



# THE FLIMSY

NMRA Division 2 Newsletter

July 2020

In this issue.

From the editor

July meeting

Show-n-tell

Items for sale

The last say

**We remain under ~COVID-19~ restrictions.**

**from your editor:**

The COVID-19 situation continues with daily upgrades to travel advices as restrictions as to border closures, this is NOT the time to be complacent.

The meeting in the large ball room area conducted with the required recommendations for sanitisation as distancing, where I must admit hearing the spoken words to record was indeed a battle with background mechanical humming noises.

Correction to June 2020 Show-n-tell, both locomotives are BERGS brass NSWGR 32 class not as captioned, "Rob's BERGS Brass NSWGR Black Class 3273 and Jacks WOMBAT NSWGR Green Class 3265 showing part of a SCE coach". My apologies for the error.



Keep on training.

**Robin.**

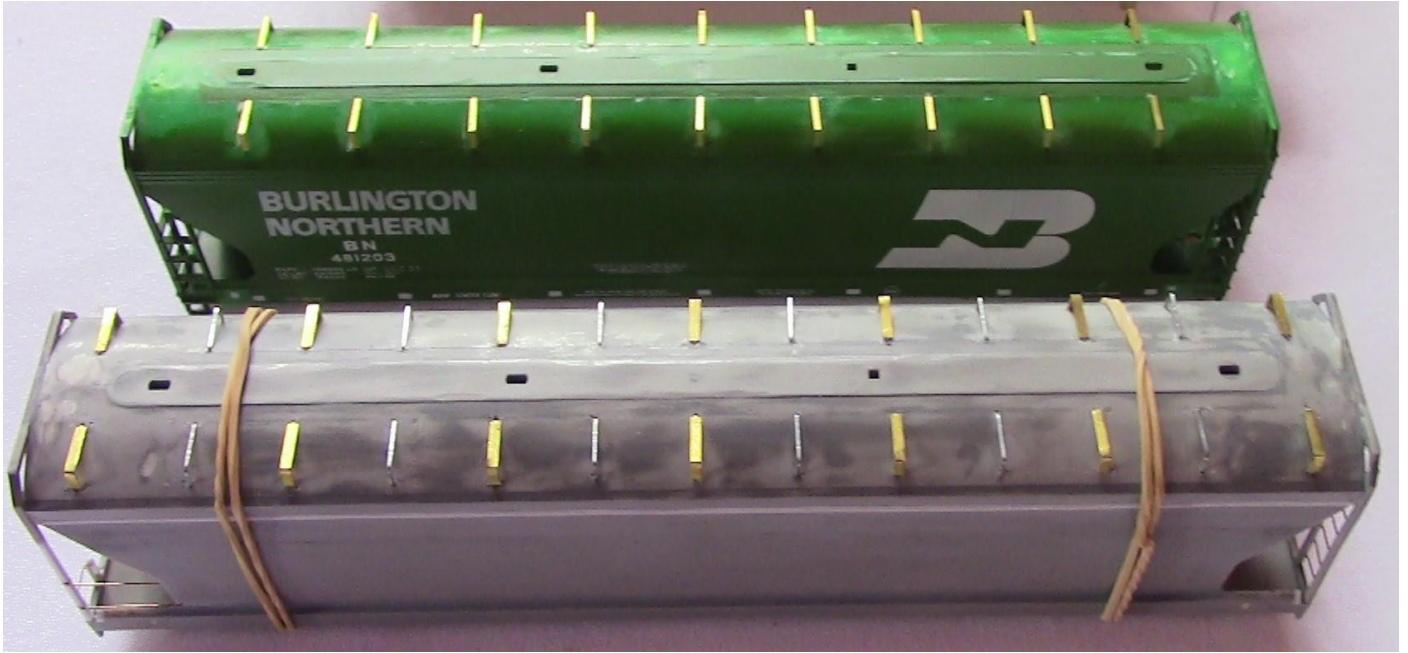
## July Meeting ....

### Show-n-tell.

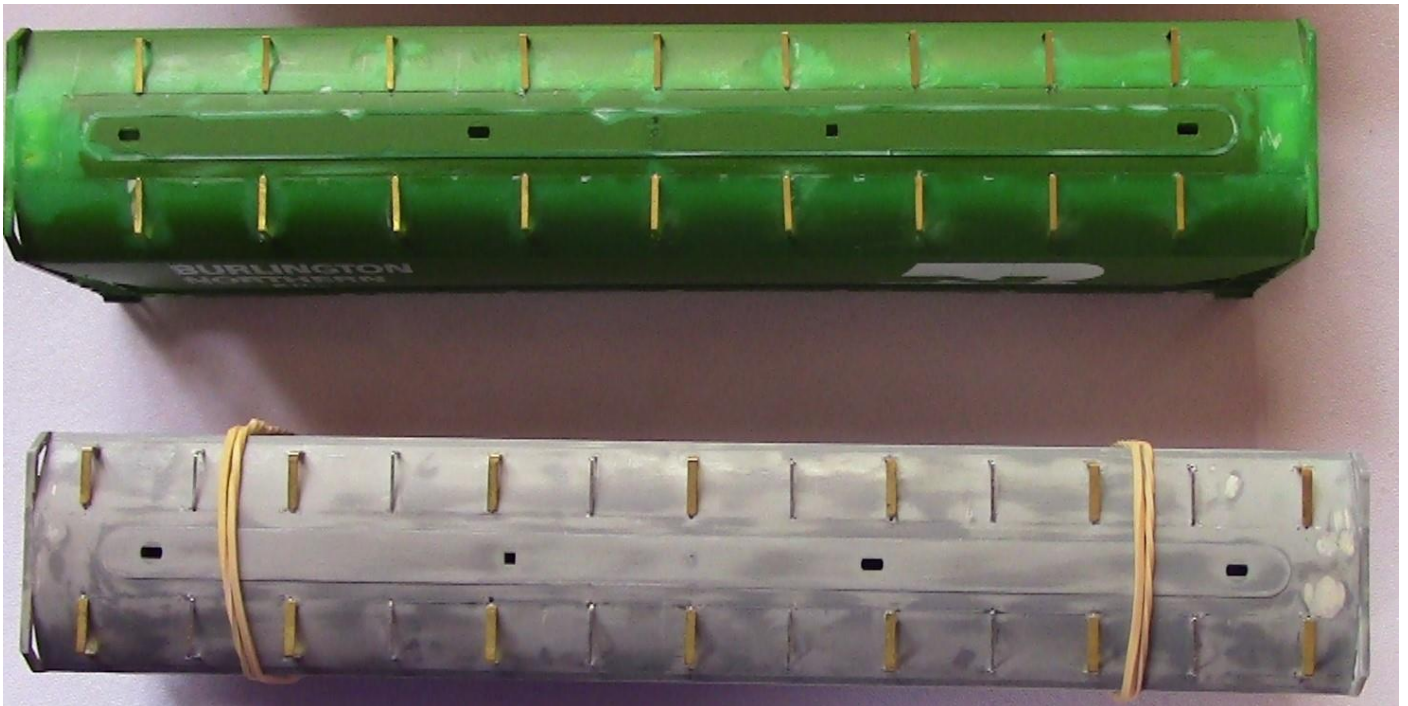
#### Geoff KEEP:

Retrofitting brass roofing details to the Intermountain grain hoppers requires the removal of the moulded-on detail, sanding, filling then drilling holes for the modified 'metal' staples.

