



THE FLIMSY

NMRA Division 2 Newsletter

October 2021

In this issue.

From the editor

At home ~ Show-n-tell

The last say

COVID-19 ~ Adhere to medical advice & instructions.

The good news is: The ACT is out of lockdown where the ventures to crossing the border to Regional NSW is permitted but still with some caution.

Again, disappointment the Div 2 meeting at Mal RISBY residence being cancelled, this was brought about to the number of people allowed inside, though outside accommodation restricted to space and the weather forecast for rain in the afternoon, which didn't eventuate, but don't give up as Mal is very keen to host a meeting and we Div 2 membership are looking forward to this meeting.

I am pleased that the Div 2 Members continue to 'bling' my in bow with their 'at home S&T'

At home ~ Show-n-tell.

John BULLEN:

Landscaping with Knitterfelsen (wrinkle rocks)

Using *Knitterfelsen* in rocky landscapes offers three main benefits...

...Realistic appearance.

...Quick to install.

...Light weight.

It comes as a printed sheet of special paper which you then crumple. Opening it out, you then affix it to the basic landform and then add vegetation as desired.

The following four photos were sourced from the NOCH site give you an idea of how it works.

Cut-n-crumble



Crunch into a ball as much as you like the more times the better



Unfold, arrange into place, spot glue on the back, pin and allow to dry, remove pins & add grass / trees etc



A finished result with added shrubbery and details



For a very clear instructional video (5 minutes) see <https://www.youtube.com/watch?v=piRKynVMTWs>
Although spoken in German, it is subtitled in English.

For local supply of this **Noch** product, I would recommend **All Aboard** in Bowral. They handle mail order.
See <https://www.allaboardeexclusive.com.au/>

Knitterfelsen (wrinkle rocks) come in five different rock types...

...Noch 60301 – Grossglockner pattern

...Noch 60302 – Wildspitze pattern

...Noch 60303 – Grossvenediger pattern

...Noch 60304 – Sandstone pattern

...Noch 60305 – Seiser Alm pattern

See <https://www.allaboardeexclusive.com.au/catalogsearch/result/?q=wrinkle>

Disclaimer – I have not used this product myself, however I am very impressed with its simplicity and its realism.

Robin FOSTER:

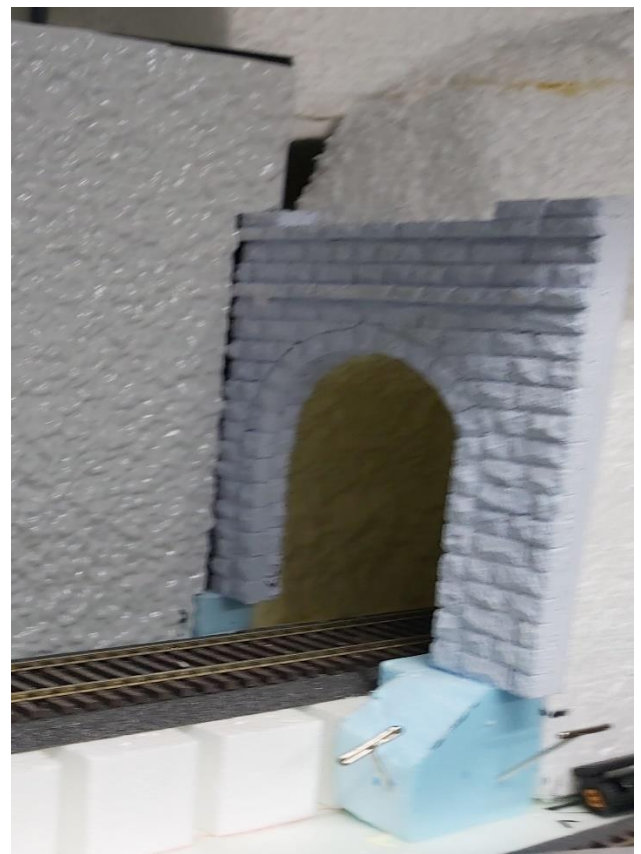
A follow on to the above item.

Being privy to articles for the S&T I was more than interested in this product, having an area in the vertical plane that was going to be difficult to landscape with limited space as measurements between the tunnel / gradient track gave that 'procratinalational – put of to another time'.

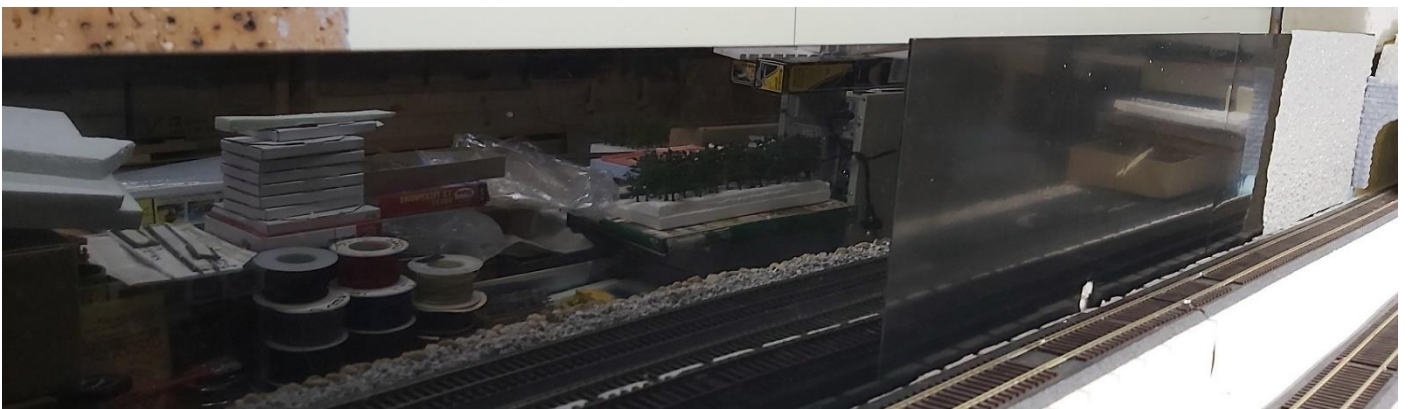
Time to finally address this matter where the only solution being to use 3mm High Impact Polystyrene (HIP) sheen between the gradients. Measured the area & purchased 4 of the NOCH 60303 for evaluation.

