



THE FLIMSY

NMRA Division 2 Newsletter

December 2021

In this issue.

From the editor

At home ~ Show-n-tell

The last say

COVID-19 ~ Adhere to medical advice & instructions.

2021 was certainly a year of disappointments to Div 2 meetings, exhibitions etc however Members managed to complete some informative 'at home S&T' during the 12 months.

As for 2022, this will be on a 'as it happens' so watch for emails to coming events though an email from our Div 2 Super Stephen O'BRIEN indicated a Div 2 Meeting in January which will be confirmed by email.

The FLIMSY is a key tool in keeping Members informed through "bling to my inbox" email activities in place of meetings where the variety of projects hopes to inspire modelling.

Writing the dialogue tells the story however pictures convey that visual effect to those writings

Robin.

At home ~ Show-n-tell.

Robin FOSTER:

Continuing on with the Grandt line #5901 East Terrible Mill & mining company kit from the November 2021 The FLIMSY.

The main structure has 4 walls, roof with an annex 3 walls & a roof there are two side buildings 24 walls & rooves with components for separate windows / glazing, doors & steps to add.as required

Planning for the modules being a challenge for allowed space for the real estate available on the layout, where purchased structures have no plan for where they go, being purchased as 'that is nice' for a 'one day project', I am sure most will be familiar with this rational from long ago exhibitions trip to the hobby shop.

The following will give the many various procedures required to obtain an outcome to this project.

Cutting the foam for the terrain for the main structure was a case of why it was there.



Once satisfied with the carving & wire brush for some tooth for the terrain effect added & glued 2mm HIP styrene pads using TITEBOND to the foam as a locating floor then Sculptamold applied with a spatula with rough dabs using a rough spreading to the foam & allowed to cure



Test fit & adjustments



Adding the wooden cribbing, styrene deck & stairs



Test fit to see where extra sculptamold was required at the building base



Log cribbing cut to fit & glued with TITEBOND then filled with Selleys Spakfilla Rapid gap. The filler was applied by forcing through the front of the cribbing then removal with a hobby trowel, allowed to dry and a clean-up.



Painting structures:

Airbrushing in a Cabinet with extraction unit is recommended with the use of the Lazy Susan to assist in rotating for the angles. It is surprising the amount of overspray that passes by the model to the filter.

Vallejo Model Air (VMA) Red was just randomly misted over the structure for a 'weathered' effect.



Toilet roll cylinders.to hold the items in place when airbrushing.



Vallejo red on another project for comparison



Roof: two VMA browns were again intermixed & misted



Always test placements to locate any errors



Module base at the corner site for fit, sculptamold has first base colouring around edges



Colours were mixed to various percentages for a base coat being adjusted throughout the process to obtain a suitable final scenic terrain with washes.



Checking for the visual effect



Mediums used for scenic colouring



Foam modules rough profiling to extend the scene



Modules sculptamold



End panel sculptamold



Back board foam ridge line cut & shaped prior to painting, note the various base coats



