

Important note: Trevor Corrin's again this month, NOT Colin Barry's — See below

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.barry48@gmail.com



Newsletter April 2022

Peter Ross's model of Wa289 was all dressed up in its Sunday grubbier and finally ready to be declared 'finished' — except for one as yet unnoticed missing detail.

A fine but overcast morning saw a small-ish gathering again at **Trevor Corrin's** as the number of community cases of Covid19 continued to mount.

Paul Christensen had not read the newsletter so went to **Colin Barry's** before coming across town to **Trevor's**. Was he the only one, or the only one to admit it? Anyway, **Paul**, duly managed to deliver some information he had printed off the Fast Tracks website with **Peter Jamieson** in mind as he sets out the curves on his new layout.

Trevor Corrin had almost completed his International R195 logging truck from the 1952 – 67 period. Some embarrassment there too. The decals for the signwriting on the cab doors appeared to have come out a little too big, which even though not obvious, was annoying **Trevor**. The thing was that the discrepancy had been noticed at the time when the decals were made and a new correct size set made. **Trevor** had simply forgotten and used the wrong set!

Trevor always seems to have something new on the boil, this time it was a new collection of bits needed to fit a vehicle with radio control. This was no doubt connected with a new book he recently received from Wild Swan titled *Radio Control for Model Railways*. **Trevor's** main aim is drivable trucks, but it is also becoming ever more feasible to install radio control in model locomotives and finally get away from all the problems associated with powering the rails. See the accompanying photos for an idea of how tiny the parts, especially the motors, gearboxes and servos have now become.

Trevor has also been thinking of installing a compressed air line to his modelling room. In the meantime he has at least moved the compressor from his woodwork shop into an outside shelter where the noise is also muffled by stored firewood.

Peter Jamieson had some questions about turnouts and their wiring to get help with. We hope the advice he received from two or three others was some help.

Bryan Lawrence reported that **Wayne Williams** is still extra busy following the fire in the Sutton Tools (formerly Patience & Nicholson factory) in Kaiapoi, but apparently there has still been no decision on a rebuild.

Kevin Leigh described the spray booth he had made himself recently. From the photos on his phone it appeared to be both simple and practical. Your scribe was reminded of his good intentions to make something similar but so far not got round to either. He minimises the use of 'smelly' paints and when necessary to use them does so inside but only for short periods only and with good ventilation.

A big thanks to **Scott Shadbolt** who provided the following notes for which I'm very grateful. Also to **Kevin Leigh** who supplied photos of his spray booth. I may not have mentioned it very often but contributions to these pages are always a great help both with the quantity and quality of the information within. **Scott's** notes:

Good turn out today, just thought I'd pass on some notes I quickly scribbled down of what I brought along. Sing out if you'd like any other details.

The AL car was from a 56ft Railmaster kit, bought off Bryan Lawrence. I scratchbuilt the baggage compartment from styrene and added a South Dock vac formed roof over the original wooden one. The chassis separates from the body if required. I joined 3 x 185mm decal stripes from VCC to form one line around the carriage — with 10mm to spare!

The UCGs have scratchbuilt styrene underframes,

This weekend

- Trevor Corrin will again host our meeting Sunday
- Wear a mask indoors, don't come if you are not well
- From 10am: 37 Clarendon Terrace, Opawa, 980 7571 / 027 559 9252

Thanks to **Trevor Corrin** for hosting us and to those who brought something for morning tea

Remember : Come if you can this Sunday : Leave a gold coin before you go →



and PVC pipe tanks. Grant Morrell 3D printed the end caps. Decals came from Russell Jones and the models are yet to be weathered

The JP was an older build that happened to be in the storage box. The Tomica forklifts — from Japan — were advertised as 1:64, and at \$7 each I thought were worth a go. Side chains came from North Yard.

— Peter



Kevin Leigh's spray booth, top, ready to use, and lower, folded away. For an idea of size it measures 600mm across.



The morning tea table.



The general scene at morning tea time, taken paparazzi-style from over a fence. Rear group from left: Trevor Corrin, Kevin Leigh, Bryan Lawrence, John Dudson, Tom Lynch. Group nearest camera, Peter Jamieson, Scott Shadbolt, Paul Christensen.



Top and left: Scott Shadbolt's AL car. Originally a 56ft car built by Bryan Lawrence from a Railmaster kit, Scott scratchbuilt the guard's/baggage compartment from styrene, added a South Dock vac formed roof, painted it blue and added InterCity stripe decals from VCC.

Lower and bottom, Scott's completely scratchbuilt UCG liquefied petroleum gas tank wagons. The wagon is styrene while the tanks were made from a suitable size PVC pipe. Grant Morrell 3d printed the end caps and Russell Jones supplied the decals. Weathering was still to come at this stage.





