



THE FLIMSY

NMRA Division 2 Newsletter

February 2022

In this issue.

From the editor

At home ~ Show-n-tell

The last say

COVID-19 ~ Adhere to medical advice & instructions.

COVID-19, as it's many variants, continues to be the subject where continued discussions, whether we like it or not as vaccinations & boosters will be part of our lives for the foreseeable future interlinked with other seasonal viruses. Everyone is affected in various ways so take precautions as required

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

Robin.

At home ~ Show-n-tell.

Wai PYWELL:

I am in the process of downsizing, and one of the tasks to be done is to dis-assemble the layout and pack up all the bits I can. The intention is to build a new layout at the new digs, but it will go from a Rumpus Room size, continuous run layout to a wall-mounted switching layout. The new layout will have to fit along a wall or two of the second bedroom.

I even toyed with the idea of swapping all my HO bits for N bits, but then I decided that I wanted to see my trains so – no to N.

I learned some vital lessons while pulling the old layout down. All the existing track was glued and nailed in place, but the future layout will have only the road bed / cork glued and the track will be all spiked down only.

Only parts of the old track was ballasted, but the future track will probably not get any ballast – even if this means I may not earn a Golden Spike award. I have yet to get the ballast off the old track, but I have previously used hot water to loosen the glue with mixed success.

It will be a few months yet before I start the track planning in earnest, but the plan is to have something running before Christmas. If anyone remembers the Display Cabinet I built a few years ago, that will fit along a wall in the new "layout Room". As I will not be shifting until June, I still have time to revise my thinking.

Rob NESBITT:

I am really powering on with this project.



The brass fret is spot on for size. So much can go wrong still, but it was a huge relief to have the 53cm of brass fret assembled and fit my guesstimate measurements and sloppy construction. The 4 brass stretchers hit the wall of the station perfectly. There are 12 more brackets to attach, on the railway side of the main beam. I must add some brass square rod above each bracket to extend the awning to the platform edge. The brackets weren't drawn with this detail - my fault. I will know better next time. Always learning



I had to add some brass framing and supports to stiffen up the etched brass girder and this afternoon got in the awning posts and made a template (out of a post-it-note) to check clearances for the later styrene parts.



The last of the big parts are now attached. Still have some flashing to add to the platform awning roof (and probably will have to detail the underside in case someone wants to view the etched brass ironwork lace).



Next big step is the painting of the awnings. I have made these removeable in anticipation of this task.