Up-Down gradient separation

Original plan: 3mm HIP & JTT plastic stone



3mm HIP Sheets cut to size, note the shine



Yes, it is ball that deaded foam, messy but easy to shape & give some 'tooth' for the Sculptamold



Rough mock up: Modular concept.

The Foam & 3mm HIP sheets can be removed if required to access any derailments.



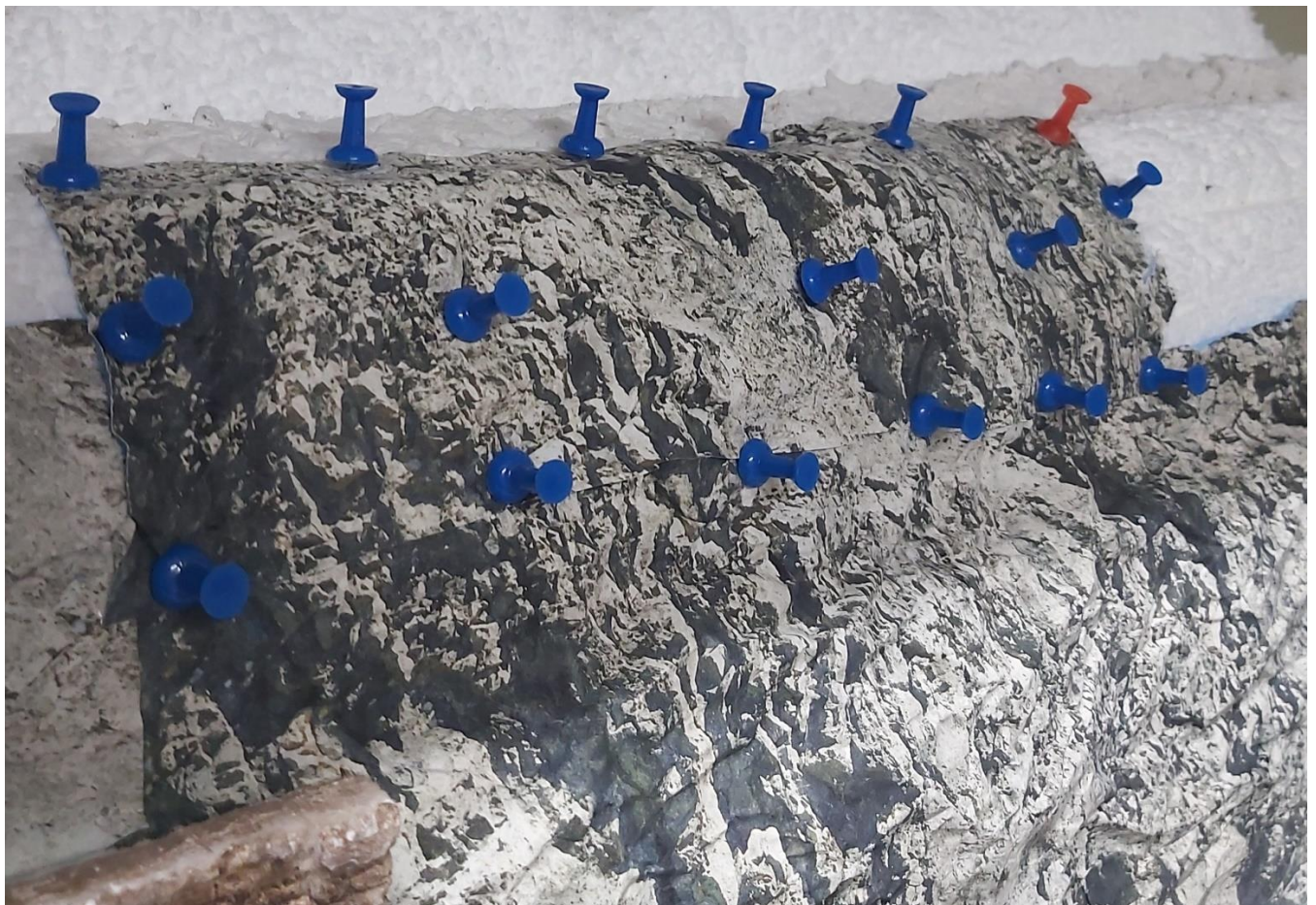
The HIP required to be 'roughed up' with a wire brush to give 'tooth' for the KWIK GRIP glue from the spray can. Application to the HIP is recommended for a temporary bond rather than application to both surfaces for a more permanent bonding. The carved foam with sculptimold, the colour should be a very close to the NOCH 60303 – Grossvenediger pattern sheeting when weathering stains are added.



