



THE FLIMSY

NMRA Division 2 Newsletter

November 2020

In this issue.

From the editor

November meeting & at home Show-n-tell

BLOG Spots

The last say

We remain under ~COVID-19~ restrictions.

Message from our Super.

Super's Super Sayings

This will be my final SSS before stepping down after three years as Div 2 Superintendent.

It has been an honour to be in this role, one that I shall remember as one that I have enjoyed despite COVID 19. That was (and is) simply a hiccup in the banquet of life. As individuals in a group such as ours we are perhaps blessed to have an interest in a hobby that allows us to enjoy both in isolation and as a group.

Many of you will already know that the final gathering for the year will be a BBQ at Linton on December 5. It is a "Bring your own meat and a plate to share" show. For a little bit of fun, I would like to suggest we each bring a small train related gift to put in a lucky dip. If you bring a partner, please bring one each. The value must be less than \$10 per gift or perhaps a small item that you were always going to use on your layout but never got round to using. I hope you will all be there.

Finally, I know that there is yet to be a decision on who will be taking up the reins as the next Div 2 Super. It is not a tough job, eased by a group of good people who simply enjoy each other's company. If the last club gathering is anything to go by, we are a dynamic group, one that explores many different aspect of the hobby, with members who are ready to share their experiences and to help others when requested. I look forward to working with whomever should take on the role.

Stephe.

STOP PRESS

Steven O'Brien will take over as Division 2 Superintendent from January 2021

Keep on training.

Robin.

WhatsApp & Trains

We have recently been experimenting with how WhatsApp can be used to enhance the model railway experience. It was brought on by the COVID restrictions requiring us to minimise moving around and needing to maintain social distancing.

Put most simply we use WhatsApp to communicate between the various operators on the layout. We imagine if you will that there is a significant distance between the stations and WhatsApp is the medium used to talk to each other. Its advantage is that it is virtually instant in transmission and it also advises the sender of when the receiver reads a message.

The only equipment necessary is a mobile phone with WhatsApp installed. Initially we take a list of the names of each of the operators and their phone numbers. We then assign each operator to a district and provide each operator with a list of all the other operators and their districts.

For KVHR the districts are:

SYDNEY which includes Newtown and the Coal Stage

OSPORT which includes the Gasworks

VIOLET

LIMESTONE/CEMENTWORKS

KANGAROO VALLEY which is assisted by a local shunter

MUSEUM/SALEYARDS

BEGA/ALABMOB/ETHEL

EDEN

Trains are now driven by local operators who drive trains towards themselves.

The process is that when an operator has prepared a train and set up its route for departure, he uses WhatsApp to inform the operator who will drive the train. In its simplest form the departing operator informs the receiving operator a TRAINORDER that consists of the locomotive number and its direction of travel (e.g. 1234F). (Having advised the receiving operator, the departing operator may not change the route until after the train has left.) The receiving operator then simply calls up the loco, set the direction and drives the train towards himself.

Experience has shown that a number of other simple texts can assist with management:-

DEPARTING from the receiving operator advises the departing operator the train is leaving.

BYE (or TOL) informs the receiving operator that his train has left the controlled district.

WAIT informs the receiving operator that there is a temporary stay on his leaving.

CLEAR informs the receiving operator the TRAINORDER is ok again.

Other information can also be sent. Some operators send the name of the train. It is also possible to sent information about the wagons that make up a goods train and where they need to go. We have not yet tried to use this last facility but as every possible spotting location for goods wagons has been identified and named it should be possible.

Cleverer operators have also experimented having two controllers so they can drive both an up and a down train at the same time.

Show-n-tell.

John GILLIES:



TK-N & TK-O class tank cars

In the years following World War II, Santa Fe Railway purchased two groups of welded tank cars delivered in 1949 and 1953, respectively. Prior to these two car classes, riveting was the primary method of assembling cars. Conversely, the TK-N & TK-O cars had welded bodies and underframes. Freight car builder General American's retooling during and after the war allowed it to offer improved car designs and enhanced construction methods. Santa Fe ordered these tank cars equipped with AB brakes, Ajax handbrakes, and 70-ton ASF A-3 Ride Control trucks. Santa Fe adopted a color-coding system to delineate the tank car's lading. As such, these cars wore more colorful paint schemes than typical tank car fleets. The railroad upgraded many of these cars with modern safety appliances beginning in the 1970s, which included installing roller bearing trucks and removing the lower side walkways. Safety railing designed to keep employees from under the car replaced the lower side walkways. Many of these cars lasted up until the 1990s in company service, having been rebuilt yet again for diesel fuel transportation or Maintenance-of-Way service.

It was quite a task to finally free this item from those protective enclosures and all parts stayed intact!

Stephen O'BRIEN:

Enjoying airbrushing models using Vallejo paints, unfortunately no models on hand at the meeting.

Matt WATERREUS:

Three HO undecorated US box cars, perhaps waiting in anticipation for Stephen to produce that airbrush for a demonstration.

Gavan BENNETT:

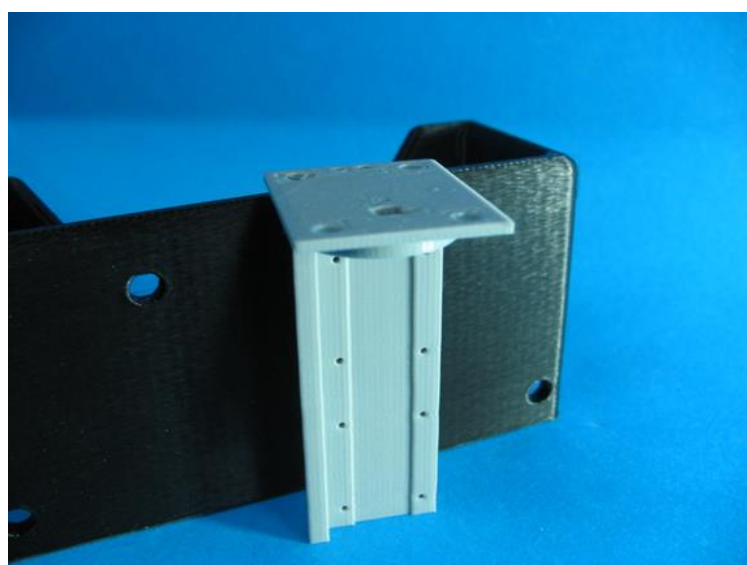
Working on projects whilst building his residence whilst watching trains trundle the rails on the mainlines at the back of his property.

Jack CHILD:

Mixing small batches of resin then pouring in stages the 1.5 m meandering river & streams on his layout.

