THE FLIMSY

NMRA Division 2 Newsletter

December 2020

In this issue.

We remain under ~COVID-19~ restrictions.

2020 ends & the New Year 2021 begins with the:

ELECTION OF NEW DIVISION 2 SUPERINTENDENT

In accordance with Clause 3.3.10 of the NMRA Inc Rules of Association, nominations are now being called for the position of Divisional Superintendent, NMRA Australasian Region, Division 2 (ACT and Southern NSW).

For further information on the duties of a Divisional Superintendent, please refer to Section B.8 of the NMRA Australasian Region Executive Handbook
http://www.nmra.org.au/Forms/AR%20EHB%20V4.5%20Final%20V0.1.pdf

Nominations should be submitted to John Gillies by email by Tuesday 19 January 2021.

John's email address is jgillies@grapevine.com.au .

As Returning Officer (John volunteered to undertake the duties on 21 December 2020) and operating in accordance with Clause 3.3.10, John can only accept a nomination when he has received three separate emails as follows:

(1) Nomination by a current Division 2 member as the proposer.

(2) Nomination seconded by another current Division 2 member.

(3) Agreement by the nominee to accept the position of Division 2 Superintendent and provide a brief statement not exceeding 250 words of the nominee's plans for successfully managing the business and operation of Division 2.

If John only receives one nomination (with its three separate emails), he shall announce that immediately after the deadline date to all Division 2 members and they will be invited to endorse the appointment by replying in the affirmative to the appointment of the successful nominee.

If John receives more than one nomination (each with their three separate emails), he will announce the nominees and provide a copy of their plans to successfully manage the business and operation of Division 2 in an email to be sent on Thursday 21 January 2021 to all current Division 2 members. This email will also announce the email election process which will close on Wednesday 3 February 2021.

Robin Foster

Editor Div 2 The FLIMSY

on behalf of

John Gillies

Returning Officer

NMRA AR Division 2

Keep on training.

Robin.

At home Show-n-tell activities.

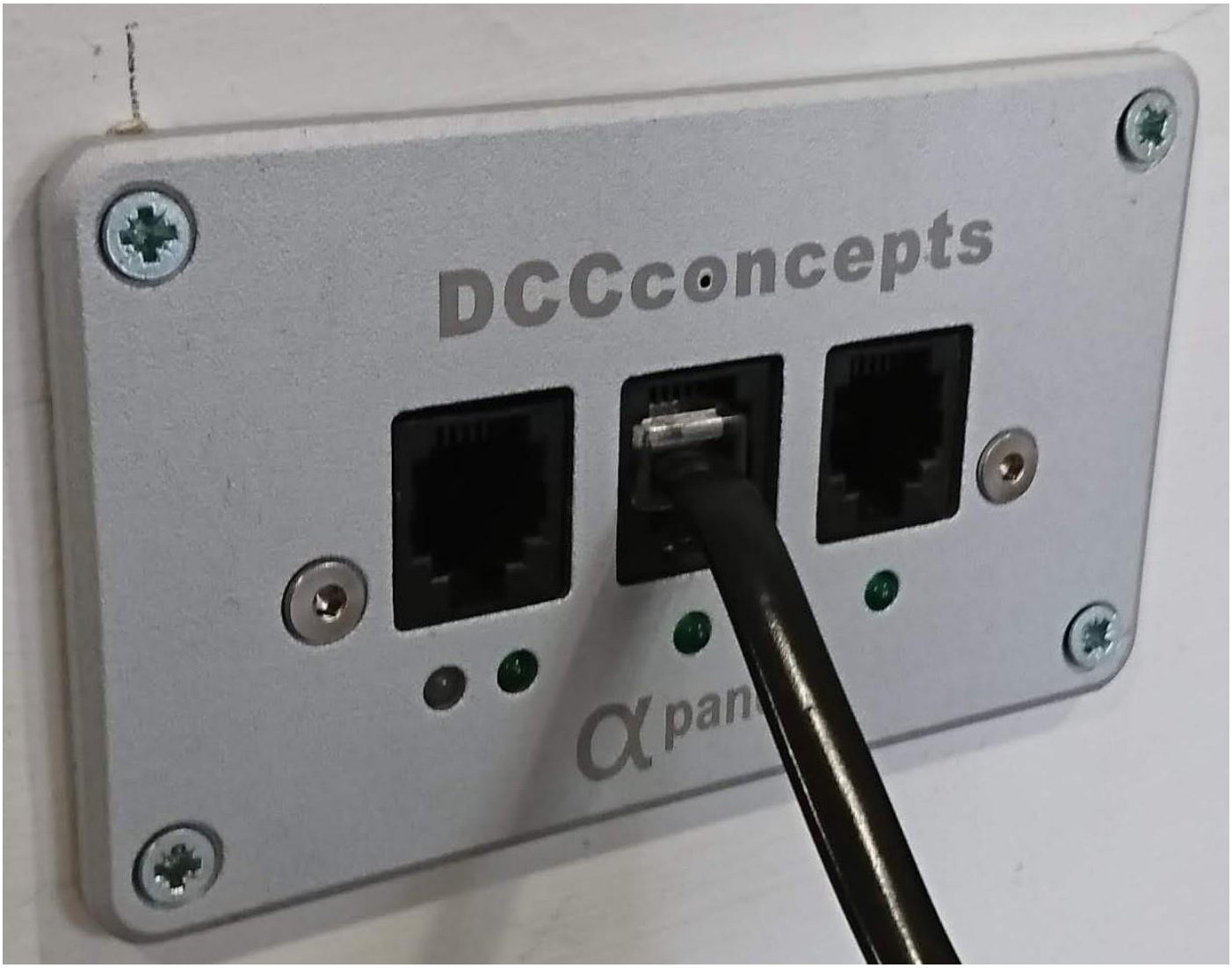
Rob NESBITT:

Wagga Wagga Station: the 5 parts come together

The station is close to 50cm wide and now becoming awkward in addition to being time consuming. The platform side wall detailing is nearing completion, just the two large arch sections remaining, before beginning on the roof, and verandas.

David VIRGO:

A few months ago, I decided I needed an extra panel connector for my layout. At the time, many local stores were out of stock of the NCE UTPs so I was forced to look overseas. Whilst browsing I came across the DCC Concepts product in Hatton's in the UK. It was a bit cheaper than the NCE product, so I ordered one.



I was pleasantly surprised to find that it functions as a Powe rCab connector (PCP) or as a normal UTP for other cab throttles. But the best function is the LED lights that indicate the DCC command centre is powered on. Until installing this I had no visual indicator of the layout power being on.

Robin FOSTER:

A visit to JAYCAR this morning proved beneficial, talking to one of the staff at length, on items for the NCE system where the 7 ½ "modular crimping tool & the modular plugs 6P6C used for the flat cable are also useful for the curly cord.

There are two other items or note:

WB1622 cable telephone flat IVR 6 core $1.00 per metre

WB1620 cable telephone flat IVR 4 core $0.80 per metre

Cables may also be useful for the Digitrax system as well.

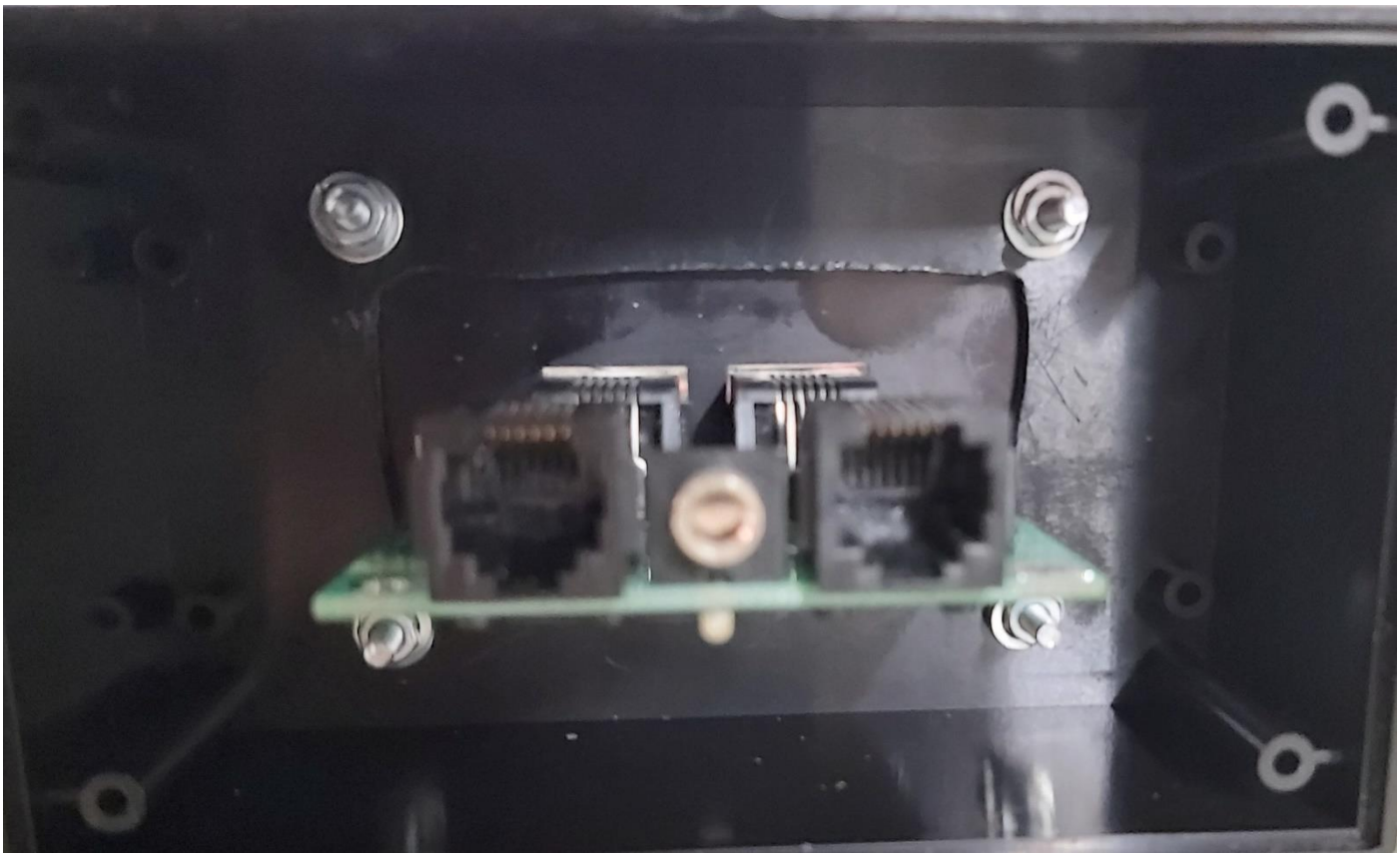
The modular crimping tool & modular plugs, extremely useful when that plastic retaining clip tip breaks.

One area of my layout where the placement of the UTP's was an issue to find & connect the cords being set some 350mm under the board and the connection for the bus wiring on the removable duck under where after a lot of procrastination the time came to come up with a solution. A search of the JAYCAR catalogue sited ABS plastic boxes of various sizes. Measurements made those boxes were worked on to attach binding posts for the banana plug connectors.