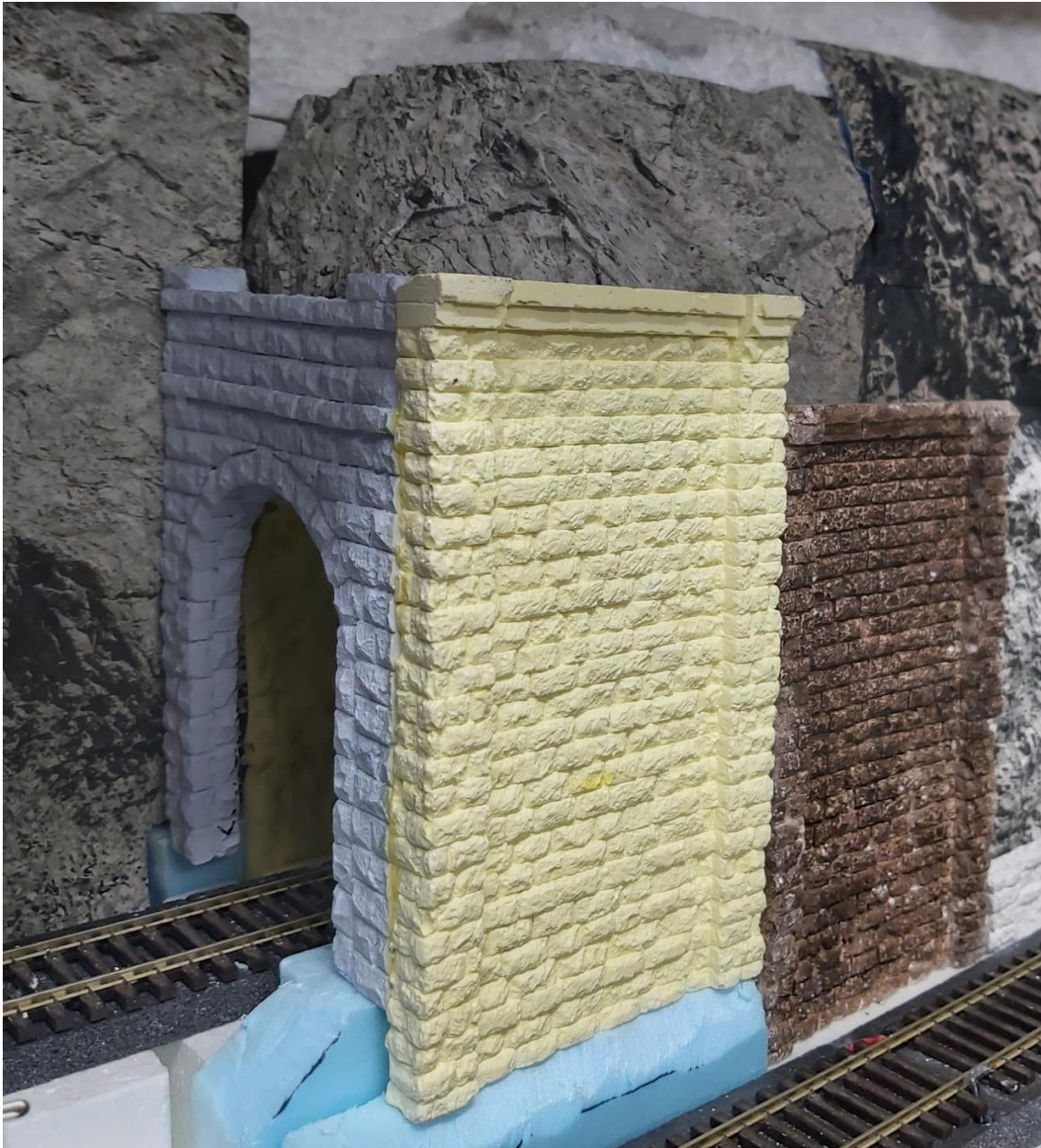
I chose to keep the sheet complete 'whole' for the vertical 3mm HIP and crumbled many times in all possible directions & was not gentle in the process, where some small tears did happen but when applied to the surfaces no issue. Picture shows overlapping from the foam and corrections required. One can never have enough pictures to record as show up errors, The end will be curled under the foam.



Cut, formed, glued & pinned



The Dental plaster tunnel portal being modified to fit the confined space with one side wall glued together adjusted & for height for the double stacks are removal, the other wall is sculptimold fixed to another removable section to allow access into the tunnel for any maintenance or those unthinkable mishaps.



Great Northern BSB Full Dome for effect against the vertical rock wall.



This angle shows the detail on the printed 'rock' showing that 3D effect from 'crumbling'.

It looks flat but touch reveals that the crumbling adds that 'brail' feel



This project provided another medium to scenic landscaping construction and has merits for a much cleaner application, however the combination of mediums is encouraged to create those special effects.

Note: The stated dimensions; are reduced after cutting off the borders & when 'crumbled'.

To complete this area another 2 X 60303 being purchased and 1 x 60304 Sandstone & 1 x 60305 for other Empire building projects.

Ian BARNES:

An Under the Layout Seating Aid

The average model railroader is old. The average model railroader is getting older. I am getting older. I think I must be because my body is telling me so.

It is getting harder to do the under the layout jobs which I inevitably face, whether it is construction, reconstruction, or maintenance. Wiring is a big component of the work.

Imagine it. I am in a semi yoga position on the floor, peering upwards into the gloom of timberwork and wires, the body tense with a crick in my neck, arms raised with a hot soldering iron in one hand and two wires in the other. Holding my breath to stabilize the almost quivering body, I move in with the precision necessary to hit the wire join with the heat when...the bloody phone rings!

I am expecting an important call, so it's all bets off. After a short curse and a quick intake of air, I clumsily disentangle myself from the tools and wires to crawl out and obligate my domestic promises.

You've been there too, right?

Now, when we think about it, some of it at the layout design stage, we can ease the pain a little with some careful planning:

- Will the layout have under baseboard cupboards and other clutter? Can the clutter be easily moved to allow unfettered access?
- Just how much wiring do we really need down there anyway?
- Can some of it be mounted on top of the baseboard?
- How high did we build the baseboard from the floor?
- Is the floor of a comfortable material?
- Do we have some portable strong lighting available?
- Do we have seating to provide a comfortable height for the sitting?
- Did we renew our yoga class subscription?
- Do I have a young model railroading relative/friend, keen to please?
- Etc

You will have your own thoughts on these questions, but it is the seating issue which I will illustrate here. I don't know about you, but, apart from failing eyesight, my back is the first part of the body which begins to protest with vengeance. I can't hold an unnatural back position for too long. Explaining my efforts to ease the pain is best done by photos (courtesy of fellow NMRA member and modelling colleague George Saisanas).

Left: Here is your typical model railroader under the layout trying to wire a turnout. The only thing going for him is that the baseboard is not too low and the floor is carpet.