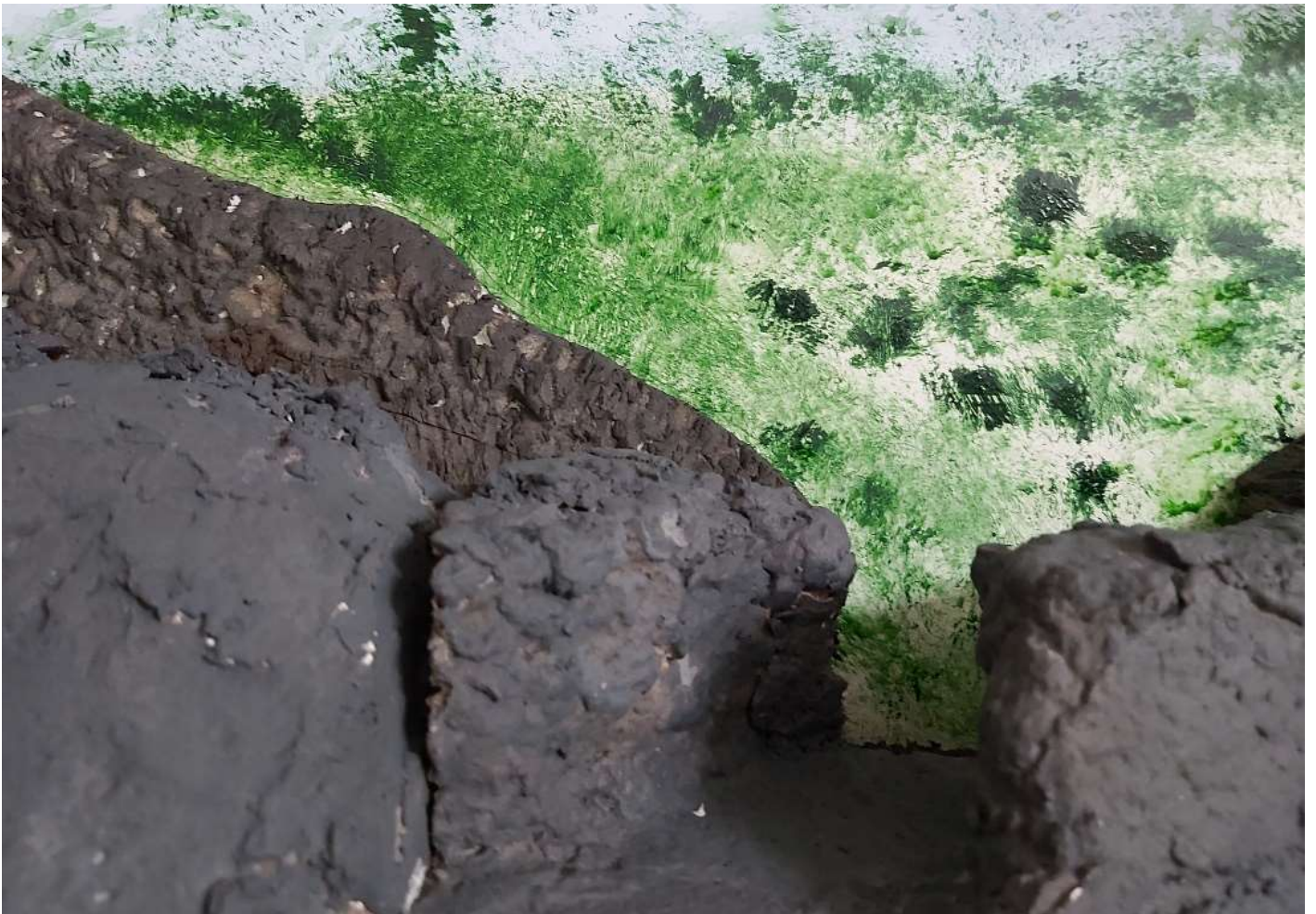
Rough mock-up & colouring to check profiles



Green paint stippled with bristles cut off brush to back drop for road cutting, paint started neat and as used it lightened to form various hues as the paint came away from the bristles.



Scenic modules placed in position against the backdrop



Trees placed along the ridge line showing the road cutting



Wire wound trees on the ridge line



Stephe JITTS:

The dismantling & removal of KVHR from the loft is continuing, as weather allows, where over the weeks bit by bit the sections were carefully transported to temporary storage in the Ball Room, One section, 7 metres, was to be moved 'as was' however after much words from the 'helpers' a cut was made to a more manageable size where on the day the slow move to manipulate / orientate to the loft opening then down 'the slope' by the day crew, slow moving and safe placement in the Ball Room much to the relief of Stephe.



Adding temporary bracing & a back board to strengthen one section from any warping