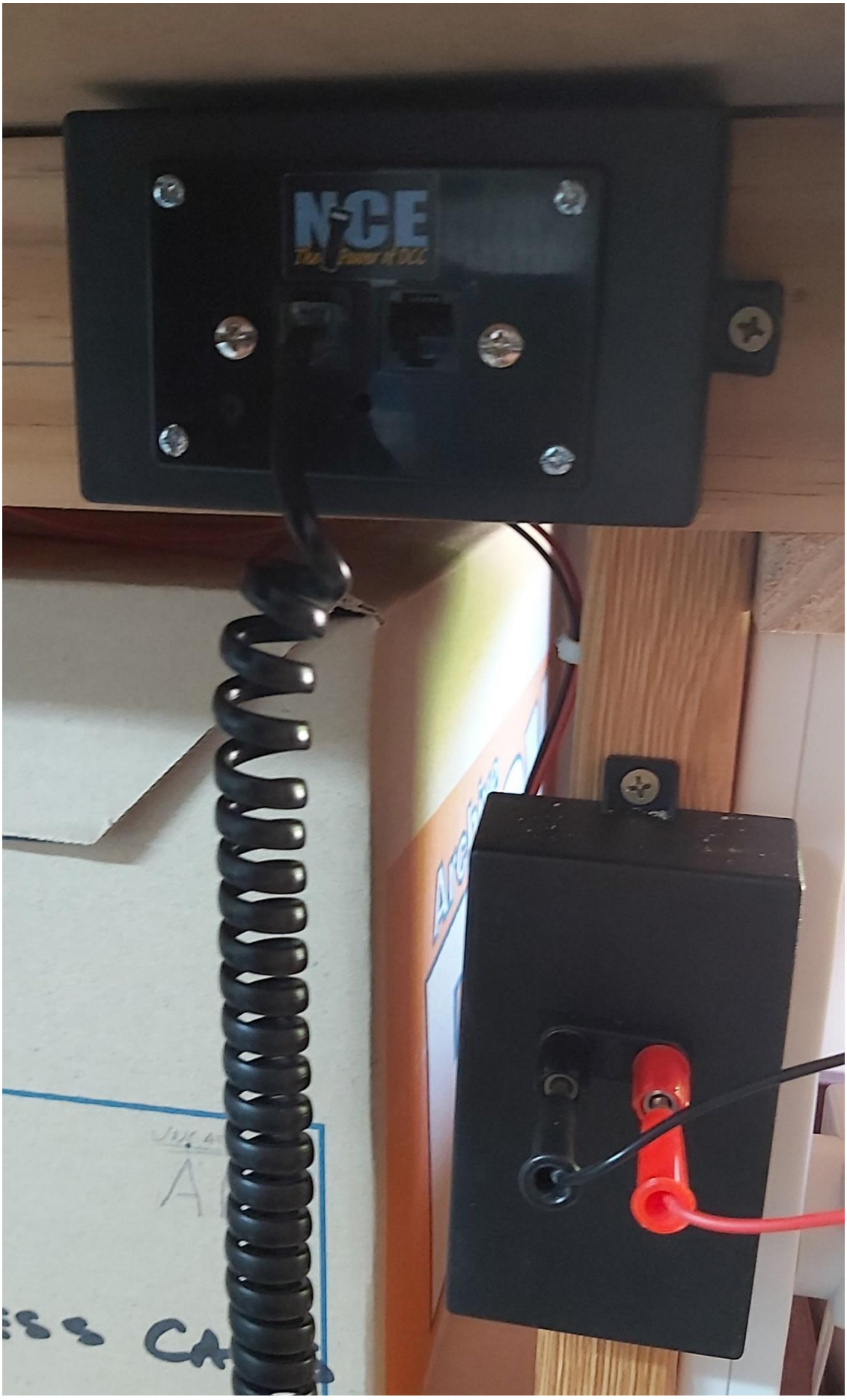
The ABS box was measured out for the UTP two corner holes drilled & then cut with a nibbler, time consuming but no smoke or heating the plastic and binding the cut off wheel if a Dremel was used, an saw could have been used but this is where the nibbler comes into its own chomping through the hard plastic.

Boxes & hardware used.

Rear of the box with the attached UTP, the cover is not used as the UTP protruded 10 mm.

