



THE FLIMSY

NMRA Division 2 Newsletter

June 2020

In this issue.

From the editor

June meeting

Show-n-tell

Items for sale

The last say

We are still under ~COVID-19~ restrictions.

Message from the Super.

Stephe JITTS opened the first Div 2 meeting since February and the introduction of COVID-19 restrictions by welcoming 12 members to his home. He reaffirmed his earlier emailed advice to Division 2 members that he can safely comply with current NSW COVID-19 requirements for social distancing and a maximum attendance of 20 people.

Stephe advised a draft NMRA AR mandatory protocol for resuming Division, 100% Club and SIG meetings subject to current State or Territory COVID-19 regulations as follows:

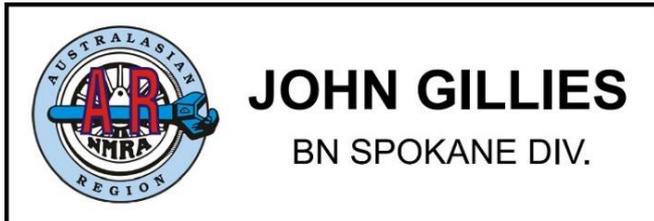
1. Members only may attend, no visitors.
2. All members MUST sign the attendance book / list and if their current phone number and address details are not held by the Division Superintendent, 100% Club or SIG coordinator, these details must be added in the attendance book / list to enable COVID-19 contact tracing if required.
3. Hand sanitiser or hand washing upon entry and exit from the meeting. Meeting host and/or members to wipe tables, chairs and any equipment/hand tools used during the meeting with appropriate sanitiser. Members are encouraged to bring their own hand sanitiser to meetings.
4. Two metre social distancing is to be maintained with a minimum of 4 square metres per person and a maximum of 20 members at meeting – subject to changing State and Territory limits.
5. If model trains are to be operated by prior arrangement with the host at any meeting, members are to use their own DCC controllers to limit possible cross contamination.
6. If members are unwell, PLEASE STAY HOME.

Stephe informed the meeting that Div 2 member Lance SHADBOLT, one of the informal Eurobodalla group coordinators, will be conducting an open house layout viewing on Sunday 26 July at 34 Coila Avenue, Tuross Heads from 1 to 4 pm followed by a light afternoon tea at 4 pm. Fellow Div 2 member Peter Robins will bring his DC Z scale layout and under construction N scale layout. Lance will display his own DCC OO scale layout and hopes to display the local Eurobodalla group layout also. All Div 2 members are welcome

but would those planning to attend please RSVP to Lance by email to lrshmshad@gmail.com prior to Saturday 25 July.

Stephe mentioned an email received by ARC members which highlighted some value of membership related issues raised by its author. There was brief discussion of the issues and Stephe advised the sender and ARC members would be informed of Div 2 thoughts accordingly.

Stephe advised that John GILLIES had agreed his proposal to arrange the purchase of future Div 2 Member name badges now that each Division is responsible for arranging production of their badges. John advised he identified two local suppliers and after discussing options and costings, those present agreed that Canberra Rubber Stamps and Signs will supply these in future with the design as shown below, noting that the badges have small rounded corners as seen on the right hand image below.



Standard name badge proof



design Name badge produced

Options for name badge proof designs for members with longer names



John GILLIES has confirmed the following pricing for the name badges:

\$13.05 for a flat plastic name badge with pin fastener

\$14.85 for a flat plastic name badge with combination pin and clip fastener

\$17.00 for a flat plastic name badge with magnetic fastener.

Free delivery to members attending monthly Div 2 meetings

Free delivery to members home in Eurobodalla Shire (John usually visits monthly)

There is an additional \$3.30 for mail delivery (cost of small padded post bag and postage) – no tracking or insurance.

Payments for all name badges, and mail delivery cost where applicable, are to be made by Electronic Funds Transfer to the Div 2 bank account at BSB 325185 and account number 03616129 with the quoted reference being the member's surname.

Members requiring a name badge are to advise the following information by email to John at jgillies@grapevine.com.au after making their EFT payment:

Name on badge – including preferred long name option if applicable

Layout name or modelling interest details on badge

Type of fastener required

Delivery method required

Total payment made by EFT to Div 2 bank account and date of payment (bank payment confirmation emails to John would also be welcomed)

After payment and production of the name badge John will conduct the member to confirm the planned delivery date and location.

