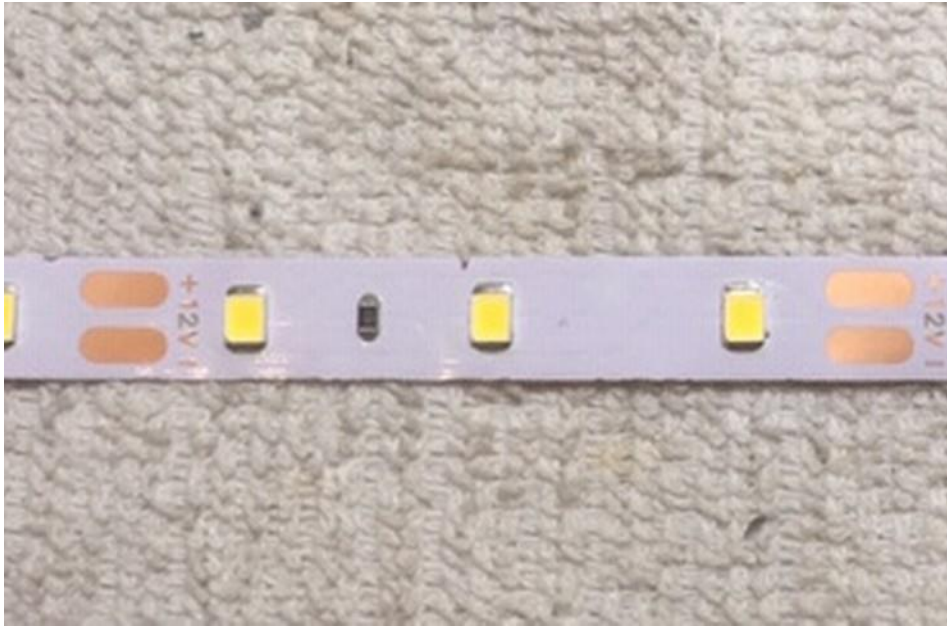


## Jack CHILD:

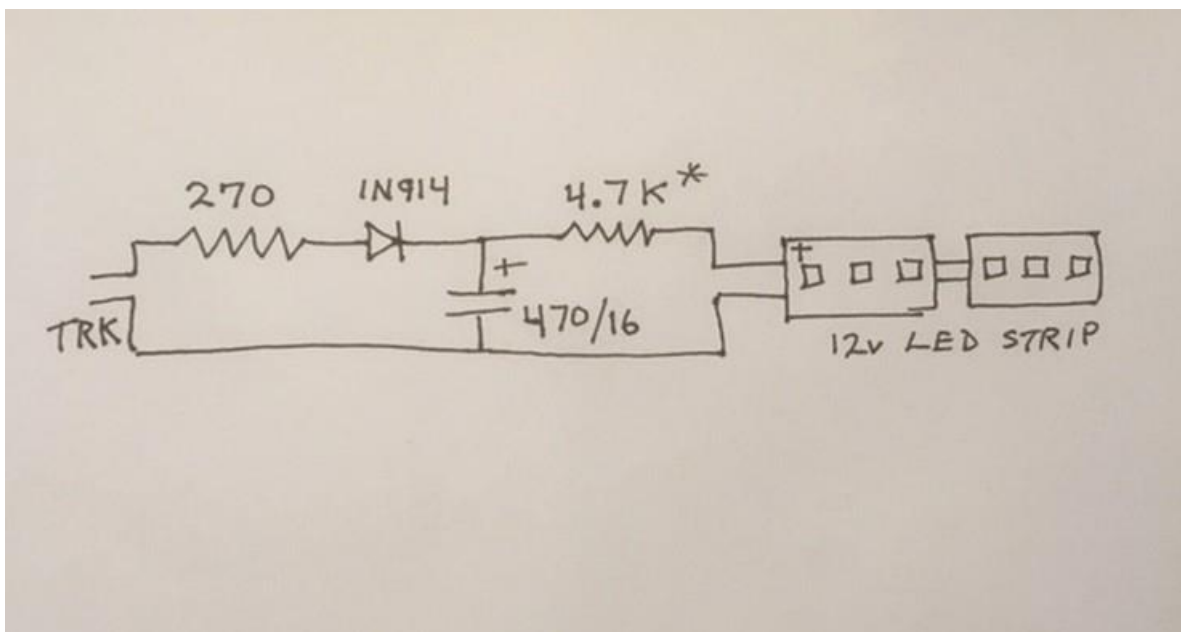
Enlightenment – using track DCC for LED power:

Shortly after beginning the lengthy task of building a set of 'R' cars, I decided to install lighting in the carriages. This can be more challenging for some coaches than others, but not so in this case.