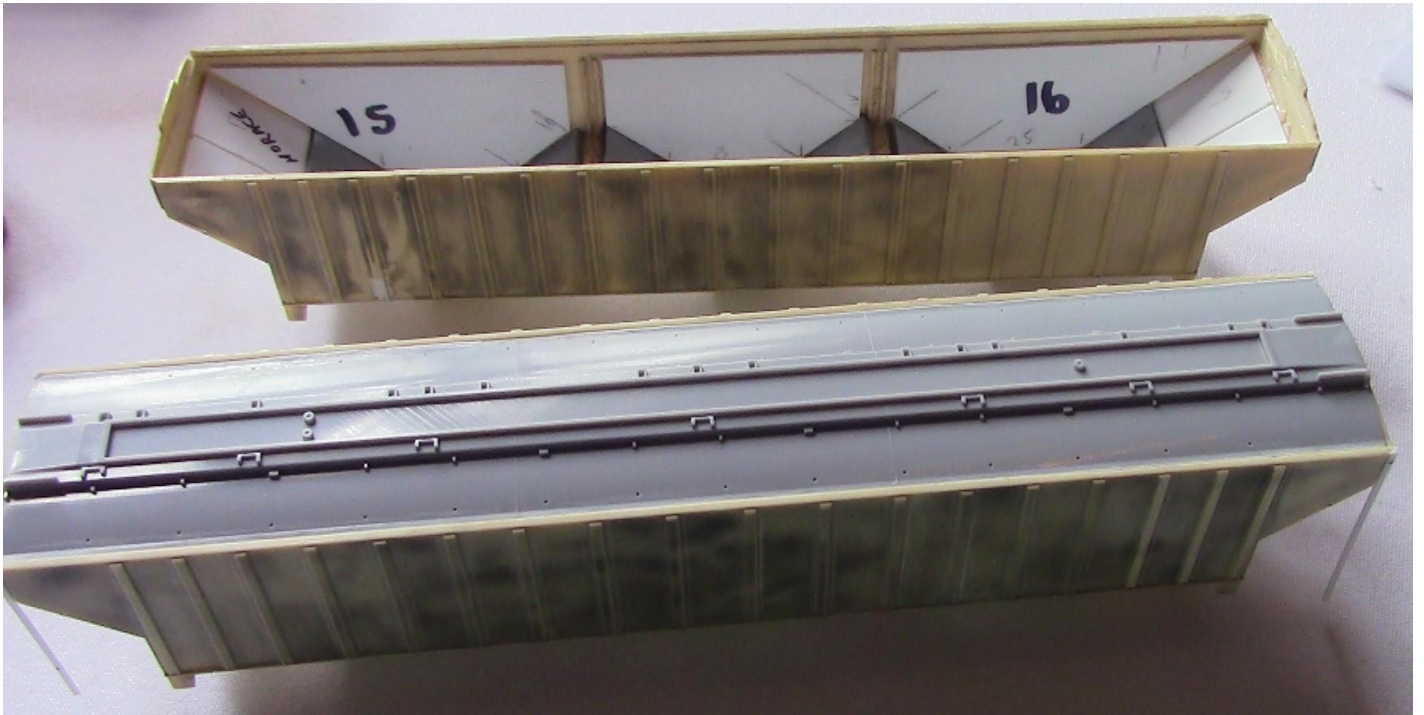
Three quarter views: the modifications to the BN and the 'welded' seam to the undecorated being a feature.



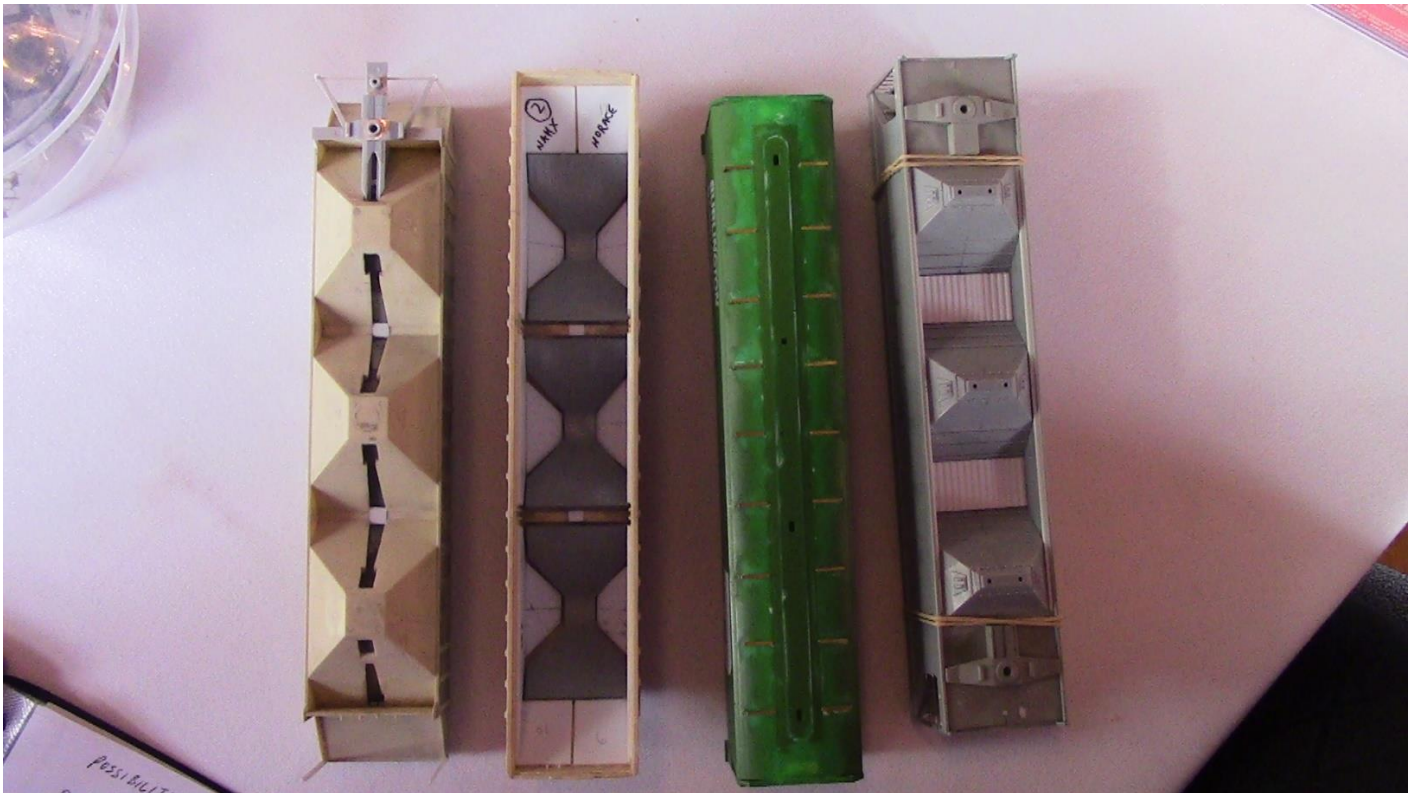
Top views show the correct spacing to the fitting of the rungs.



Removal of the moulded ribbing as refitting evergreen styrene strip on the outside & styrene sheet to the interior.



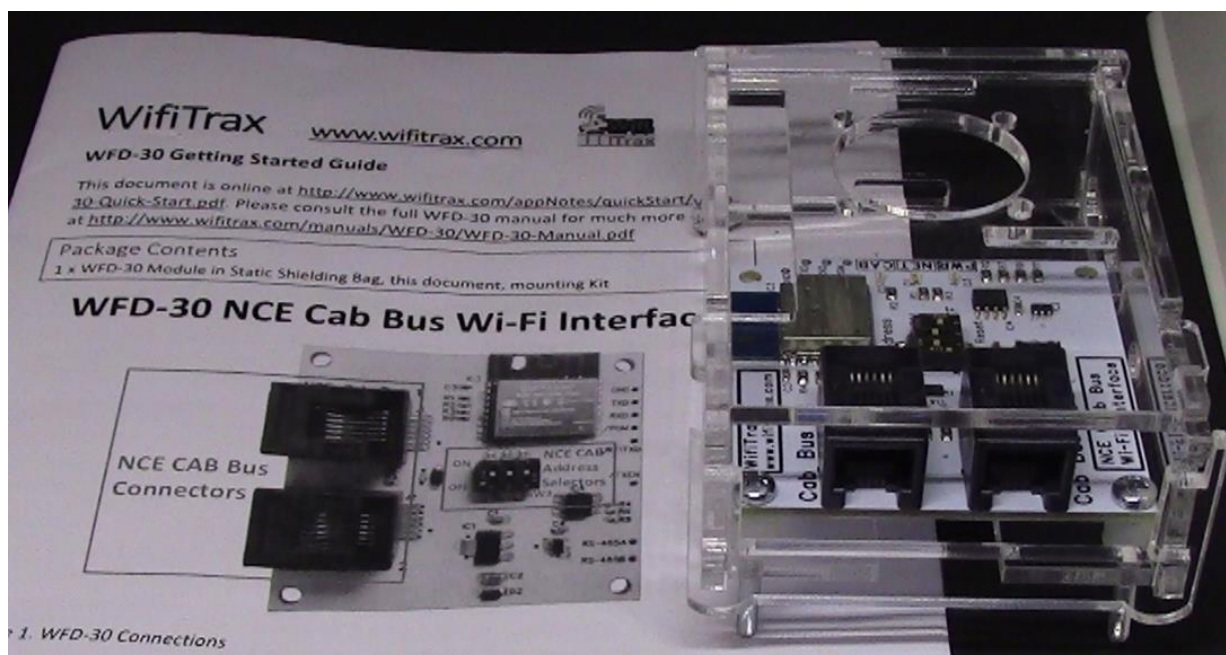
Detailing to the hopper discharges & interior