Stephe.

from your editor:

When things go wrong as they sometimes do department : A Super Blooper in the previous issue where I credited “**My card system for train operations**” to John MARTIN should have been credited to **David LOW**, however “**The latest O gauge wagon kit completed for my son Phillip**” incorporated within the afore said article was from **John MARTIN**. I just did not add in the Members name header My apologies to those concerned and I hope this clarifies the matter.

Cropping & resizing photographs are required to fit into the page area the good news is that these can be resized for better viewing if required or requesting the original from your editor.

Keep on training.

Robin.

June Meeting

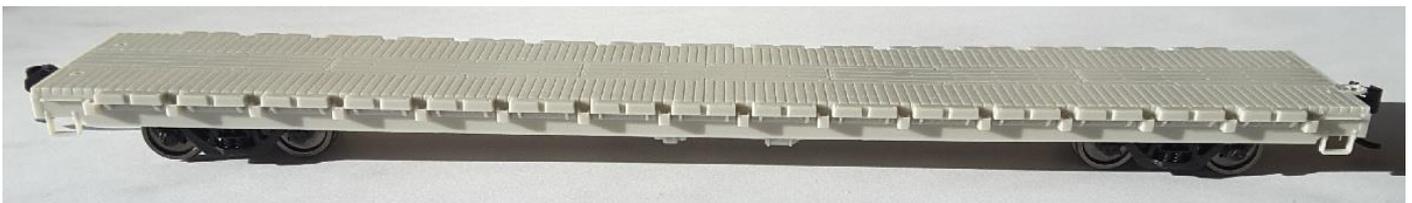
Show-n-tell.

Warren BACKHOUSE:

Welcome to a new member who models Yass Junction in the 1950s-60s stem and diesel era with a half garage located 5.2 x 3.6 metre layout with no scenery.

John GILLIES:

Two out of the box Walthers Pullman-Standard 60' flat cars built for Trailer Train. Decorated OTTX farm equipment flat car



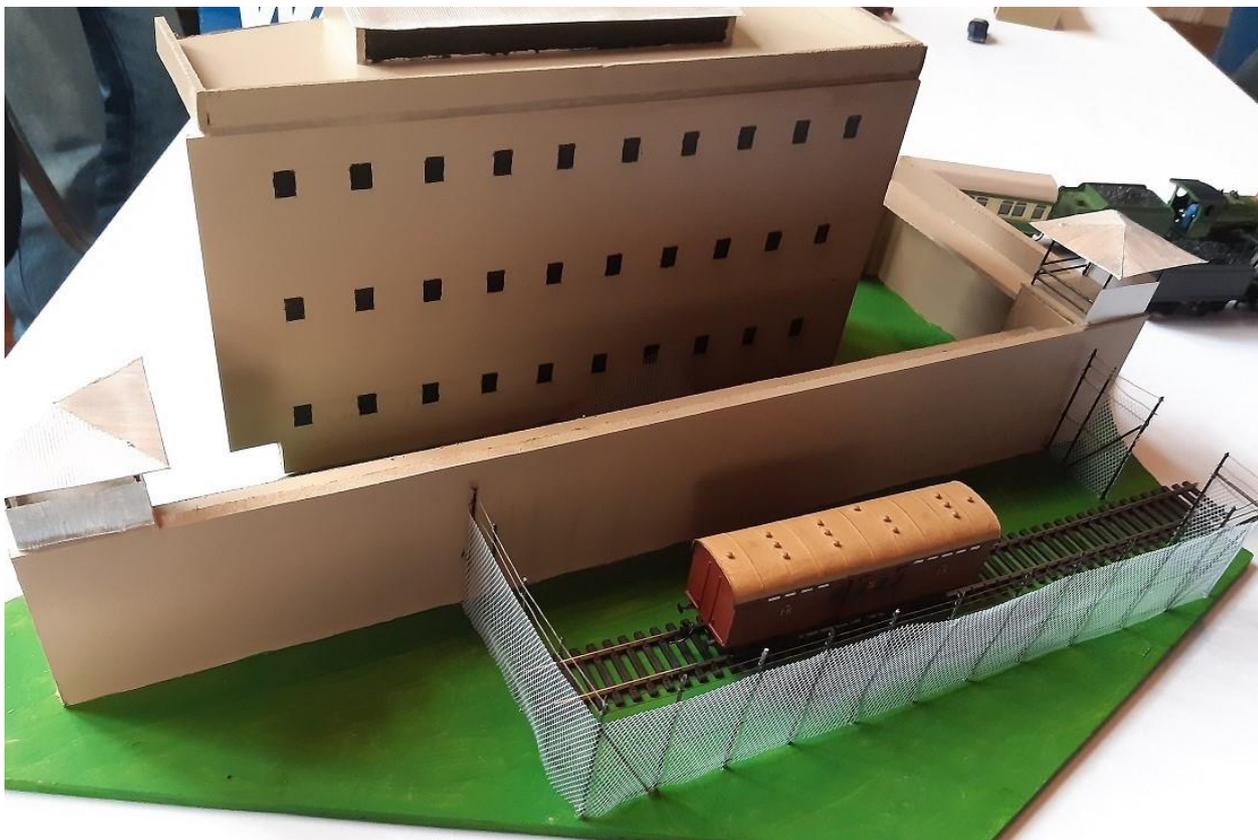
Undecorated MTTX general purpose 60' flat car. One to be kit bashed to PTTX building products service with addition of scratch-built bulkheads. Models offer a good compromise for realism and price.

