

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 June 2021

Although no members of the 80% Group were there to take the credit, it was hard to escape seeing the progress on their very promising little *Gasworks* layout.

A winter's day and no mistake — even if not yet officially winter. Luckily the low numbers meant we all fitted comfortably in small groups into **Colin Barry's** workshop.

Glen Anthony brought news of the new Opawa Bridge and the usual difficulties in this modern era of getting photos of someone's worksite. **Glen** has resorted to using his phone to get quick snaps unobtrusively in such situations.

Colin was fretting over the 'right' colour for the roof of his model shed. He had checked his paint stocks and the Vallejo range at Acorn but nothing seemed quite right. Then up stepped **Bryan Lawrence** who spied a tin of Humbrol on the window ledge. 'What's wrong with its colour?'. Sure enough when a sample was allowed to dry it was quite close enough.

Colin was also hung up on ways to mix and match parts from another loco to complete his Bachmann G scale 2-4-2T.

Two new books were also in evidence on **Colin's** shelves. *Railway Refresh* is a self-published reminiscence on some railway refreshment rooms of yore. It was compiled before her death by **Christine Johnson** and **Michael O'Leary** and features photos, menus and notes from some typical refreshment rooms. This a limited edition that **Colin** thinks may only be available from Steam Inc in Paekakariki.

Jonathan Shingleton of Nelson's *Alpine Thunder: When the KB class ruled the Midland Line* is easily the most significant railway book of this and perhaps many years. Published by the NZ Railway and Locomotive Society and billed as 'The complete story of NZR's most powerful conventional steam locomotive class', this book really does look to be definitive. It's available from various outlets, including the National Railway Museum shop at Ferrymead for around \$69.

James Gobbe took delight in pointing out that **Colin's** part-built U wagon had the handbrake on the wrong end.

Jessy Blunsdon, who lost his place to live when **David Maciulaitis** and **Michael Leefe** moved, said had to let his

garden railway go but has kept the models, while his 1:64 layout is presently in storage. The garage at the new place is a tight squeeze but since he's been working most weekends that has not been a problem so far.

James Gobbe was heading into two weeks' leave, which he was probably going to spend working at Ferrymead on a sort of busman's holiday. **James** had recently been working on road crossings at Kumara and commented that there are now no crossing loops between Greymouth and Hokitika, where locos can only run round at the dairy factory. When the train is too long the loco has to run round it in bits. No such thing as slipping wagons any more of course, but **Kevin Leigh** was able to recall how your timing had to be just right when doing this.

Jason Horne had 3D printed some ditch lights and also completed a CAD drawing for the tricky DXR cab. No wonder there was ever only one!

Jason said he would be happy to draw up and print improved details for a whitmetal DG. It would probably not be practical to print a whole loco body anyway and the lack of weight could be an issue as well. **Jason** could recall the workings of the DG dynamic brake at Weka Pass. This and the fact that the DG compressor is shaft driven were of interest to your scribe and mean some corrections are needed to the Loksound DG file.

Bryan Lawrence recalled that his model of the streamlined J1211 had not been run since the early days of the TALMR layout. It's about to have a Loksound decoder fitted and get some wobbly running sorted out.

As already mentioned, **Kevin Leigh** talked about the challenges of slipping wagons, as well as some of the other difficulties encountered in the cab. ('Slipping' refers to the practice of pulling one or more wagons until they have some way on. A shunter then lifts the hook and the loco accelerates away down one leg while a shunter quickly sets the points the other way, hopefully before the rolling wagons arrive. Among the many things to be finely judged are the speed, the slackening off so the shunter can lift the hook, and the distance to the points so the loco