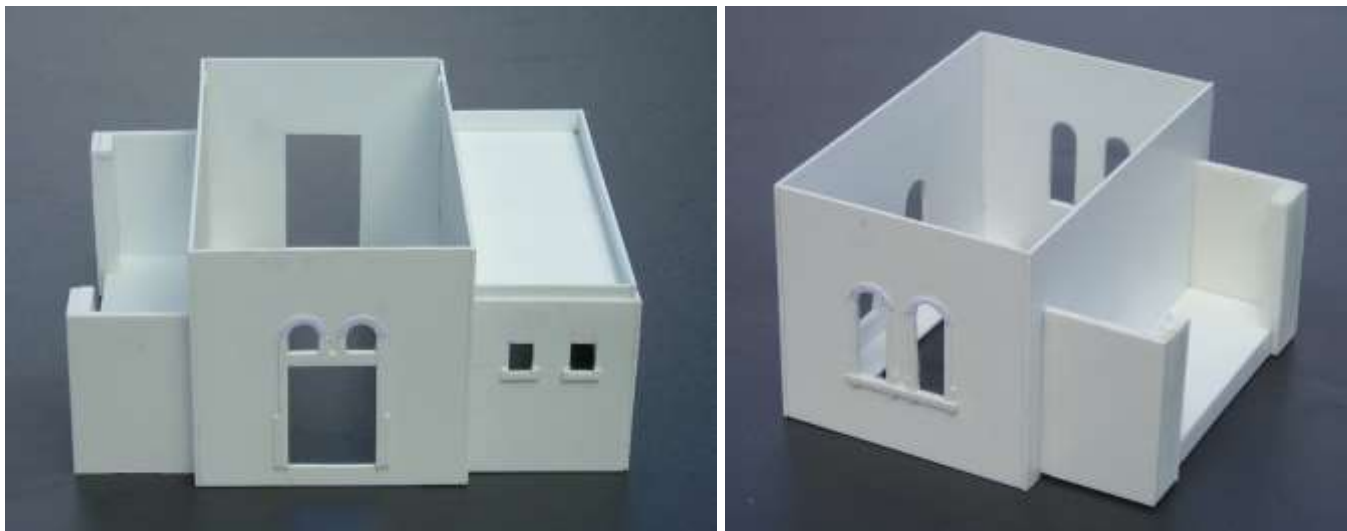
Station front entrance



Station platform.

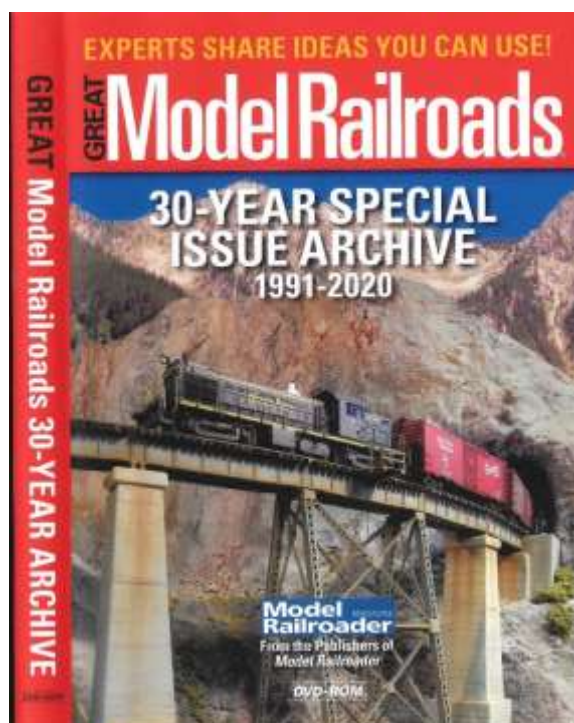


I have started construction of the gent's toilet building and the Parcel Loading dock building. All three buildings will become part of a portable diorama, until it gets planted on the future layout



Finish line is now in sight, after over 18 months since I started construction.

After waiting for 5 months, "Great Model Railroads" 30-year archive DVD-ROM arrived posted from Belgium. For someone who doesn't have paper copies of most of these annual publications, it is good to now have the full set.



David VIRGO:

HO scale Pub and Doughboy Shops

I have done a bit more scenery work over the past few months with some promising results.

One of my “scenery breaks” now has a bit of greenery and some roadwork. I’m making some more trees and scrub to fill out the scene. The artwork for the Leyland sign was recreated using magazine ads.



I also experimented with some decal paper in my cheap brother laser printer. Fairly happy with the first attempt and have learned something for next time.

The paper was "clear backed" which suits the black letter building signage well. But the beer posters would have been better with "white backed" decal paper. One advantage of the laser printer is that the decal doesn't need to be "sealed" after printing. I had no issues with the pigments running. The one negative I can see is that this method can't print white (or light colours) on a clear background.



The window bar signs are printed in reverse and applied to back to the window.



I used my Brother L3270CDW printer using super thin clear backing decal paper from "Dr Decal & Mr Hyde". The A4 sheet was cut to A5 to save paper and fed through the manual feed at the front of the printer. Paper settings were for "Thick Paper"

The Artwork was prepared using a PC with open office and some downloaded images. As can be seen in the photo, there was a lot of spare space on the A5 sheet.



Ian BARNES:

On those few occasions when a small piece of thin metal, such as a piece of brass photo etch, needs to be precisely folded, it is sometimes difficult to get a clean edge to the fold. A "hold and fold" tool will help do it but such a tool is hard to find.



Ian Barnes has picked up an attractively priced second hand Avonside Works 8" Hold and Fold tool. They can be purchased new from Eileen's Emporium in England but for the few occasions you would need one, they are expensive.