Stephe JITTS:

Second-hand books from a friend who is downsizing are available for \$10-20 each with all money going to Lifeline.



Contact Stephe for those that may be still available



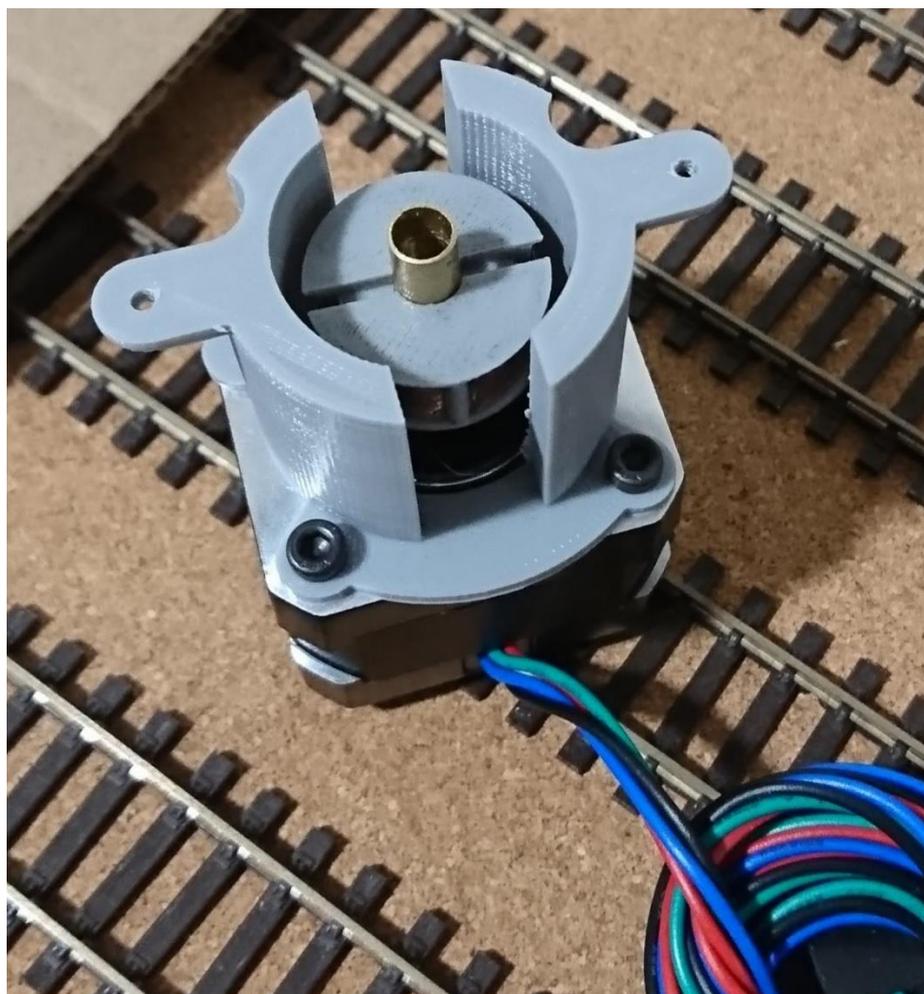
Prison will be soon relocated to the Kangaroo Valley Historic Railway.

David VIRGO:

The following models are all examples of recently 3D printed HO scale models.