Warren BACKHOUSE:

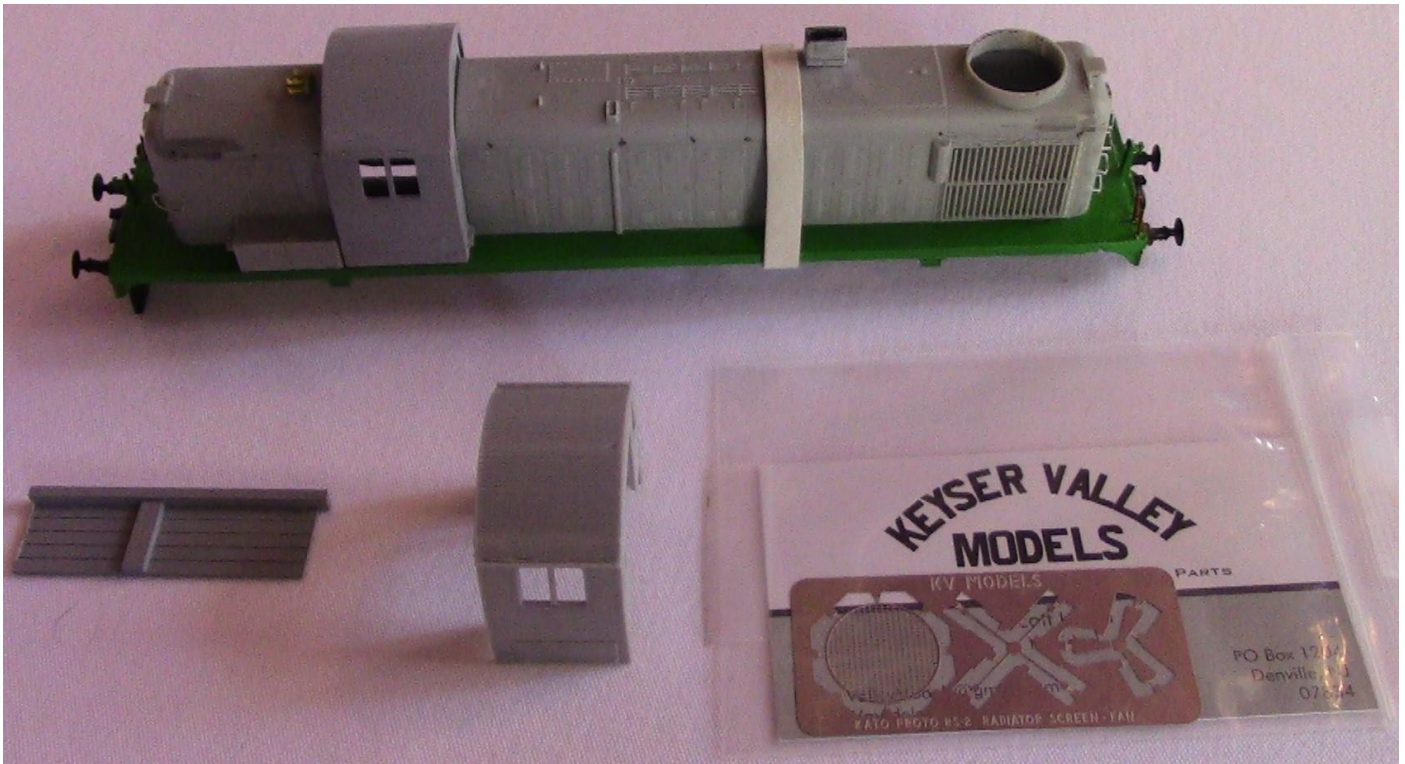
3D bases for Tortoise motors & for double Arduino motors for semaphore signals.



In the inverted position for under the base board mounting

David VIRGO:

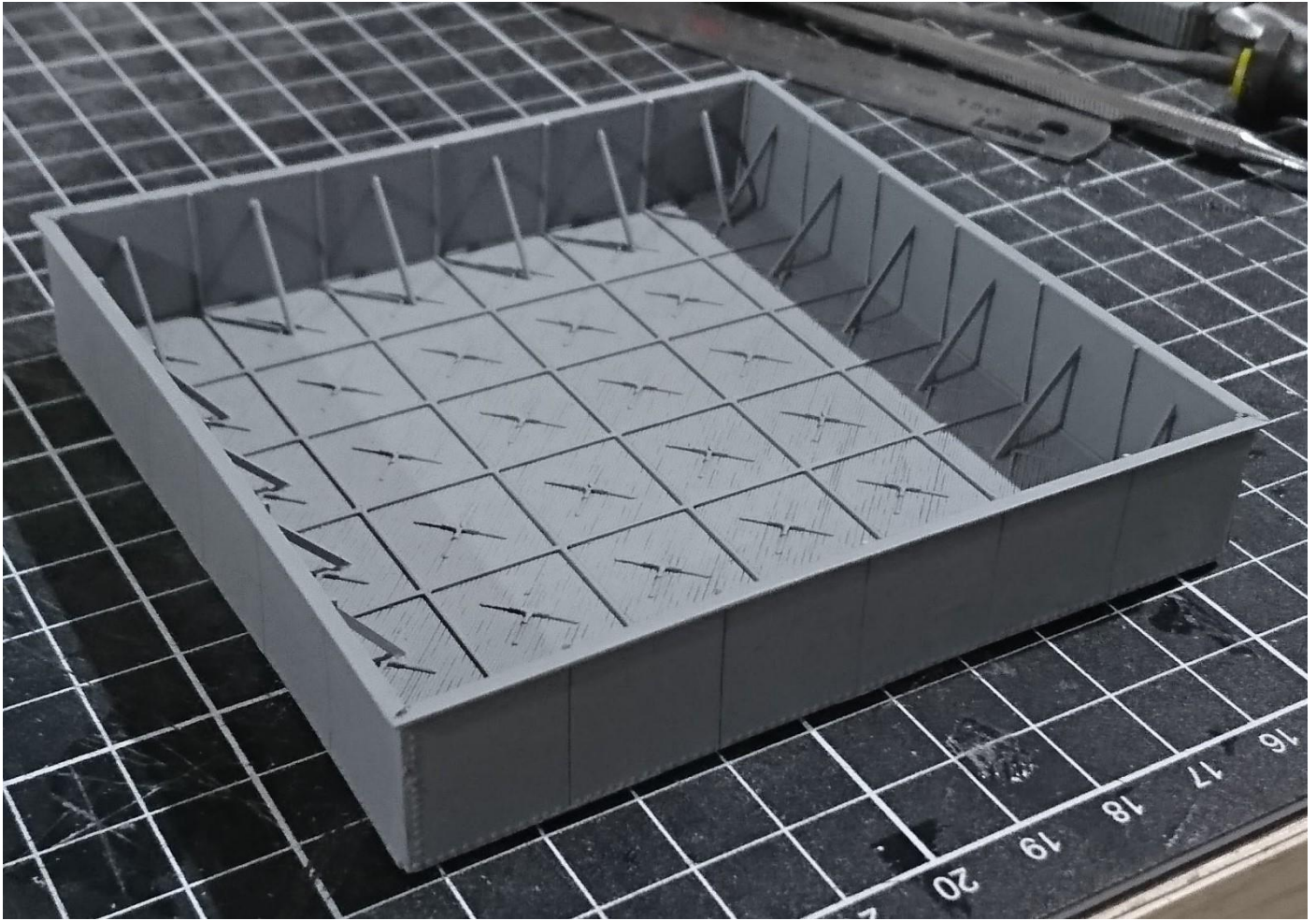
Continues with his 3D printing for improving parts, for a revised cab for the NSWGR 40 class using the ATLAS RSD 4/5. Keyser Valley Models etch brass items replacing the cast on fan. Item lower left is part for a station timber platform edging..