Some of the stored sections



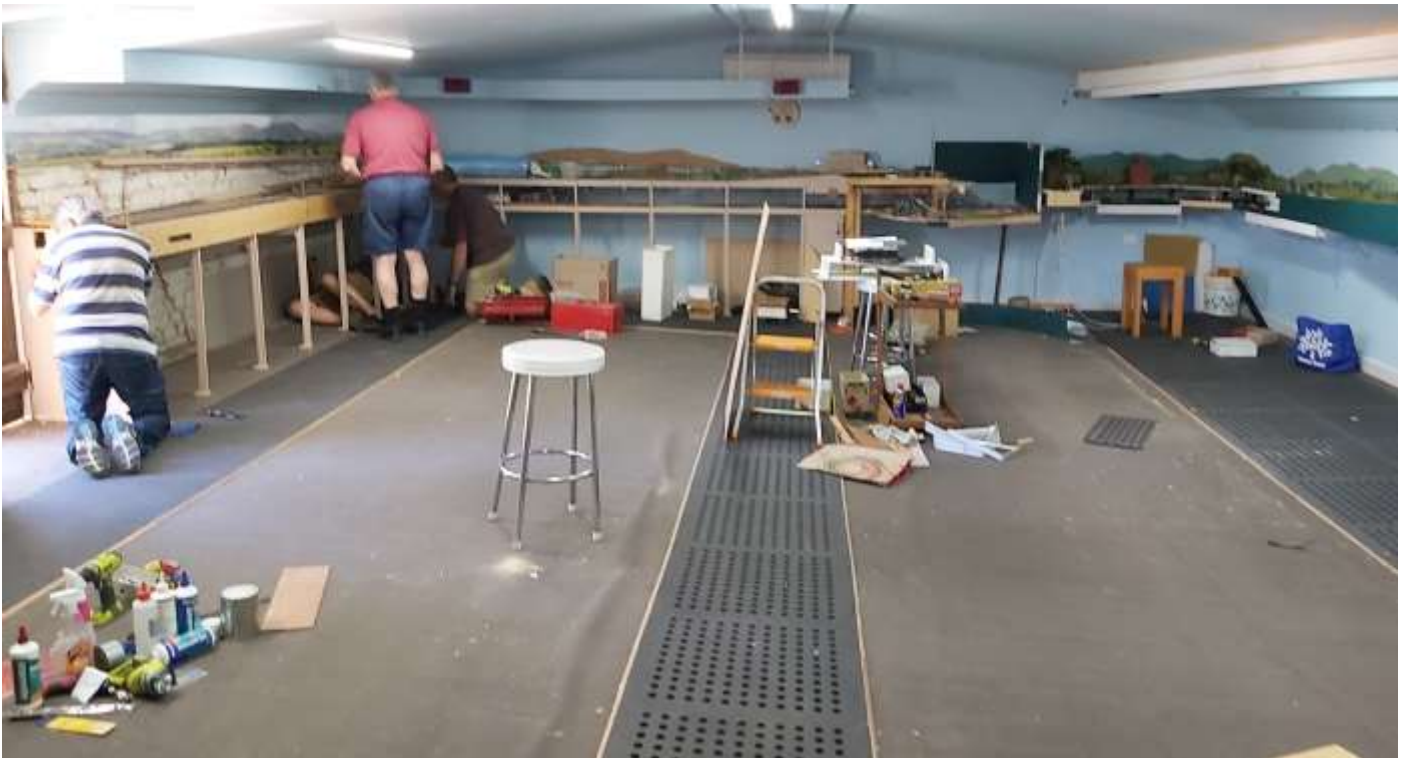
Cement works, entry to KV Yard at far end shows the raised entry section for the gauntlet bridge.



KV Yard removed



Museum in the process of being removed, all that was left after the 'day session' was the back wall section, with sheep yard / prison, Melbourne siding & the right-side wall with the quarry.



'Are we there yet'

Almost bare, all that is left is the clean up !

Stephe's passing comment: "Taking apart, moving to temporary storage is the easy part, transporting to the new location again with temporary storage then reassembly then finding all those bits-n-pieces to reassemble will be the next real challenge".

~ we are looking forward to that time~

Rob NESBITT:

Rob's new year resolution will be to finish some modelling projects that have been started, and for whatever reason, have not progressed.

To get a head start on 2022, Rob has almost finished his replacement G1a goods shed, for Tumberumba. This kit had been in the way for close to 2 years, as other projects took over. More pictures on Rob's blog. <http://buildingwagga.blogspot.com/>



Matt SEMENUS:

Buses & Skiing

One of my members in the Western Canadian Railway Group who shall remain nameless is an avid skier and is always bugging me about putting in a ski lift to the top of the mountain from Bowness.

I have about 10 skiers coming down the slopes in zig zag runs but that was not enough for him.

So, after many months I went through all the trouble of acquiring a Ski Train a Denver & Rio Grande Ski Train with 6 passenger cars full of skiers and tow F40PH - Ph 2 locomotives hoping to make him happy.