A NSWGR A5 station similar to the station at Crookwell.



A stepper motor with 3D printed armature and mount for the turntable model shown in the Flimsy a couple of months ago. This is the mechanism by which track power will be supplied to the turntable tracks.

The next 3 models are vehicles that are still being worked on. These aren't my modelling work but were found in a collection of 1:100 scale WW2 vehicles on the thingiverse.com web site. The original models were scaled up to 1:87 before printing



Austin 10 fresh off the printer before flash removal & painting.



Austin "Tilley" truck



Long wheelbase CMP "Blitz" truck from the same source.

John MARTIN:



Atlas Master National Steel Car used in food service by the Grand Trunk Western and weathered to match a prototype photo of the same car at an earlier stage of its life without all the graffiti.



English Acme Thunderer whistle from the late 40s-early 50s gifted by an aunt. John demonstrated just how loud this whistle is.

Mal RISBY:

Has been busy completing the lower level track work of his large N Scale layout since hosting the January meeting including the staging yards. Has produced a nice removeable room entry lift out bridge which cuts track power to prevent a train running into the gap when the bridge is removed. Has made significant progress in finalising the track plan for the level above staging and construction of large Missoula yard and industry trackage.

Stephen O'BRIEN:

Spoke on detailing a couple of his Kato N Scale F7A Norfolk & Western, which were not displayed, perhaps some pictures for the July issue will be available.

Steve WALKER:

Is rewiring his N Scale layout with 4 power districts and commented this is a cold job at this time of the year in his garage.

Re-reading the 1000th (April 2017) issue of Model Railroader he was very interested in Lance Mindheim's article (pages 52-56) "The Future of Model Railroading" and his suggestion that offboard locomotive sound using a fixed under layout DCC sound decoder with amplifier and wireless headphones would greatly

improve DCC locomotive sound quality, especially given miniscule locomotive speaker sizes and his own loss of hearing issues. With assistance from Mathew WATERREUS, they have demonstrated this proposal works. Further investigation and experimentation required.



An item of unusual interest was the headphone connections for DCC/Sound locos (much discussion on this one) - might be a full clinic in itself.

Jack CHILD:

Cars 5 and 6 of the South Coast Daylight Express are still works in progress with mention of paint adhesion difficulties experienced with these old kits despite extensive preparation work.