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 →

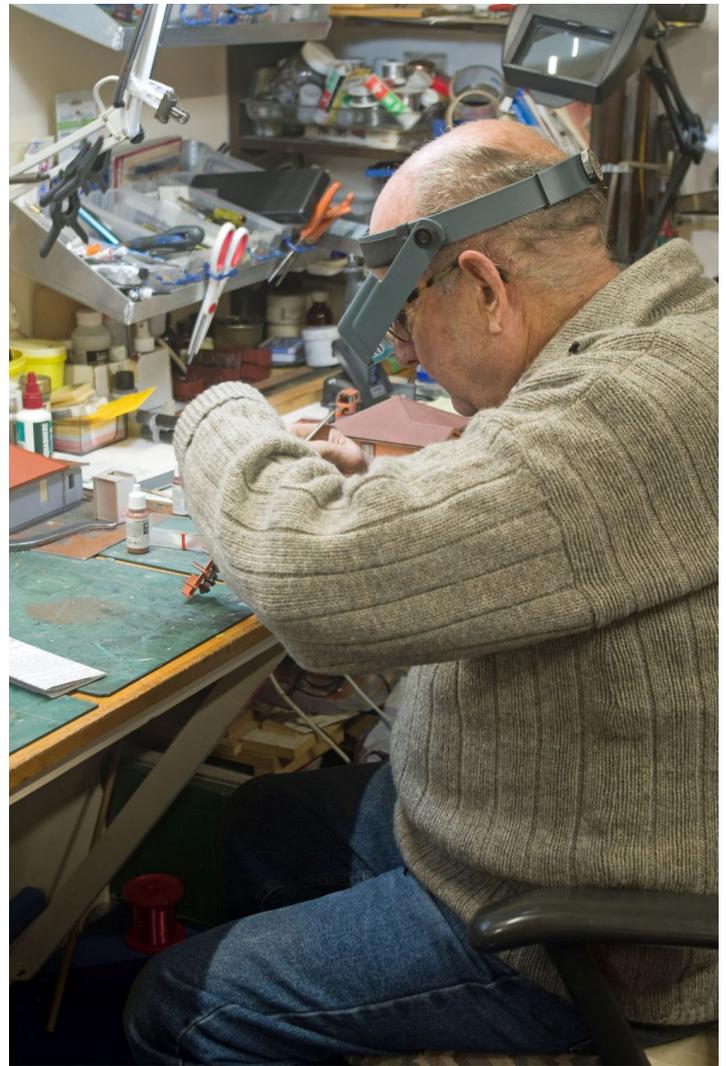


can 'escape' before the points are changed.)

David Maciulaitis said he and **Michael Leefe** are all moved in but there are still many well labelled boxes to unpack — eventually.

As for me. I had been sorting out some annoying track problems and related and loco derailments. Even constant use of the NMRA gauge had not ensured trouble-free track. And attempts to keep the WA's leading and trailing trucks on the rails by transferring weight to them via phosphor bronze leaf springs had only succeeded in depriving the driving wheels of proper adhesion. I have now fitted 8mm diameter brass muffs around the respective axles and that seems to be working. Thinking brass may not be heavy enough I decided to get some tungsten powder to try but my eBay order went awry when the firm found it was out of stock, and so far brass does seem to be heavy enough .