I do believe he thoroughly enjoyed running the schedule I had set up for him, but not the other group member trying to operate trains not so much. There were some delays in the freight traffic as there had to be a passenger car parked at Canmore and one at Bowness after dropping off the skiers, then he had to get the John Bull down from Banff to Bowness, pick up the passengers, drop them off at the bottom of the mountain near the entrance to the mine and take the remaining passengers to Banff.

As you may appreciate this had a bit of a tendency to tie up the mainline sidings at Canmore and Bowness leaving only the bypasses at Revelstoke and the oil fields for the other operators. So here are a couple of photos of the Ski Train.





When I ordered the Rapido Ski Train from Otter Valley Trains in Ontario they also had some vintage Calgary buses with lighting so how could I resist. The routes on the buses were for Bowness, Chinook Shopping Center (the biggest one in Calgary 250 stores) and Elbow Drive. These buses are with interior lighting, and I decided not to get passengers on board. Here is the Bowness buss in Bowness:





So at this point I decided that Vancouver needed a bus with interior lighting so the Elbow Drive bus I put into the bus station in Vancouver heading into the tunnel as per this photo, can't see the route name from the back so nobody will know the it travelled all the way from Calgary to Vancouver.

Just a couple of summary comments:

1. It sure a lot of fun going in to connected lighting under the layout after it complete and there are hundreds of wires even if they are all colours coded, my bones had a hard time dealing with the bending and soldering. I also had to do a bit of street maintenance in Calgary and replace a couple of burnt out streetlights.
2. Now that I see the photos, I regret not putting in the bus driver at least plus some passengers, good grief I already have thousands of people on the layout why not take an extra bit of time to get the driver and passengers on board. Now it becomes a big job as I would have to disconnect the lighting to get passenger in.

Well hopefully you enjoyed another saga from the Western Canadian Railway. Matt

John BULLEN:

Your HO Scale Landscape Really Needs This!

Of course you need a special interest point in your landscape, don't you. A good example is Div 2 member Fran Thomas's O Scale golf course, complete with balls lost in the pond. These days such things as military barracks (barrack buildings, tents, vehicle sheds & workshops, barbed wire, obstacle course, etc) are all readily available in HO scale. Also, circuses and all the fun of the fair. Too big for the space available? Well then, how about a historic bone's excavation site?

OK then, whose bones? Think big! How about a Tyrannosaurus Rex? Dead easy (pun intended). Just buy Noch model 58614. Below is a photo of it in a landscape which could well be yours.



To get the necessary archaeology crew of 6, complete with their equipment, you also need Noch model 15043. This model kit also includes a human skeleton – just in case a T-Rex takes up too much of your precious space.



Or would you perhaps prefer to excavate a Roman site? Simple! Just try Noch model 58615.

For local supply of these and other Noch products, I would recommend All Aboard in Bowral. They handle mail order. See <https://www.allaboardexclusive.com.au/>

Above pictures from the NOCH website.