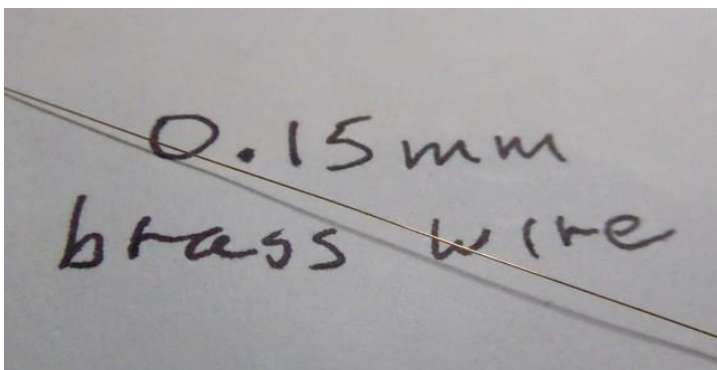
I decided to use 12v LED light strips for my interior lights and to power the lights from the track DCC supply. The LED strips are available from many sources and a 5 Metre strip will cost as little as \$9.00. The strips are configured as 100 sets of 3 LED's each, which are easily cut into 3 LED groups. They are self-adhesive and easily attach to the interior roof of many coaches such as the 'R' cars. Avoid the waterproof styles!



The power supply is straightforward. As the DCC supply requires conversion to DC, a simple rectifier / filter arrangement is adequate. The capacitor also serves as a keep-alive, reducing flicker on noisy track. (A bridge-type circuit would be needed for DC operation.)



My 2AA bogie wheels have plastic spokes on each side, insulating the axle from the wheel. To bypass the insulation, I installed a thin wire (1 strand from a decoder wire) between the axle and the tyre. This was easily done by removing one wheel and pressing the plastic spokes out. The wire was then inserted between the wheel and the axle as shown:



(or 1 strand from a decoder wire)



The brass tube is the pickup; it should spin freely on the axle. The washer protects the wire from the end of the tube. All that remains is to route the wires from the power supply to the brass sleeves.





## Enlightenment?



That came when I realised, I did not really require lighting for the South Coast Daylight Express.

### **Ross BALDERSON:**

*Preamble notes from Ross:*

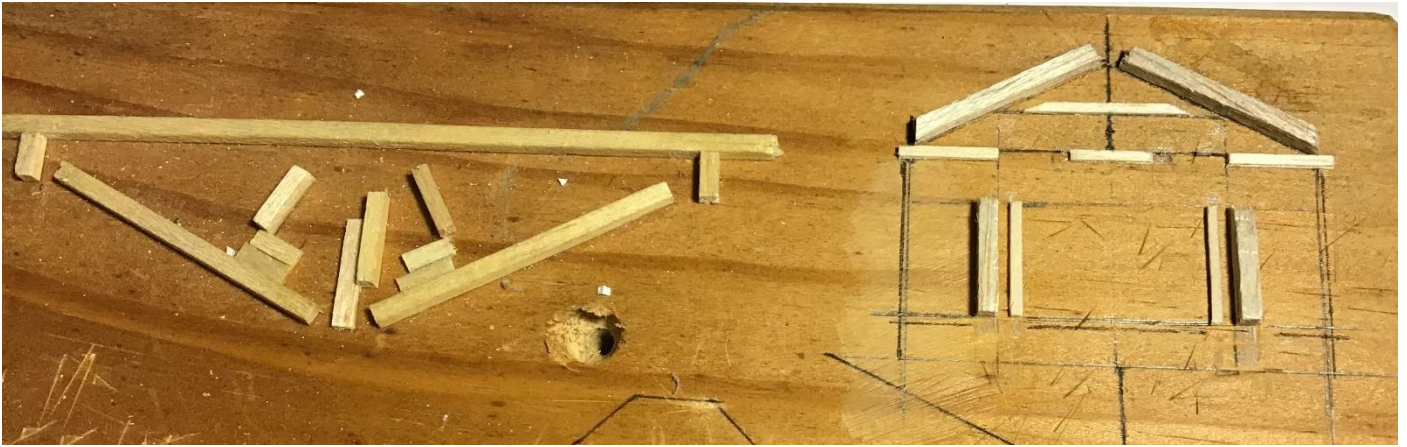
I noticed in the last flimsy that all my photos were squashed out of shape. I have been taking the photos with my iPad. Is this an issue with the photos being sent from it? If these ones are the same, it would be better that we did not put them in.

If they can come out normal it is a series of photos showing step construction of Newcastle's platform 2 and 3 awning roof.

