



THE FLIMSY

NMRA Division 2 Newsletter

September 2020

In this issue.

From the editor

September at home Show-n-tell

Items for sale

The last say

We remain under ~COVID-19~ restrictions.

Message for our Super. The Three Ss (Super Super's Sayings.)

Well it would seem that summer is coming and indications are that as the temperature rises, COVID 19 declines, it would certainly seem that way as even Melbourne seems on the rise and we are not over it yet but I wonder if there is enough light to consider reopening meetings.

There are no current cases in the Act district, including Yass, and have not been for some time. With care that situation should remain I am unaware of the situation in Batemans Bay district, but I have not heard of anything for some time, so I surmise we are on the rise there too.

We still have restrictions in Yass, the main ones being the 20 guests maximum and requiring COVID plans for meetings. We must also keep an accurate list of the names, phone numbers and email addresses of each of the persons attending. We should also comply with the 4sq m rule and the 1.5 m rule where I am pleased to advise Linton can comply with all these requirements.

I therefore propose that that we recommence monthly meetings on the 3rd Saturday as before (Commencing October). All future meetings will be held at Linton and all attendees will need to advise me that they will be coming so that I can advise the group when the maximum of 20 has been reached.

If anyone has any problems or advice with this plan could they please contact me also if you are not receiving email notifications, please advise as it seems that there are some who are not receiving.

There is a meeting for Saturday 17 OCTOBER at Stephe's residence Old LINTON YASS NSW where to comply with current COVID 19 rules the meeting will be limited to 20 members. The usual social distancing rules, sign in rules etc will apply.

Could those members who intend to come advise me ASAP, when we get to the total of 20, I will advise the group.

Keep on training.

Robin.

the 'at home' activities for:

Show-n-tell.

Rob NESBITT:

Rob has been given a photo album of NSW Railway infrastructure pictures taken in the late 1980s through to around 2000 and is slowly digitally scanning in the photos. The bridge over the Carabost Creek, at Humula was one subject that is particularly useful, as it is a bridge that is on the proposed area to be modelled on my layout This bridge is no longer in existence.



In the last month I also explored the former Tumberumba branch line and obtained a lot of pictures that will assist in the modelling going forward. Here is the toilet block at Tarcutta - like those at Ladysmith, Borambola and Humula. Then the rebuilt barracks building at Tumberumba, now on the rail-trail.



Finally, a picture of the main range of the snowy mountains - inspiration for the backscene.



On the project front



One wall almost completed for the Wagga Wagga Station.

John MARTIN:

Bit short of news, however I do have a tale of why you should keep all those odd parts of locomotives etc..

I bought a second-hand Atlas Dash 8-40CW over a year ago and while it was in excellent condition, I was never happy with how it ran. Recently I identified that there was a clicking noise in the rear bogie. As I need to keep myself busy, I decided to remove the bogie and inspect the gears. I found one of the small gears had split. This was a surprise as I had never experienced this with an Atlas loco before.

Now off to find all those bits and pieces to see if I had anything that would work. I was given a Kato C44-9 mechanism some time ago and apart from giving a friend one of the side frames to replace a broken one, hadn't looked at it in some time.

Much to my surprise, when I disassembled it, I found a gear the same size and pitch as the Atlas one, however, it was narrower and had the "post" integrated in the one part, rather than a metal rod in the Atlas version. But it was the same length.

Anyway, installed it and the loco runs perfectly.

The moral of the story is "don't throw any of those odds and ends out".



As an aside, 811 is only one of two locos that BNSF did with these ungainly elongated letters!