The tool is basic but well-built and, as well as a single straight edge for folds up to 8 inches long, has numerous edges of various lengths allowing "boxing", and edge shapes.

Ian is looking forward to soon having a job for it so he can test it more thoroughly.

Matt SEMENAS:

**Canadian Western Railroad
The Maybe Real Closing Saga of Skiing Chair Lift for Cathedral Mountain Hopefully the Actual
Concluding Chapter
17 February 2022**

1. Background

My apologies, I thought last month's report would be the last of the Ski Mountain Saga. But I am beginning to feel like a lot of the singer that keep doing their final tour for retirement and are on final tour number 4.

2. January Operating Session

You will recall the Nameless One operating team member that I referred to in all of my previous discussions. Well he came to the operating session in January all ready for the downhill skiing experience on Cathedral Mountain. Ski helmet, ski goggles and a very appropriate Name Tag with NO NAME thus the Nameless One, here he is all excited to go skiing



So, I proceed to show him how the helicopter is flown. As we all know there is a stick control for flying the helicopter, you move the stick in the direction you want to fly. Here is a photo of the stick controller to be used during flight.



As you all can see it's not overly complicated.

Here is a photo of the stick controller extended and ready for flight control.



So, the Nameless One got so excited about using the helicopter and said "I can fly this thing to Banff" he took the stick controller and before getting any lessons or initial instructions attempted to fly the helicopter.

Just what can go wrong with this approach you may say. Well, here is the result a horrific crash at the top of the mountain.



Fortunately, as you can see from the next photo the damage to the environment is minimal, but we will have wait for the full environmental impact study to find out. The skiers on the helicopter appear to be OK as well as the ones just starting the run from the top of the mountain.

Here is a close-up photo of the crashed helicopter:



At this point in time, I don't know what law suites I may be facing as a result of this accident and hopefully we can get back in the air soon.

3. Request for Assistance from Fellow NRMA Members

The first thing we need to do is get the helicopter off the mountain to conduct a full analysis and make repairs. In order to do that we need a heavy lift Sikorsky Helicopter to lift the crashed one and get it back to the hanger for repairs. If any of you have a Sikorsky Helicopter or know of anyone, can you please let me know.

I would also like some advice, 'on what might be a deserving punishment' to the Nameless One for causing such a horrific accident.

Robin FOSTER:

When the things go wrong department.

Small projects have their moments where following ballasting the removal of loose ballast & side scenic matter with a brush the 'non-motorised DAPOL' Rail cleaners are employed to do a sectional check for any stray debris. I have used these items on many previous occasions where the items collected in the hopper has been a surprise with not only the expected ballast, scenic grasses, dust etc but when coupler springs as small screws [so that explains where items disappear at times] are collected makes the purchase worth the outlaid funds.

Retrieved from storage for the track clearing / maintenance selecting the decoder number applying power the motor failed to spin the fan. First is to check the wheels for gunk, a little dirty but shouldn't have been enough to impede pickup, but a clean would be worth the time to make sure contact better. Rerailed & still zip, umm, check that the on / off button correctly placed, yes but failed to spin the motor.

Upend & check the connections from the bogie wheel sets from the connecting 4 tabs with springs to the plate, looks clean and dry however applying a drop of electro lube (Wahl oil is also ideal) between the plate & top of the cap with spring gave 'life' for a better connection, so a dry joint / connection the cause, A drop of Wahl oil to each of the wheels and the motor started to purr into life.

Bogie shows the retainer for the spring & cap to plate, there is another set opposite.



Loose debris in the hoppers sucked up by the vacuum on a metre of 'hidden trackage in the tunnel'



Ballast and Talus picked up from the hoppers



Fines / lint captured in the screenings



MOW should be the first item prior after laying 'new' ballast or before a running session as ballast is always being dislodged as lint being better captured in the hopper as screen than in the locomotive gearing.

A very worthy piece of MOW rolling stock equipment for your layout.