Next is a rebuild of a model of NSW 40 class (using the ILM detail kit) applied to an Atlas RSD 4/5 I made a few years ago. The main improvement of the rebuild are some additional details omitted from the first attempt. Handrails, headlights, marker lights and a fan grill are the main ones. I also decided to 3D print a new cab.



Some time ago I purchased 2 Ian Lindsay Models (ILM) 20,000-gallon water tank kits in HO. They are quite basic kits composed of 4 cast walls and a flat plastic floor. I decided to model the Hay water tank which has a wooden stand and a variation of the interior placement of the struts. I have started the model using a 3D printed base and am waiting for Harlow graphics to produce some more timber stand kits.



And finally, a very quick and simple project was to make some timber platform edging using the 3D printer.

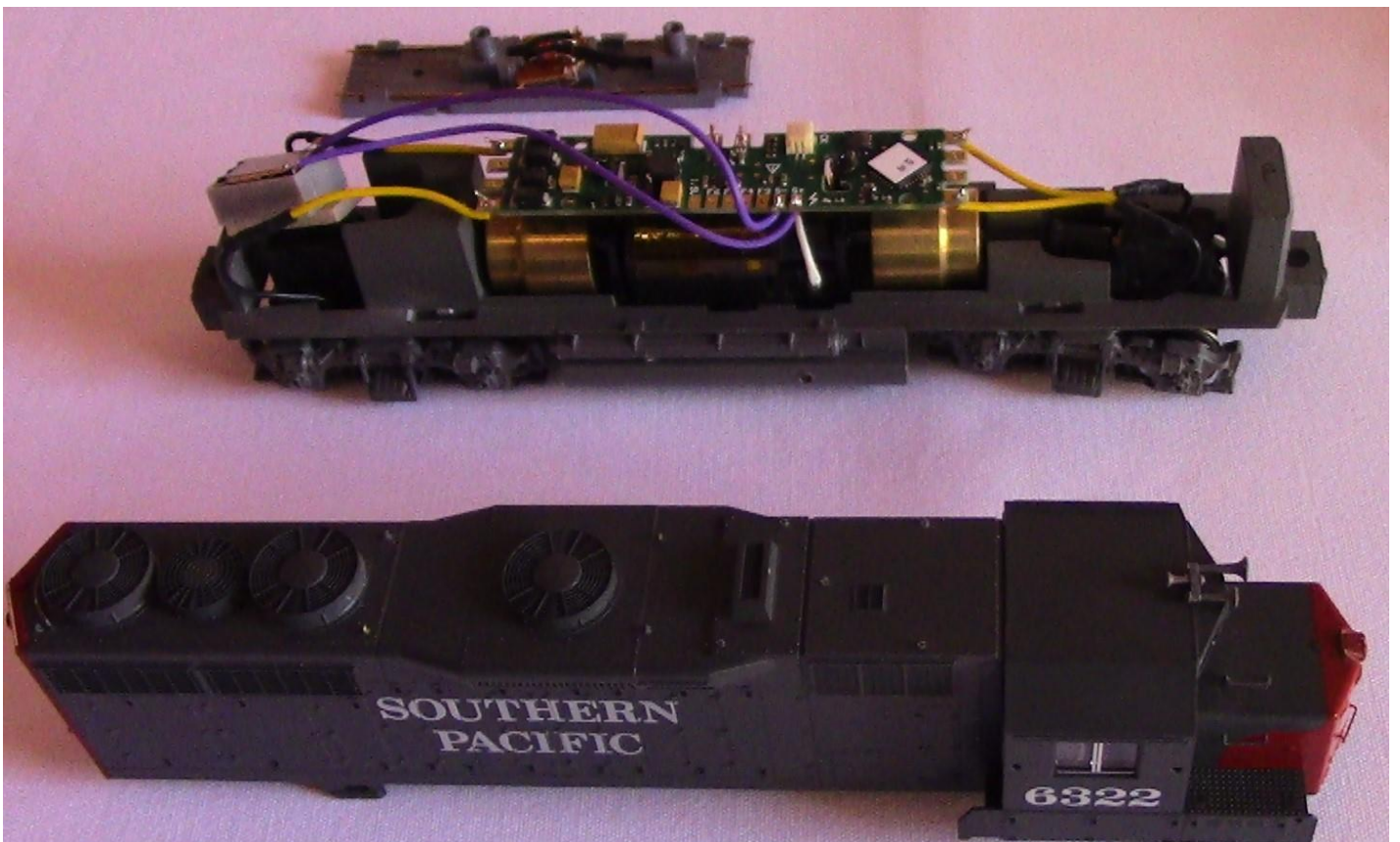


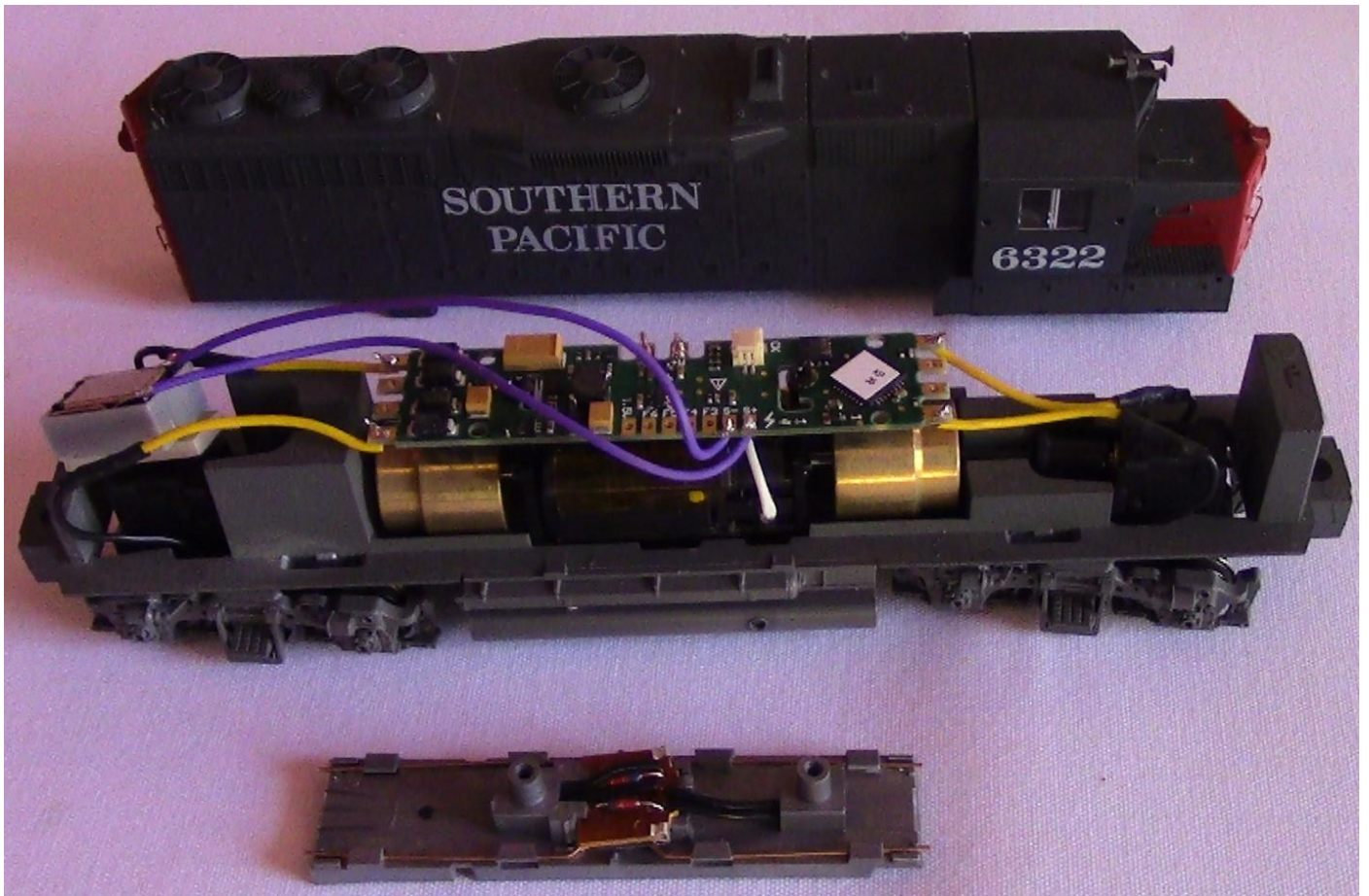
Ben FEATHERSTON:

Latest purchase of a BALBOA Southern Pacific MT4 destined for the installation for paint shop & DCC sound



Replacing the DC board on the KATO SD45 with Tsunami DCC sound, the adding of SMD LED's for head / classification lighting next project following a removal of the cab from the body shell to allow wiring to those areas, the use for fibre optics is also being considered as another option.





Lighting placements



Martin CANTEROS-PAZ:

HO & N scale locomotives.

This model is a HO scale Frateschi diesel locomotive, we installed a loksound sound decoder then was weathered by Nicolas, with applied oils and chalks to this loco



The prototype is EMD GR12w made for Ferrocarriles Argentinos in 1961 by General motors. Argentina purchasing 60 of these locomotives and they still running.

You can watch this model running on the Tumut layout on our YouTube channel, https://youtu.be/ZNEC_ysd5j0 the YouTube channel name is Union Pacific Snowy Valleys division.

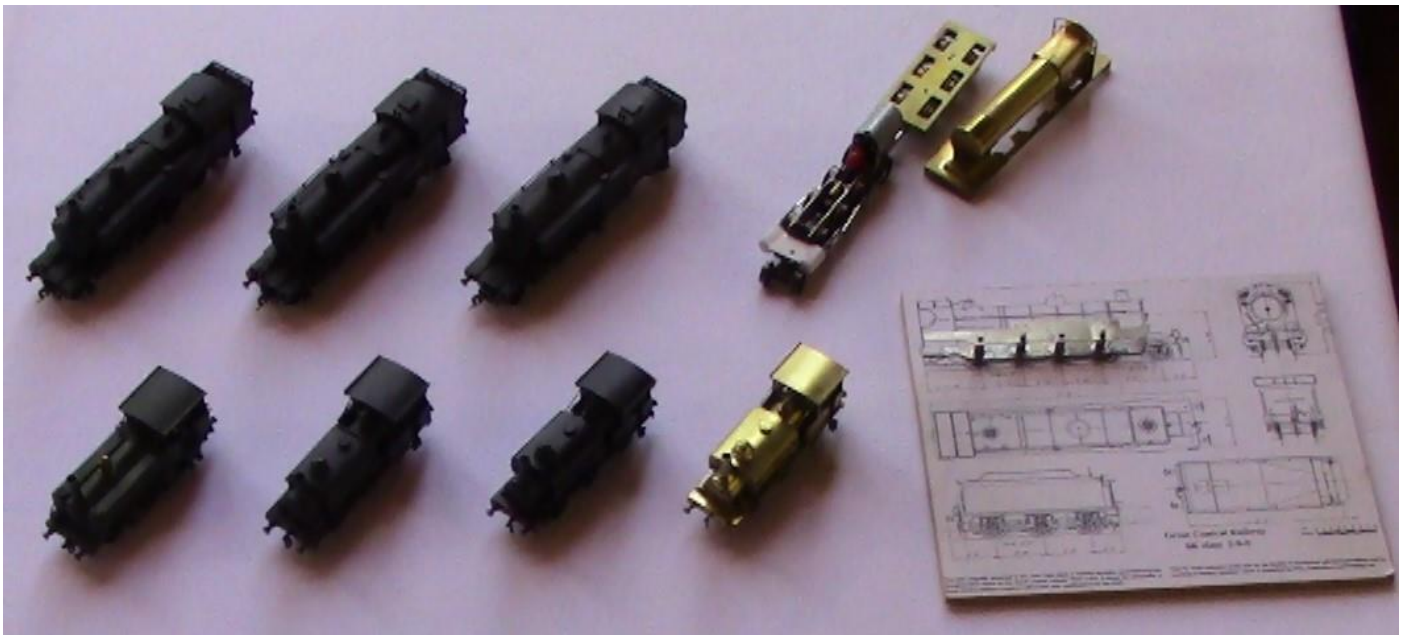
We choose this name is because we love UP and our layout it is in the Snowy Valleys Council region.



Stephen CURRY:

Locomotives of J&A Brown in N Scale

My interest in the railways of J&A Brown did not stem from an intimate knowledge of the company but rather from an investigation of my family history. I discovered that an early relative of mine, John (Slack) Smith, had from 1848 to 1855 owned the Hexham Hotel at Hexham, New South Wales. The hotel no longer exists, its site was near the current Reliance Hexham P/L. The hotel is promoted in an 1855 newspaper advertisement as “the Newcastle railway runs through the lands of the inn, and also Mr Eales’s Railway for the transit of coals from Minimi (sic), passes through the property to terminate at a Wharf near to the inn” (The Maitland Mercury 21 Nov 1855). The railway that John Eales constructed was later bought by the Browns and formed the start of the Richmond Vale Railway. This personal link to Hexham together with my own memories of the rows of heavily lettered red coal hoppers inspired me to consider this railway for modelling.



The biggest hurdle to modelling this railway was always going to be the lack of suitable ready-to-run models that would accurately represent what I wanted to model, especially in my preferred scale – N scale. The solution was to try my hand at scratch building although I was new to the hobby. Perhaps ignorance is the best bravado.

My modelling started with the relatively easy J&A Brown “L” 10 ton coal hopper. I heavily modified both 9 and 10 foot N scale Peco chassis to accommodate the hoppers. The 10 foot chassis has the advantage of a one piece casting so that they remain square. The 9 foot chassis, though, look finer but require care to assemble them accurately and squarely. To glue the Delrin chassis I used Selleys All Plastic Fix glue which includes a primer (available from Bunnings). Full hoppers were scratch built from styrene and filled with suitable ballast and a coal load to weigh around 10 grams; empty hoppers were made from brass bar, with styrene detail, to achieve a suitable weight of approximately 8g.