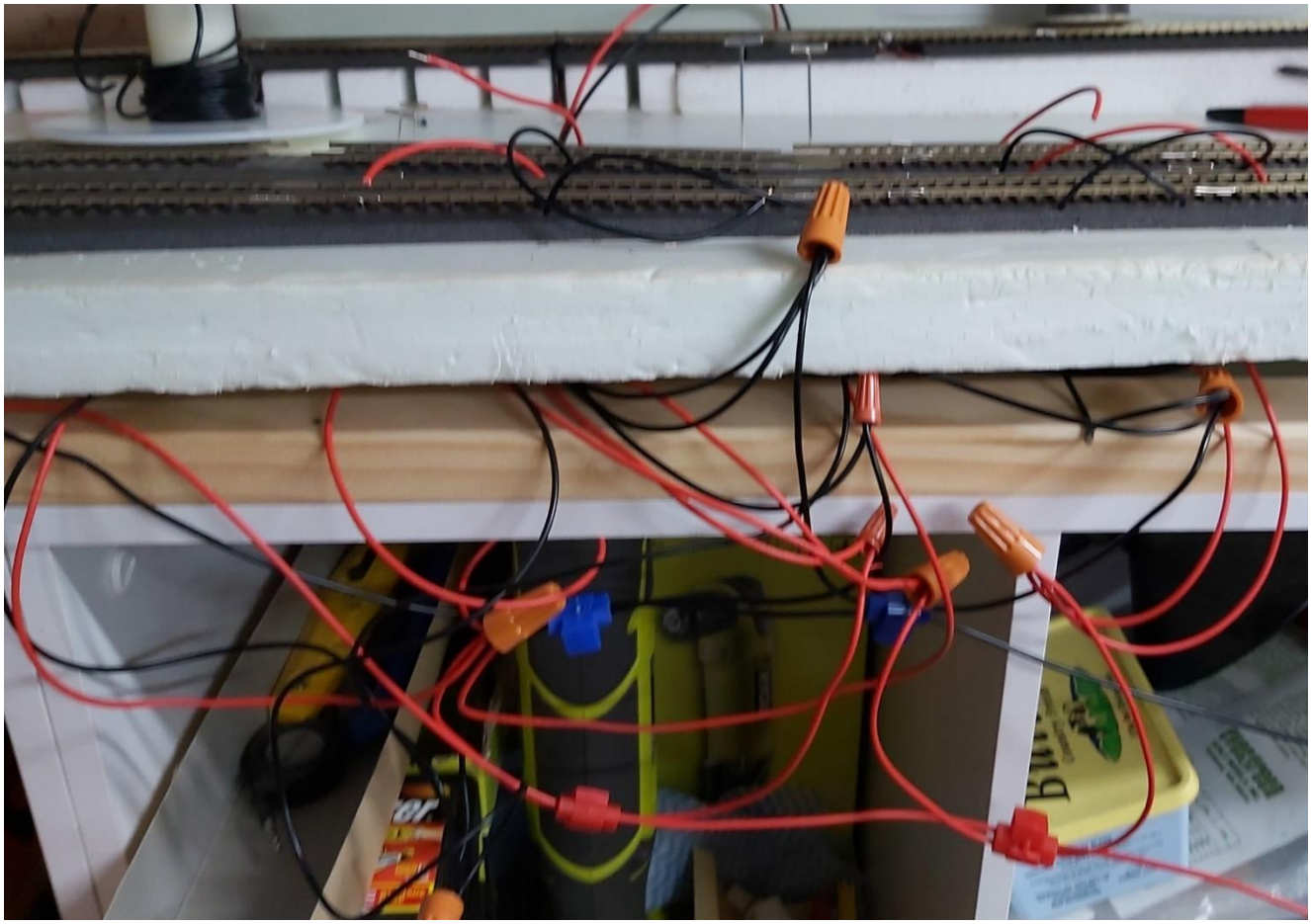


Reconnecting the flat harness, daisy chain, the box was positioned over the opening in the wood which allowed the UTP clearance to fit into then secured with 2 screws to the tag. The lower box is for the bus wiring to the removable duck under which can be disconnected as required..