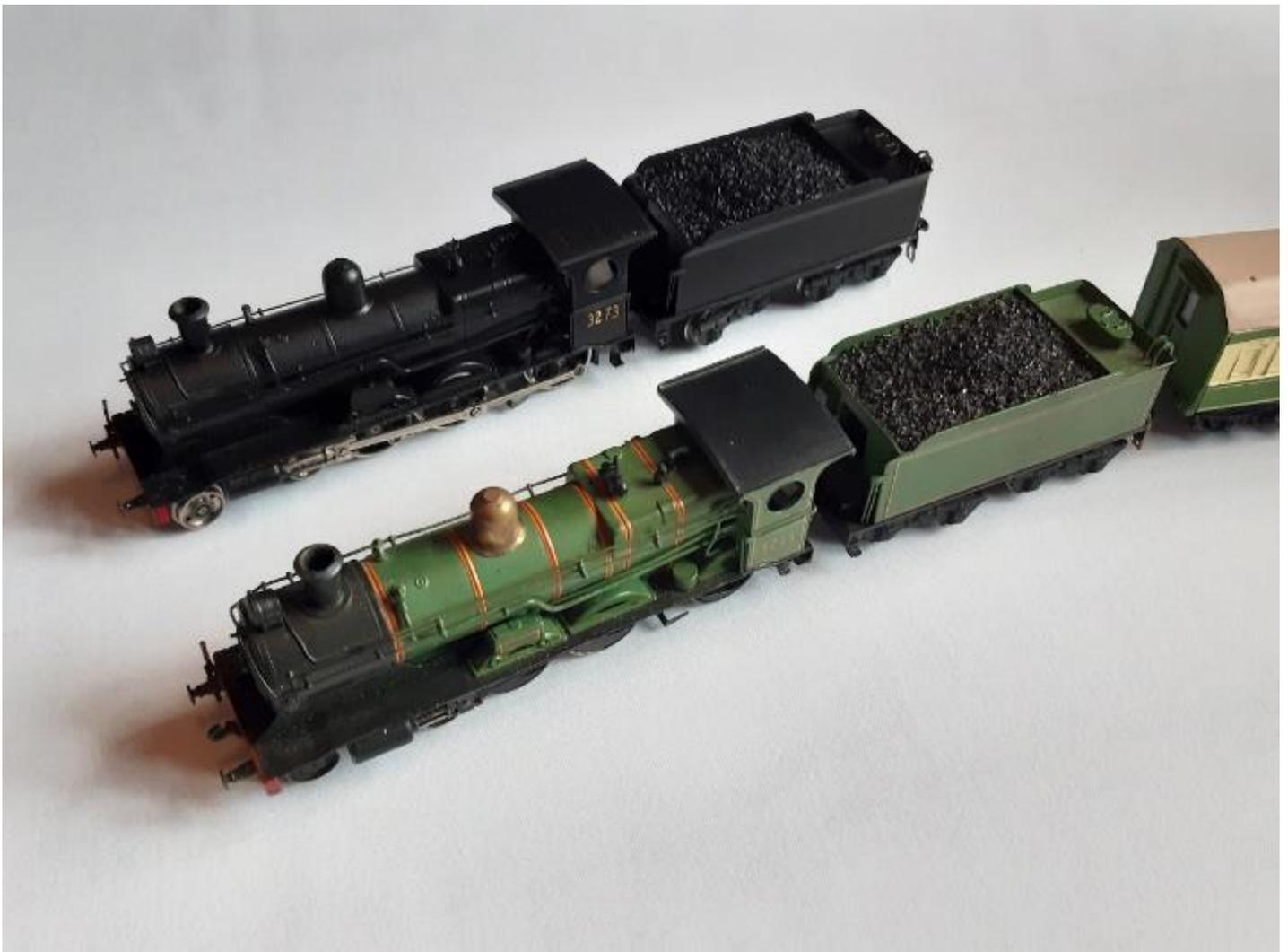


First Class Coach. Will have a complete 6 car South Coast Daylight Express set when finished plus two spare Second Class Coaches.



Top right: masked & ready for the paint shop for SCE livery. Lower: Interior for the SCE buffet car.

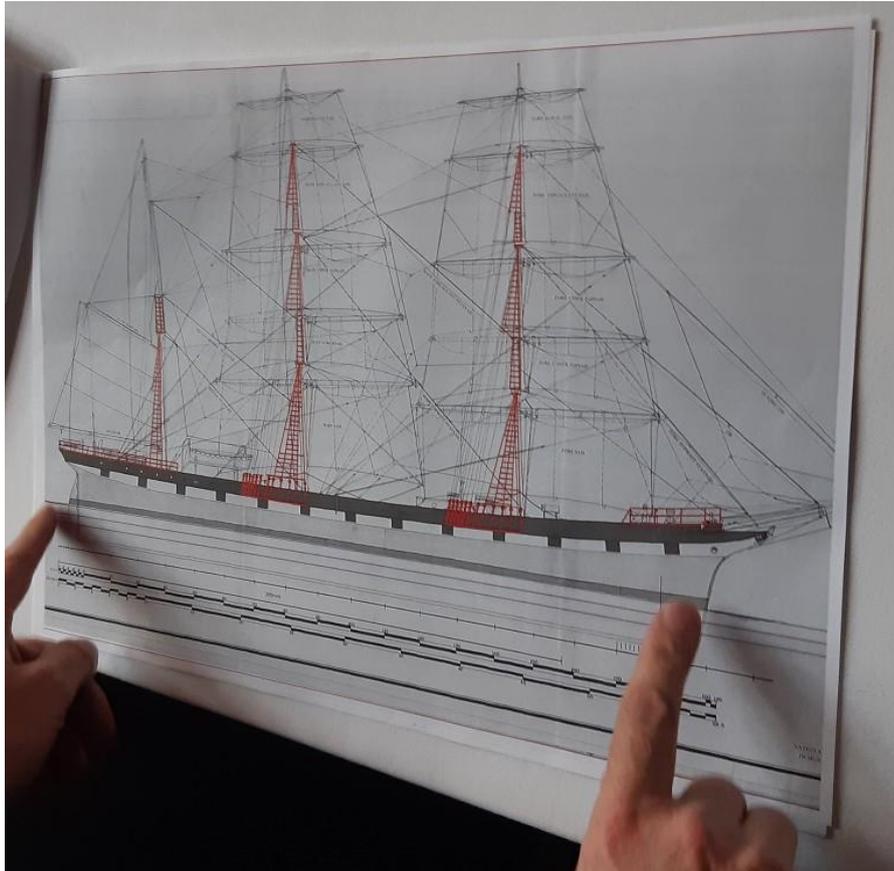
Rob NESBITT:



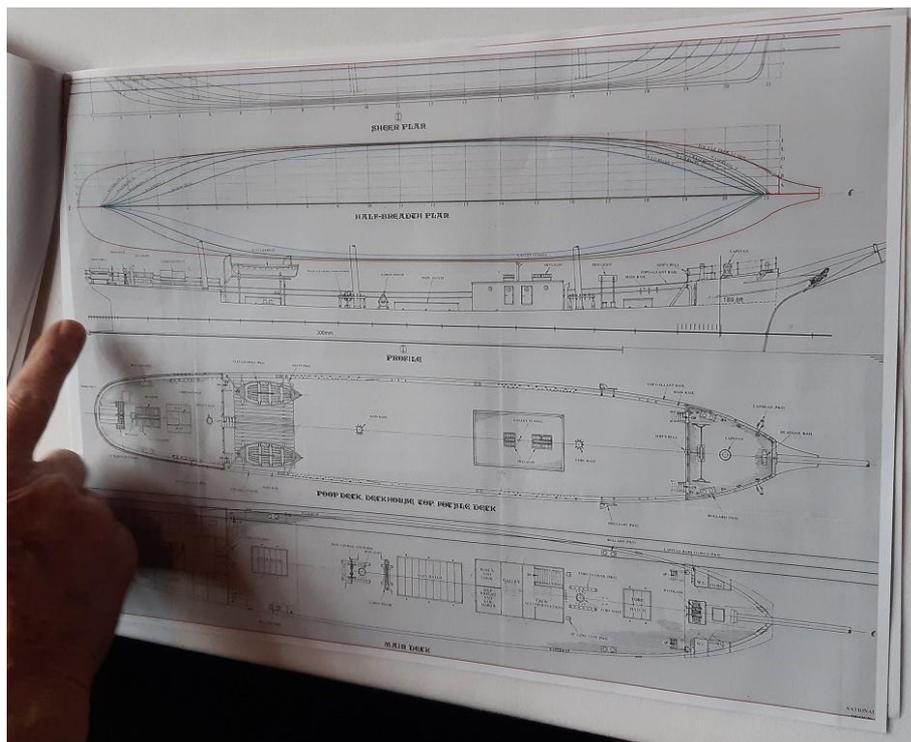
Rob's BERGS Brass NSWGR Black Class 3273 and Jacks WOMBAT NSWGR Green Class 3265 showing part of a SCE coach.

Ross BALDERSON:

It is time to start building the large sailing ship models for his Newcastle 1899 layout. Obtained detailed plans for the three-masted iron-hulled barque sailing ships James Craig and Polly Woodside to enable drawing of railings, shrouds, lines, etc for etched production (red in photo).



Plans also include sections of the hulls which will be constructed from laminated 3 mm styrene sheets that will then be shaped using a cutting disk, carving and filing.



Drawing for the hull

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

Stephen CURRY:

Model rail enthusiasts will rightfully ask why I am happy to model an unpainted brass train. The reason is that at exhibitions people find it difficult to understand how many of the models that I run are scratch built from pieces of brass. So, I decided that an unpainted train may help to demonstrate that these models are in fact manufactured from brass and may also help explain how they are hand-made. And the "bling" is quite eye-catching – a gold coloured train.

The carriages are built from Ross Balderson etches of NSWGR open thirds lacquered with Testors Glosscote with seating made from styrene painted with Vallejo Gold. Micro-Trains Z scale couplers are installed, with Phil Badger spoked wheels are used but pressed onto shorter 2mm Society axles running in 2mm Society Top-Hat bearings.