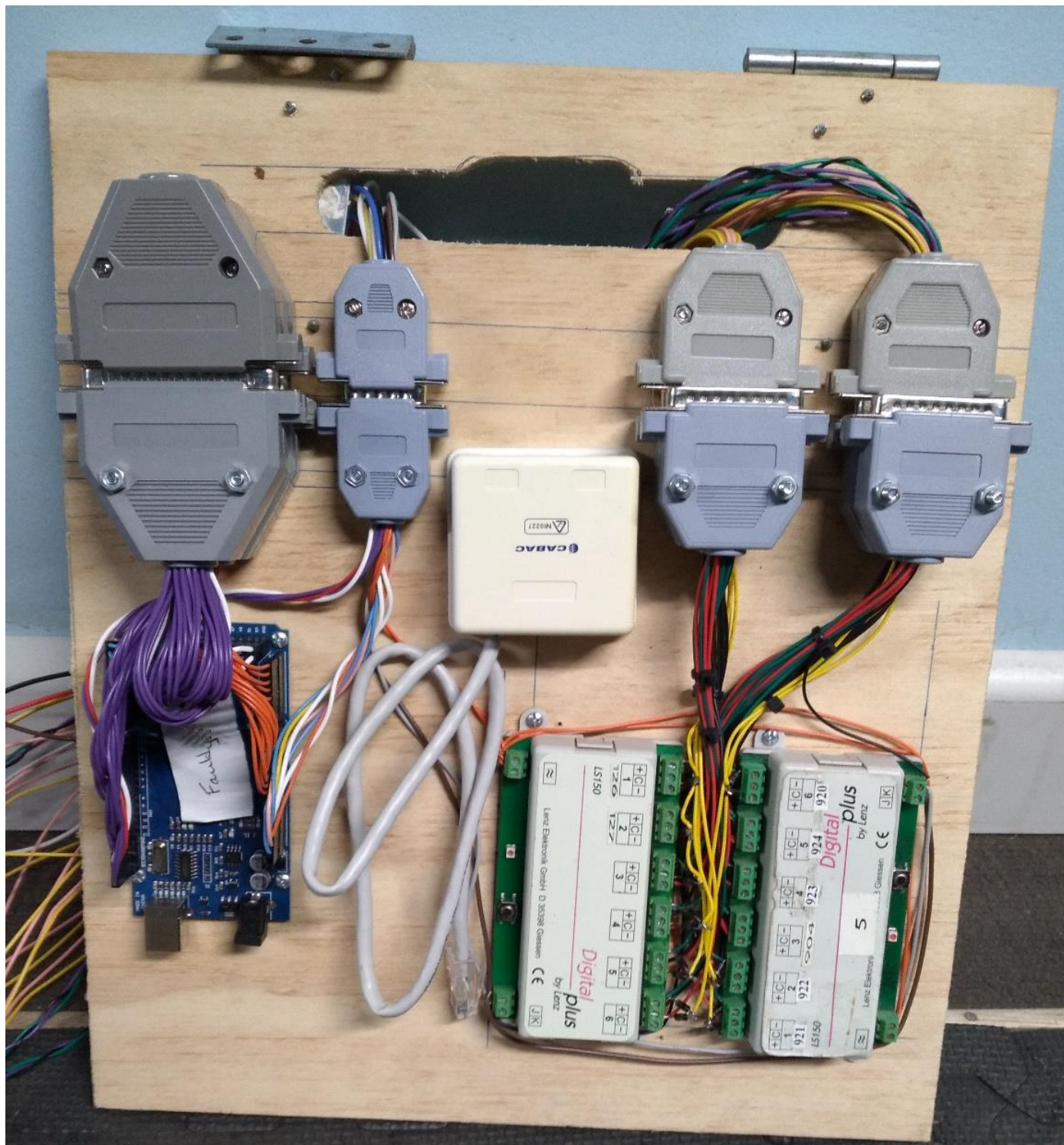
Stephe JITTS:

The projects:

Purchased a Fast-Electric Parcel Van, it is now chipped and fitted with marker lights appropriate to the Illawarra line. Here it is shown pulling into Adamstown station. The blurring is light reflecting off the protective Perspex.



Also shown is the new control panel for Osport. All points can now be operated either by a handset or by switches. The new switches have been repositioned and labelled so they can now be read! All signals at Osport are fully automatic. The switch for the coal train in the hidden sidings is now at the more logical place of Osport rather than Alabmob.



The faulty Cobalt switch machine on the derail at the Gas Plant has been replaced with a Tortoise that works. Cobalt's... hmmm. Three tried... all failed within months.



Terry has been working on the mountains near Saleyards still away to go but looking good.



A hotel has now been installed along with some more terrace houses these are situated at the industrial area overlooking the oil refinery.

Matt SEMENAS:

I have mentioned before I am now in the process of getting people on board and wanted to make sure that I did not damage my Rapido mid dome cars so I sent Rapido an email and got a response the next day with a confirmation of what I planned on doing. After completing my people boarding, I sent him some photos and a thank you. Not included in this email sequence is Mark's request from Rapido if I would be OK for them to post my photos on their Facebook page.

So maybe you can include this story in the next newsletter. I have to say I cannot be more pleased with first the quality of Rapido products and their service to customers.

Question: I have two of the CP Budd Mid-Train Dome cars and have come across a problem. I have a whole bunch of passengers wanting to get on and the doors won't open to let them board. So, I must now go to phase two of the boarding attempt and remove the shell to get the people on board. Before I start, I would like some guidelines on what to do to remove the shell. Is it just a matter of removing the coupling boxes and then carefully removing the shell or do you have some additional guidelines? I checked the brochure and there were no instructions on removing the shell.

Customer support reply: yup, couplers come off, pull the shell slightly apart at the bottom and the chassis should just slip out. I have not taken out the dome seating, so you are on your own there...

Thank you for your assistance, in addition to the coupling boxes there was a chain at each end of the car that had to be disconnected from the under carriage. Attached photo of my work, I believe these passenger car looks much better with passengers. I should note that I use 1/100 scale people for passengers the regular HO scale 1/87 folks are too big. I also do need to practice unlicensed medical procedures when amputating folks to get them into the seats at the various tables.



The "open air conditioned" interior - seems all have taken their foot ware off.





Lighting shows off the result to good effect.



The passengers are enjoying those scenic views.

Robin FOSTER:

A follow on from the August article of 'upgrading' old items to incorporating the latest technology to make 'old new again'. I am certain that all have a junked / repair box of items where forgotten treasures lurk where 'spare parts' can be located as retrieved to repair a 'not yet used by dated' for one's themed era. The new items are nice, at a price, however when one has a sag of locomotive from decades ago one is reluctant to scrap or dispose of. Many would have ATHEARN items that were high technology of the time, indeed they were cutting edge though lacked the refinements of today's offerings, but they could & were 'kit bashed' being upgraded which could be sighted on many an exhibition layout or 'show-n-tell'.

