

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 Christmas 2021/January 2022

Colin Barry's D class loco complete, with Tim Marshall kerosene headlamp, is no longer news but is still worth another look.

**The less said about the November weather** the better. In fact this picture tells it all — except to note that it was cold with it.



So as we do in such circumstances, we gathered in **Colin Barry's** modelling room initially and then transferred to the garage for another fine **Helen Barry** morning tea.

**Colin** had been working out how to fit a NWSL Flea to his railtruck based a plan in the October 1982 *Journal*. **Trevor Corrin** had chimed in with parts including a '35 Jailbar Ford cab. **Colin** had also started on a Milestone (ex P-B-L) whitmetal kit for a '34 Ford AA stakeside truck. There was some discussion about whether the Milestone's scale was right but it was finally agreed that the 1935 Fords were quite a bit bigger.

**Trevor Corrin** also very kindly brought a fruit loaf for morning tea.

**Jason Horne** had 3D printed the large hood-top fan and cowl for a DJ but with three DJ kits, all different from each other, he was considering re-drawing the cowl to include the flange. This part will be for sale 'eventually'. Progress with DGs is being held up by non availability of whitmetal castings from locked-down Auckland.

**Jason** said he has a blueprint for the shutters in the DG

roof but is still not sure how they worked.

**Peter Jamieson** asked for advice on laying flextrack on curves. There were lots of ideas and **Reuben Romany** said it depends on the brand of track. There's a cheap Italian brand that only bends in one direction, which makes it really difficult to use for S curves. Peco, on the other hand, bends equally well in both directions.

Another comment was that for curves it's best to join the track while the lengths are still straight. Solder the joiners and then form the curve. **Reuben** pointed out that bending causes the inside rail to stick out further at the ends so this needs to be trimmed. (See the update on bending flex track after this report.)

The conversation continued to the effect that when laying track on Woodland Scenics styrene risers you need cork or something similar such as Woodland Scenics foam trackbed under the track.

**Kevin Leigh** was with us as if nothing had happened, which was good to see after having had a mild heart attack earlier in the month. No rest for the wicked, he was to be back at work the next day, although doing nothing heavy for while.

**Jason McFadden** reported that all the track on his layout is now laid and working and the interwoven cardboard forms for the terrain are in place. He had got his crossing bells working correctly using a combination of current detection and LED sensors, **and** with the right sounds. **Jason** is still using the CTI Train Brain software on his computer to control such functions [www.cti-electronics.com/](http://www.cti-electronics.com/).

With thoughts of how best to light his layout, **Jason** was considering a visit to **Barry Fitzgerald** to see what he has done using three-colour LED strips combined with halogen downlights and some fluorescent general lighting.

**Brent O'Callahan** suggested the strings of tiny LEDs that are now being used as 'filaments' in replica light bulbs. He thought these should be available from AliExpress.

**Scott Shadbolt** had brought along a DFT that he had

**Thanks as always to Colin Barry for hosting us and to Helen for the usual fine morning tea**

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



scratchbuilt from styrene, and a CB wagon. After the CB had a fall, rather than try to hide the damage **Scott** decided to make a feature of it.

— *Peter*



### Forming smooth curves when laying flex track

I was one of those who suggested joining lengths of flex track while still straight and soldering the joiners before going on to curve the track.

As luck would have it, on a trip north after Christmas I visited Rodger Cullen in Blenheim. He is well on with his *Cromwell* layout, with the track all laid and a row of accurately detailed Railway houses ready for proper installation. There is also an impressive photographic backscene made from actual photos Rodger took of Cromwell, all ready for the next step, forming the terrain.

But here's the fortuitous bit as far as ways to join curves in flex track are concerned — I noticed that Rodger has developed a much better method.

Here's how it goes (I didn't take notes so I may not have got every detail right, but here's what I recall and have since tried.)

The key is to stagger the joins in the track. This is not prototypical but that is a minor detail, the important point is that it overcomes the inherent weakness of having the joins in both rails in line with each other. With this approach wherever there is a join in one rail there is a length of solid rail opposite to counteract any tendency for the curve to kink at that point.