The loco is modelled on NSWGR 20N, later J&A Browns' #4, and is my first attempt at a split chassis design. My previous scratch-built locos have had an electrically neutral chassis with pick-up wipers to the wheels. The chassis works well but requires more complex engineering to ensure each chassis half is completely isolated from the other half and from the brass body. This requires the use of insulated muffs on all axles, including transfer gear axles, as well as an insulated motor mount and electrical isolation from the body. It also requires that each wheel tyre is electrically connected to its axle across the plastic spokes. The body and all details are completely handmade, except for the buffers and crew. The loco is also lacquered with Testors Glosscote. The technical details of the loco follow:



Loco compared to a 50c coin

Description: N Scale (1:160) NSWGR 20N (later J&A Browns' #4)

Chassis: Split chassis frames of 0.3mm nickel silver, Fleischmann wheels and gears, Badger motor

Body: K&S brass sections soldered using differing melt solders

Control: DCC using a TCS Z2 decoder

Weight: 29.26gm

Gear reduction: 44.4:1

Tractive effort: Comfortably pulls fifteen 4-wheel wagons on PECO chassis (total weight 150gm)

Jack CHILD:

A 'Power Cab' for DC.

Many of us have smaller layouts which are controlled by an NCE Power Cab DCC controller. While most of my locos are DCC chipped, I do have a few which are DC only that I wish to run on my layout or my test track.



Previously, I resolved this by switching my track between the NCE panel and a panel for the variable DC supply. I was not very satisfied with this approach and began wondering if I couldn't simply replace the Power Cab with a DC controller. Turns out, it was easier than I imagined. I simply hooked up a 6-wire curly cable to my DC controller and wired it up as follows:

- Pin 1 (white) – track DC
- Pin 2 (black) – -DC supply
- Pin 3 (red) – not used
- Pin 4 (green) – not used
- Pin 5 (yellow) +DC supply
- Pin 6 (blue) – track DC

Now when I wish to run DC, I simply unplug my Power Cab and plug in my DC controller, of course this disables all DCC devices on the layout.

Getting close Interiors



Ian BARNES:

Ian Barnes's new layout is inspired by a 1950's black and white film of heavy goods trains tackling the 1:40 grade Up from Lithgow to the Zig Zag Points tunnel. You can see the film on YouTube at <https://www.youtube.com/watch?v=Ln6J1CZyOsQ> where various combinations of Standard Goods locos helping/assisting/pushing a 57 or 58 class steamer hauling the heavy loads on steep grade.

This inspiring scene of the grinding climb with up to four steam locos working hard was (sort of) recently re-enacted on Ian's partly built layout with the help of fellow NMRA members George Sausanis, Bill Chilvers, Matt Semenas and David Virgo. We used three throttles on an NCE DCC system, that's right, not in consist!



The photo shows a Eureka 50 class, driven by David, leading a DJH 57 class, driven by George, and a DJH 55 class pushing, driven by Bill, up the long 1:40 grade from Wobbegong to Blue Hills, a distance of 15 metres of constant grade. Matt filmed. It took about 20 minutes.

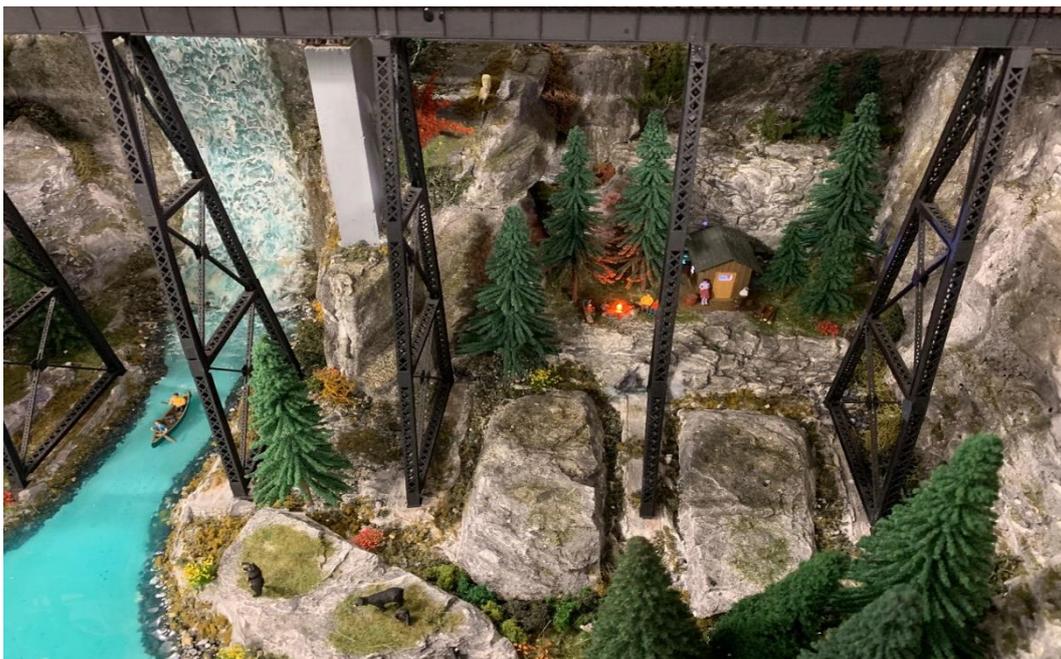
For the record, despite a problematic start in the departure yard, the train made it first time without derailment or hesitation, a credit to the three drivers. It looked bloody marvellous! We now look forward to repeating it with an additional Standard Goods loco on the front, just like the real thing was!