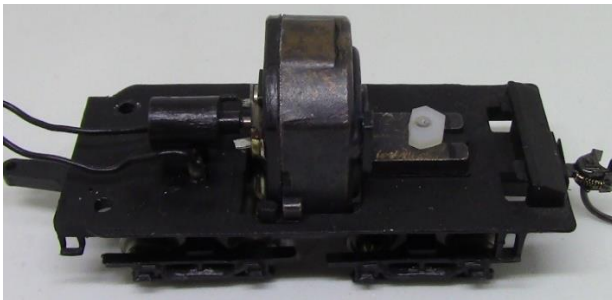
Has the Ready to Run (RTR) market stopped / sidelined / delegated the 'old' to the scrap box, short answer yes, however the COVID-19 sure did resurrect the 'what to do' when those trips to exhibitions were curtailed. Cleaning out those boxes found items that were purchased decades ago certainly brings back memories of the purchase as to why it was purchased for the home or club layout.

Those ATHEARN motors were manufactured over many decades, that grey motor was a bit of a 'power hungry' monster and heated up and they worked very well for DC but upgrading for DCC had issues of high amperage? Enter the 'gold motors' these were a big improvement and again hard to kill on DC but converting to DCC was not as bad but issues with power draw as multiple heading caused some DCC systems to haemorrhage under the load, then came sound which really tested not only the home as other layouts, which required upgrades to the system especially with all those added Functions.

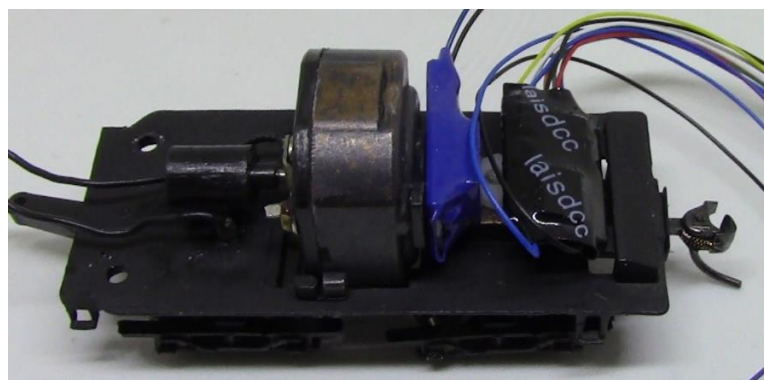
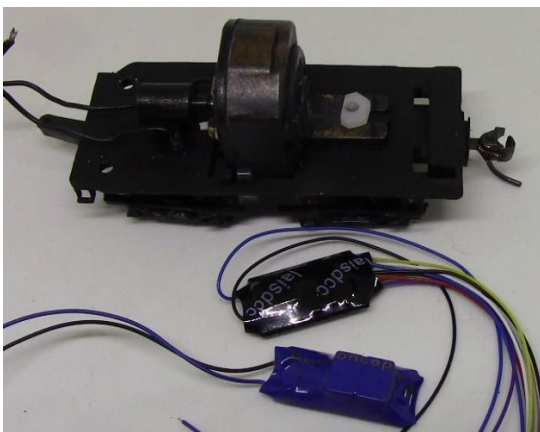
Back to basics.

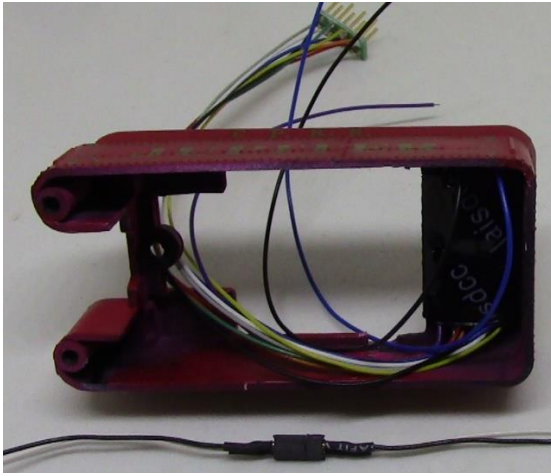
In the process of installing a decoder & stay alive to a Bachmann 4-4-0 Jupiter, WHY, I do require a small locomotive for those 'shorty' coaches for the main & Branchline also for the fun of it.

This project is going to take time, as the area in the tender is very limited to install the decoder & Stay alive components, there is also some modifications to the weight in the boiler to attach to allow wires to a SMD LED for the light, are becoming an engineering challenge, more a quest, where the Dremel will be useful cutting away as grooves in the bronze weight.

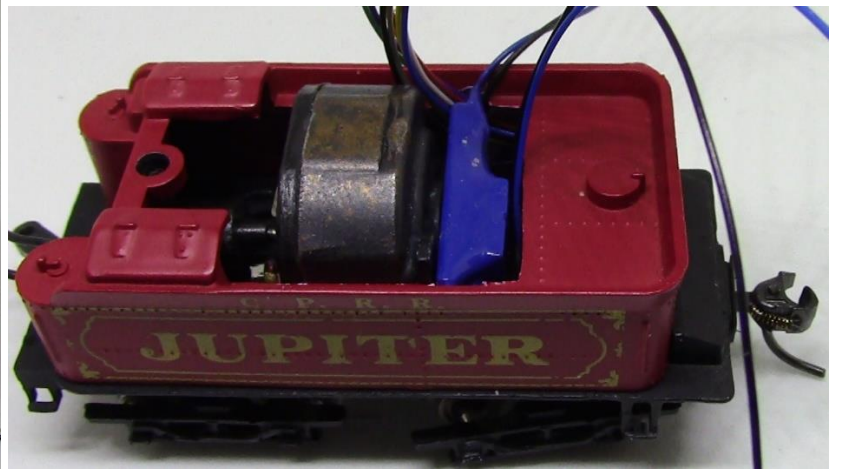


The motor, a 3mm nylon screw & nut this was needed to isolate one bogie, the cut-out enlarged the wood load area to allow for the stay alive. There wasn't a lot of room, just a tight fit