Folders of files with written notes, photographs on the researched matter for those modifications to BN era 1971 grain hoppers.



### Robin FOSTER:



The purchase of this WiFi interface is made in AUSTRALIA, connection using a curly cord to the SB3 or NCE UTP, downloading the 'Engine Driver' App allows the use of one's Mobile to control locomotives

The clear acrylic enclosure is for a Raspberry Pi, JAYCAR cat # XC9004, especially useful as the top opens to allow the 3 micro cab control switches to be accessed as displaying the three led lights. The front panel, to allow access to the socket, being modified unintendingly by breaking where gluing back in place to give structural integrity

I have been informed that this WiFi unit is being considered to be manufactured for use with other DCC systems.

**Mal RISBY:**

WALTHERS N scale: Auto coal loader and an ATLAS coal hopper



**John GILLIES:**

Spent time in re-organising pictures & folders where work on the layout continues.

Members Badges were distributed to those present.

**Terry CRAIG:**

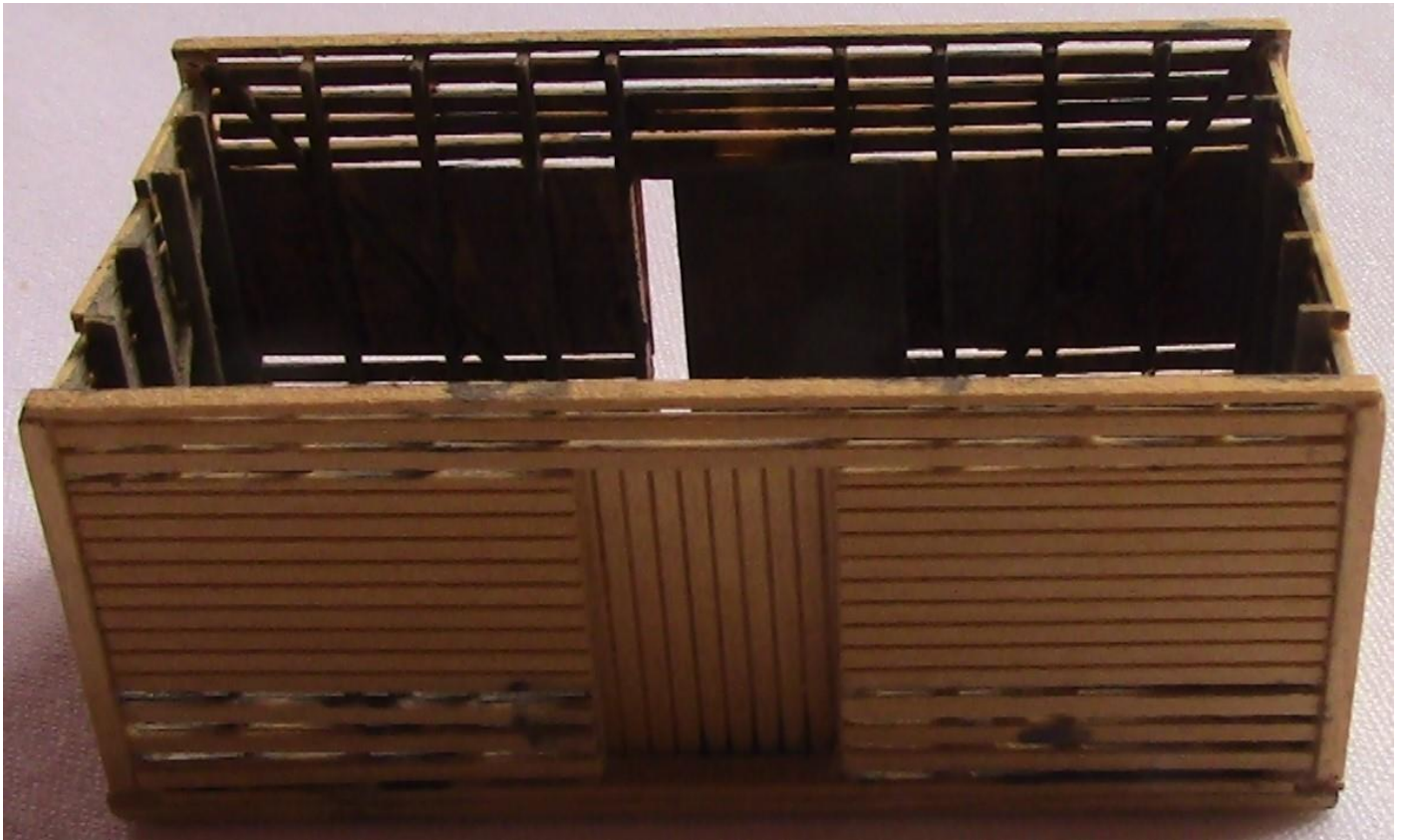
Work continues on the layout, where searching on the internet for information reveals some surprising results.

**Pat GAGEL:**

The narrow-gauge group work progressing on their layout.

## Warren BACKHOUSE:

15 years has passed since the construction of this NSWGR wooden cream shed using North Eastern wood strip.

