

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 July 2020

The Rewanui section of Colin Barry's layout has many familiar features of the real place, including the house he lived in as a small boy.

**Our first Sunday back after lockdown** was dull and damp but not overly cold, and attendance was good.

**Colin Barry** had been 'doing a bit each day' on the Rewanui area of his layout, which as the accompanying photos show, has with some help from **Bryan Lawrence**, been making good progress.

Never one to be idle, **Celyn Bennet** was in the throes of scratchbuilding a 1:64 Canterbury J. It was good to see **Celyn**, who has very much embraced the new technologies of 3D printing and etched metal deciding to go traditional with this model — at least on the metalwork side — and develop his skills with saws, drills and files to make the chassis parts, rods, etc, for the engine as well as the chassis and sides for the tender. His 3D printed boiler, funnel, domes and cylinders have come up well, and he also plans to 3D print the tender top. One slight concern at this stage is whether the three-axle tender would be prone to derailments.

**Paul Christensen** brought along some conductive graphite paint that should prove useful where an electrical path is required across plastic centres between metal tyres and axles, either for train detection purposes or to collect power from the track. Since it is not intended for this purpose some experimentation will be required to see how good a conductor it is. To collect power the conductivity would need to be very high, and for train detection very low. **Peter Ross** has the bottle in his fridge for safe keeping, just contact him if you would like to give it a try.

By way of background, this product is intended for use in microscopy where it is used to provide a black background on slides. It can be thinned with isopropyl alcohol and according to **Paul**, 'air dries in five minutes'.

**Jason McFadden** was able to pass on his ideas for lighting the inside of **John Dudson's** model church using LEDs. As for **John himself**, he returned **Colin Barry's** railway house fully repaired, and had also worked out the track plan for the One Track Minds layout's appearance at this year's train show.

**Jason Horne** had been working on his model of Arthur's Pass station. He had also come across some Canterbury

J blueprints at Archives NZ in Wellington. On the CAD design front he had designed a 3D printed KB backhead, which **Trevor Corrin** had successfully printed, and was working on DJ bogie sideframes for **Bryan**.

A new recruit to our group, **Peter Jamieson**, was looking to buy a Ww kit on Trade Me. Having bought two T kits from **John Agnew** he is now collecting ideas for a home layout.

**Bryan Lawrence** had completed the last details on his model of WA289, and had been annoying **Jenny** by running his DJ up and down a short length of track in the lounge. This was after yours truly had fitted said DJ with a new chassis from North Yard and an annoying (to **Jenny**) Loksound decoder.

**Bryan** had found a Tamiya product intended for reviving old decals that had also proved useful for settling decals over matt paint on the WA.

**Tom Lynch** was having a clearout and was offering an unopened Kc and coaling crane kit for sale. He said his TALMR modules are either being converted to American HO or scrapped.

**David Maciulaitis** had been quite radically NZR-ising some On30 box cars. The accompanying photos show the extent as well as the quality of the work.

**Jason McFadden**, who works a good deal from home anyway, had made 'some' layout progress, but perhaps not as much as if he had really been locked down.

**Ian Murie** had been trying to help a Kaiapoi woman with disposing of her late father's HO layout but had pretty much reached a dead end. As is often the case a layout can really prove problematic to those left behind. **Ian** described the layout as having some 'interesting' electrical features like washing machine control panels repurposed to operate points on the layout via solenoids that may also have had an earlier life.

**Daryl Roe** was working out how to fit his NZ Finescale F loco with a Loksound Micro decoder.

**Your scribe**, meanwhile has finally made some tangible progress with a new home layout based on Blackball to Roa.

—Peter

Thanks as always to Colin and Helen Barry for hosting us

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





The West Coast backscene that Bryan Lawrence painted many years ago provides an extremely effective foil for the growing number of native trees that Colin and Bryan have been adding recently in the Rewanui area of Colin's layout.



Standing room only as the various groups are caught in mid conversation. Then the door opens ...



... and Helen Barry calls  
**'Morning tea's ready'.**



As we all know, cameras can play tricks. It was a little gloomy (like the day outside) in Colin's garage, but the top picture exaggerates the murkiness. Use of flash soon fixed that, as the gannets gathered.



Celyn Bennet (right) discusses his scratchbuilt Canterbury J locomotive's progress with Daryl Roe (left) while father, Peter Bennet looks on.



The morning tea gathering viewed through the open garage door. From left, Paul Christensen, Daryl Roe (obscured), Glen Anthony (back to camera), Bryan Lawrence and Tom Lynch.



Paul Christensen (left) elicits a deeply thoughtful response from Daryl Roe.

#### June roll call:

Glen Anthony	Jason Horne	David Maciulaitis
Colin Barry	Peter Jamieson	Jason McFadden
Celyn Bennet	Bryan Lawrence	Ian Murie
Peter Bennet	Michael Leefe	Daryl Roe
Paul Christensen	Kevin Leigh	Peter Ross
John Dudson	Tom Lynch	

Left: Peter Bennet, Celyn Bennet and Kevin Leigh enjoying a natter.

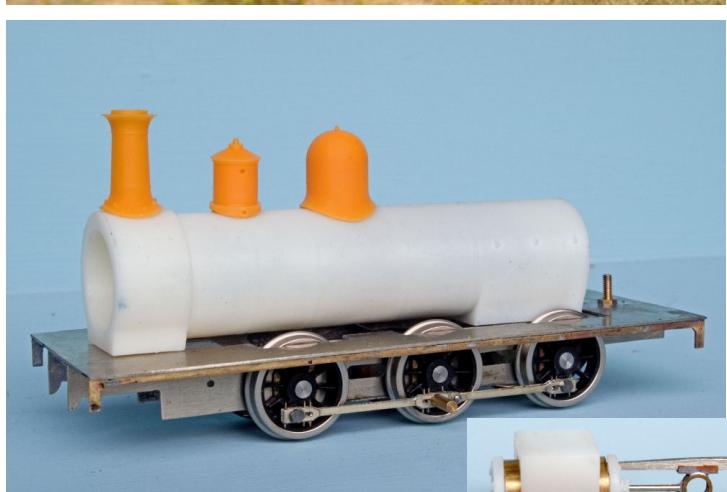
## Members' modelling



Top left and right, and above: Bryan Lawrence's beautifully detailed, painted and weathered model of WA289 with its unique rooftop air tanks.