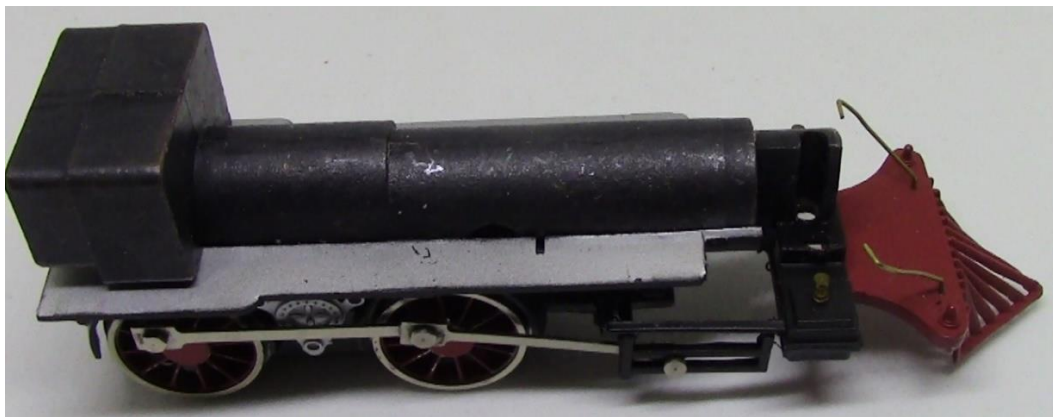


Location of the decoder with double sided tape.



It is a tight fit the KA hard up to the motor

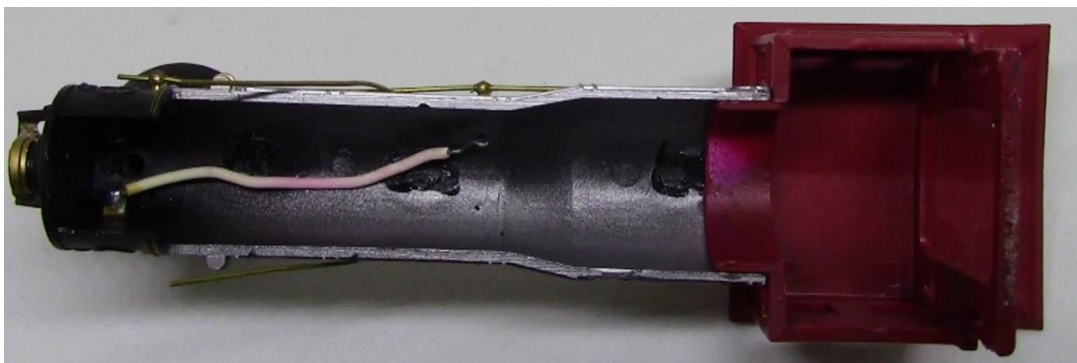
The lead at the bottom is a TCS 2 pin Micro connector to the headlamp.



Boiler weight



A Dremel with a dentist burr was used to cut a recess in the boiler top to allow wires for the headlamp.



Original wire went to one side the front truck for power to the head lamp the boiler weight was ground.

Having some issues with the Bachmann 4-4-0, after completing the assembly thought that I had a decoder wiring error where following many a 'pull apart' to test where the tender tested OK, then the coupling to the shaft spun so out with the Loctite allowing to cure tested & 'locked to the shaft'.

The multi meter test from the wheels to the chassis was good but when the Red wire, from the tender connected to the locomotive an intermittent issue being the found, the soldered wire to the tab was a bit iffy so re soldered, drilled & retaped with the Kadee 2-56 a new screw, reattached everything back together and placed on the rollers & did a Prog, cannot find CV, #####, undid the connecting wire to the loco and placed on the track where the unit came to life, wheels on the loco spun, the increase / decrease of speed OK.

Re-attached to the loco, zip & cannot read the CV, more####, the amp meter test again indicated good connection wheels to chassis, there is a plastic bulk head between the metal chassis to the screw, I suspect that the screw to the tab being the issue, but why ?

I am in the process of 'adding some washers between the tab and the bulkhead' as there may be some 'space', not making a full contact or another aspect is that I have been told with Keep Alive / Stay Alive is that the 'DC' should be turned 'off'

More testing as progress allows

The trio of Rivarossi Krauss Maffei's so far have been converted to DCC, one using the original Rivarossi motor & one using an Athearn SD40 mechanism modified to suit the shell. Speed matching is an issue as the gearing for both are vastly different but continuing into investigations.to find the solution. The Athearn has more traction power having all-wheel drive.



Rivarossi uses one can motor geared to the geared rear 4-wheel drive bogie with traction tyres so electrical contact is via opposite wheel pickups hence the requirement for a Keep Alive being a necessary.

Enter Project Switchers: SW1000, 1200 & 1500, VO1000, GP7 & 9's.