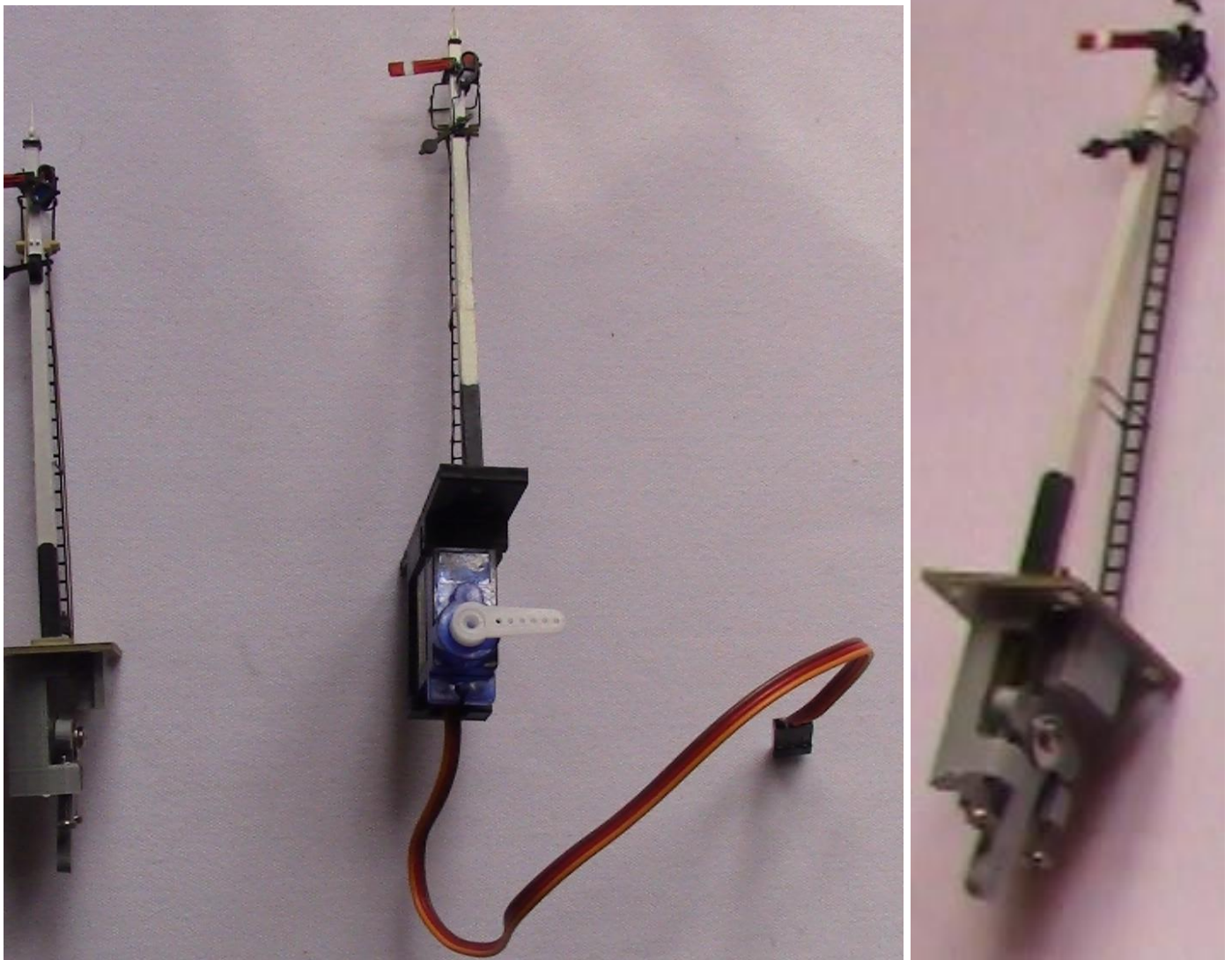


A talk, followed by discussion, on the Free-mo AU concept, with 4 foot / 1220 mm length modules with code 83 for the Mainline & code 75 for Branch line, for those interested may contact Warren or Stephe for further details.

## Stephe JITTS:

Taking into consideration the prices for the signals, motors, drivers as associated items not much change from a \$100.00, then, consider time to assemble & paint but worth the effort on placement.

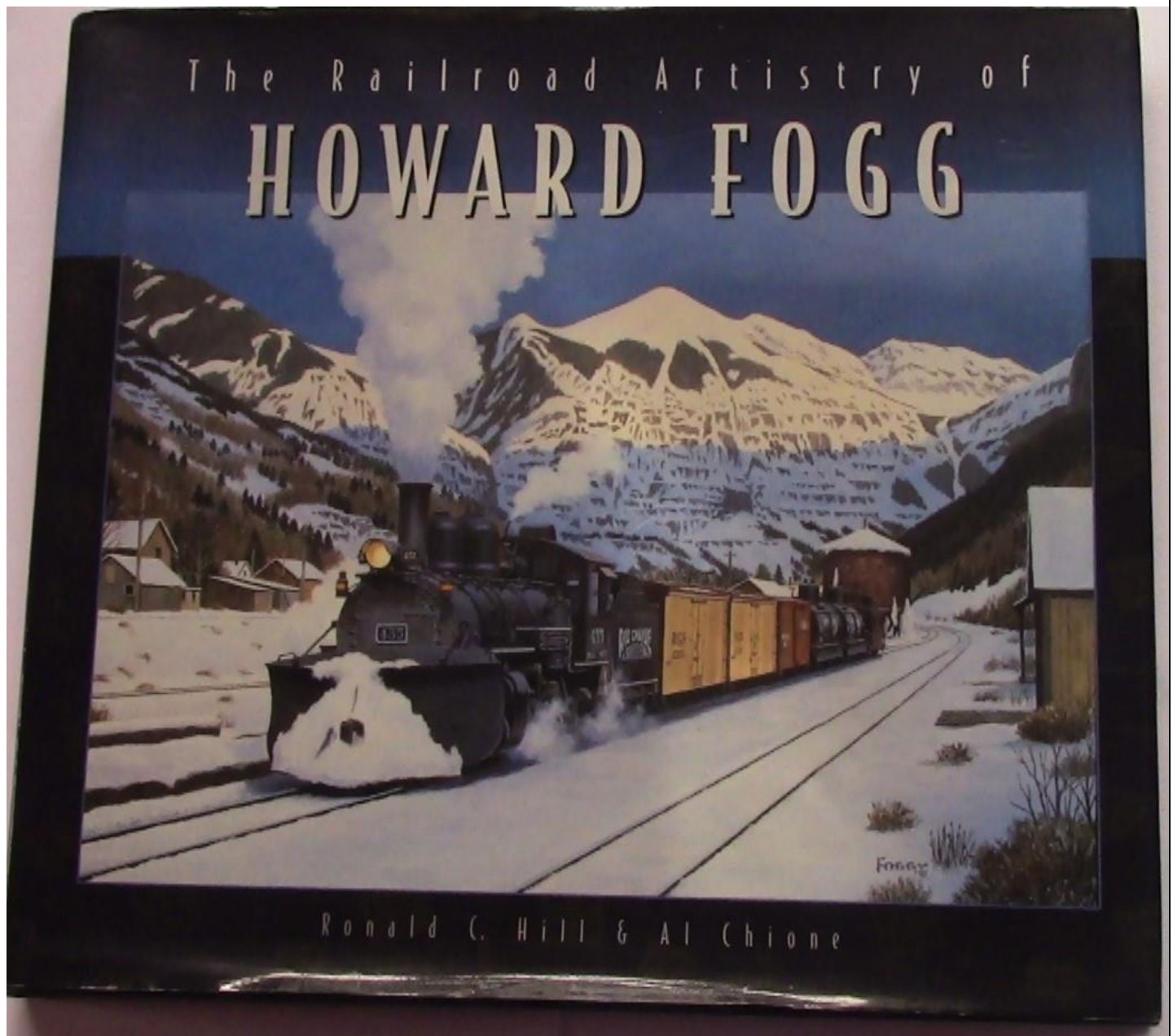
Stephe advised that the purchase of a LH101 handheld, for his LENZ system, threw some issues with the compatibility against the LH100 where the short story, to the lengthy talk, of numerous email discussions on this matter with the retailer who sent a replacement item to test where on receipt return of the other item returned. Not as straight forward as it seems as the replacement item also quirked the same issues where after yet another round of emails the matter being resolved & the units all working as designed.



These semaphore signals are manufactured by Dale RICHARDS & Ray PILGRAM. Dale's semaphore has an Arduino servo motor & Ray's a Micro Linear motor (TAM Valley) as used for model aircraft applications.

**Rob NESBITT:**

This book of railway paintings from the renowned artist Howard Fogg. Howard illustrated many magazines and books over the decades, his attention to detail, colours and accuracy were well respected. Howard died in 1996, but his legacy lives on with many prints, calendars and even railroad themed Christmas cards still being produced and sold today.