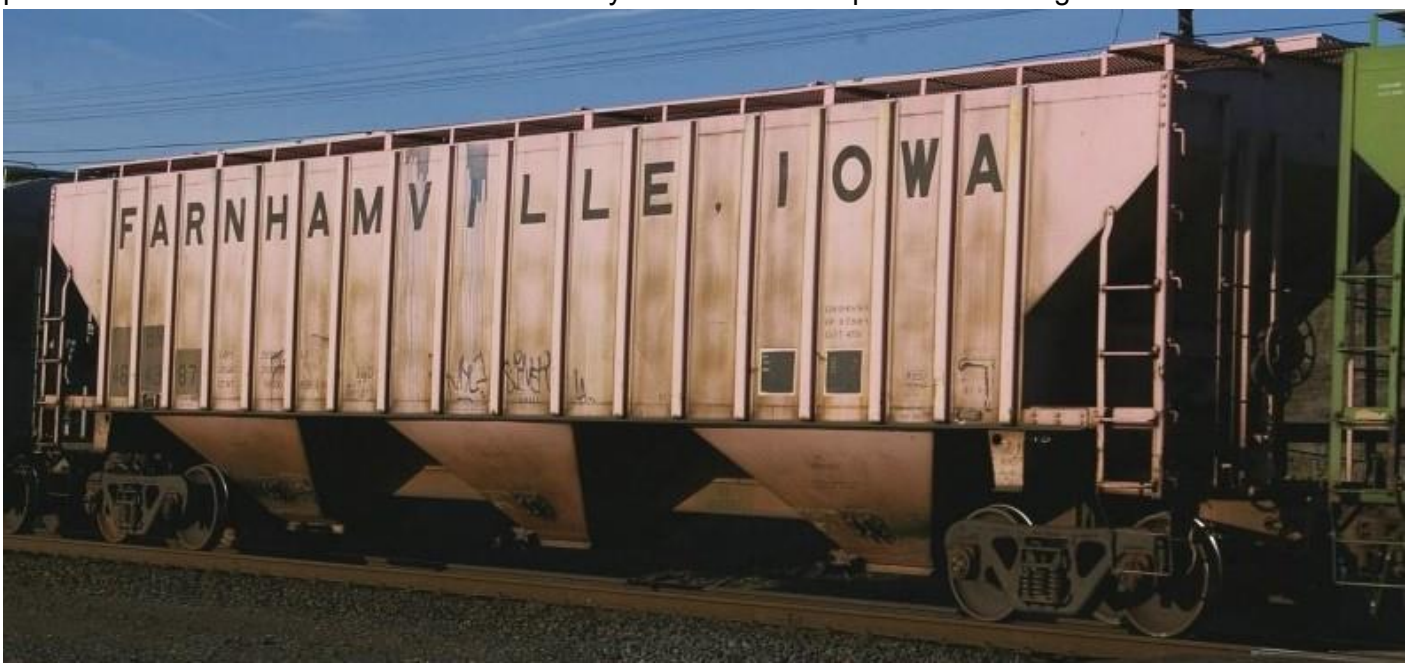
It looks a mess, but those twist connectors are a great way to hold & test all connections especially in the tight space between the book shelving & foam. At least one can undo & test, reconnect easily than unsolder.

Bad planning and measurements on my part, where one learns from mistakes.



John MARTIN:

Prototype photo of a grain hopper I am trying to replicate. Unfortunately, the signage on the model is an earlier version and I did not have any BN stencil letters and numbers in black, so I had to do it with white patches and black letters and numbers. So maybe it is a case of “proto freelancing”!



It is still a WIP as I need to weather it yet.

Matt SEMENAS:

I have been working on several projects that I recently completed, all of which were conversions from DC to DCC with sound. First the CN Ballast Tamper, the Alaska and Santa Fe Snow Blowers and the Santa Fe 2-8-2 locomotive with steam. I have also included some photos of my recent acquisition, 8 VIA passenger rail cars.

