

NZR modellers in all scales getting together to share their common interest in our own railways. Regular meetings the **last Sunday** of every month from 10am at rear of **Colin Barry's garage, 7 Hadlow Place, Burnside**. 03 358 3681, colin.barry@clear.net.nz



Many of those there would not even have seen Peter Ross's Fell van finally completed so insignificant does it look. We didn't have a display track like we have at Colin's, either. It's built from the NZ Finescale kit.

Newsletter January 2019

The penultimate morning of 2018 managed to be dry and mild even if not actually sunny, so we were able to gather outside for much of the time.

Trevor Corrin had his pinny on and was busy baking his delicious muffins as people began to drift in. Once the baking was safely in the oven he had time to talk 3D printing with an interested circle. It had not been going well. **Trevor** had not realised it at the time but things not printing the way they should was no fault of his. The printer was actually defective and has now been replaced under warranty.

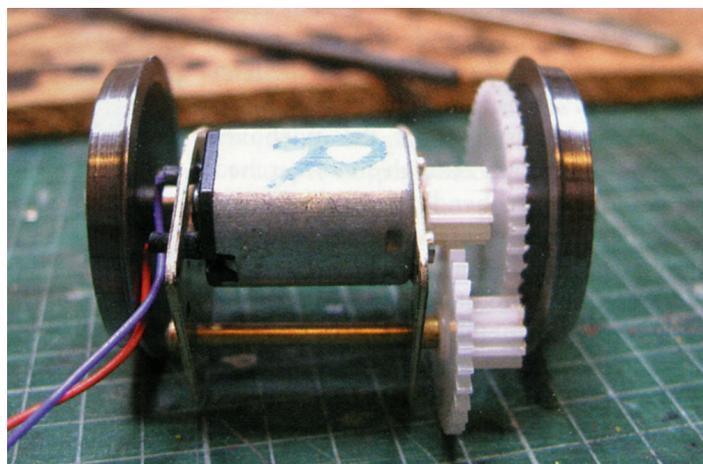
But as you do, at the time **Trevor** was wracking his brains and searching his soul for things he was convinced he must be doing wrong. Surely **Lawrence Boul** must have some ideas? But no, nothing like that had happened to him. It was very exasperating.

The variation in petrol prices around the country and even across town in recent times proved a topic of much animated conversation. Like a lot of others, I realise the price of fossil fuels must go up for the long term good of the planet, but I don't enjoy being ripped off in the process. So I for one look forward to seeing the oil companies being held to account.

Computer problems were another topic discussed at length. I missed getting a note of who but someone reported suffering from a full disc drive, which several agreed will cause slowdowns or worse. Then the merits of disc drives versus solid state drives (SSDs) came up. I for one was surprised to learn that SSDs have a limited life span, at the end of which they just die — which would be a bit disconcerting.

It was nice to see **Anna Thomas**, who doesn't get along very often these days. When asked what she was up to at the moment the surprising answer came back that she has been making chain mail. What for? Medieval armour and jewellery, came back the answer. Medieval armour, **Anna?**

Kevin Leigh had a much more orthodox question on his mind. He has been building a 9mm Dj for years and was thinking about how to power the bogies. He says it doesn't



This picture from British MRJ 240 shows one way to arrange a bogie mounted motor for a diesel locomotive.

need to be able to pull much, just for display really, but he likes the idea of bogie-mounted motors. **Lawrence Boul** recalled an article in the *British Model Railway Journal* on a way of doing this.

Someone had asked on Facebook for help with finding the missing parts for a JG C class loco kit, which reminded several of us just what a pain such requests used to be for **John Gardener**. So how could the parts have gone missing we wondered? And then the penny dropped. The kit was almost certainly one of the Grumpy_onenz collection sold on Trade Me. These came from the estate of our late friend **Brian Suddens**, who often got only as far as opening the box and starting to make some small part. To his family the kit probably would have looked complete. As to the question, at the moment it seems there is no answer other than to make new parts from scratch. —**Peter**

Back to **Colin and Helen's** this Sunday,
So get yourself there and bring something to
show and tell about

Thanks to **Trevor Corrin** for hosting us, and **Trevor and Pak 'n Save** for another fine morning tea
Remember : Come if you can this Sunday : Leave a gold coin before you go





The gathering for morning tea on Trevor's deck, with only the photographer missing. From left, John Dudson, Celyn Bennet, Peter Bennet, Trevor Corrin, Anna Thomas, Kevin Leigh, Lawrence Boul (obscured), Nelson Kennedy, Colin Barry, and Brent O'Callahan.