These locomotives are well suited for small layouts duties, but the 'old' ATHEARN grey motors were not up to the task (had two decoders burn out) & as for the 'gold' motors these took up a lot of space. What to do was the next long-term procrastination to attack this issue where looking for suitable motors for replacing to 'large' to 'small'. eBay was sources where there were several items found, but at a price. An AR kits listing offered a motor that they used in their 45 Class, I am always for experimentation, so I purchased two on spec. These turned out to be the answer to two issues, size & adaptability to re-use those ATHEARN parts, Bogies & worms as drive shafts having a brass sleeve to fit onto the 2mm motor shaft.



Blast from the past, what one finds amongst those junk or treasure boxes.

Top How old is that chassis with permanent lighting fixture set-up & motor? Note those angles of the shafts.

Yes, it still runs

Centre: grey motor with large flywheels, right grey motor

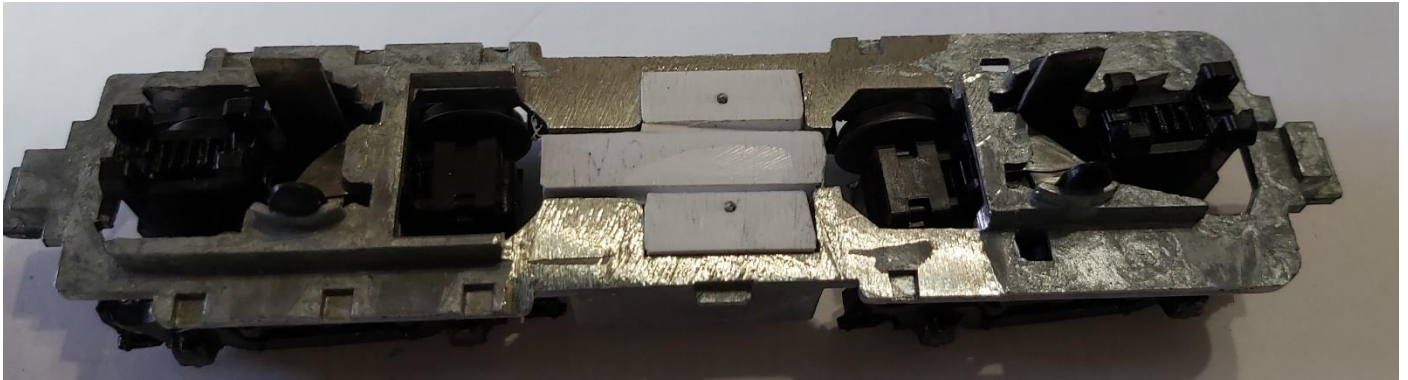
Lower left another configuration of shafting. Right 'Gold' motor



The motors top left Athearn grey, right gold, lower left & right the AR kit motors showing the flat & rounded profiles

Note those shaft diameters on the AR kit motors, these were fitted with a brass sleeve to the shaft to allow fitting of the Athearn shaft / coupling hardware.

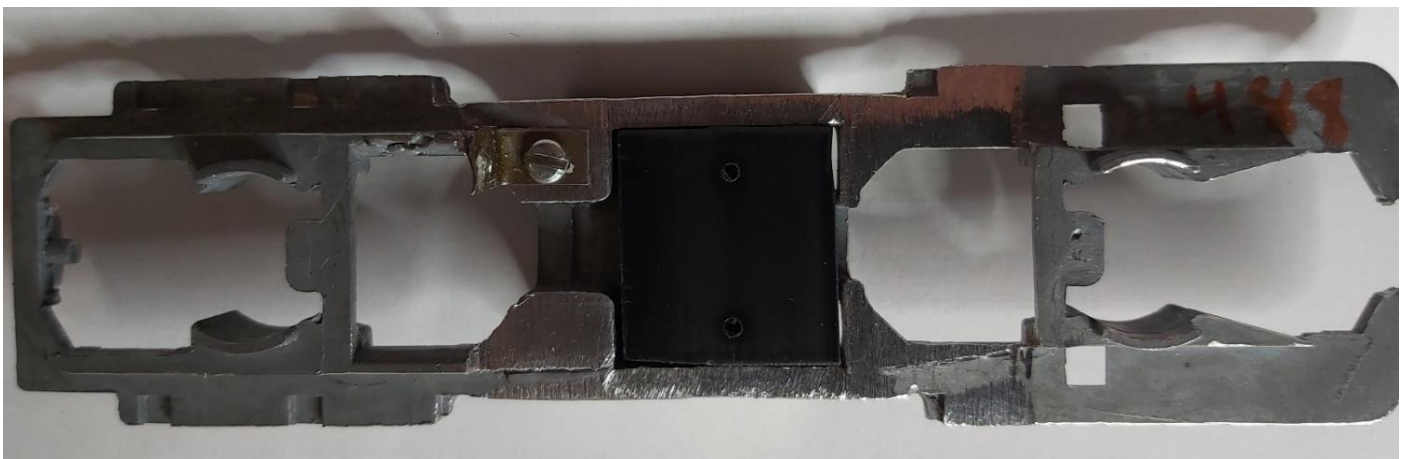
Chassis frames were modified, filed down as shown, to allow for the new motor pad.