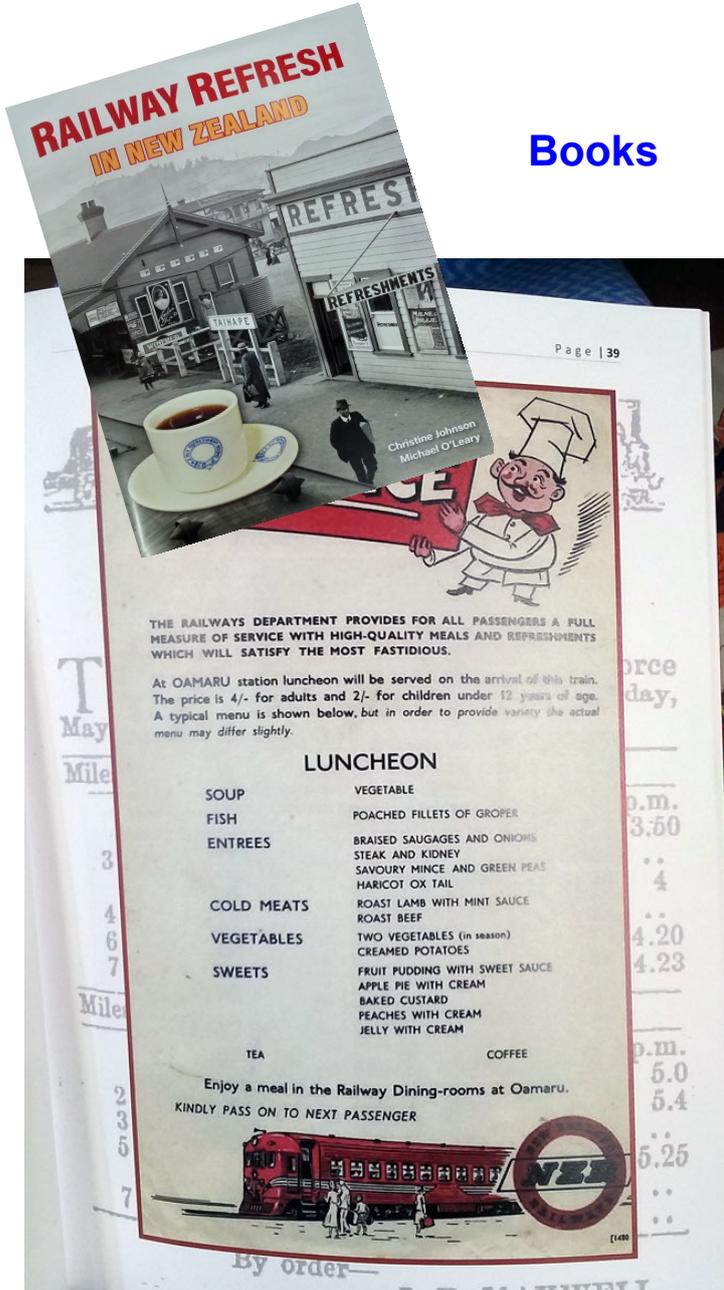
—Peter



Above left: The signal says it all — don't come out on a day like this. No gatherings on this sodden lawn. Meanwhile (above right and lower) inside it's cosy and warm, there's happy chat and Colin Barry is already fixing his mislocated U wagon handbrake. Below, from left: Bryan Lawrence, Kevin Leigh, Glen Anthony, the U wagon repairer, Jessy Blunsdon, James Gobbe, and in the Friar Tuck hairstyle, David Maciulaitis.



Books



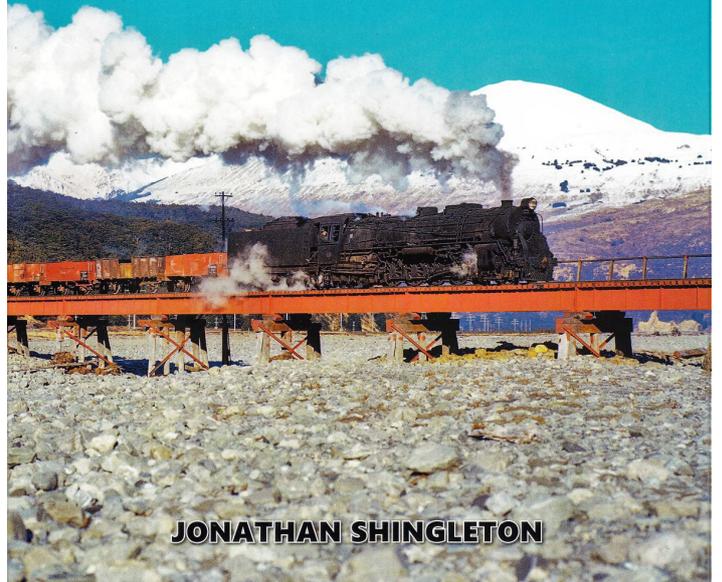
From the book *Railway Refresh: The three-course luncheon for passengers off the South Island Limited during the stop at Oamaru offered a good range of foods of the 'fifties — all for the princely sum of 4/- (40 cents) for adults and 2/- (20 cents) for children.*