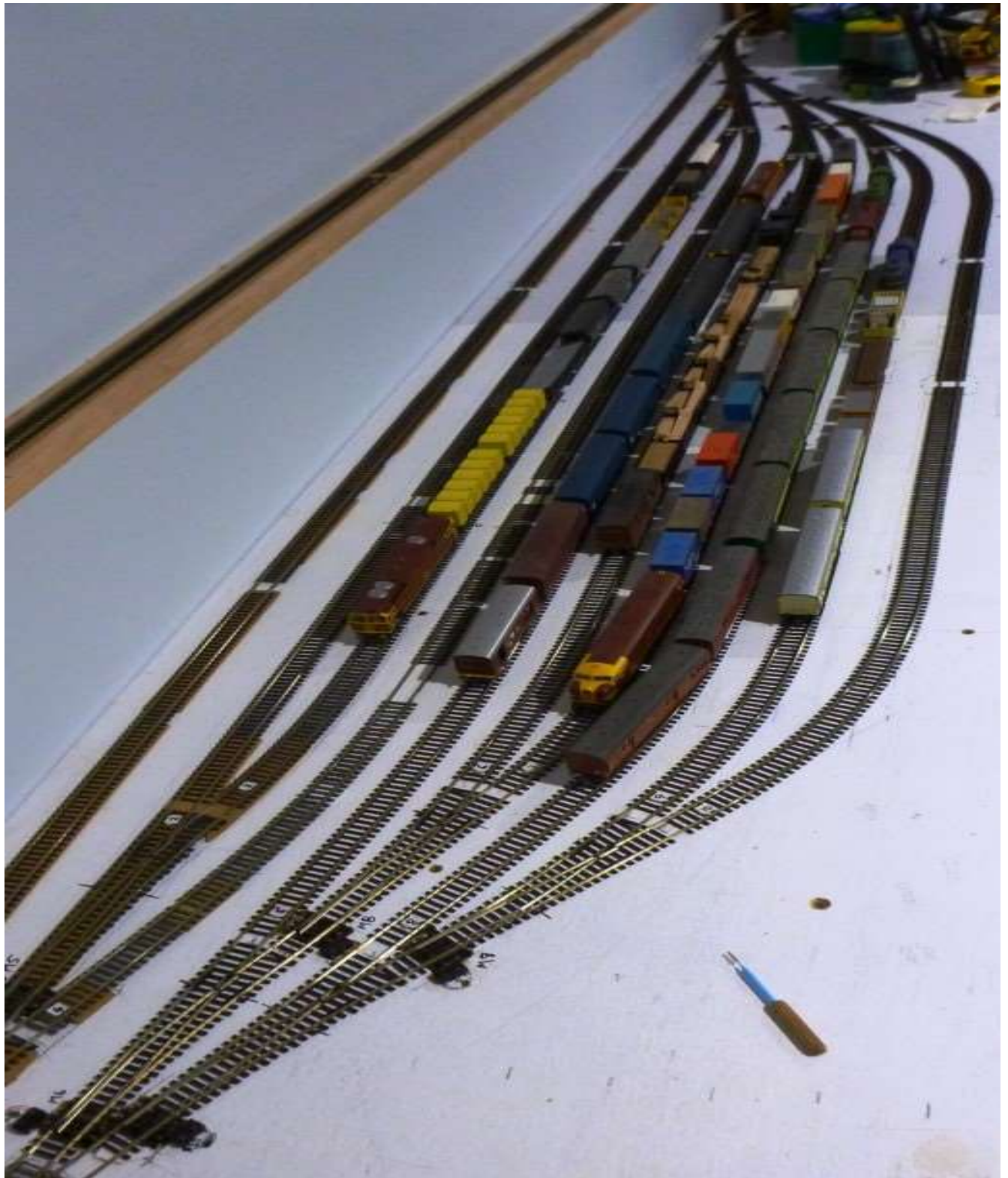
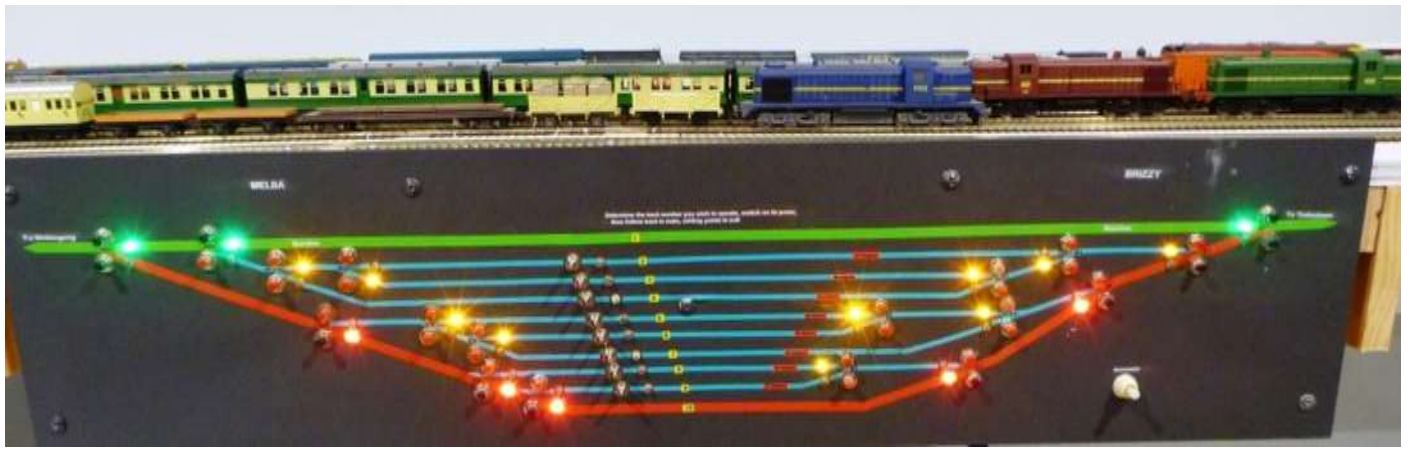