How to achieve this? The offset as I recall is roughly 250mm, so you start by pulling one rail one rail clear of the sleepers by about that amount. To get this process started I found that curving the track helped. This made the inner rail stick out more and gave me something to get hold of with some smooth jawed pliers.

As I pulled the track tended to form into a curve so I needed to straighten it from time to time. I kept going till I had about 250mm of rail clear of sleepers.

I did the same thing to a second length of track so I now had two lengths with one rail sticking out about 250mm at

one end and the same amount of empty sleepers at the other.

It was now just a matter of threading the rail into those sleepers and joining them up.

Where each join would be I had to remove a couple of sleepers to make room for the joiners. These can be put back in place later. Fitting rail joiners completed the joints.

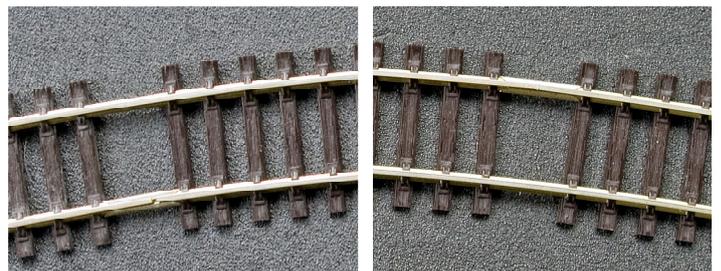
I was now ready to form the track into the desired curve. Before doing this I would normally mark where the track is to go but I did this try-out by eye just to get a photo.

I would normally start pinning the track to the marked line, forming the curve as I went. While doing this the rails will creep a little in the sleepers so these will need to be eased back into line occasionally.

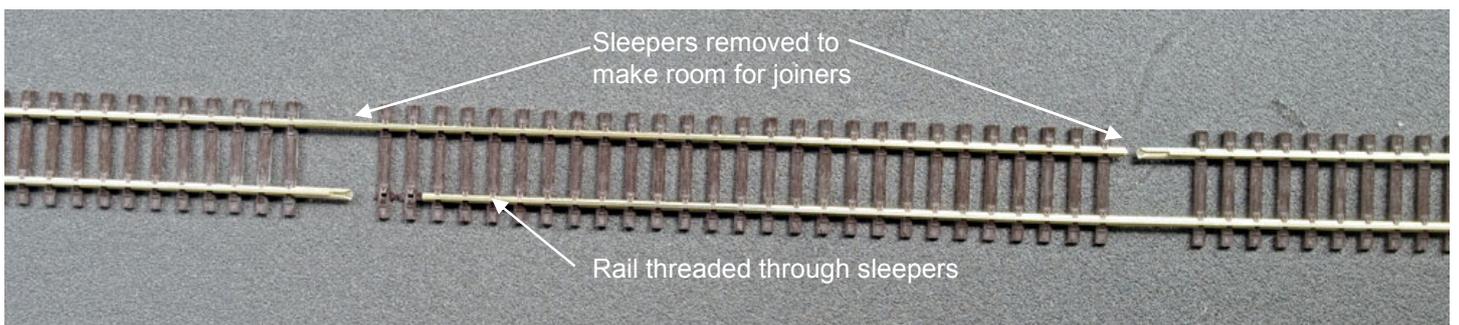
Pay particular attention to the alignment at each rail joiner and make sure to keep the gap between the rails to a minimum.

Unless you are willing to have staggered joins all round the layout you will have to trim off some rail where the curved section meets straight track, but these bits will probably come in handy somewhere else anyway.

— *Peter Ross with due acknowledgement to Rodger Cullen whose idea this was*



Enlargements of the joins from the photo at top.