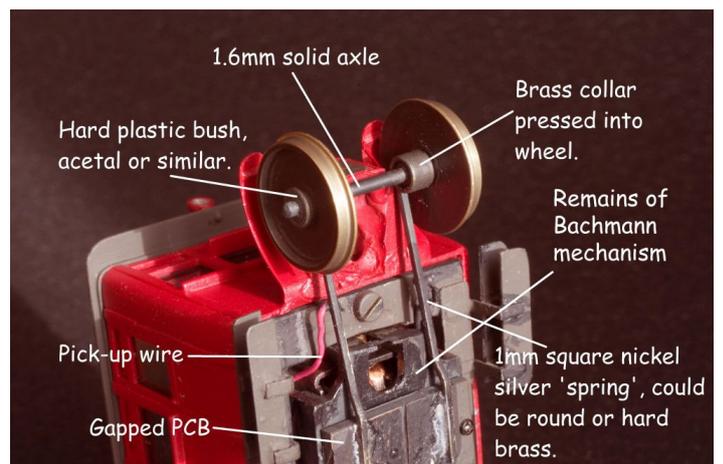
Model T railcar gets a patch-up



My model of Model T railcar, RM5, dates back to the early 1980s when Bill Pierson's Ironhorse Hobbies began selling a whitmetal body kit. It immediately struck me as 'cute', so I got one and built it without taking too many pains — as the picture shows. The first mechanism — it has just received its third — was from a Bachmann track inspection car. I simply cut away everything but the motor, gearbox and rear axle and made an adaptor plate to suit. I then made and fitted new wheels, and that was that. I am glad I went to more trouble with the front end. In such a small model, picking up off only four wheels was always going to be problematic, so I opted for the arrangement shown at right, which overcame any need for wipers. The springy forks supporting the axle also take care of any track irregularities. The original motor was far too lively so I tried fitting a DCC decoder to quieten it down. When that didn't help I tried another motor, and I've just replaced that with a hopefully better one.



A basic styrene box hides the mechanism but means the driver and passenger can only be upper torsos.



A bit about weathering the Fell van



There's perhaps more weathering than is immediately apparent in the photo, which I suppose is how it should be.

This is an all-brass model so finishing began with a work-over with the SuperCheap grit blaster, the body and chassis, sans wheels, being kept separate. That was followed by a good wash to get rid of any grit, and once dry a coat of etch primer. The body then got a good airbrushing with some 25% gloss automotive lacquer that I had made up to match a sample I have of Carnation Red.

The chassis and roof on the other hand were done with my own locomotive black lacquer.

The roof is a separate part, well designed to fit snugly on the body. I decided to represent its canvas covering with tissue paper. Having nothing more substantial I ended up using a single ply of ordinary facial tissue. Very fragile but otherwise suitably fine textured.

Having brushed a good coat of dilute PVA over the roof I then carefully laid the tissue down over it, tucking the edges under as best I could. The chimney was the only problem area. You would think that wet tissue would tear quite easily — and it will — but only in certain directions. I did my best with the point of a scalpel blade to make a round hole but it was still a bit ragged. To colour the tissue I used a dark acrylic wash, working on the theory that the prototype did not look like it was painted — which may be quite wrong but looks that way to me.

I left off the long handrails, door knobs and number plates until after painting, and the glazing, which is real glass trimmed from microscope slide cover slips until the very last — taking advantage of slots provided in the kit to slide the glazing into. Since I had decided not to detail the interior I thought it might be a good idea to give the glazing a slight haze by way of a light coat of matt medium.

Just before starting to weather I applied the decals — which did not go as well as I had hoped — and to fit the handrails, etc. I'm never comfortable with gloss paint but do have to admit that decals settle down better over gloss so I may try some Johnson's Klear on those areas next time.

I began the actual weathering by sloshing water with some dishwash liquid in it over the whole body. This was to get rid of any oils from fingers, and break down any remaining paint solvents. The model was now ready for a succession

of washes made by adding a small amount of artists' acrylic paints, mainly black but also vermillion (vermillion is a good approximation to rust), to some of my dishwashing water. I test the strength on paper. The wash wants to look dark but still translucent. I then load up a medium sized soft brush and proceed to spread the wash generously all over the model, which I keep as vertical as I can so the wash runs off in the same way as rain would off the prototype.