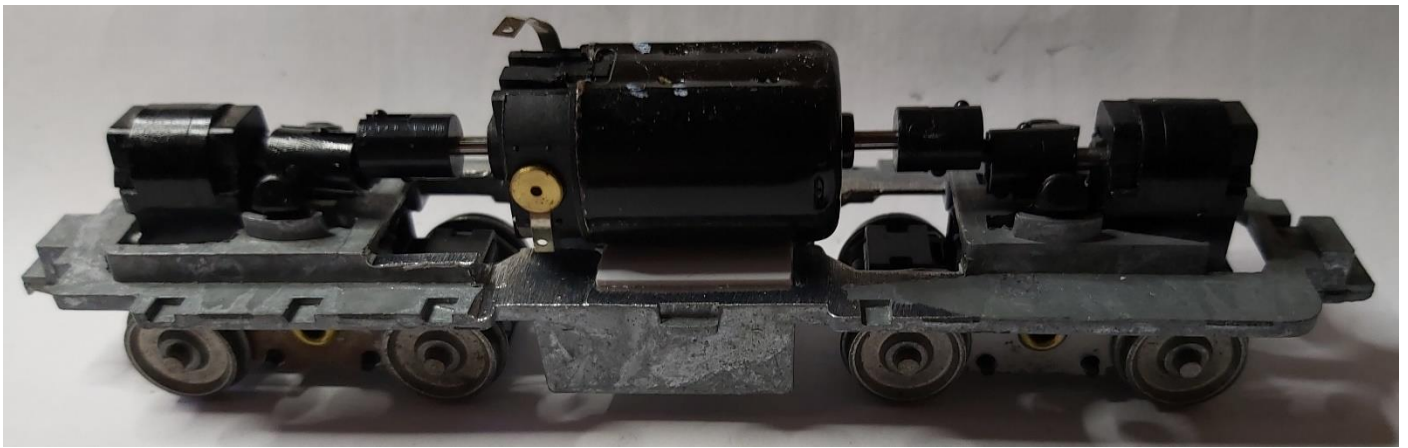
Square styrene cut-n-glued to fill that hole as the motor pads were of no use for the AR motor, proved to be a tad high requiring filing down. The two holes are predrilled for the screws.



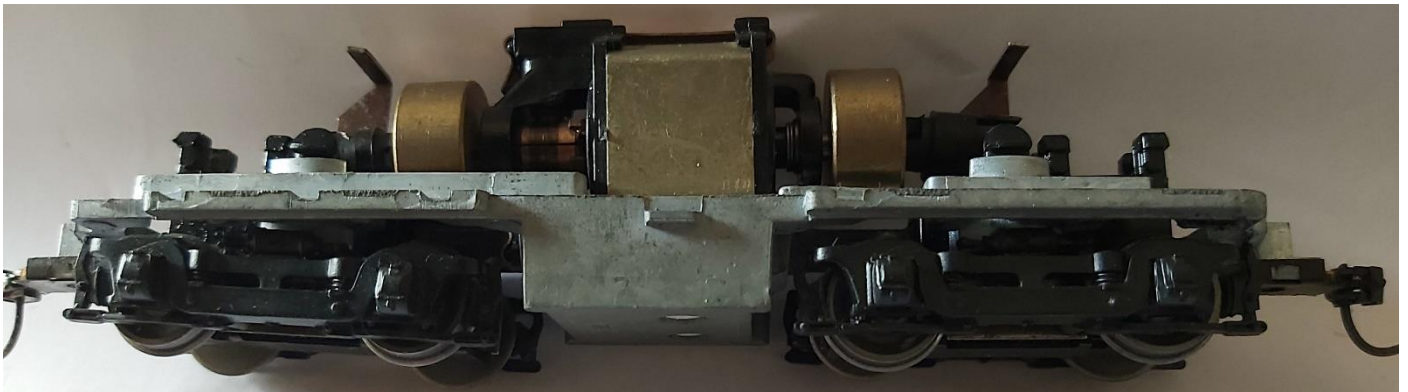
Second attempt: white laminated strips to fill the outer lower side cavities with 2 x 2mm & 1 x 1.5mm black styrene forming a base, pre drilled holes for the 4G X 12mm brass plated Philips head counter-sunk screws to secure the 'pad' into to the chassis for easy removal as required.