Right: He has improved his ergonomics a little with a small seat which lowers the arms and allows the legs to retract, hopefully alleviating some back strain.



Left: Further improvement. The “seat” now has wheels, which allows him to move around, and affords better entry/exit to/from the worksite, without too much effort.

Right: There have been two changes. Firstly, a strong light which can be directed to the subject matter, enhanced by a forehead mounted light. Secondly, a seat with a back is being used, allowing the back to relax and the legs to extend at floor level. The only downside is, the arms are raised. Job done!



This is the seat with adjustable back rest. Very comfortable. For storage it folds and rolls. It is a Coleman product, called a stadium seat. It should be available online and at outdoor stores. It costs about \$30, cheaper than a medical visit!.



Matt SEMENAS:

The Chesapeake & Ohio Yellowbellie Saga – Locomotive #490

19 October 2021

You may all remember from some of my earlier activity reports about the C&O Class L-1 Hudson 4-6-4 Yellowbellie. It is a brass-hybrid locomotive that is classified as the Museum Version made by Broadway Limited Imports with Paragon 3 Rolling Thunder sound and smoke. Here is a photo of the locomotive pulling the C&O passenger cars.



After my locomotive acquisition I wanted to get some matching C&O passenger cars, the historical photos show cars that match the shiny metal roofs and sides with the yellow strip. As you can see I was able to get C&O passenger cars with the yellow strip but dark blue roofs and light grey lower sections.

I was first able to locate 3 observation cars from Concor in the US, they have a unusual way of accepting international orders. The order has to be placed via the parts department; I have done this in the past with success. This after I ordered I could not get a confirmation for a couple of months. I was then able to locate a baggage car made by Rapido and 7 passenger cars from Train world. Then one day I get an email requesting payment for the Concor observation cars which I paid and now I have a fleet of 12 cars in total: a baggage car, 7 passenger cars with triple axle trucks and 3 observation cars with double axle trucks.

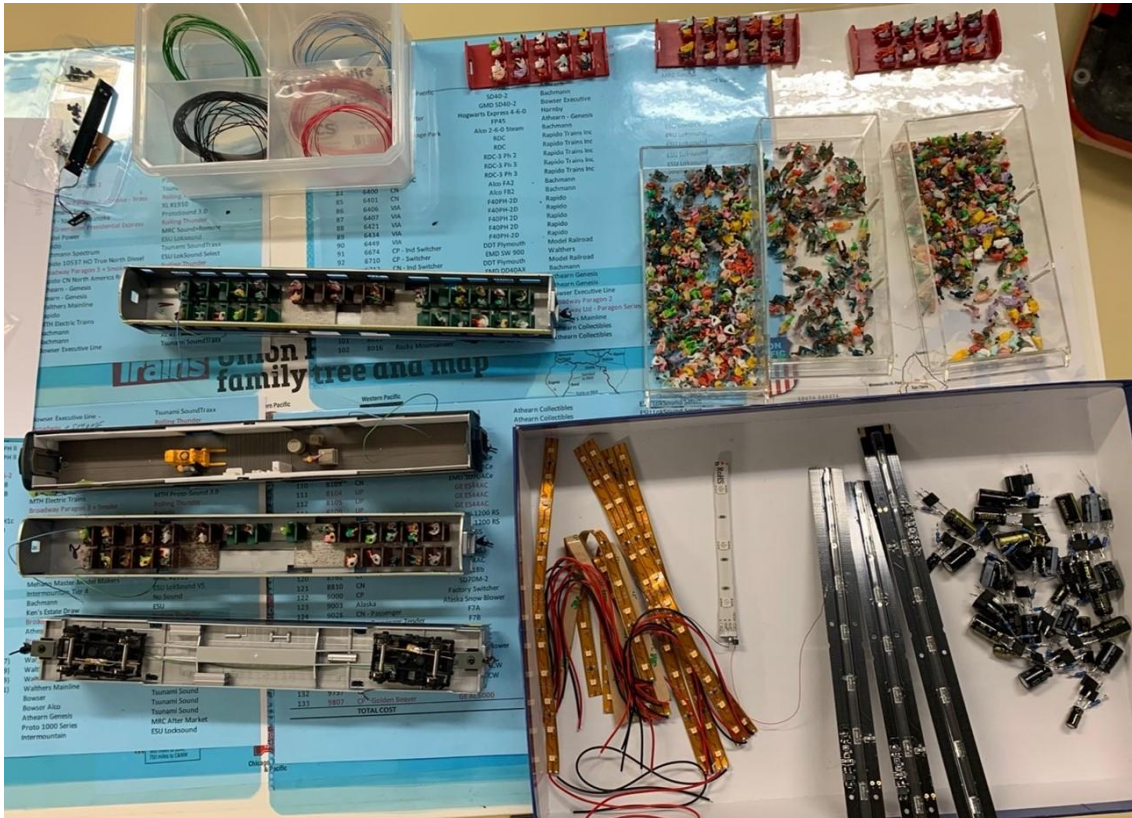
The brass Yellowbellie had no problem hauling all of them up the grades and around my layout.