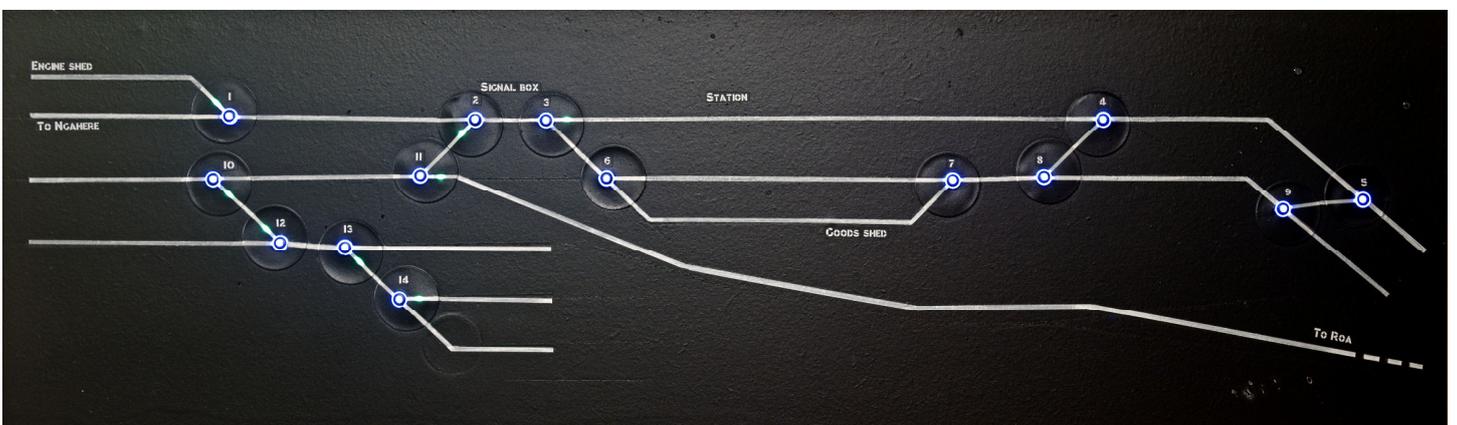
Above and left: The opportunity to buy two 1:64 Tomica forklifts for \$7 each provided a chance for Scott Shadbolt to add them as loads to an existing JP wagon. Correct load chains and a realistically weathered deck are good to see.



Trevor Corrin's now almost completed International R195 logging truck with a log that size makes an imposing model. The R195s date to the 1952 – 67 period.



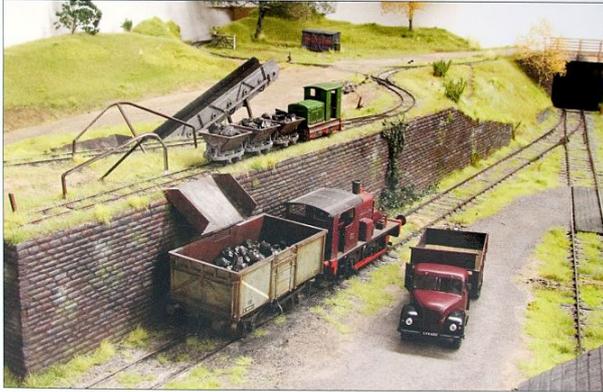
A closer look at Trevor's logging truck. Those who come on Sunday will notice a few changes. It now has a fully detailed cab interior, all the window glass, including the windscreen, are in place, along with many other details. The slightly oversize signwriting has also been replaced with the correct sized decals — that had been on the shelf all along. Almost all parts are Trevor's own 3D prints.



The control panel for Peter Ross's Blackball to Roa layout. Only about the left-hand third of what's shown is actually built so far, and even that third is not much more than track. Anyway, to tell a bit more about the panel. It utilises IntuiSwitch units — the 'crop circles' with blue lights in the centre. You can just make out a green glow in one of the 'legs' shown on each unit. These are much brighter in real life, and indicate which way the points are set. To change points you just touch the blue dot and that activates the relevant Tortoise point motor. If you're interested in knowing more there's a short story of the layout so far at: <https://drive.google.com/file/d/1-LCENU4HRBacyGEmvECa2JddQYpzE5jn/view?usp=sharing>