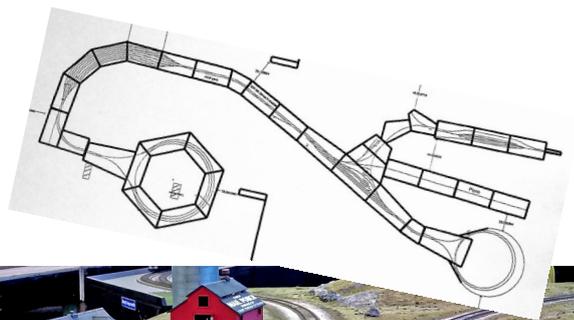
Colin Barry needed some bits to complete a working chassis for the Bachmann G scale 2-4-2T he acquired last year. Managing to find another chassis should have made this a simple task — except that Bachmann in their infinite wisdom had changed things over the years turning the exercise into a game of mix and match.

ALPINE THUNDER

WHEN THE K^B CLASS RULED THE MIDLAND LINE



If ever a locomotive was in its natural element it was a K^B in the Southern Alps. Years in preparation, Jonathan Shingleton's *Alpine Thunder* is the tribute these mighty engines have long been waiting for. Around \$69 from all the usual places, including the National Railway Museum shop at Ferrymead.

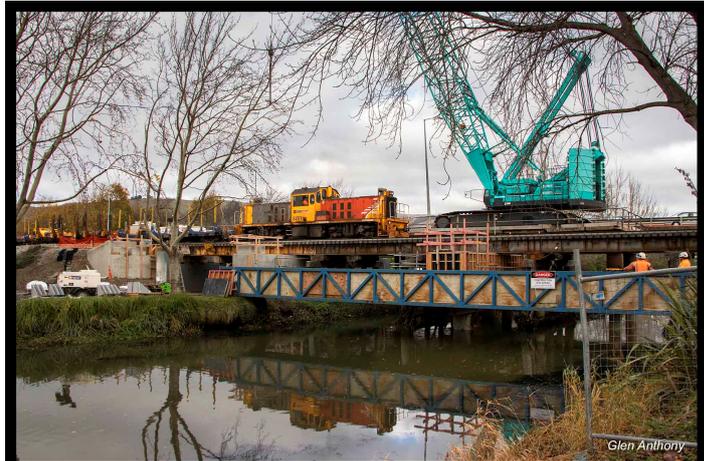
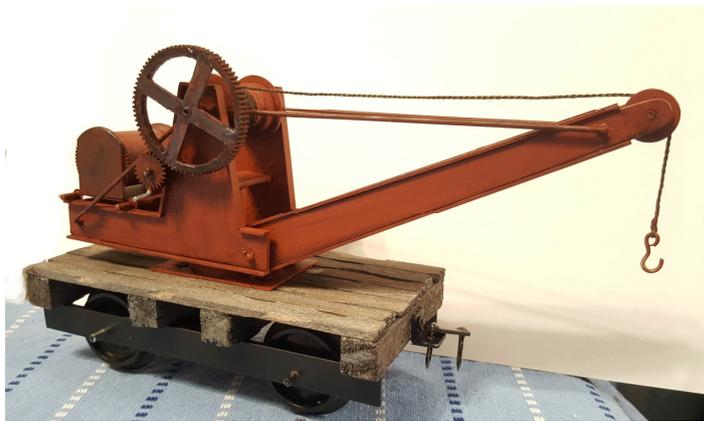


Free Mo module owners had a great time running trains on the last weekend in May at Skillwise in Manchester St. The plan at top shows how 35 individual modules were deployed on this occasion, while the photo presents an attractive little scene at the junction leading to the missing small balloon loop.