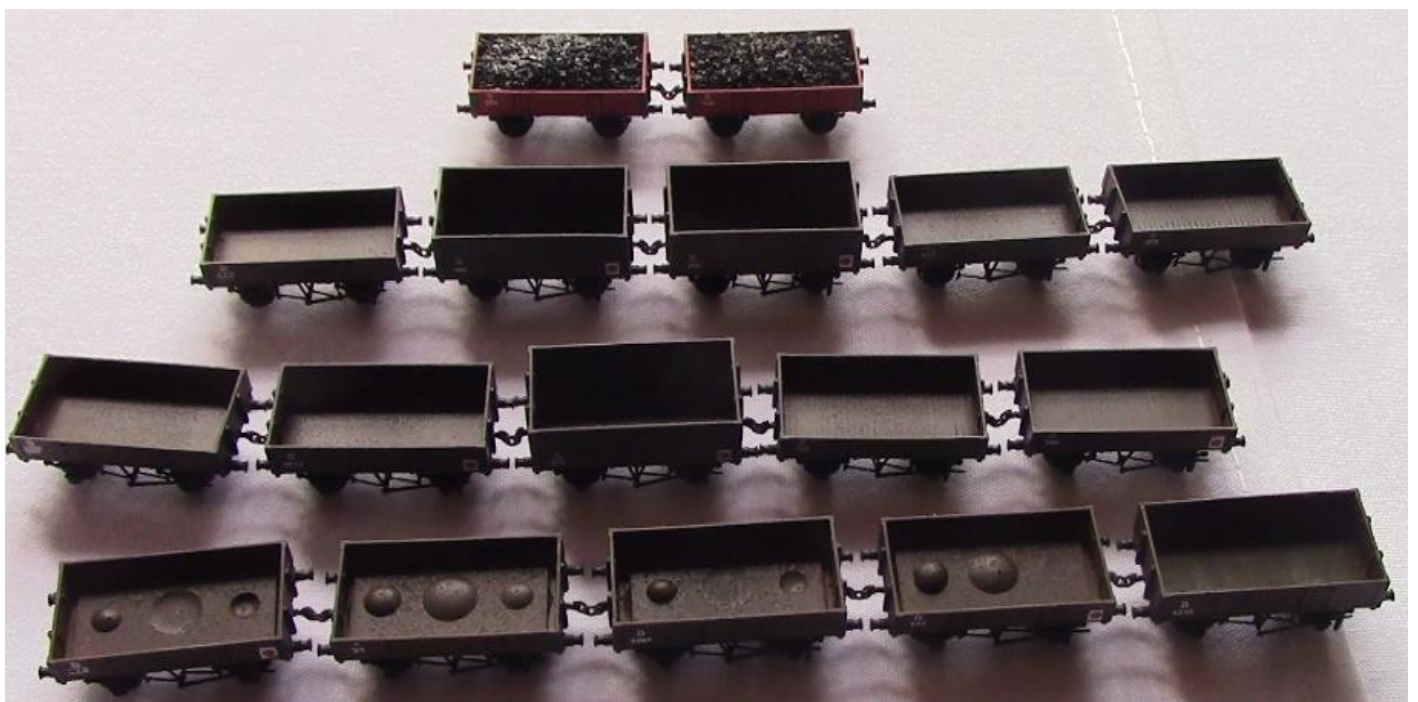


**Ross BALDERSON:**

The quality of the supplied pictured photographed, photocopied & laminated is testament to the clarity of pride for the 'N scale' NEWCASTLE scene.



17, of the planned 32, Phil BADGER D wagon kits which required some modification to 'adding' weight.



..... and now for those 'at home' activities.

**John MARTIN:**

During the covid-19 restrictions I have managed to destroy one of my BLMA searchlight signals where shortly thereafter a second one stopped working. I subsequently learnt that I had accidentally broken one of the wires under the layout. I did have a spare BLMA signal and tried to source another one to no avail

The photos show the end results (but not all the hard work).



The purchase of two Atlas / BLMA three colour signals with snow hoods being made and that was the easy bit.



Having to then remove some of the scenery where the signals were located to access the slots that I made to be able to access the PCB connections under the layout. These slots allow me to feed the PCB boards back above the layout to solder on the wires on the new signals.



I subsequently found that one of the searchlight signals still worked, so I bought a basic Signal Animator from RailLogic in the USA.



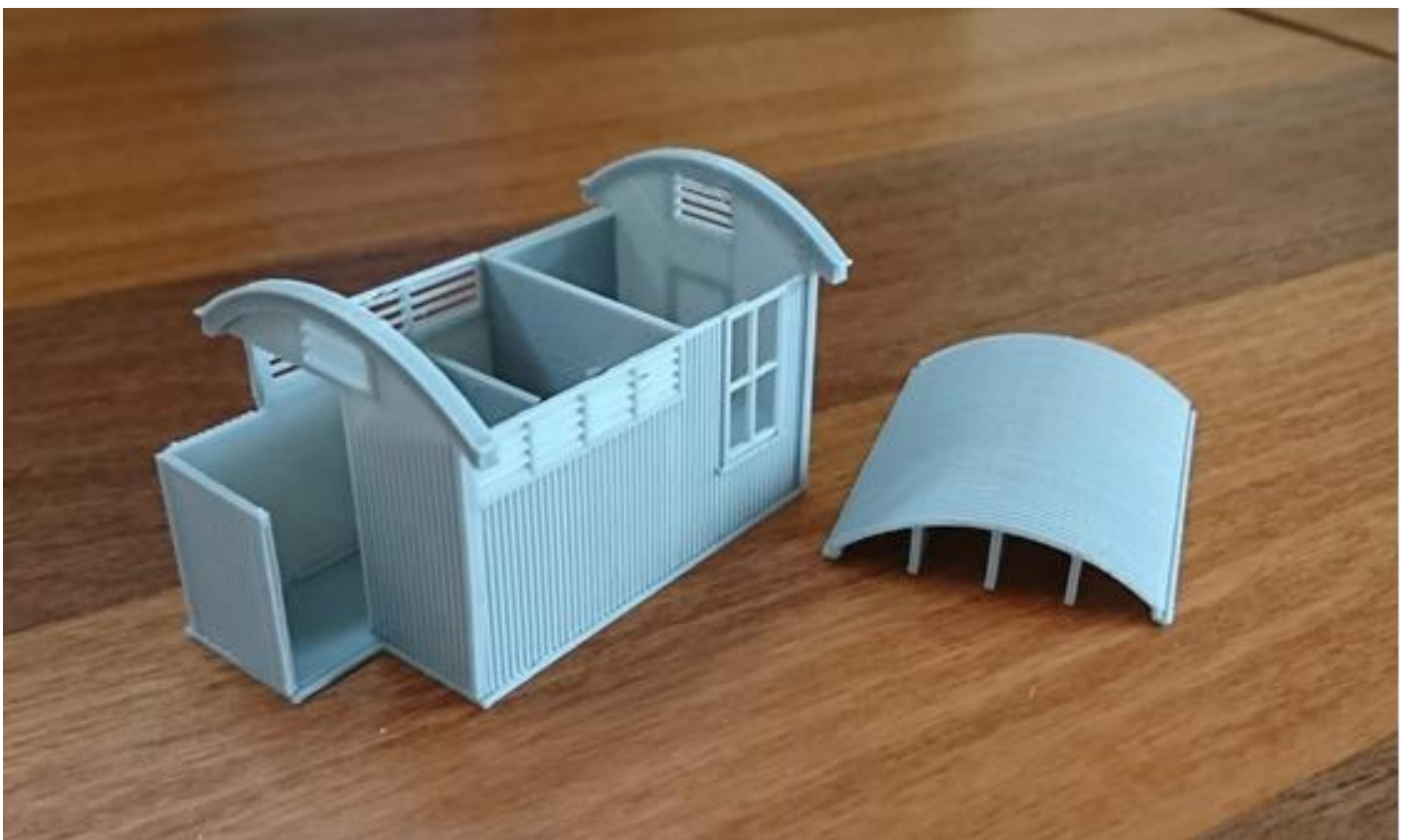
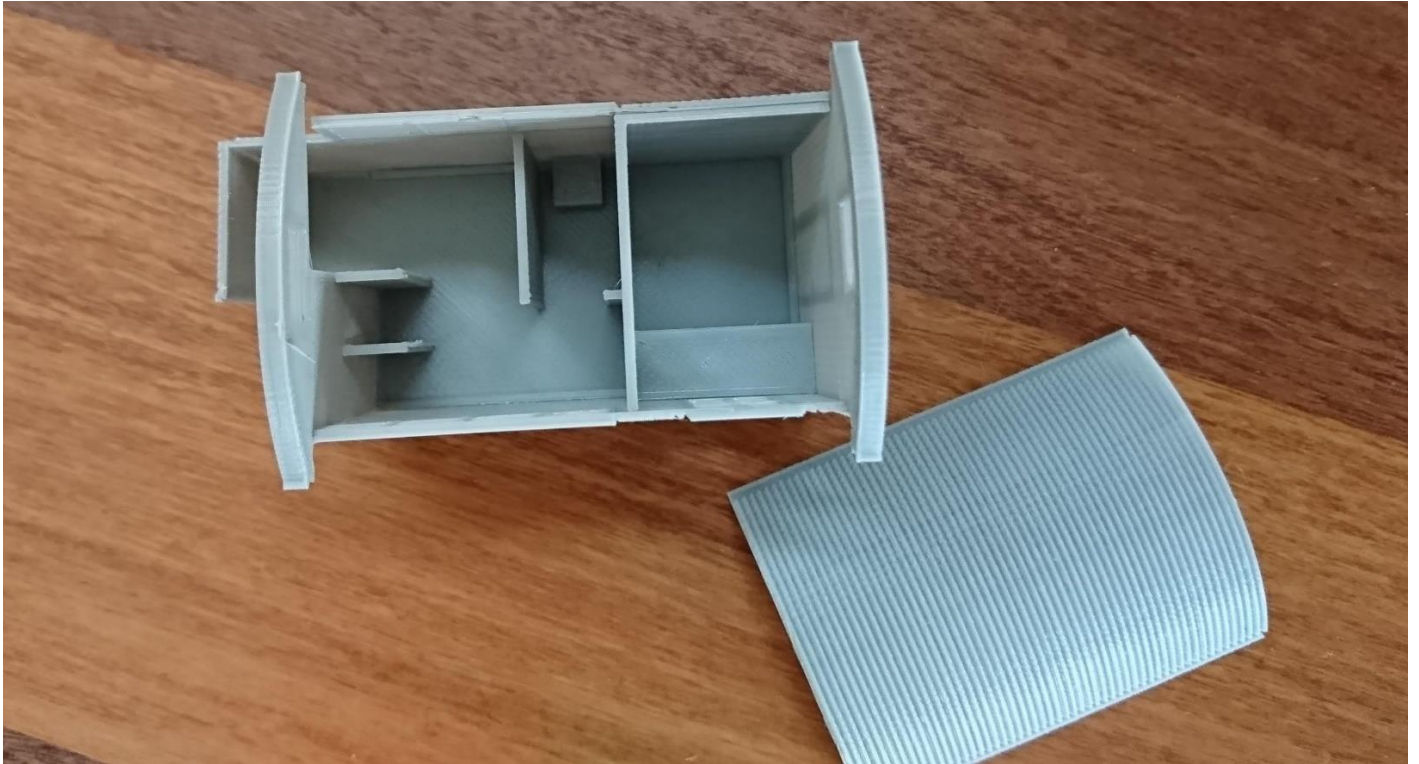
To minimise future damage to the signals at these two locations I installed clear plastic Perspex guards.