Matt SEMENAS:

I am incredibly pleased to advise all members that the Canadian Western Railroad Layout is now officially complete. Here are a few photos of the last key section just completed with the three bridges. At this stage of my career I am seriously considering in specialising in environmental consulting and obtaining construction and right of way agreements in key environmental areas.



As you can see from the photo's nowhere in the world has anyone every got approval to construct three bridge crossing so close to an ice field and waterfall. I have also taken some other liberties as the lake is a representation of Peyto Lake which in real life is much longer tucked into a deep valley with only one waterfall on the far left feeding the lake. There is also no boating or camping allowed in the environmentally protected national park. The area is also full of wildlife with mountain sheep on both sides, deer and cougars by the lake and a bear family.



The campers at the cabin are keeping warm by the fire and hopefully will stay safe from the wildlife.



Looks like the fishing was a success and the campers at the cottage will have a lovely dinner with the barbecue fired up ready for the big fish fry.

Unfortunately, there are a couple of folks that are as fortunate it appears in that they have gone overboard and are about to get a water slide ride of their lifetime. When I mentioned the layout complete there is just a bit of work to finish where I need to add some rough water effects on the Bow River and get the other two canoes into the water as they appear to be paddling like crazy but not getting anywhere. Hopefully, they are better skilled with paddling rough water than the couple in a bit of distress.



Well folks, I am now about to move on to my new medical career, I have about 300 patients waiting for leg amputations so they can board the passenger cars from all the different railway carriers, cheers to all Matt.

FOR SALE, WANTED & FREEBIES

Jack CHILD:



Woodland Scenics Deep Pour Water- \$25 (new)



Atlas bridge piers \$10

Stephe JITTS:



4 no longer required kits – all reasonable offers considered. Hornby OO R.481 Footbridge, Ratio OO/HO 466 GWR Square Post Signals, Walthers HO 933-2906 Bridge Crane and Walthers 933-2908 Diesel Fuelling Facility.

The last say.

COVID-19 restrictions will not be over quickly as some would make you believe where sporadic reports have & are being located so travel as social distancing will continue to be with us for some time.

~~~~~

### Letters to the Editor

I was very taken by Peter Dinham's helix, really an impressive work, especially useful photos to however, I hope his loco crews are ready for it – I got a bit dizzy on the 3rd level going up.

Terry.

~~~~~

Modellers are always seeking ways to improve / upgrade items as technology evolves especially for computers, through there are times where & when conflicts occur when 'upgrading', mainly with programs.

Retaining items as printers, scanners, camera etc where the worst-case scenario is, 'cannot open or unable to open' xxx file, where worst of all is NO available software found!

This rises to our retaining items that are not yet past 'their use by date', especially as the cost of these items were possibly more than one was required to pay or part with funds for the programs which are never needed, utilised or understood and thus never used, where planned obsolescence is now the norm with manufacturers to extract those funds to upgrade for those other requirements as now yearly fees.

How 'new is old' is the question, as yesterday's ideas for today's technology is tomorrow's e Waste.

This is also a fact to decoders with all those 'Wizz-bang' features.

Upgrades though nice, as may be necessary for some, the quest to;

Austerity, Frugal & Recycle being the key words.

As mentioned in the Words from the Super : Div 2 member Lance SHADBOLT is having an informal Eurobodalla group coordinators, conducting an open house layout viewing on Sunday 26 July at 34 Coila Avenue, Tuross Heads NSW from 1 to 4 pm followed by a light afternoon tea at 4 pm those planning to attend please RSVP to Lance by email to ldmshad@gmail.com by Saturday 25 July to confirm attendance.

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

Continue on with that 'BLING' for those 'show-n-tell' articles to your projects & articles for the July 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 robinfosster@inet.net.au