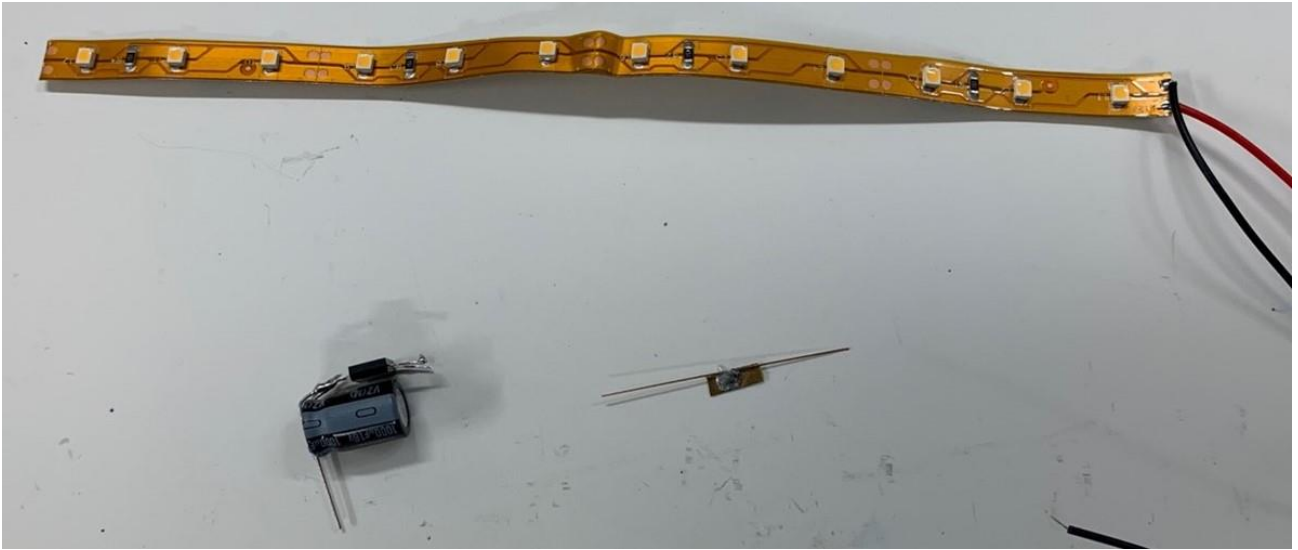
BUT 4 PROBLEMS:

1. Dark blue roofs
2. No lower level seats in observation cars for passengers
3. No passengers
4. No interior lighting

SOLUTIONS:

1. Take all the cars apart, remove all the wheels sets, get passengers ready for seating, seat passengers in upper observation decks, prepare keep alives for lighting and select lights for interior. Here are a some of photos of that phase.

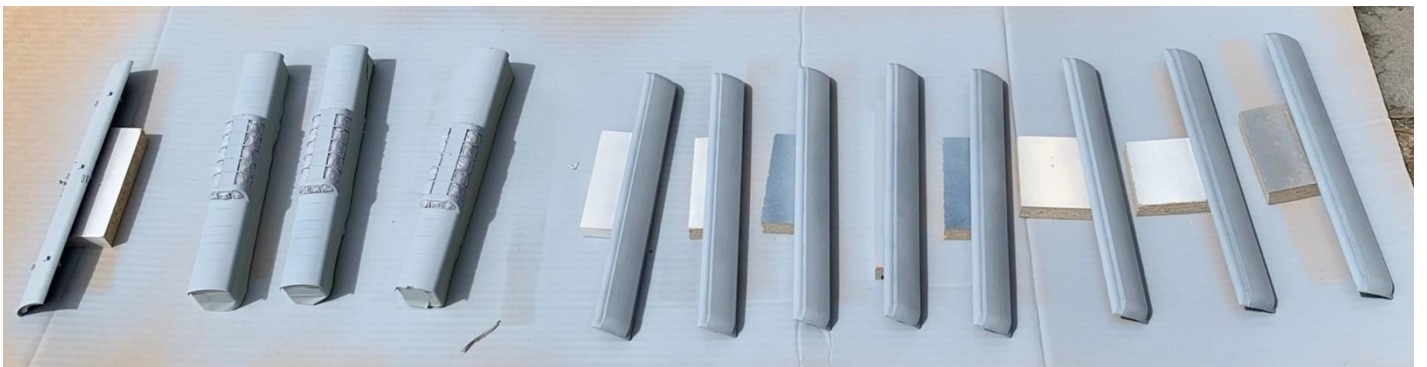




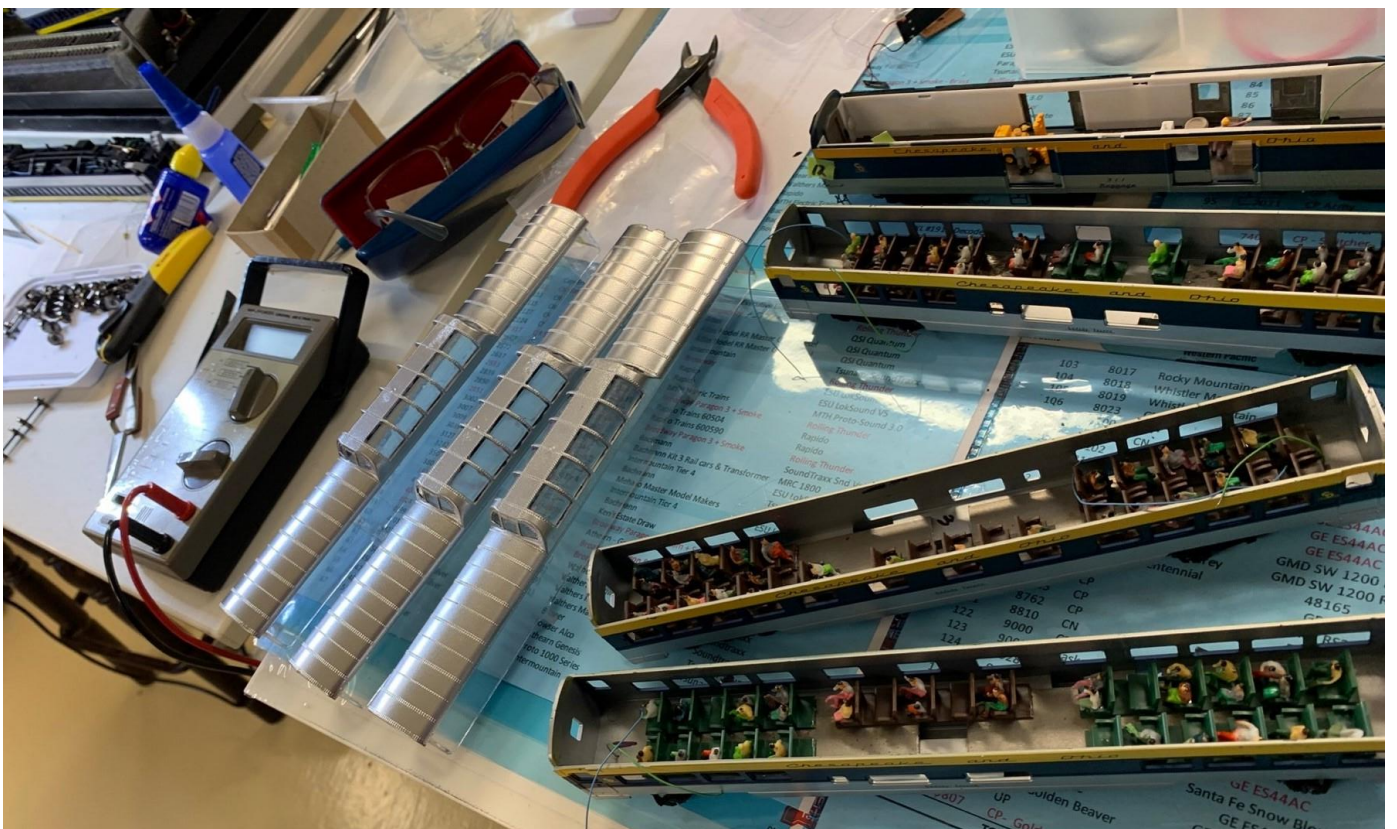
2. Next repaint the roofs to get a reasonable match to the locomotive. The observation cars were a bit of a challenge with the windows of the upper deck and the fact that the roof section included the clear plastic sections for the lower level. So nothing like a little bit of pink putty to stick into the windows prior to painting.