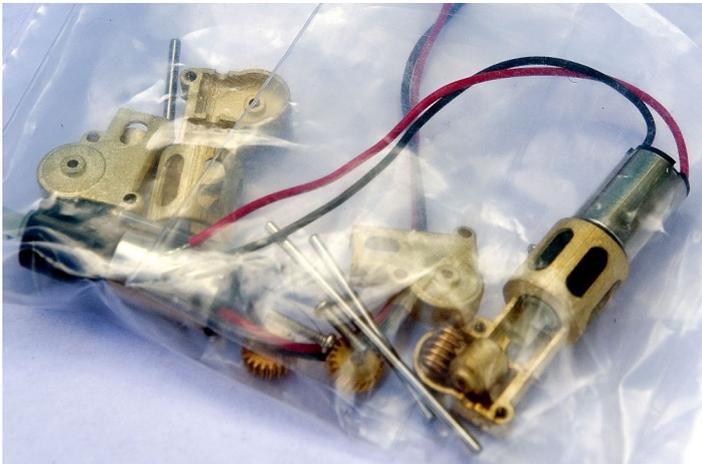


TRAINS, CRANES AND AUTOMOBILES
**RADIO CONTROL FOR
 MODEL RAILWAYS**



by GILES FAVELL

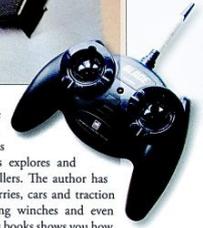
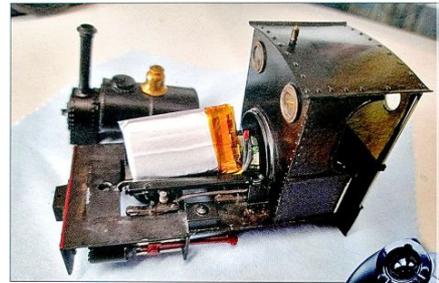
As mentioned earlier, Trevor Corrin obtained a copy of this Wild Swan book from Titfield Thunderbolt in the UK. He also bought a selection of the latest bits and pieces — control module, servos, gearboxes, motors and batteries — with the intention of fitting out one of his trucks with radio control.



Some of the tiny mechanical parts, a couple of motors and gearbox components.



One of the servos. The plug gives an idea of its tiny size.



The application of miniaturised radio control to small scale working models is explored in detail by Giles Favell. Using practical examples illustrated with numerous photographs and detailed drawings of construction techniques, Giles explores and describes the exciting possibilities and potential for modellers. The author has built many successful examples, including locomotives, lorries, cars and traction engines with fully working steering, cranes with working winches and even miniature walking men. The possibilities are endless and this book shows you how.

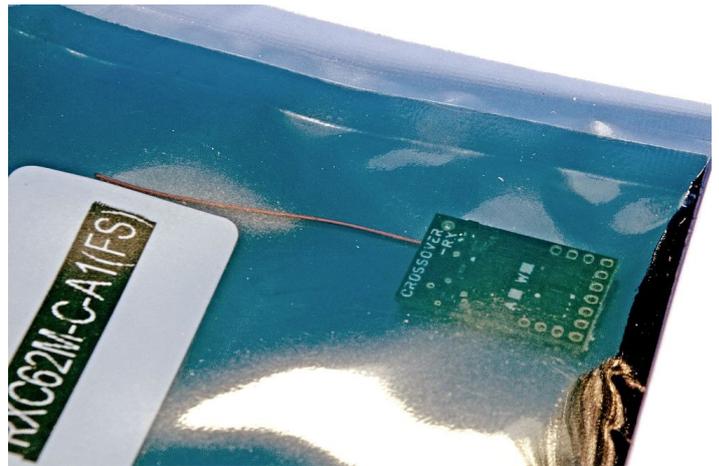
Heavily illustrated with photographs and drawings.

£24.95



ISBN 978-1-912038-62-6

WILD SWAN BOOKS



Difficult to see not only because of its tiny size but also the murky anti-static plastic bag, the brains of the outfit — the radio receiver/control panel.



Decals will not make a good model out of a bad one but do add a nice touch of realism when done well. Scott's AL car.

February roll call

Paul Christensen
 Trevor Corrin
 John Dudson

Peter Jamieson
 Bryan Lawrence
 Kevin Leigh

Tom Lynch
 Peter Ross
 Scott Shadbolt



Peter Ross comments, 'I was so pleased with the overall effect of 289's weathering that a quite major detail — the wheel weights — had gone completely unnoticed. Adding them since this photo was taken was not a particularly big job but did entail another round of disassembly and reassembly, with the inevitable little bits of damage'. John Atkinson has also pointed out that there should actually be vents in the cab roof. At first I didn't believe him but sure enough they show quite clearly in one photograph. Another need for a round tuit.



Peter was guided in his weathering by colour photos taken by JM Creber back in the day, and an assortment of B&Ws from various sources. Of particular note here is the patch of clean red paint on the buffer beam and the shiny patch on the bunker. After a while the penny dropped — that's where the fireman regularly rode while carrying out shunting work, and his overalls rubbed those areas clean.



This model of 289 has a particularly long and involved life story. It was built in the early 2000s from a JG kit, with a minimum of deviations from that kit — except for scale wheels. The wipers never worked very well so pick-up was supplemented by power collected via split axles from the two trucks, which worked well. In 2011 the model fell off the layout in the earthquakes, sustaining serious damage to the cab and funnel, and a very bent chassis. Since then in short spurts of energy it has received a completely new chassis with split axles and roller bearings (unfortunately). The cab and cab roof are all new nickel silver, and the repaired funnel has a new brass cap. 289 retains the original Loksound v3.5 decoder, which still works fine.