A greater challenge was to source motive power. No suitable off-the-shelf locomotives were available so once again I started looking at scratch building. My strong recommendation is that if you are thinking of scratch building a chassis, your first chassis should be for a 0-6-0 inside cylinder tank locomotive even if it does not fit into your final loco compliment. This configuration is the easiest to construct and to get working properly. There is plenty to learn from its construction without the complications of ponies, outside motions or tender. If this locomotive is not appropriate for your plans, do not build a body just use a lump of lead to provide the weight equivalent of the body to fine tune running characteristics. I also recommend that a first chassis should be an electrically neutral chassis with wipers to the tyres, rather than an electrically split chassis which adds another level of complication.

The time spent developing a successful chassis is approximately 50% planning and 50% construction. I do not use a CAD programme, instead I use measurements of the prototype as well as accurately scaled elevations and plans of the loco glued to a piece of medium density fibreboard that I can drill to support axles, locate the motor, design the gear train, etc. Planning includes the sourcing of suitable components and it is here that compromise is often required. For instance, flange height will always be greater than the prototype. Also, component material dimensions, eg available brass tube and bar sizes, will also dictate compromise. I use Fleischmann wheels and cogs, because they are available through All Aboard Model Railways, and I have learned that wheels slightly smaller in diameter are the best choice to achieve the appropriate appearance and function. Other dimensions may be slightly fudged to accommodate the compromise imposed upon us by the scale that we choose and the size of the materials at hand.

The tools that I use are, in general, the basic kit of a rail modeller (soldering iron, small drill, hand tools, etc). The most exotic tool that I have is a very basic small lathe. Even this could be replaced by a bench mounted drill for the basic turning that I preform. A couple of interesting suppliers that are not generally known are:

1. Koodak Jewellers' Supplies, Melbourne CBD, <https://koodak.com.au/>
— for supplies of good quality small twist drills and dental burs
2. HTDirect, Kirrawee Sydney, **02 9545 1944**
— **supplier of K&S and Speciality Shape brass sections**
3. **All Aboard Model Railways, is relocating to Bowral 2021, (02) 4871 2966**
— **supplier of Fleischmann wheels and gears. These are spare parts, so no dimensions are available, in-person selection is required unless you know the part number**

So far, in order of construction, I have built the following J&A Browns' locomotives:

- No.1 – (0-4-2 Hawthorne side tank loco) with an electrically neutral chassis
- No.3 – (0-6-0 Kitson saddle tank loco) with an electrically neutral chassis
- No.11 – (2-8-2 Kitson side tank loco) with an electrically neutral chassis
- No.9 – (2-8-2 Kitson side tank loco) with an electrically neutral chassis
- No.10 – (2-8-2 Kitson side tank loco) with an electrically neutral chassis
- NSWGR 20N - (J&A Browns' No.4 in a prior life) with split chassis
- No.4 – (0-6-0 Kitson saddle tank loco) with a split chassis
- No.19 – (2-8-0 GCR Class 8K R.O.D. loco) under construction, split chassis

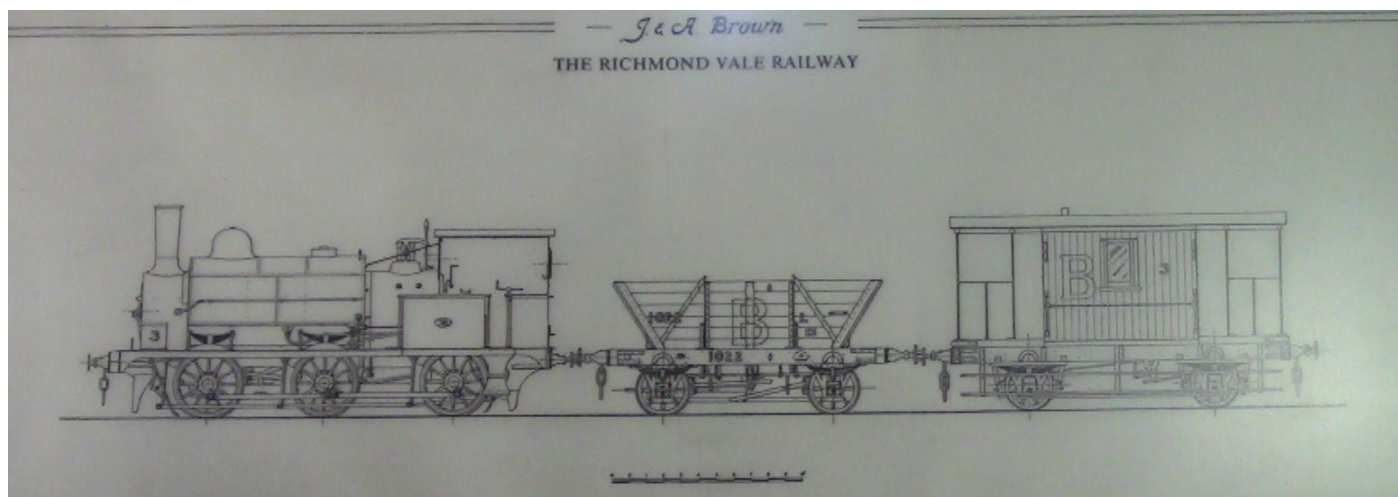
All locos have been chipped for DCC. Generally, each loco is a development in technique over the previous one, but they all work well. I always try to maximise the weight of a loco, to optimise traction, and where possible spring numerous axles to optimise electrical connectivity. I also construct the gear train to give an approximate 1:44 reduction. As an example, although limited to 25 coal hoppers at exhibitions, the models of Kitson 2-8-2 can pull 60 loaded coal hoppers at a DCC setting of 1/128. These models have travelled well in excess of 20km.

This is a very brief summary of my loco modelling. The process of chassis construction is fairly detailed and beyond the scope of this article, however, if a member is interested in constructing a chassis, I am very happy to discuss the methods that I use. The general take-away messages are:

1. It is possible for a rail modeller to scratch-build a working loco chassis at home
2. Loco chassis can be constructed using basic tools and equipment
3. Computers and CAD programmes are not required
4. Problem solving and lateral thinking are more important than hand skills
5. It can be an extremely rewarding project.