**David VIRGO:**

This is my most recent 3D printed structure of a NSWGR C1 toilet and lamp room in HO scale.

It has been created using Greg Edwards' Data sheet B10.

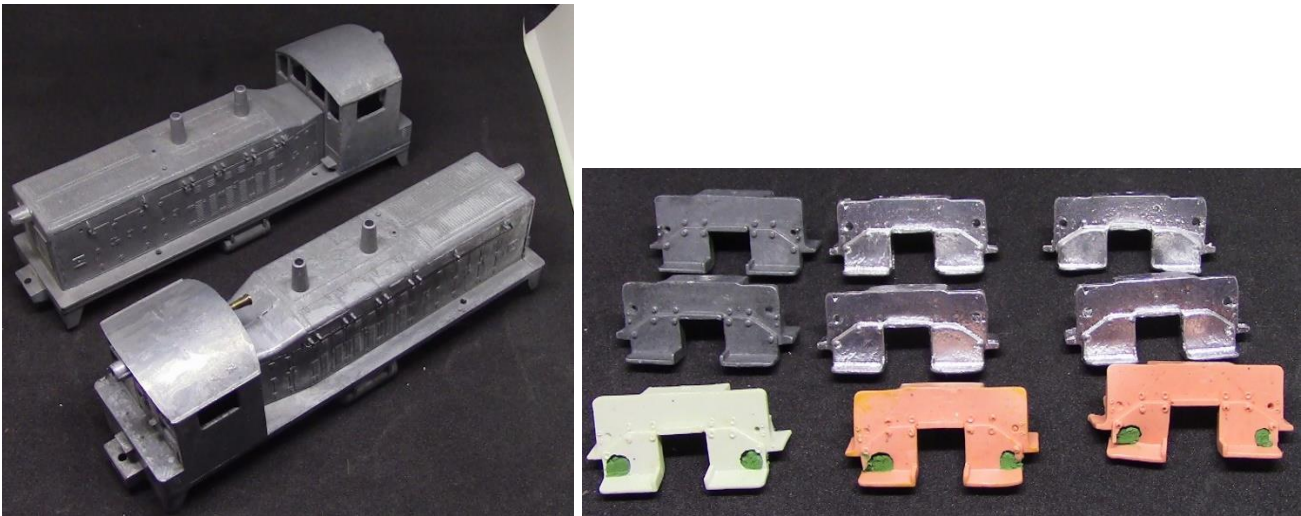
Progress on this model is good but it still requires some changes to the roof to allow it to sit on the walls, and maybe some shelving for the lamps.



## Robin FOSTER:

Purchasing 'bone yard' items is always a 'what you see is what you get', in this case there were a number of body shells in various states of distress from an eBay purchase scattered throughout that cluttered one pictured box, though in fairness there was a brief description as to what was there, so a small bid was made accordingly to factor in the shipping costs. On arrival, the unpacking of the well packed items, there was indeed the real miss-mash of body shells, in fact more than I expected where perhaps 'extras' were added from the seller perhaps to 'clear' the accumulated collection of the 'bone yard', being my gain.

The VARNEY SW white metal bodies, they may look the same however there is a slight size width variation for the front & rear adaptors on the body shell where over time & during production runs perhaps owing to moulding patterns wearing out the 'extra' thickness for attaching to the body lugs for the front & rear steps surfaced. Some light filing will make them fit.



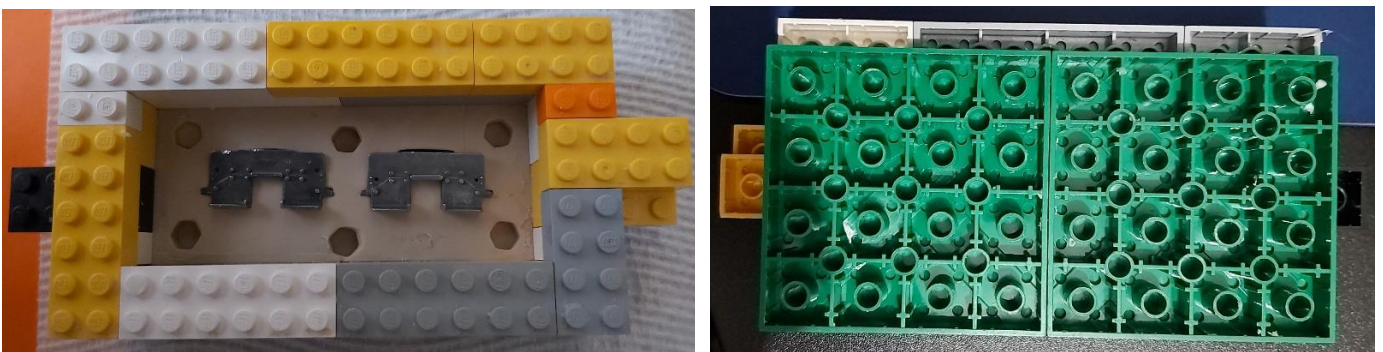
The SW body shells

original, reproduction casts, lower are attempts at Resin casts

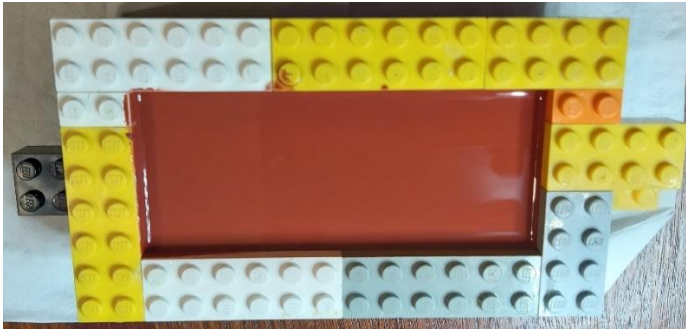
I have used resin products for many reproductions where they still have their use for quick casts however there are some drawbacks in doing resin two-part castings, waste between the moulds & air bubbles forming then requiring fill.