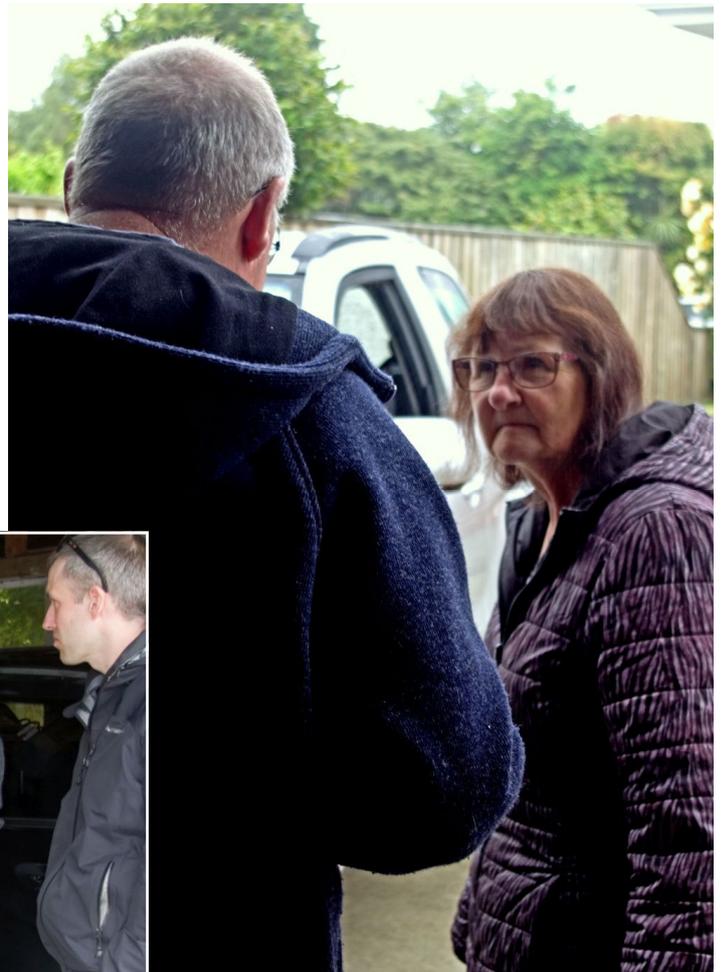
## Morning tea on the croquet lawns — not



Forced by the damp outside and chill in the air to take refuge in the Barry's garage, from left, Brent O'Callahan, Jason Horne, Tom Lynch, Scott Shadbolt, Kevin Leigh, Reuben Romany, Trevor Corrin and Steve Woolley. Trevor's fruit loaf is near the right hand corner of the table.



Jason x 2. Jason McFadden and Jason Horne conversing.



Helen Barry, her morning tea duties completed, paused to chat briefly with Kevin Leigh on her way out on some other errand.



Tom Lynch (right) glances furtively at the camera. Others from left are Brent O'Callahan, Trevor Corrin, Jason Horne, Tom, and Scott Shadbolt.

## Some more fine modelling



Another angle on Colin Barry's nice little D class loco.



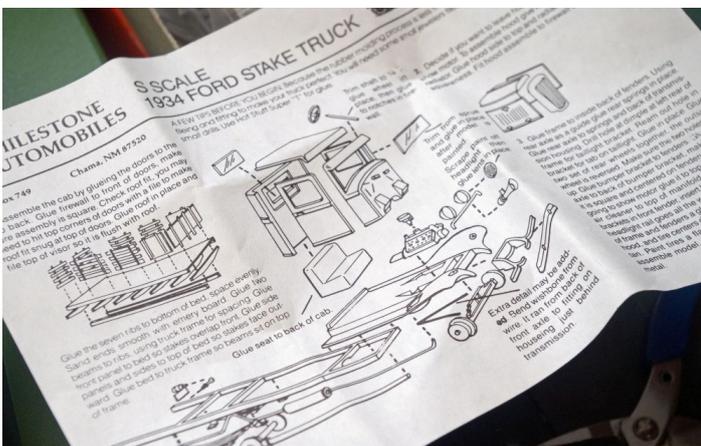
Scratchbuilt almost entirely from styrene, Scott Shadbolt's model of DFT7008 really looks the part.



Attention to detail and use of refinements from VCC and Mark's Model Works all add up to another outstanding and very realistic model.