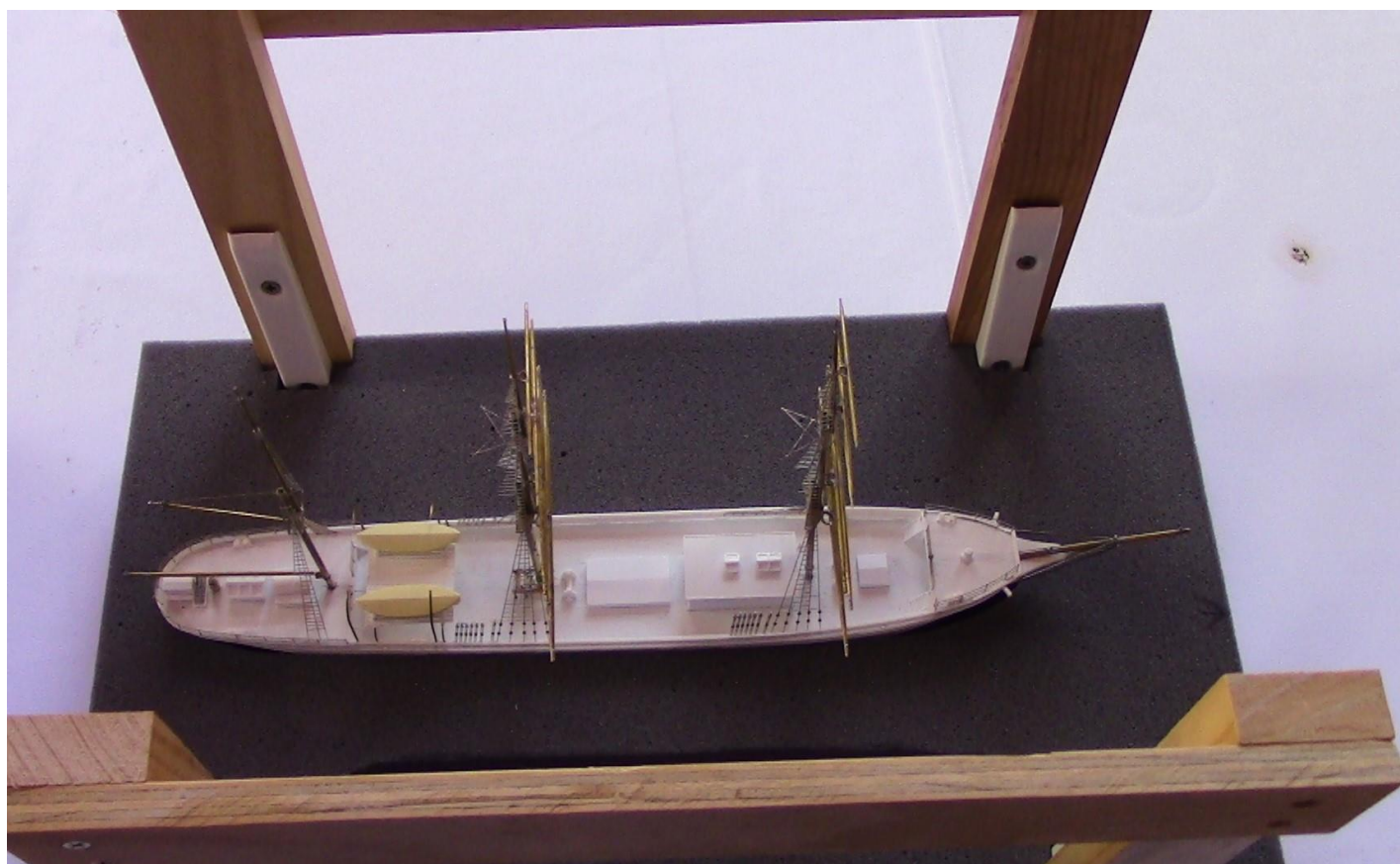


Pictured: An architect framed drawing adorning Stephe's wall of the Richmond Vale Railway No. 3 locomotive and two rolling stock.



Ross BALDERSON:

Work continues on the N scale ship, 'POLLY WOODSIDE', which is transported in a large plastic box to protective the removable 'dry dock', the brass work on the masts and spars almost ready for the primer & paint, then the tedious task of threading the rigging and sail cloth.

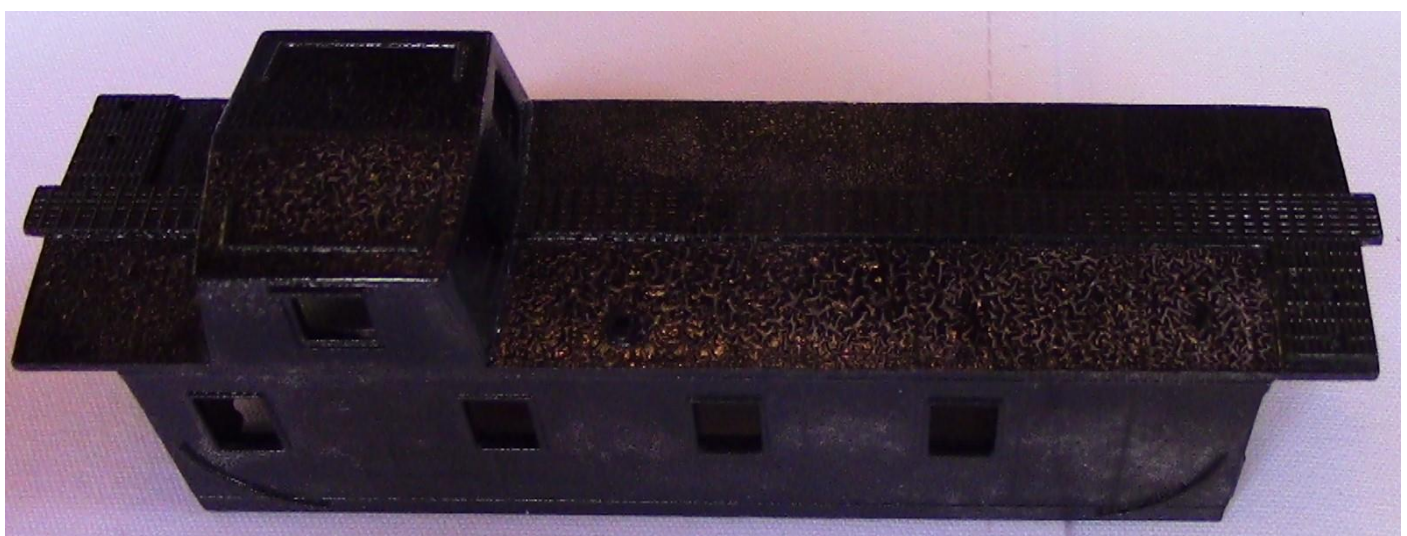


Stephe JITTS:

A Mantua clearance car which is in the process of being 're-gauged' for operational use on KVHR. I suspect others may also have this item on their inventory, checking those clearances on their layouts