The how-to part.

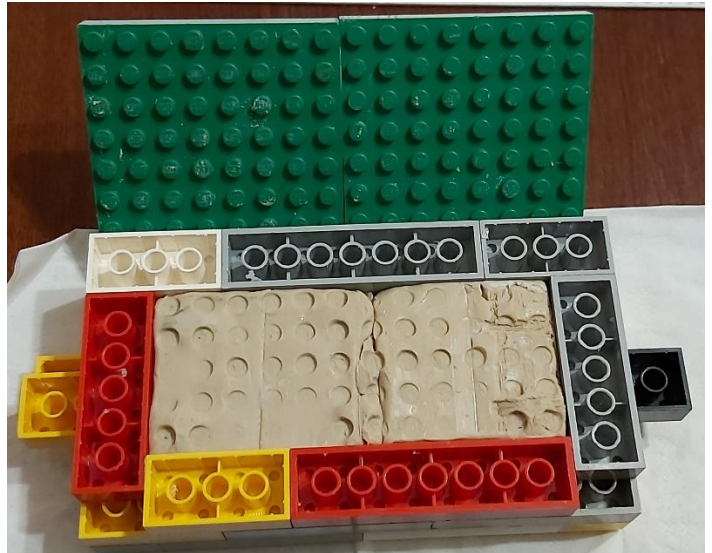
This is a project taking well over a week from start of planning to the finished product as the pictures show



(left) Lego, Kleen Klay with imbedded parts, locating holes made with the end of a pencil for the 2<sup>nd</sup> pour  
(right) The base



1<sup>st</sup> pour of the BARNES RTV allow 24 hours to set



Removal of the Lego base



Carefully remove the Kleen Klay without disturbing the parts using a suitable tool, extra care is required in the removal of any Kleen Klay residue & allow a few days [7 days better] for the RTV to cure.



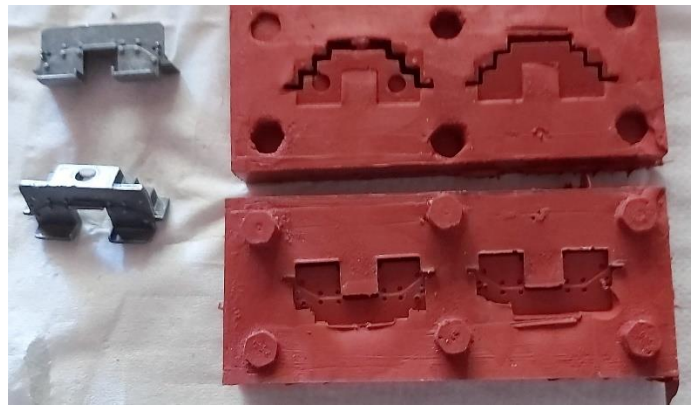
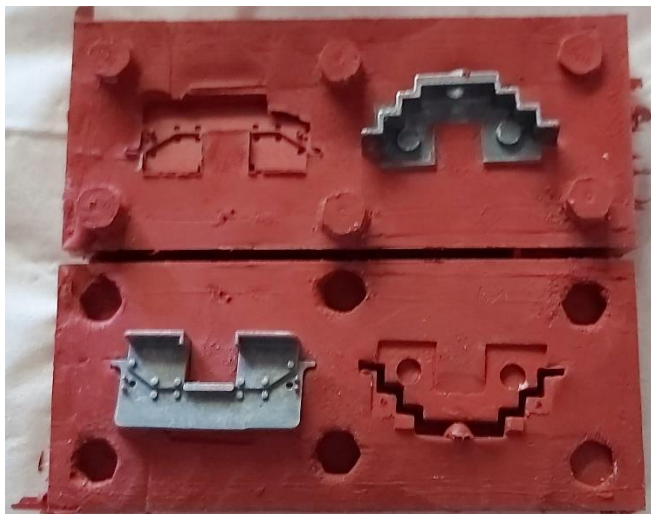
(left) Best part in using Lego is the easy access to allow getting into those hard areas to clean out any residue the 'green' plastic rod [a micro brush off cut] is to indicate some Klay required to fill the hole, both parts require this fill, to stop the 2<sup>nd</sup> pour RTV seeping through.

(right) Adding more Lego to gain extra height. Note the locating extrusions for matching up the two halves. There is an especially important requirement to apply a release agent, such as Vaseline, before the 2<sup>nd</sup> RTV pour to allow separation of the RTV otherwise they will bond together.

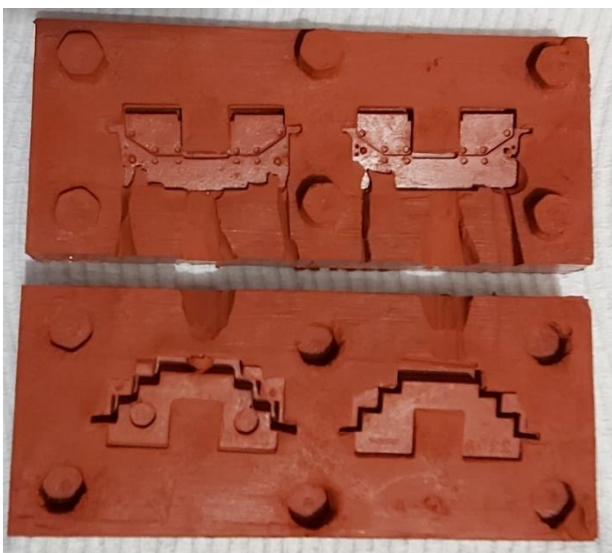
Again allow 24 hours for the 2<sup>nd</sup> pour RTV to set and a week to cure.



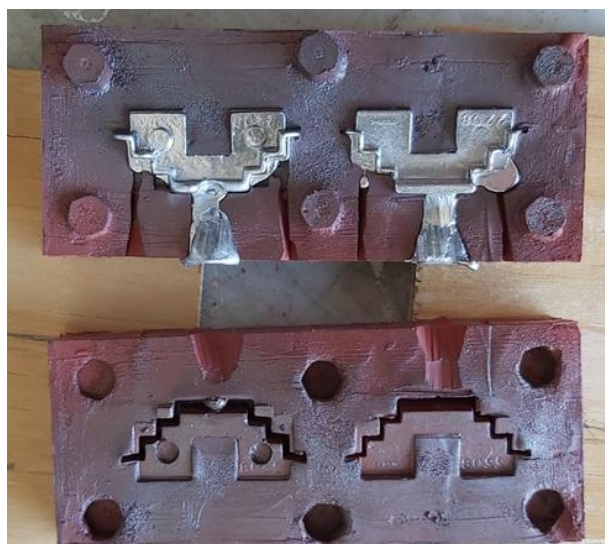
Some of the tools used: toothbrush, micro brush, scalpel, dentist pick & clay spade these kits were purchased from Fishers Discount many decades ago, these are now marketed as modellers carving / spatula sets which can be procured at various artist outlets; at one time one could acquire pick items from the dentist but OH&S has cut this supply; a note on those micro brushes, the wadding can be removed to 'recycle' into a very useful non aggressive soft bendable pick into those difficult areas.



The separation of the original parts. There is a requirement to 'cut' some pour apertures & air vents where trail-n-error was needed to allow the 'white metal' to flow into the areas the eBay purchase of a 150W Electronic Solder Pot Soldering Desoldering Melting Tin 200-450°C Heater & a set of metal measuring spoons purchased from K-Mart, these required a modification to form a pouring spout for better control for the white metal to the RTV receiving aperture achieved by placement of the spoons in a small opening of a metal vice a large screwdriver & a sharp tap with a mallet.