Ian BARNES:

There has been progress on Ian Barnes' East Coast Railway. The storage yard Melba/Brizzy (representing Melbourne/Brisbane) is complete and functional. PECO point motors have been used to operate points because he had plenty in stock and they were therefore VERY cheap! Besides it is a storage yard, not requiring prototypical operation.

Features of the control panel are:

- push button control of points (two per point)
- LED display of point position (courtesy of small lever switches activated by the point bar)
- Each of the 9 storage roads can be switched off to ensure sound equipped locos don't continue to noise pollute the room after they finish their run
- Each storage road has a white LED to indicate if power is on/off
- Dymo labelling



Even though he is happy with the result, and construction was very cheap, Ian swears he will never use this approach again - it was far too much wiring!

Ben FEATHERTON:

Over the course of this year's lockdown, I decided it was time to try & finish a couple of kite that I had started but for one reason or another work had stalled it.

This kit by WALTHERS was one of those troubled kits. The WALTHERS Red X Cement kit is a multi-medium kit etched brass, styrene, white metal, plastic & moulded resin parts.

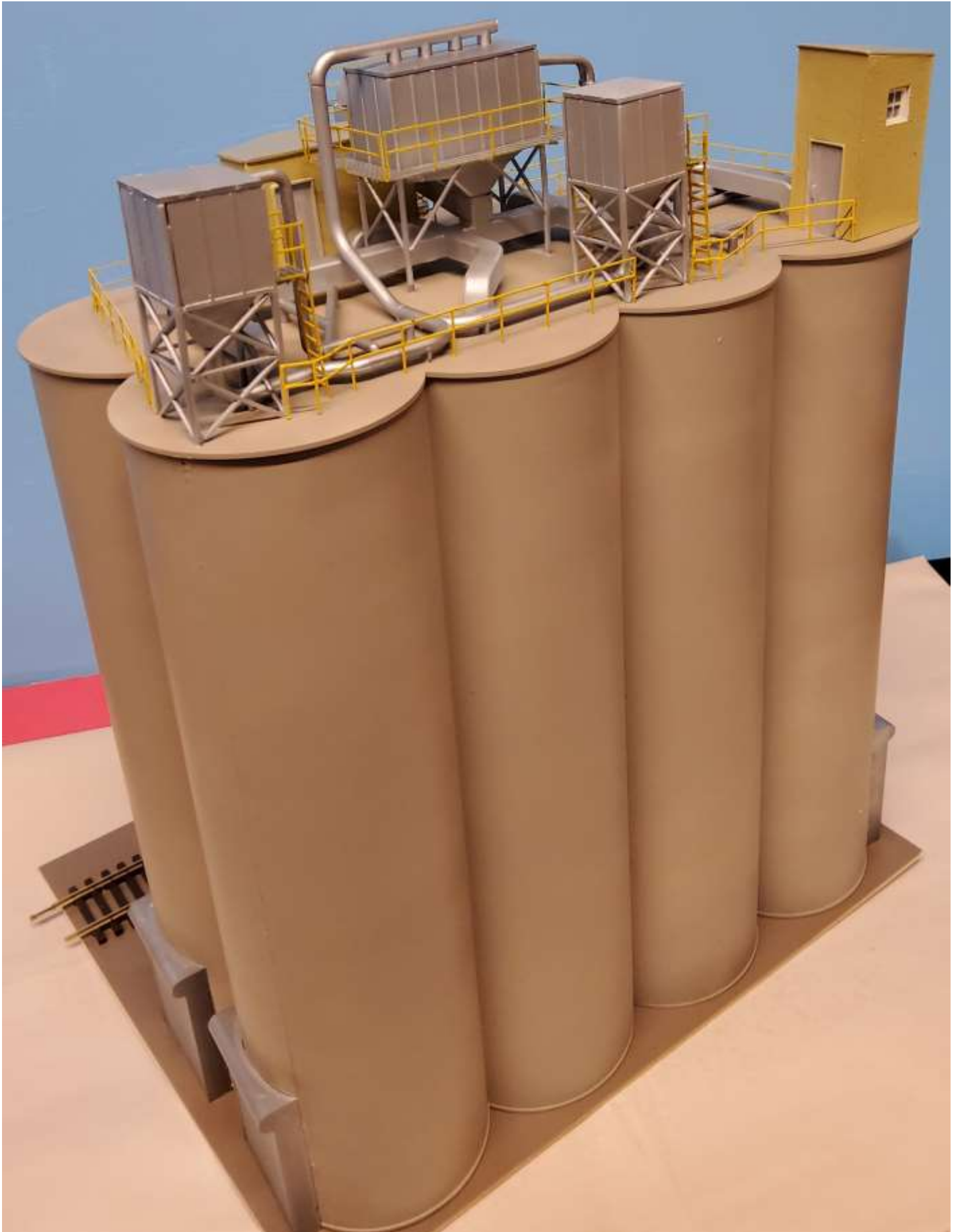
The reason this kit had languished on the shelf for some time was twofold.