All the passenger cars ready for painting with light grey primer and painted:



Well, the grey primer did not look so great when held close to the locomotive. So next painting attempt had a bit more success. Standard aluminium paint, here you can see the 3-observation car with the more silvery roof colour with passengers seats installed and passengers seated:



3. The Finished Products: Here are some photos in the daytime and night of the baggage car, observation car and passenger car.



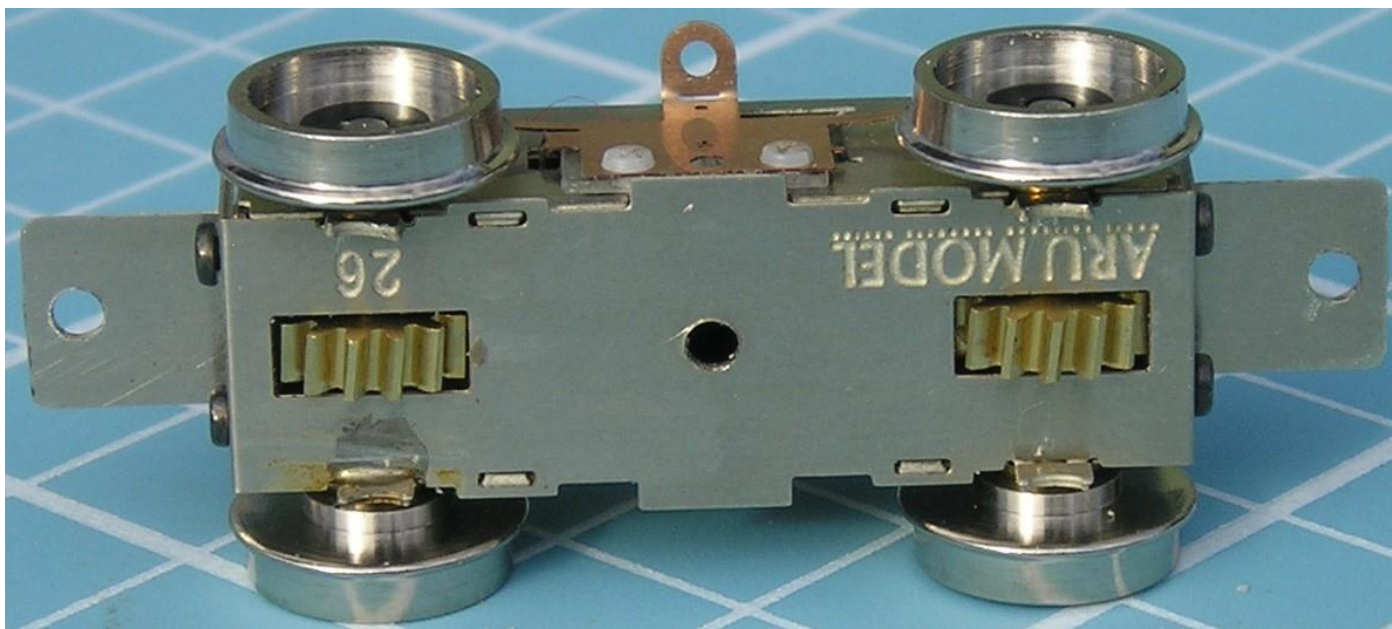
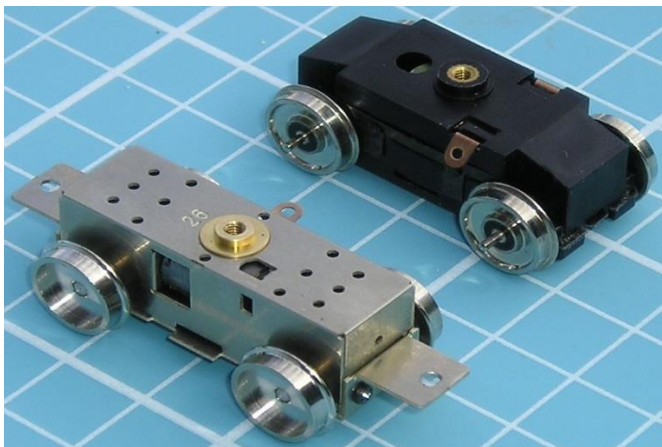
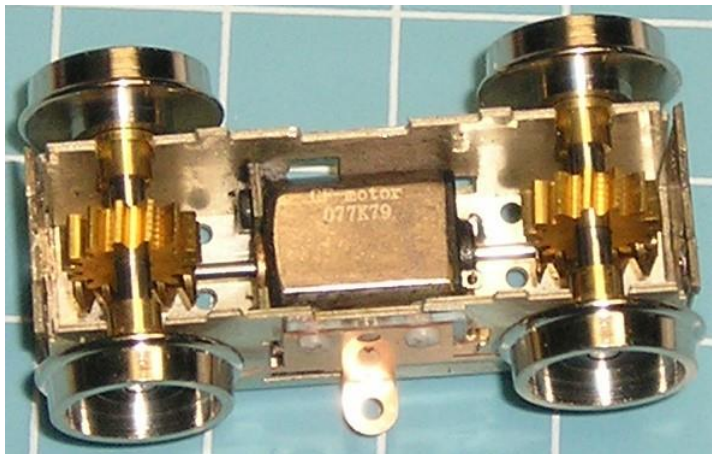