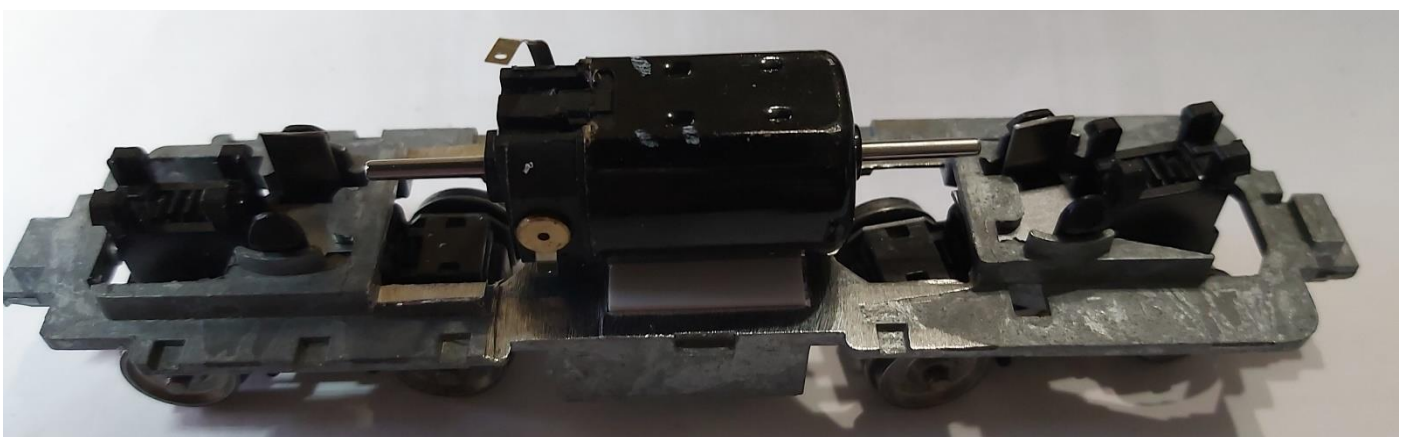
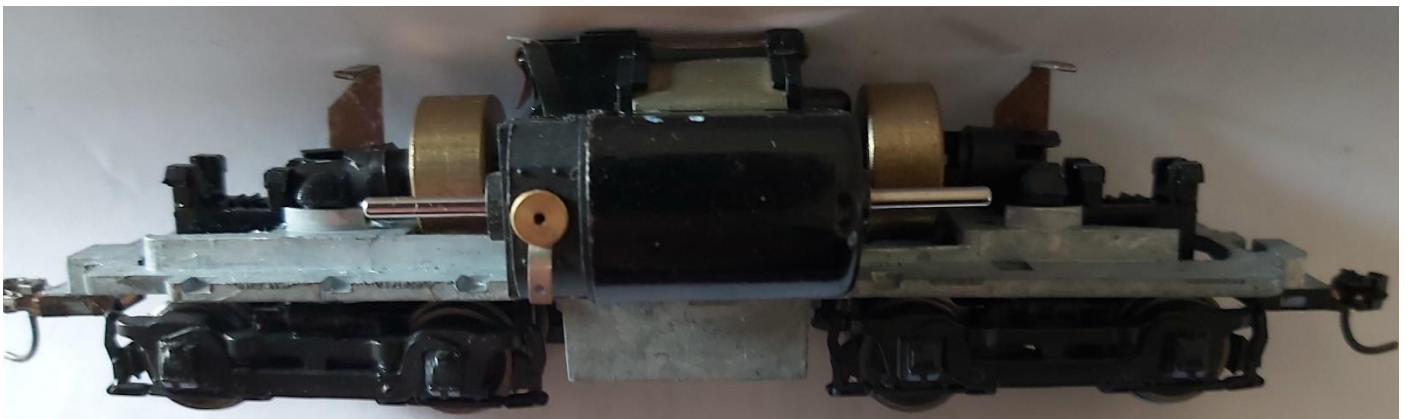
Pad base screwed in; the screw top left was to be used as the electrical contact from the (-) rail point which was found to be useless & removed as it interfered with the motor placement. Wires were run from both the front & rear bogie frames to the black decoder wire as the red wire opposite side.



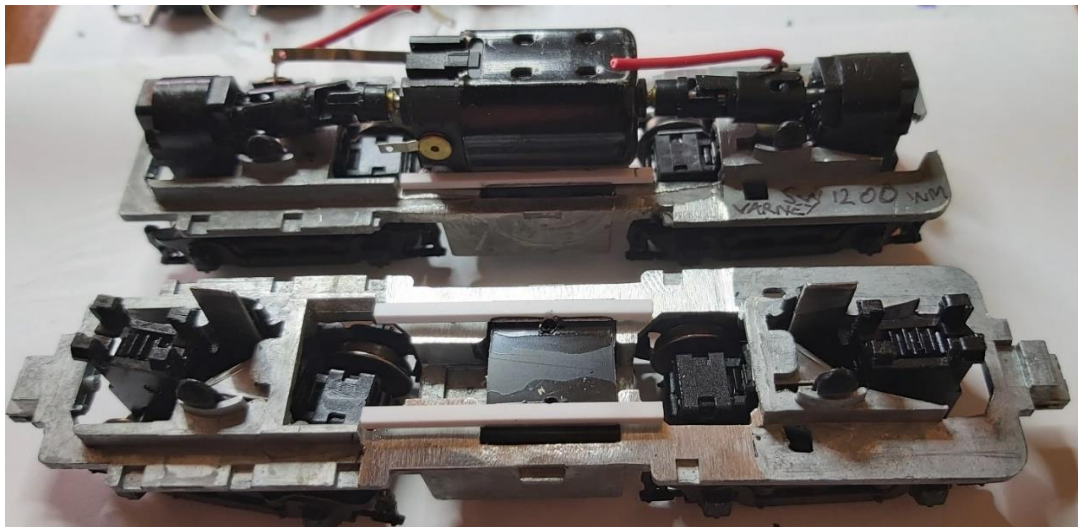
Test for motor with drive shafts in place to check distances prior to silicone, this was the 1st prototype