CN Ballast Tamper machine: The Ballast Stamper has a ridiculously small DC motor and was exceptionally light. I removed the fake headlight above the front cab and installed a LED headlight as well as interior lights for both the front and rear cabs. I installed the XL diesel decoder and speaker in the caboose, and it is therefore permanently connected via all the wires for the lights, track pickups and power back to the motor. I also installed LED light in the caboose as well as additional track power pickups from the caboose wheels. The Ballast Stamper is very light so I glued lead weights to the bottom of the motor area and added more lead slabs on top you can see them in black and on top of the lead slabs I added sections of track and a few sleepers. The unit works great and can easily take on the grades in my layout.

Both the Alaska and Santa Fe Snow Blowers are similar, they both came with a small DC motor that ran the fan and the front and that is all. I added an additional set of power pickups from the tracks, installed a Tsunami SoundCar Digital Sound Decoder, interior lights, head lights and a Current Keeper. The SoundCar has some 20+ different sounds, I choose the generator sound for the two snow blowers. The smoke pipe on the roof is actually the switch I installed to turn the fan and interior lights on. The SoundCar is used only for the generator sound and headlights.

Next we have the Santa Fe Mikado Steam Locomotive 2-8-2 I bought this locomotive some 30 years ago it is DC with working smoke unit and is made by Mean Master Model Makers, I believe I paid $59 for it at the time. Here is the photo after conversion:

I installed an XL #1911 decoder which I bought a couple of months ago for $31 US. The decoder and speaker are in the tender and I installed an LED headlight. I was not sure if the smoke unit would continue to work but it does as its connected directly to the track power. The locomotive does not start moving until about a speed setting of 28 but it does work OK so happy with my conversion.

Generally, I am incredibly pleased with the XL decoders for the purposes I used them.

Last, but not least is the arrival of the VIA Rail LRC's 4 Coach Class and 4 Business Class passenger cars in the green scheme that I had pre ordered about a year ago the two FP40 now can be put to work on the tour routes.

The locomotives and passenger cars are by Rapido and passenger cars all have interior lighting and end or train red lights at both ends of each car that are activated by the magic wand. 50 of the LRC3 cars were delivered to VIA in 1984 of which 25 were converted to Business Class and all are still operating today.

Well, that is all that I have been up to about training except for the periodic Operating Sessions of my Western Canadian Railway Group.

Ben FEATHERSTON:

Replacing an area of the layout with modules.

It is always hard to imagine destroying any part of a layout, however the curve radius was a tad too small at 29 ½” and the gradient too steep 3.5 – 4% for those Mikado’s, Cab forwards & GS4’s hauling a rake of CZ or SP daylights coaches, where a broader radius, there was a compromise owing to available space and a much gentler grade sort.

Another requirement was to have better access to retrieve items that stalled [failed to proceed] or derailed which required some dexterity to crawl underneath to re-rail or retrieve. There was also the fact of what to do with that wasted real estate

Constructed some 2 decades ago this method of construction, for the time, worked well for the diesels, however purchases & introduction of steam as Heavy Mikado’s, Cab forwards, GS4’s etc required more that helper services, when a top section was added some 5 years ago for the station those gradients from the lower to upper level showed many confronting issues.

The area was far too small for a duck under so a lift out section (lower left with the green facia for the river) was the only option; this was removed to allow easier access into the area for ‘modelling’ scenic / industries.

Gradients are planned for 1.5 to 2 % and Shinohara curve code 100 track with a radius 32” should improve operations, there may be some modellers licence leeway required.

First test fit of one of the module frames for levelling & height. The use of slotted & shelving brackets are ideal.

The two frames were placed for fit then bolted together

3mm MDF board for the facia was then curved & attached with screws adding to the strength as rigidity.

30 mm foam board for the base was then cut into the recess, this required some giggling & fiddling of the rectangle pieces to find the best way to fit without undue wastage, three sections were required with a small piece to the cut from the end waste to fill the far end.

The removed salvaged scenic mountain section was placed in the corner for an idea for possible reuse as the foam gradients are to be constructed using ‘Mr STICKY’ products; this being another story.