4. The Completed Train – Here is a photo of the Yellowbellie hooked up to the newly upgraded passenger cars with 400 passengers ready for the initial tour from Vancouver to Calgary. It has passenger cars of two platform tracks and will likely get away before the Rocky Mountaineer as it is awaiting the arrival of the 3 locomotives before it can depart for Banff.



Rob NESBITT:

I recently obtained a couple of ARU power "trucks", one 26mm, the other 24.5mm wheelbase, and wanted to see how they perform against the Tenshodo spud. The ARU comes as a kit, which has to be assembled by the purchaser. Component wise, it has a small can motor, driving a pair of worm gears. These align with the wheelsets. The wheelsets are pre-assembled, with brass bearings. The nickel silver fret must be bent to shape. Small screws are used for the fixing of the motor, pickups, and bottom "keeper plate". Soldering of the brass bogie pivot is also needed.



The Japanese instructions are a bit tricky to follow, and apart from me getting the motor installed wrong polarity (Thanks Murphy), I was able to assemble in under an hour. The second truck will be faster



How does it compare with the Tenshodo Spud? Very favourably. Dimension wise, it is almost a drop-in replacement for the 26mm wheelbase - (I would assume this holds true for the 24.5mm wheelbase also) . The quality of the brass bearings, and gears should give it the edge over the Tenshodo for reliability. And I found it very smooth running. What I didn't like was

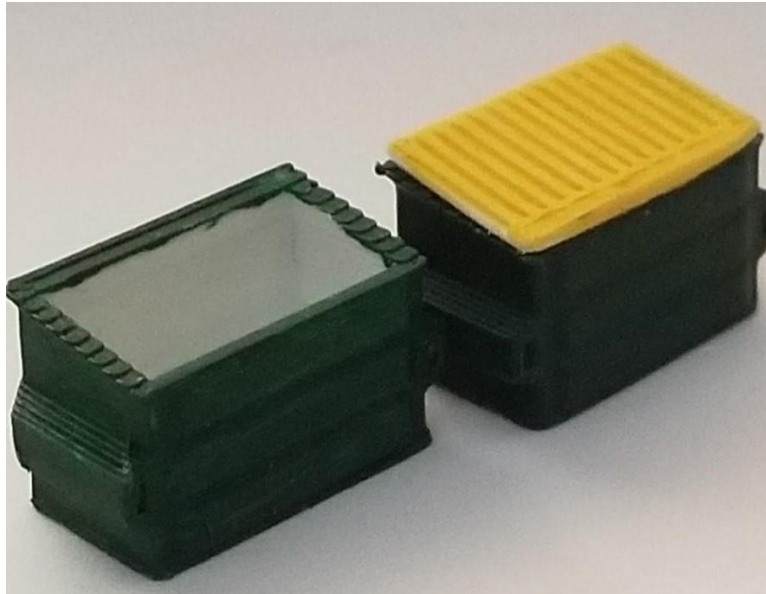
- 1) Fitting DCC would be tricky, but not impossible
- 2) Wheels are solid - there doesn't appear to be an option for anything else on the ARU website
- 3) the 14:1 coarse gear ratio, which meant it was a bit quicker than I would have liked.

A slight saving in price over the Tenshodo spud, although in the end, the alternative Made in Australia power truck - the Steam Era Black Beetle is probably a better option for wheelbase, wheel size, and wheel style.

Wai PYWELL:

Have been playing around with the 3D printer my son kindly gave me. Some things are working well but occasionally (well, mostly) I have trouble getting the print to “stick” to the base plate. I don’t know whether the plate is too hot / too cold, or the injection nozzle is too hot/too cold, or the nozzle is too close/too far away from the plate. Would appreciate assistance from those experienced with 3D printer guys to suggestions.

I have printed out a couple of skip bins and lids also some door frames to go with an engine shed. These type of things – door frames, windows, doors, vents etc are what I will be doing mostly on the printer.



I have invested in a hand-held, self-contained air brush. While I do have all the equipment like compressor, several types of air brushes, ventilation chamber etc, I find this hand-held unit is light and easy to use for small jobs such as weathering. The compressor runs for around 30 minutes on a single charge and is more than long enough for several weathering jobs. It comes with small, medium, and large paint cups so will cope for most tasks.



Weathering with the hand-held



Next job is to re-design the layout to position all these structures I have built recently.

Terry CRAIG:

I've just had a DCC problem on my layout fixed. Picture of the terminal in The Flimsy August 2012 this terminal had a couple of dead spots I attributed to faulty wiring on my part.

The problem started with locomotives coming to a stop with no power in two of the terminal's sidings. I double-checked the droppers to the track and replaced two Quick Connectors which I was suspicious of.

Locomotives began to operate around the terminal with no trouble then, but surprisingly quickly a new problem appeared. Locomotives would – irrespective of where they were in the terminal – begin to steadily lose power and come to a stop.

To start them again required a lot of throttle, but even with 28 up on the Power Cab, the power would quickly, second by second, keep dropping until there was no power output.