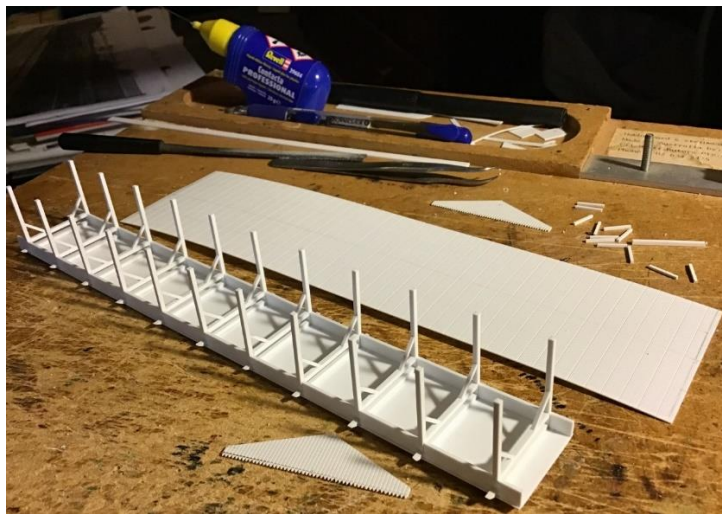
*Reply from your editor:*

Nothing wrong with your iPad, the pictures were perfect, the 'squashed' effect was in my picture editing. Normally the resizing would be done at the corners, but I needed to give a length / width so did the resize from the top. I did not wish to give the  $\frac{3}{4}$  or  $\frac{1}{2}$  as this would have taken away the details. As you are aware, I like BIG pictures but there is a fine line to incorporate pictures into a space.

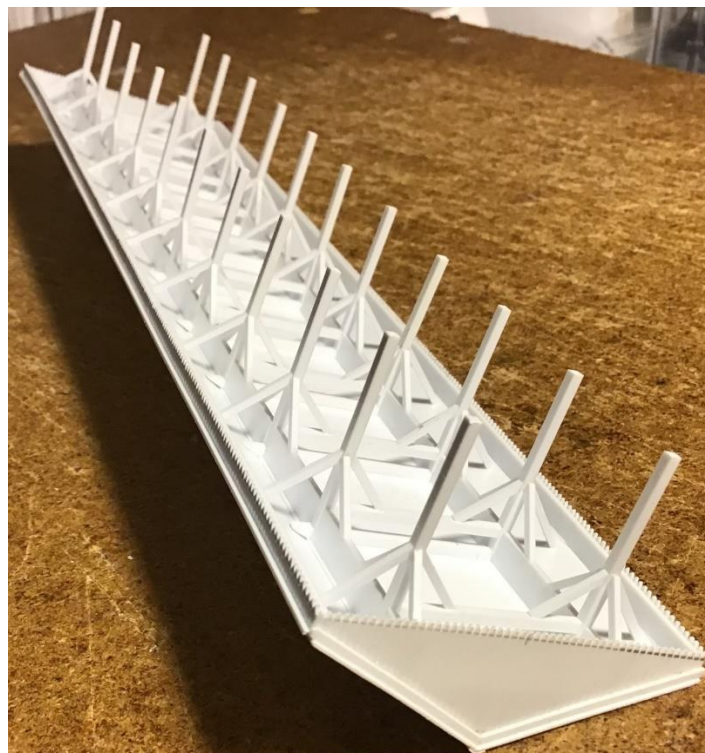
Starting the assembly of all the bits and pieces.



This is the jig made from a block of old pine and some balsa wood to create the styrene support frames and trusses of the platform roofing. It is not very pretty but it does the job.



The assembling of those pieces shows the complexity as under roof detail.





Some paint & ready for placement on the platform.



In position on the platform, another structure completed for NEWCASTLE.



## FOR SALE & WANTED

### Stephe JITTS:

Ratio GWR Square Post Signals (Kit 466) Cost \$20.00 plus postage Asking \$15.00

Hornby Railways R481 Footbridge Cost cannot remember Asking \$12.00

Walters Diesel Fuelling Facility (Kit 933-2908) Cost \$48.93 plus postage Asking \$45.00

Walters Bridge Crane (Kit 933- 2906) Cost \$114.72 plus postage Asking \$100.00

### Jack CHILD:

Bachmann four early U.S. style clerestory carriages metal wheels, knuckle couplers particularly good condition. (8 x genuinely nice 2SC bogies!) \$50.00



Athearn Genesis F3a Santa Fe #21C Great runner TCS KAT-12 decoder, LED Mars light & headlight excellent condition. \$120.00



Five U.S. freight wagons Lima 2-axle plastic wheels, nice looking kadee couplers. \$25.

### The last say.

COVID-19 continues, though some restrictions are or have being lifted / revised do not be complacent in thinking this will be over quickly where social distancing being the 'new norm'.

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

Keep on training.

Robin.

Division 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 meantime 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)