I suck it away from where it gathers on lower edges with the squeezed-out bristles of my brush. In this way the grooves between boards and around windows and doors get emphasised before anything else gets overly dark.

In good weather the wash soon dries and I can then assess whether another coat is needed or not. These washes also help to kill any excess shininess.

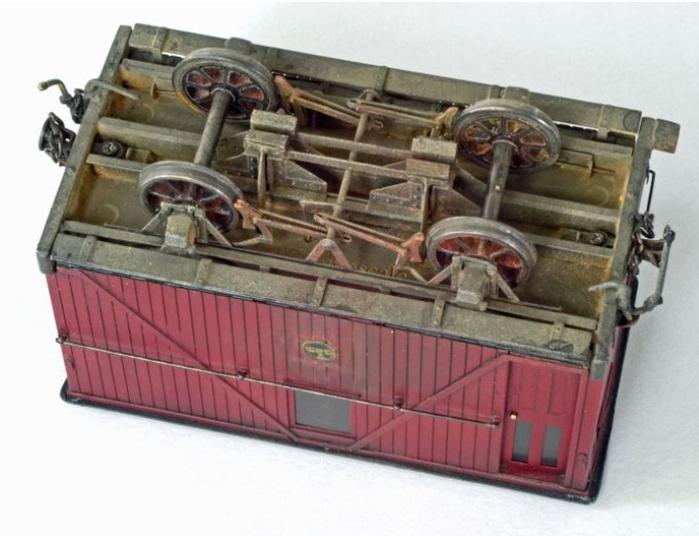
For the chassis I did something I rarely do. After fitting the wheels and masking their treads I airbrushed some dust colour, underneath and around the solebars and running boards, making sure to spray from many different angles to get into shadow areas.

These days I follow the washes with powdered pastel chalks and/or weathering powders applied mainly with various soft brushes. The knack of using these is really only acquired with practice. I have found no noticeable difference between branded powders and those I have made myself by rubbing pastel chalks over coarse (40 grit) sandpaper.

When lightly applied, powders can be quite easy to remove with a clean brush but I've learned not to count on that. On some paints some powders almost instantly stick quite stubbornly. Some of the washing water can help if something really looks quite wrong, otherwise the situation can usually be saved by the application of a different powder over the top. As I mentioned in connection with Colin Barry's Uc recently, it really helps to have a photograph of the effect you are trying to achieve, but if I had done that this time the van would have been black!

The next step once the weathering is looking good is to spray a fixative over it. I used Army Painter anti shine, similar to Testors Dullcote. Unfortunately this dulls the effect of the chalks but it's necessary to protect vulnerable areas from fingerprints. I ended up re-doing some areas and then spraying again.

—Peter



Black mark. In contrast to every minute detail provided in the kit, it's glaringly obvious that I omitted to include the air pipe. All that centre rail and hand brake detail looks nice but is the very devil to put together. I did most of the muddy-looking weathering with an airbrush but then added some rust and other dirt effects with powders.



The details provided in the kit includes lamp brackets, laminated springs, body brackets and working spring suspension. Wheels need weathering too, which I achieved mainly by fitting them before spraying the dust around the underframe. A bit of powder helped as well. I kept the scale width treads clean with narrow strips cut from Tamiya masking tape.



Kevin Leigh, Lawrence Boul and Trevor Corrin having a deep and meaningful conversation during morning tea.



I represented the canvas roof covering with a single ply of ordinary facial tissue lowered onto a bed of dilute PVA glue. I was able to wrap the tissue over the edges quite easily but the chimney was more difficult. I then stained it with a stronger weathering wash followed by powders.



Rust effects around the brake blocks and levers were created with weathering powders. The etched brass number plates were problematic in that they should have yellow numbers on a black background. I achieved the black background with chemical blackener but picking out the border and numbers in yellow proved very difficult. This was the best one. In future I will use the etches to make a mould and produce copies in yellow resin that. I will then paint black and lightly sand off to reveal the number, etc.



The convention website is now up and running and being regularly updated at modelrailcon.co.nz

December roll call:

Colin Barry	Trevor Corrin	Brent O'Callahan
Celyn Bennet	John Dudson	Peter Ross
Peter Bennet	Nelson Kennedy	Anna Thomas
Lawrence Boul	Kevin Leigh	