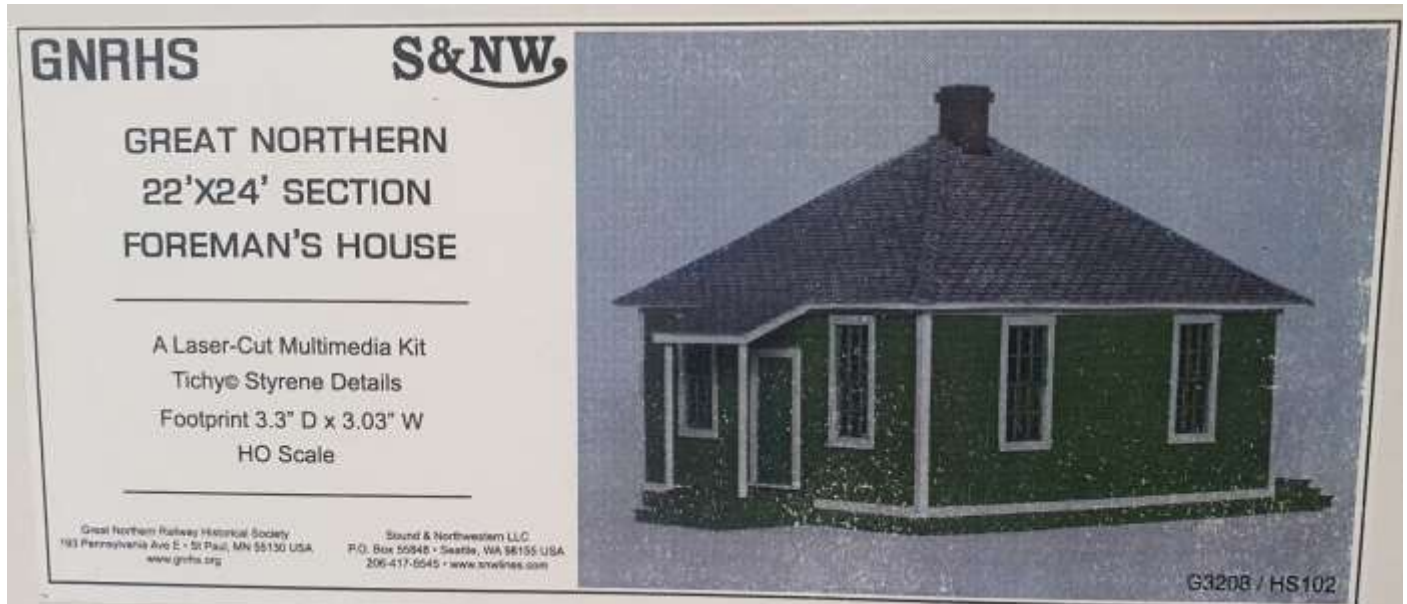
This is one area that is taking me far too much time to scenic, trying some experiments using Woodland Scenic 'water' products for the water fall and stream, so far so good. The trestle is also another issue of finding time to complete the piers as ballasting for the mainline also some anglers / rock climbers.