The first being the moulded plastic silos were warped & when joined no amount of warming would get them to align correctly resulting in a number of unsightly seams. It took awhile & much trial-n-error to find a putty that would take and allow as much sanding that was required to obtain a passable finish.

I found that the VALLEJO Model Putty easy to work with & it set very hard so after building up the layers I was then able to sand them smooth.



The second matters being the lack of clear instructions. The steps were vague at the best & in one or two places required some form of translation. The instructions provided only one or two views of the assembly which resulted in a bit of guess work, more trail -n-error to achieve a result where more putty to the rescue a few more times.



The many details on the top again took time to align & set into position. The different mediums proved interesting making sure that they all fastened properly together, particularly when items were bent or not quite plumb.



I found BSM glues to be very adaptable for this and have used them for a number of projects.

The kit was airbrushed using VALLEJO Air paints, I love these acrylic paints for their ease of use, convenient dropper bottles & the ability to blend-n-mix colours easily, being a first attempt, if this notice can work out how to airbrush, anyone can.

I plan to weather this structure further to hide some of the mistakes as imperfections with pastels.

I have mounted the kit on a styrene baseplate for placement on the layout, however I am yet to work out a suitable location.

David VIRGO:

Neath Signal Box pre-1980

Over the past few months, I have nearly completed my HO scale model of the Neath Signal box.

The Neath signal box is located on the South Maitland Railway's Cessnock branch. It served the Neath colliery branch and for many years was a popular gunzelling location with a popular pub nearby.

There is a nice laser cut timber kit of the signal box produced by Walker Models, however that represents the box after it was rebuilt in the mid-1980s. As a result of that rebuild, it was clad in cement board and given aluminium framed windows. I really wanted to model the building prior to the rebuild. In this earlier incarnation the building looked more like a traditional NSWGR box with weatherboard cladding and timber window frames.

The model has been 3D printed from drawings made using AutoCAD's Fusion 360 software. The material is grey PLA filament, and the printer is a Cocoon Create Touch purchased from Aldi 3 years ago.

One obstacle to completing the model was the lack of images of the pre 1980 building. Whilst there were many images of the track side and junction side, the rear 2 sides were harder to find. A few weeks ago the ARHS made their online archive available and luckily for me there were a few good images of the missing sides. This archive is a real boon to ARHS members and if you are a member, I recommend that you check it out.



The elusive rear or pub-side of the building.



I am still unhappy with the telegraph pole which is a prominent feature of the original. I have opted to leave it off for now and have a simple finial on both ends. It is quite simple to make an alternative roof, as the roof and WC awning, are removeable to allow modelling of the interior.

John MARTIN:

An ALTAS Master line Montana Rail Link has been custom built highly modified & super detailed by John's son for a Christmas present.





The last say.

Austerity Frugal & Recycle.

Remember and adhere to the ~COVID-19~ medical advises.

Watch emails for updates to Div 2 meetings & continue to 'BLING' to my inbox to the activities of Div 2 members in modelling at home.

Keep on training

Robin.

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

2022 has arrived a year for scheduled events, so consider & reserve your Expression of Interest for hosting a Div 2 Meeting.