Then I noticed the Power Cab was booting and rebooting itself, and the display started saying, first, that it was a Pro Cab, then that it was a Power Cab.

I couldn't get any key on the Power Cab to do anything – nothing! Not one button responded.

My Power Cab had become a very, very mixed-up chappie. I checked the track with a Multimeter. It said the track had virtually no power. I checked the PAC connection to the Power Cab, and the wires connected to a CP6 short indicator, all should have had power, but none had any power. Things were looking bad.

As I couldn't get to Yass to show the uncooperative devices to the resident DCC guru, Dr JITTS, I rang up Gary at Railroad Model Craftsman, who talked me through a few diagnostic routines. He ended up saying send it to Marcus Amman in Sydney. I did. A couple of days later Marcus rang to say it was fixed.

The problem, he said, was a couple of solder joints inside the Power Cab which had cracked.

They had been made with lead-free solder during the manufacturing process, stuff which can deteriorate & crack.

He resoldered the joints with leaded solder. He explained the breaks were at crucial places (my apology to the electronically literate, I don't remember exactly where). Marcus said he'd had a lot of Power Cabs with this problem, but fortunately they were easily fixed.

So, the story has a happy ending. I have the Power Cab back and everything is working properly on the layout again! End of a week or two of anxiety and angst.

I thought this episode was worth relating because a lot of members use Power Cabs and NCE equipment. And the moral of this story is pleasantly gratifying: your computer or digital device can sometimes be the problem, not you.

John MARTIN:

Not much to report, but I have been working on two British O gauge vans for my son.



O 7mm Scale Wagon Kit

Plastic injection moulded kit, with metal wheels and bearing cups, three link couplings and transfers.
Requires paints and adhesive to complete.

PS04



LNER
12 ton Goods Van

Transfers included for
LNER & BR 1950s



5 050881 782309



O 7mm Scale Wagon Kit

Plastic injection moulded kit, with metal wheels and bearing cups, three link couplings and transfers.
Requires paints and adhesive to complete.

PS13



SOUTHERN
RAILWAY
12 ton Goods Van
(diagram 1428)

Transfers included for
SR & BR

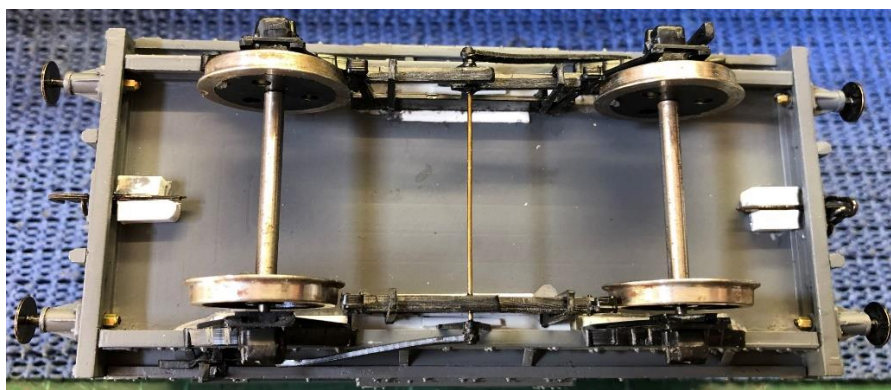


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The following photos show the inside of both showing how I install weights inside them, specifically how I build up Styrene bracing around them to stop them moving if the glue ever fails (in the next 20 years...big grin).



Regarding the running gear underneath, any shiny bits you can see are where I've used brass rods in lieu of the styrene supplied. Doesn't warp over time and makes it structurally stronger.



Completed photos with the roofs on to give a better idea of what they'll look like when finished.



The next step is to hand paint the unpainted bits & underneath black, then apply the decals.

Stephe JITTS:

Recent progress on KVHR.

Scratch-built Moruya Station.



A recent purchase of RG202. This was an interesting vehicle. It was originally a common NSWGR American carriage that was converted for the carriage of racing greyhounds. One side remained as seating for the dogs' handlers. The other side was fitted out as dog boxes.



Scratch-built Saleyards Platform.



(If time permits, I will also have Osport Station done soon.)

FAREWELL TO KANGAROO VALLEY HISTORIC RAILWAY

OLD LINTON has been sold ~ after 25 years KVHR must be dismantled.

To celebrate we are going to OP TIL YOU DROP Saturday, 13th November 2021 you are invited to attend this final operating session.

Commencing at 9am we will attempt to go through the entire timetable at least once. Ideally, to do this we need a crew of seventeen operators at any point in time for the entire day. It is expected that by this time, Covid rules will allow up to 20 persons indoors and 50 outside.

In addition, it is expected that the ACT/NSW border will have reopened

Those who wish to attend will be asked to suggest times that they would like to be present, and a roster will be drawn up and distributed prior to the date. A maximum of 20 guests will be rostered at any one time.

If you are interested, please email me at stephe@sjitts.com.au and I will put you on the list for further information to be sent to you closer to the date.

The last say.

Austerity Frugal & Recycle.

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

NMRA Website The FLIMSY

Direct link - <http://www.nmra.org.au/Flimsy/2021/The%20FLIMSY%20September%202021.pdf>

Flimsy Catalogue link - <http://www.nmra.org.au/Flimsy/Flimsy.html>

The final running of KVHR Saturday 13th November 2021 email Stephe stephe@sjitts.com.au for attendance & time you wish to "OP TIL YOU DROP".

There is a possibility, that a condensed Div 2 meeting hosted by Jack CHILD at OLD LINTON, may also be incorporated the same date (bought forward a week from the normal meeting) for those who are able to attend the Farewell KVHR running session to save two trips from the Div 2 members of the distant areas, after the meeting a trek by those to visit Jack's layout, Stephen O'BRIEN will advise by email to confirm.

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 is fast approaching: a year yet to be determined for scheduled events, so consider & reserve your Expression of Interest for hosting a Div 2 Meeting.