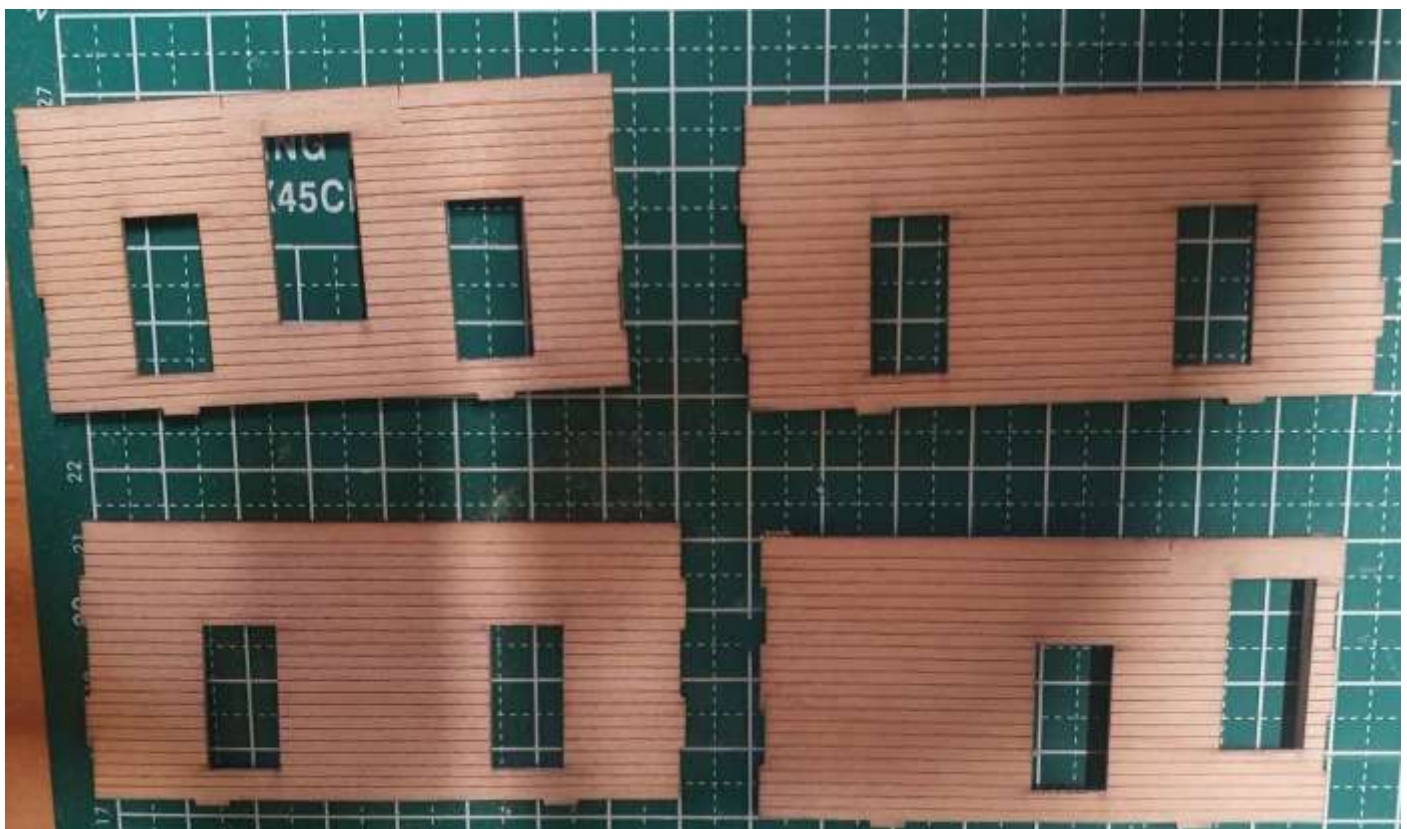
Ben FEATHERSTON:

Great Northern Foreman's House

During January I decided to try building a little laser cut kit from the Great Northern Railway Historical Society (GNRHS). This lovely little kit came with all the parts and some very detailed instructions, as well as 8 double sided pages on finishing instructions and yet more pages detailing the history and location of the structures.