**Robin FOSTER:**

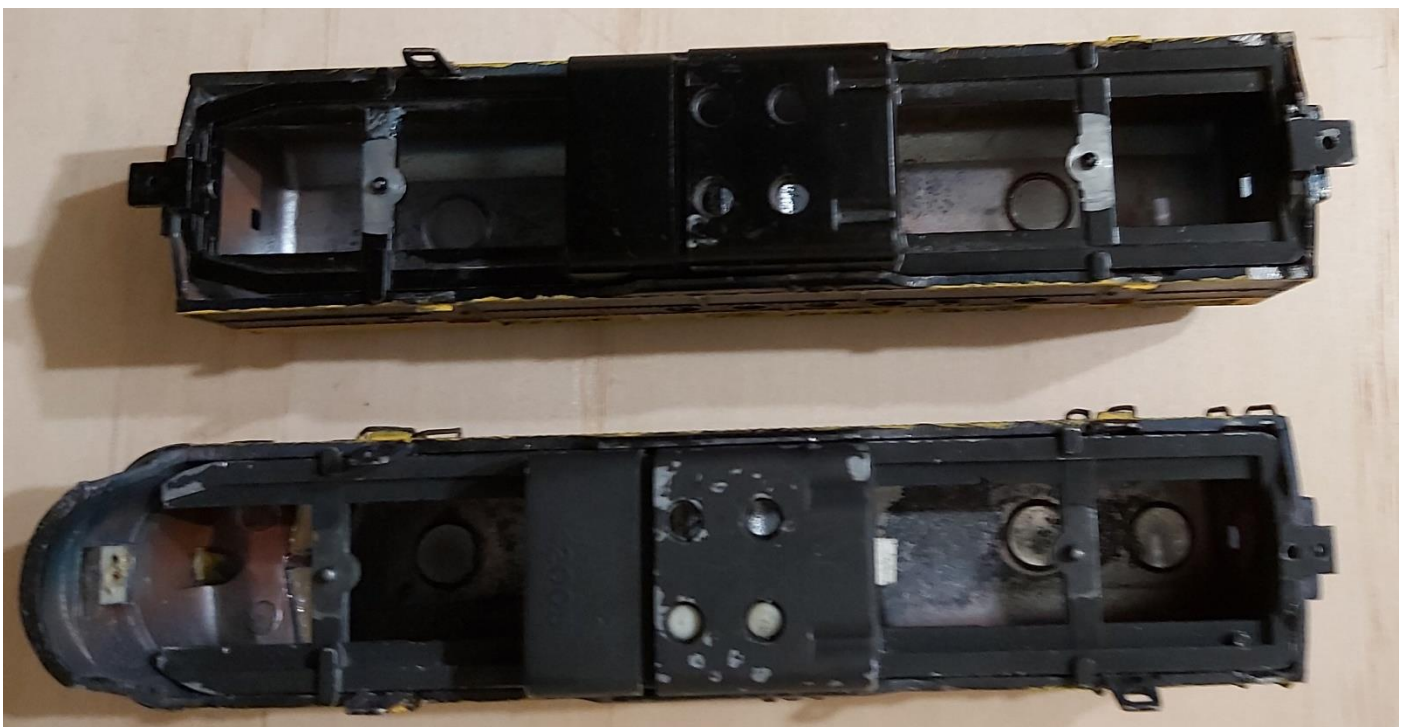
When things go drastically wrong: First a test spray of Rust-oleum 2X white gloss was used on a metal Varney shell then after 10 days I decided to apply a black coat, UGH, the black dissolved the white and crazed, all not lost as a clean in mineral turpentine removed the black & part of the white, where after a few days reapplied the white . Having second thoughts I decided to test on a previously painted cabooshe shell which was cured for 14 days. Read the instructions, shaking the can vigorously for 5 minutes. The instructions read: spray 25-40 cm from the object in a steady back-and-forth motion. NO, NO, NO. I held the can 50 cm away doing quick passes covering all the surfaces with a fine mist of propellant (more carrier) watching the crazing appear as on the Varney shell. GRRR#. I Googled Rust-oleum 2X forums where I learned others experienced similar issues with is product. However, all is not lost as this cabooshe will find a home somewhere in the hills of the layout as a recycled relocated, now burnt out cabin. Nuf Sed.



An eBay purchase too good to pass up, again Varney metal F3 A & B shells, which were designed to accept ATHEARN F7 A / B mechanisms, with some slight modifications, these shells weigh in at 17 oz adding the chassis frame another 4oz. Project details soon.



Modified ATHEARN frames, requiring removal of the front area of the A unit



Possible formation of a Div 2 Free-MO NMRA AU

At the last meeting of our NMRA Div 2 meeting it was proposed to investigate the introduction of Free-MO form of railway modelling. This concept of railway modelling was first introduced in Europe in 1981 as FREMO and was adopted in California in 1994 as Free-MO.

The concept was to not run in circles, but to create a layout that went in all directions as the real railways do.

There is a Facebook group Free-Mo AU "Free-Mo AU Newbies" may of interest.

Another means of finding out what this all about is go to YouTube and search for Free-MO and view the videos held there.

Here are some links where one may find information:

Free-Mo US official standards

A Gentle Guide to the Free-MO Standards

Free-Mo AU Standards

Following on from that general discussion on the above topic, being scale HO, a show of hands from the floor indicated interest to continue examination on the subject.

The two links below, though USA, shows the workings as idea to their concept, note no back boards & access to both sides of the modules.

FreeMO St. Paul 21 minutes <https://www.youtube.com/watch?v=E5NkhG61AQ>

Spokane Train Show Free-Mo layouts, where a 'birds eye' view gives some very nice visuals of the rails as 'ground' scenery, 7 minutes <https://www.youtube.com/watch?v=58axori6ICA>

Robin FOSTER was thrown into the shallow end by Stephe JITTS as co-ordinator though it is hoped others will combine as a group to formulate the standards.

Constructive feedback from Members on this is encouraged to ascertain numbers for this project.

The 'at home' activities.

Rob NESBITT:

Progression on the wagga station to this point consists of 5 loose sections, awaiting completion of the detailing work before assembly. I have not started the platform side yet

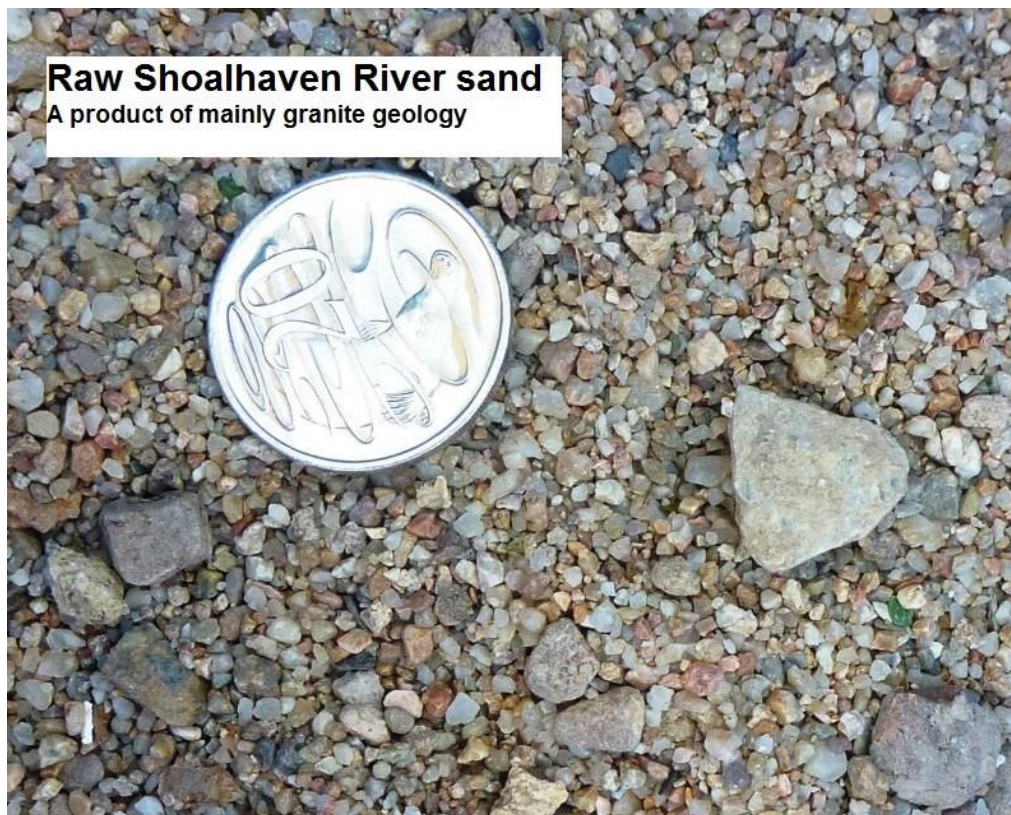


Ian BARNES:

I am ballasting my layout, being a skinflint (frugal), I make my own rather than buy commercial products.