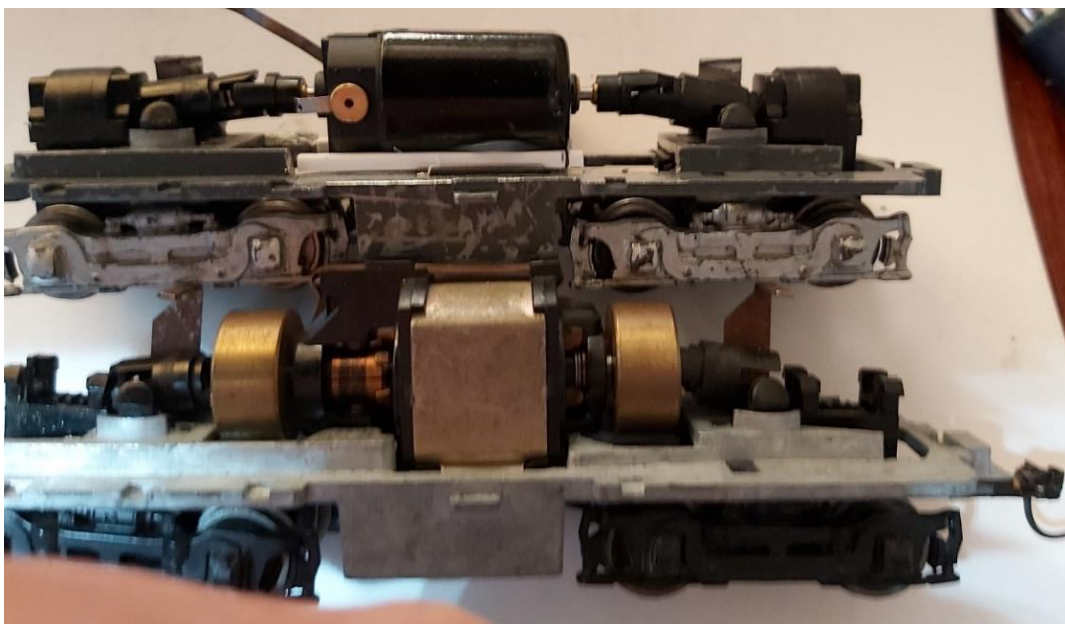
Top & lower: motor comparison of motor sizes



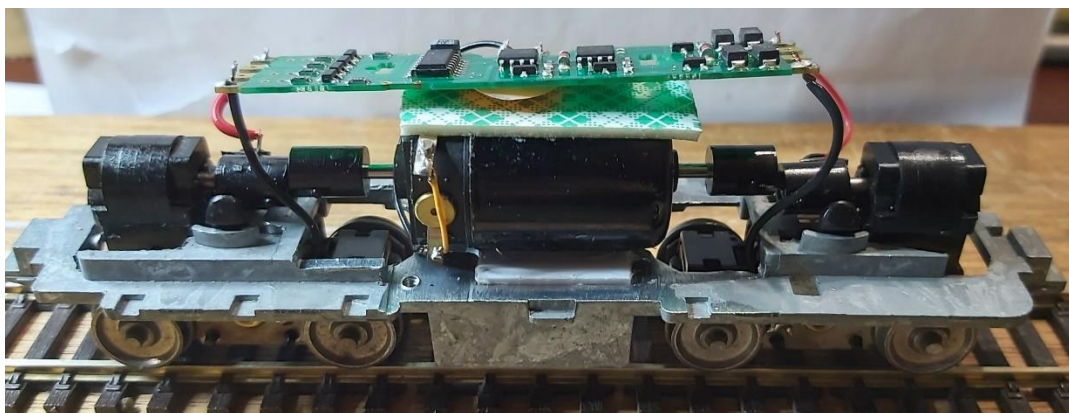
Allowed 24 hours for the silicone to cure. Note motor on the 'flat' side, these can be mounted either way and also allowing the motor to be placed 90 degrees for narrower shells.



Modification 3. Addition of those square styrene strips to hold silicone in against the motor also helps to stabilize when mounting / positioning the motor.



Top the AR kit motor secured in place, lower ATHEARN motor, clearly shows the height differences.



One of the decoder options considered, this one for the VO1000, a NCE DASR, others will be TCS T1

Why, one asks, why indeed, finding retired / junked items to experiment, gain skills and have a go!

The wheel completes another revolution: Where will all those replaced motors end up?

FOR SALE, WANTED & FREEBIES

Brad HINTON:

Kato FP40H diesel locomotive (DC) Amtrak #334 Phase III with ditch lights (HO scale) Test run only

Sale price \$225

Brad Hinton (bhinton3801@gmail.com)



The last say.

Austerity Frugal & Recycle.

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

Seems that some emails are somewhat 'lost' in the send / receive to some recipients where do they go is the question, cyber space 'spam box' it makes it difficult when some receive & others do not.

We are reminded to delete 'send / forward / reply all' however there are times when this the way to know 'if something of interest is happening to events, the only advice is to 'use with caution'.

The FLIMSY, cannot be what it is without you, the Members, contributing articles on projects as ideas so, continue on with that 'BLING' for those at home 'show-n-tell' articles to your projects for the October edition of The FLIMSY.

There is a Div 2 Meeting is on Saturday 17 October starting 1300 at Old LINTON YASS looking forward to seeing you there so bring along those show-n-tells or a talk presentation.

Keep on training.

Robin.

There is a Division 2 Hosted meeting 17 OCTOBER 2020 at Stephe's residence Old LINTON YASS NSW start 1300 please advise if attending or apology.

To comply with current COVID 19 rules the meeting will be limited to 20 members

2020 if you are interested in hosting a meeting this year contact Stephe who will provide necessary information.

The FLIMSY contact robinfoster@iinet.net.au