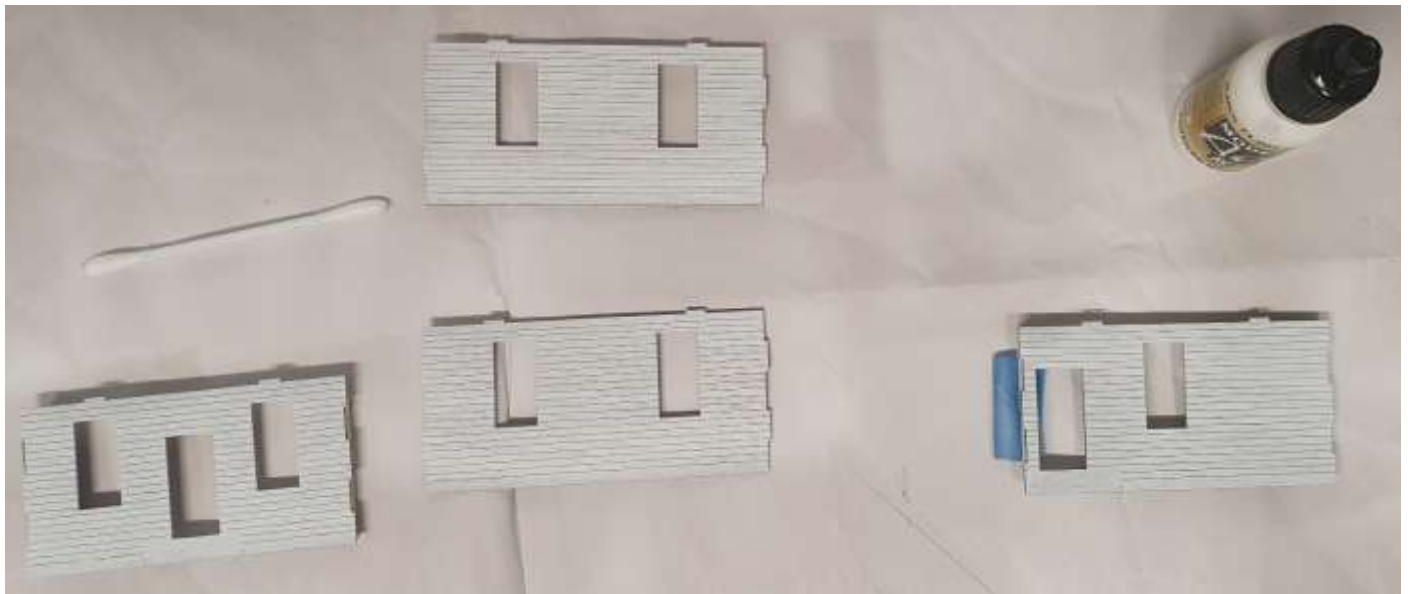


I have never built a little kit like this so with trepidation I began my quest. Reading and rereading instructions and pondering finishes to fit with my chosen time frame. For my time-period many of the company GN buildings were painted white with a Coach green trim. It seems to be only a short period as Grey seems to be a common theme amongst buildings from the 60's on. I am not a fan of drab grey buildings and many of the pictures I have showed white buildings.



I started by sealing all the wood parts with a Vallejo matt finish, I was able to find a spray can of this for easier application and it was a breeze to use. I then stained the walls with a mild ink wash to highlight grain and the fine clapboard finish.

I applied a coat of Vallejo air white. I didn't use a primer as I didn't want to obscure any of the wood detail with layers and layers of paint and given the sealing prior the paint worked really well.



When finding a match for coach green it seemed way too dark and dull on the trim. In order to provide a contrast, I looked towards the cascade green and found a nice medium in Vallejo colour medium olive. Windows were Titchy resin windows and were undercoated using Vallejo white primer and then air brushed with Vallejo air white, masked and hand painted the olive for the window sashes.

The detailed instructions made assembly mostly straight forward and the resulting structure will fit in well. The roof shingles are a printed self-adhesive sheet that once trimmed and installed really add to the building. The photo shows it placed on the module with the reference photo above showing the Foreman's residence, Section house and Station in the foreground at Scenic.



While I have not yet weathered it, I am happy to call it complete for now and enjoy it as is for a little while until the scenery appears on the module. I have a couple more of these kits and am looking forward to assembling them.

Picture of the area that inspired this kit.



I have really enjoyed painting with Vallejo paints. I have found when using the Vallejo colours if I use a light primer (which are all airbrushed) I need a few drops of retarder (flow improver) and a few drops of thinner, they can dry very quickly, so very small amounts at a time in the airbrush. The more pigment in the primer (darker colours), the easier they go on. For most Vallejo air paints I can usually spray direct from the bottle a couple of drops goes a long way, however I will often add a drop of flow improver to lighter colours if it is a warm day. If I am brush painting, I will only do this with Vallejo Colour as it has a great consistency and is self-leveling, leaving a very clean finish.

There were also several clear finishes and the varnishes must be airbrushed on, but the acrylics work well brushed on for smaller applications like decals and sealing surfaces.

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 is the year yet to be determined for scheduled events, consider & reserve your Expression of Interest for a possible hosting for a Div 2 Meeting.