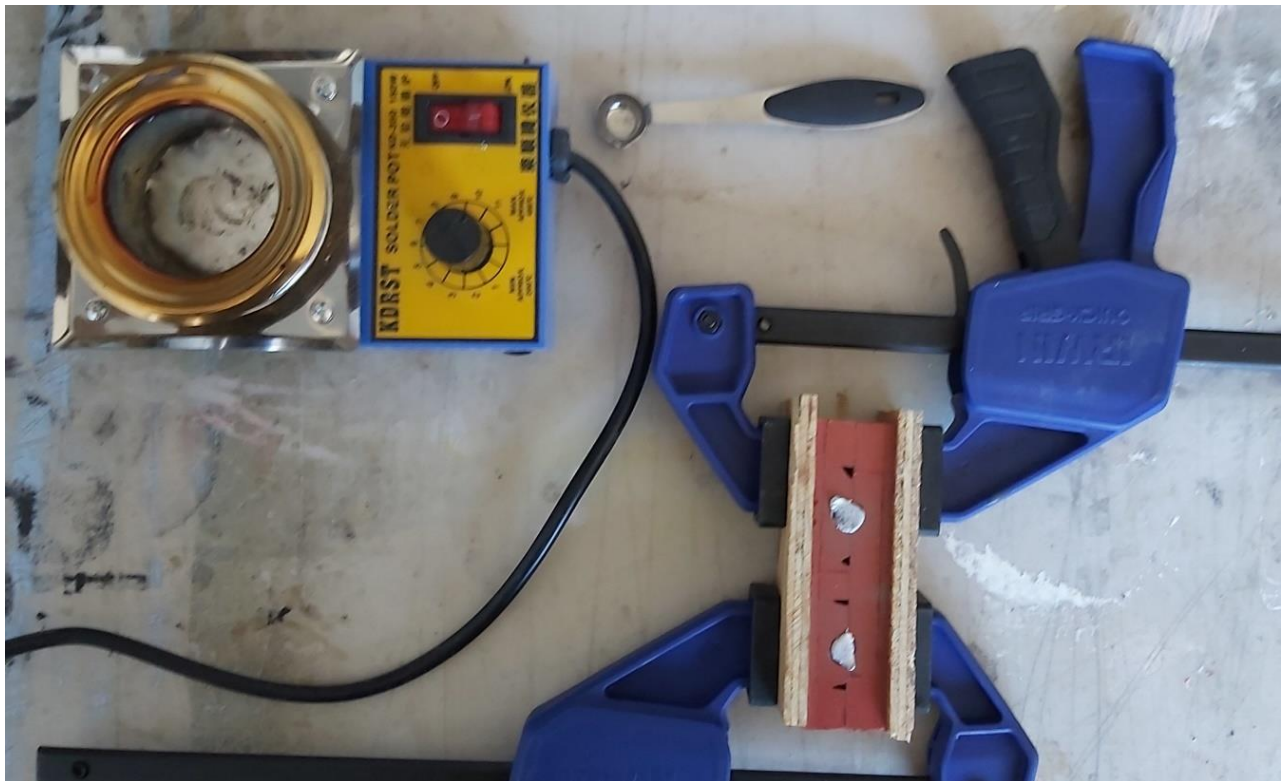
Cutting the pour apertures & air vents [top]



Dusting with Graphite for a mould release, avoid 'wet' products as Vaseline as liquids & hot metal don't mix !.



First test pours for the casts showing the attached spigot as the malformed sections. Re-cutting channels in the RTV corrected the flow for the metal. lighter casts on top / the darker originals below



150W Electronic Solder Pot with metal medium, the modified spoon, mould clamped between wood to secure to allow cooling before removal. The 4 small holes are the air vents the silver blobs the where the metal is introduced to the mould. This pot is more a tool for allowing the tinning ends of wires, but always look outside the circle.

There are various grades of 'white metal' products available as those sprues / off cuts from those white metal kits, [composition of those metals may as do vary] where this will depend on the melting temperature for reforming into a grade mix.

The one plus side is: 'if' where there is a malformed item it can be returned to the solder pot for recycling, NO waste.

Why one asks to such a lengthy project for a simple item; first the items are old by many decades, second parts are no longer available as spares & I like to dabble in various mediums for projects to explore & learn 'kit' bashing methods as techniques used in the past.

This project would be ideal for a clinic, however the time to progress through all those various stages would take at least a month, which it did & where do I find the time ?



## **Matt SEMENAS:**

Well the day had finally arrived; June 20, 2020 I had three members of my train club operating group help in running the trains while I video recorded the big run. One of my primary objectives during the design and three-year of constructions was not only to use the two major cities of Calgary and Vancouver as the destination points but to also include the major sights between the two cities. Yes, it does include the Ft McMurray Oil Fields with working oil jacks and Red Deer Refinery as well, you must remember my career background, the life blood of the world OIL. Did I just offend the greenies?

The other key objective was to try and replicate the Spiral Tunnels in Yoho National Park near Field BC which as you will see from this video I was successful in achieving when the locomotives enter the tunnel the tail end of the train is still above itself on the spiral turn. The unit train is made up with 4 CN SD70 locomotives pulling 30 coal cars, I could have used only 2 locomotives, but I figure 4 is more impressive.

You will see that Ian is operating the train with a handheld wireless controller. I personally have become acquainted in this useage to simply using one of my old iPhones as the controller via WiFi.

A few highlights I would like to bring to your attention are the cross country skiers high above the mine entrance coming down the switch back trails, the poor folks that fell out of the canoe and are about to go over the Bow Falls (a suggestion from my grandkids), the campers, fishers and hikers along the Bow River before the water fall. Then we go below the three bridges and you can see the two cabins along Peyto Lake with some campers enjoying the Lake. The area is alive with wildlife from a family of bears with the father bear protection his family, cougars resting by the lake, deer grazing and mountain sheep in various areas high on the rocky mountain sides.

The reason this project took three years to complete a lot of time was spent in getting environmental approvals to build three major bridges so close to the Athabasca Glacier and near the Athabasca Falls. But you know we old guys with 30+ years' experience in the oil and gas industry know how to handle these types of issues.

So, you may all be asking what's next? Well a few things on the horizon, I want to record a video of the two Union Pacific Big Boy steam locomotives pulling 25 passenger cars along the same route. One is a coal locomotive with the coal load being used up as it travels and the other is a replica of the recently restored 7000 hp locomotive #4014 and is an oil burner. Then I will be starting on electrical work with the installation of lighting into about 50 passenger rail cars and passengers and of course with a fleet of 100+ DCC locomotives of various railway lines and 400+ rail cars there will be the ongoing maintenance as well as track work.

Hope you have the time and enjoy the 8 minute video, since we had to cancel the NMRA meeting for July down here at the coast I thought I would send you a video of the completed layout in operation.

enjoy.

<https://drive.google.com/file/d/1JOy5u9KuRjrlEHGjxlbw1KZpKUALcqUu/view?usp=sharing>

Editor's note: Matt's pictured article to the above can be read in The FLIMSY June 2020.

## FOR SALE, WANTED & FREEBIES

### **Brad HINTON:**

Kenneth Bowen limited edition framed print (42/250) "3647 starts its train from Gosford" 710mm x 610mm

\$350.00



### **The last say.**

COVID-19 restrictions will not be over quickly as some would make you believe where latest reporting's are being identified. Travel restrictions may also be an issue especially with any reintroduction of border closures. Social distancing will continue to be with us for some time with indications that face masks maybe being a future adornment, no doubt with some remarkably interesting printed motifs thereon to give some humour to this COVID-19 pandemic situation.

The For sale, Wanted & Freebies within The FLIMSY is a question to 'stay as is' or 'send via email' submissions which Members can submit 3 days prior to any notifications to any restricted meetings. This matter is best indicated by a 'straw poll' on preference is for your consideration.

Austerity, Frugal & Recycle being the key words.

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

Continue on with that 'BLING' for those at home 'show-n-tell' articles to your projects & articles for the August 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)