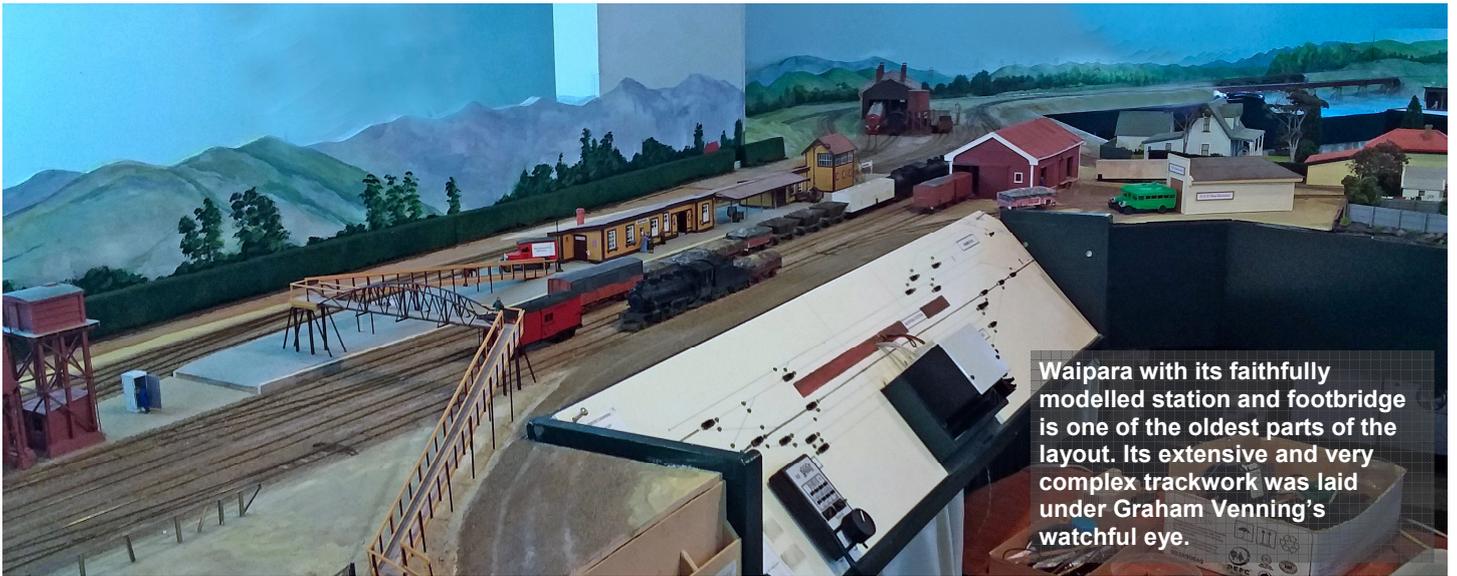
After Scott Shadbolt's CB had a fall, rather than try to hide it he decided to make a feature of the relatively slight damage, which reminds us of course that prototype locos and wagons are almost never as perfect as we make them.



The 1934 Ford AA stake truck kit on Colin Barry's workbench started some comment/debate about whether it was to scale. The consensus in the end was that it was correct or very close, and just looked small in comparison with 1935 models that were actually much larger in real life. The kit was sold by P-B-L ([www.p-b-l.com/](http://www.p-b-l.com/)) but does not appear to still be available. P-B-L does still list the flathead v8 engine casting, two types of wheels and some other detail parts.