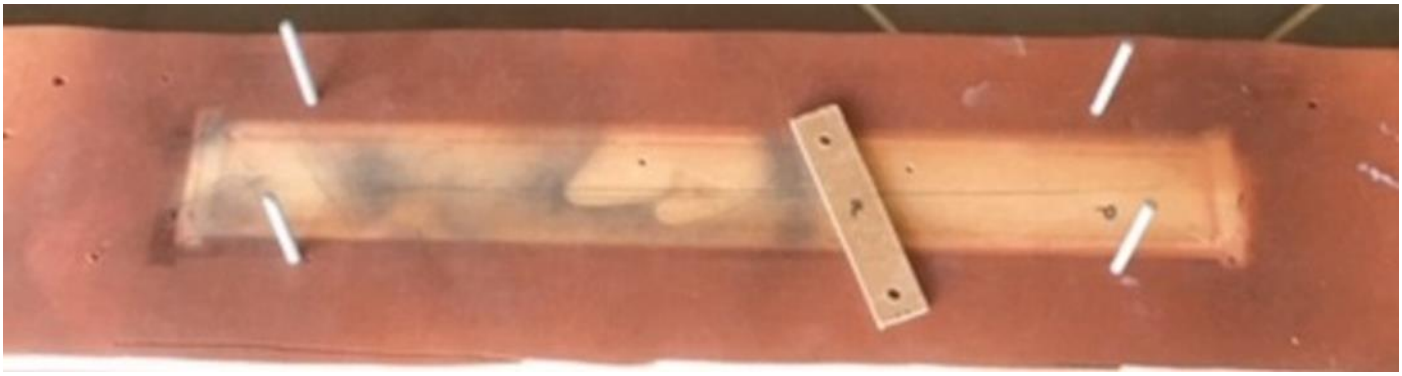
Being easy to access, note the temporary use for the adjustable storage area for light items.

Leg support was needed at the corner and more space was also gained by rotating the work bench 180 degrees which now fits under the module.

One of the many projects being the removable entry.

Jack CHILD:

I constructed a jig to assist with the bridge assembly by placing a brace between the two uprights at each end I was able to precisely align the bridge in all directions before commencing with the solder work.



Why is my river green? Funny you should ask - This is the clear epoxy I used to cast the river.

After mixing the 2:1 resin I added about 10drops of Vallejo Sepia to my 750ml resin.

It was definitely brown during the mix, but as the resin cured it went green. Some days you just cannot win!

Many challenges with this! Pouring the epoxy was daunting but went well. I am really impressed with the quality of this product! It flows nicely, sets slowly with minimal heat, no shrinkage and is crystal clear.

I added Vallejo green acrylic to it (perhaps too much? but the river is quite green. Will not look so bad once all the trees are in place. I then topped it off with a thinned mix of Mod Podge to add some texture to the river surface.

Whitton lattice RR bridge and the Howe truss road bridge at ground level.

The river and the road bridge, looking towards the end of the layout.

The three bridges and the river at elevation.

Bridges shown in the raised elevation.

We are finally ready for some serious landscaping on this side of the project, and hope to finish it this year.

The last say.

Austerity Frugal & Recycle.

Remember and adhere to those ~COVID-19~ restrictions.

2021; how will it pan out is the question is foremost on everyone's minds & lips, with the latest news being on hotspots now with a COVID-19 and variants being detected and recorded.

Voting for the ELECTION OF NEW DIVISION 2 SUPERINTENDENT is strongly encouraged by members advising John GILLIES jgillies@grapevine.com.au where Nominations should be submitted by email by Tuesday 19 January 2021

Div 2 meetings are in limbo until this virus is curtailed so continue to 'BLING' my inbox on those 'at home' show-n-tell projects

Keep on training.

Robin.

To comply with current COVID-19 rules meetings will be advised.

2021: a year yet to be determined for scheduled events.

The FLIMSY contact robinfoster@iinet.net.au