I start with Shoalhaven River sand taken from near the Warri bridge on the Kings Highway.

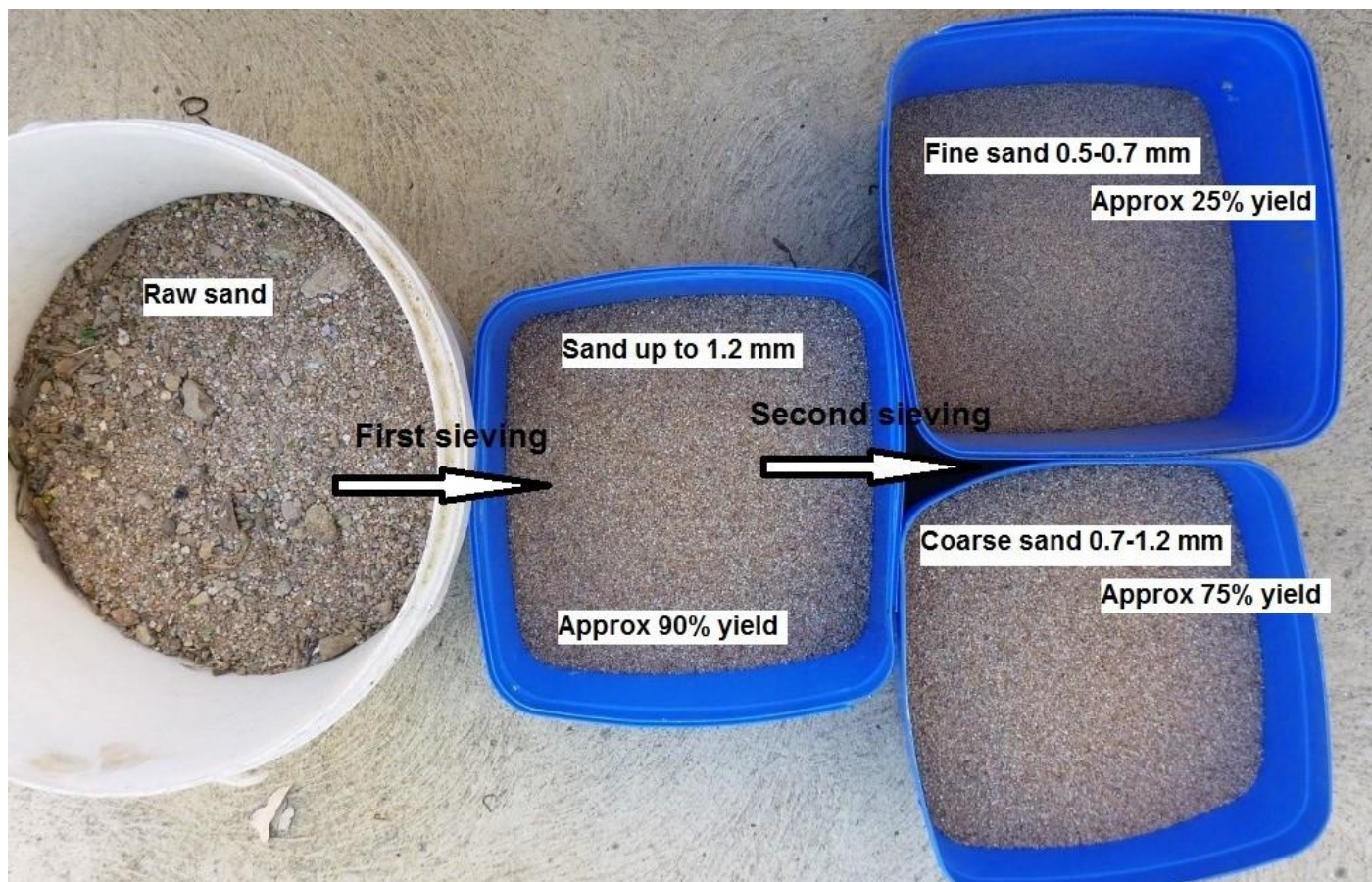
The photos (1 to 8) tell the story



Ian, self-portrait, using the sifter in the grading process of the raw materials.



Through two sieving's the first with a sieve opening of 1.6 mm, the second with a sieve opening of 0.8 mm, I produce two grades of ballast, coarse is 0.7-1.2 mm the fines which I prefer and usually use even on main lines being 0.5-0.7 mm.



The fines are only about 20% yield from the raw stuff so there are quite a few hours of sieving to produce the 5kg I require. The other grades are used elsewhere - rivers, creeks, scree slopes etc.





Coarse ballast
0.1 - 0.7 mm
(60-110 mm in HO scale)



Fine ballast
0.5 - 0.7 mm
45-60 mm in HO scale

BLOG SPOTS:

Video Tour of Stephe's layout, 21 11 2020, <https://youtu.be/hUKxBv8C15w> courtesy Martin Canteros Paz

The last say.

Austerity Frugal & Recycle.

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

Workshops, for presentations to several of the show-n-tells, are being constrained owing to COVID-19 situation where items of airbrushing, assembly of models & members attending private layouts would be ideal as a larger group however restrictions under and in the current circumstances where these can change on 'an-as-be' situation arises are put on hold for the foreseeable future as model exhibitions.

A discussion on the viability for members to form a Div 2 FREMO group where a show of hands from those present was encouraging towards this venture.

The Free-Mo concept is like NTRACK where in this instance HO, where standards are yet to be formalise such items as to code of track to be used ie: 75, 83 or 100.

There are no constraints as to what each member builds for one or multiple modules, however the rail ends must match up with adjoining modules.

There are no backdrops where the 'fun part' would be rearranging modules at time to allow various changes to running's. This also allows unrestricted operations either side of the modules.

Putting it all together will be something to consider and input is encouraged from members to participate with their thoughts regardless of their scale.

I must apologies for some of the colour backdrops on some photographs which were taken on a white tablecloth where the afternoon natural sunlight blended in from the reflection of the dark bordello red on the ceiling in the dancing room, quite a spectrum.

I appreciate the input from members contributing to The FLIMSY especially when distance is a factor where the 'at home' for 'show-n-tell', to their modelling projects, so keep them coming.

Keep on training.

Robin.

The Division 2 meeting 05 December 2020 will be a BBQ – BYO at Stephe's residence Old LINTON YASS NSW start 1200 please advise if attending.

To comply with current COVID-19 rules this meeting will be limited to current outdoor rulings of the day.

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

The FLIMSY contact robinfoster@iinet.net.au