Also Bryan's this characteristically well-finished DJ has just received a new North Yard chassis and been fitted with a Loksound decoder programmed with DJ sounds. Bogie sides are on their way thanks to Jason Horne/Trevor Corrin.



Celyn Bennet's progress so far with scratchbuilding a Canterbury J. The boiler, funnel and domes — his own 3D prints — are mounted on a running plate and frame cut out from nickel silver sheet using traditional manual methods, as are the rods, crosshead guides and crosshead (inset).



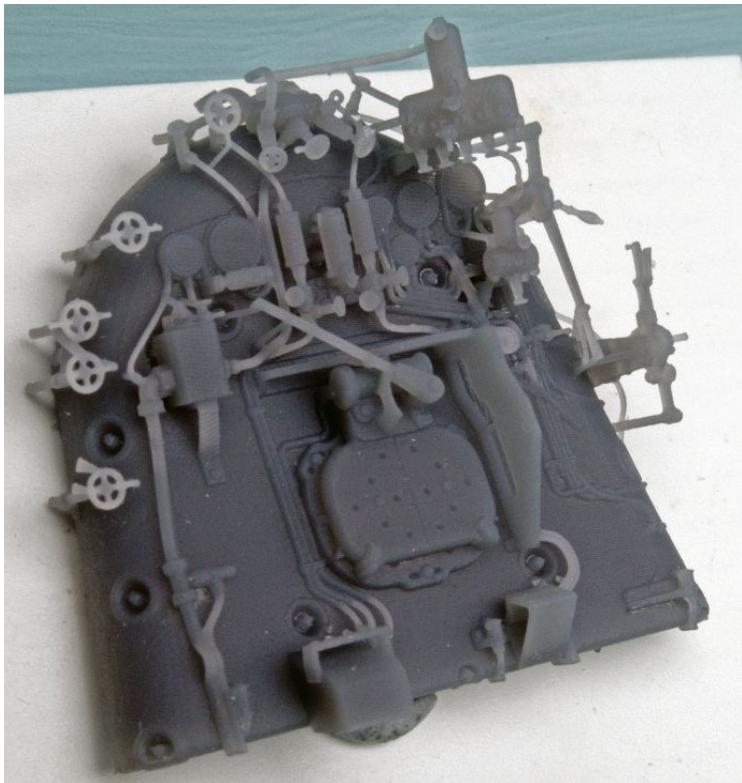
The cylinders are an ingenious blend of 3D prints (white bits), hand cut parts (slidebars), brass tube (cylinders and crosshead centre), and brass U section (crosshead slides).



David Maciulaitis took a standard On30 boxcar (top) and NZR-ised it by shortening the clerestory roof, removing the fascia boards below the roofline, replacing the internal sliding door with a typical NZR outside door, including running tracks, and adding Grandt Line windows each side.



Detail of David's changes. Note the clerestory roof end, sliding door detail (including bolt heads), neatly fitted window, and the work entailed in removing the fascia boards and scribing that area to match the rest of the T&G cladding.



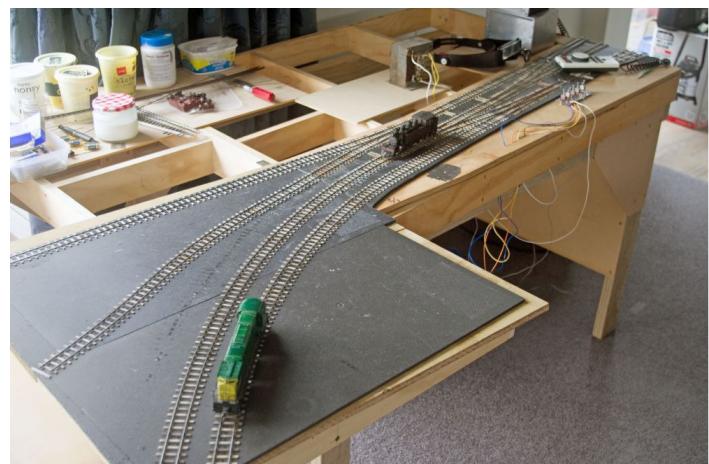
Jason Horne drew this intricately detailed 1:64 KB boiler backhead, and Trevor Corrin worked out how to 3D print it.



## Useful products



Left: Bryan Lawrence found this Tamiya decal adhesive helped decals to settle snugly over his WA's matt paint.  
Right: Paul Christensen had no further use for this bottle of conductive graphite paint so it's now in Peter's fridge awaiting a request to try some. If conductive enough it may serve to bridge across a plastic wheel centre between the metal tyre and axle to collect current, perhaps for lights. If only slightly conductive it could possibly make wheelsets detectable by train detection circuits.



**Not everybody's idea of lounge furniture.** I'm building my new layout in approximately 1.2m sections in part of the garage. The 1.5m layout height and winter cold are two good reasons why I've decided to bring adjoining sections two at a time into the lounge while I do the tracklaying and wiring. It's messy so luckily there's only one level of approvals needed. (The tin cans are for use as weights during my tracklaying process.)

—Peter