## ***Kaiapo to Waiau layout will soon be on the move***

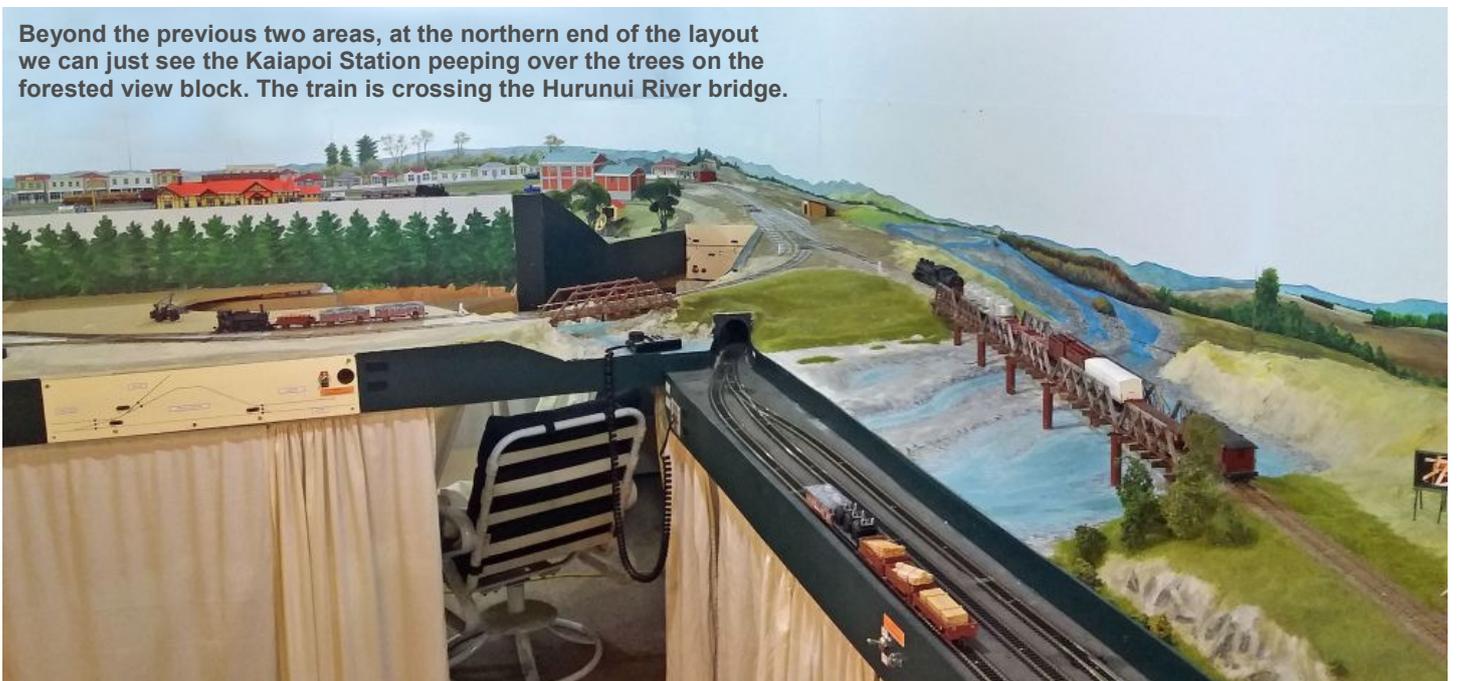
Gordon Barr of Richmond, Nelson has made the decision to arranged with his friend Kerry Thomson to relocate his large 1:64 scale layout across town to a purpose built room at Kerry's house. Gordon will still have access to operate the layout as well as the satisfaction of knowing the layout's long term future is assured. These may be some of the last pictures before that move, which will take place in the next few months.



A little to the right of the photo above there's a peninsula with a very well executed group of houses complete with detailed yards and gardens.



Beyond the previous two areas, at the northern end of the layout we can just see the Kaiapo Station peeping over the trees on the forested view block. The train is crossing the Hurunui River bridge.





This panoramic view of the Waikari lime works and the one above of the approach to the Waikari Station past the hotel modelled after the one at Kohatu were viewed from the opposite side of the room.



In the distance the Waipara loco shed and in the foreground some of the nicely modelled houses.



The Kaiapo wharf is one of the most charming scenes on the layout



Above: The beautifully modelled Waikari limeworks scene is one of the most realistic on the layout.

Right: This view through the Waipara Station shows the complexity of the trackwork.

Below right: A southbound goods train rattles across the old Hurunui River bridge.



#### November roll call

Colin Barry  
Trevor Corrin  
Jason Horne  
Peter Jamieson

Kevin Leigh  
Tom Lynch  
Jason McFadden  
Brent O'Callahan

Reuben Romany  
Peter Ross  
Scott Shadbolt  
Steve Woolley