Minion news

Glen Anthony writes: "I have started building another Minion loco. I had two Minions left from the pack and a spare motor block. This one is going to have a vertical de Winton-type boiler. Like other railway designers, I'm going to be expanding on my learnings from the last loco I made.

"You might also be interested in the crane I recently built (also for Minion train consist), which is based on an NZR hand crane. The large gear had a solid centre. I managed to carefully cut that out, then when assembling on the finished model it snapped into three pieces. As you can see, I did manage to glue it back together."



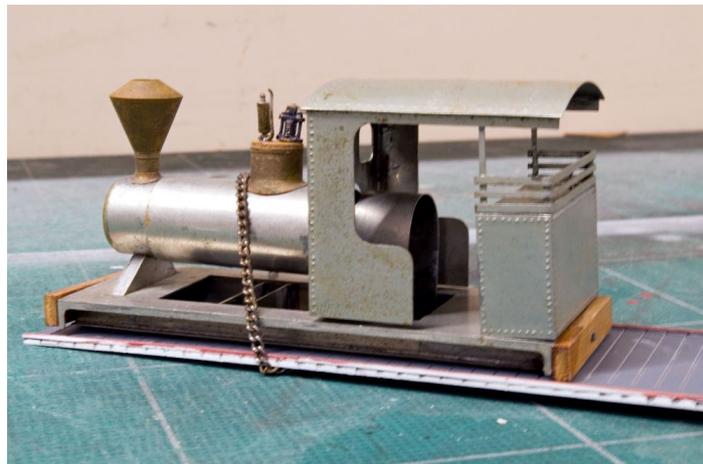
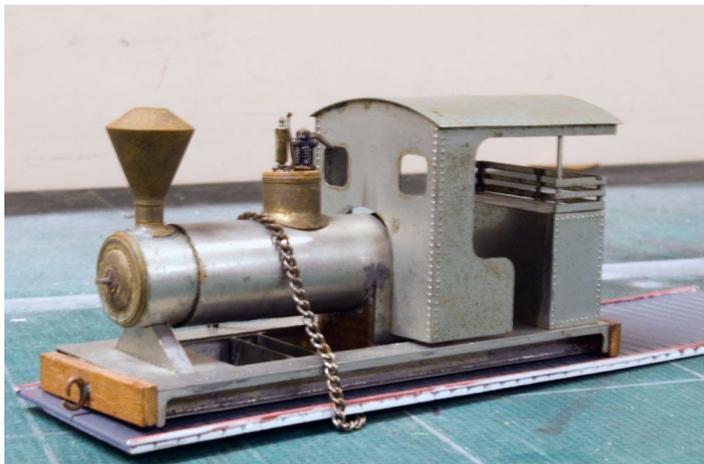
The last train to cross the old bridge at Opawa was DSG3251 returning with empty log wagons from Lyttelton. At right workers stand clear and watch from the temporary access bridge across the river.

New Opawa bridge: Glen Anthony kept an eye on the new Opawa railway bridge as construction progressed. He kindly provided these photos from the day of completion on June 12.



Removing the beams and old abutments from Bridge 7 (Heathcote River) at Opawa, Christchurch 12/06/2021

On Colin's bench



It is widely believed (including by your intrepid reporter) that NZ had no Shay locomotives. Strictly that is true, as there were no actual Shays as built by Lima, but Johnstons of Invercargill did build a loco along the same lines that according to Colin became known after leaving the Catlins as the 'West Coast Shay'. The late Robin Sutherland had got well on the way with a 1:64-scale model that is now destined to become the load for the U wagon that Colin is building.

Wonderful tool



It may not look much — and I could at least have made a case for it — but this little tester is a far better answer to finding the value of resistors than deciphering the coloured bands on their tiny little bodies or trying to interpret the reading from a multimeter.

I got mine on a recommendation from Nelson Kennedy and I now regard it as so vital that having stupidly blown mine up I've ordered another one.

Just clip your resistor (or capacitor or diode or transistor) into the little green terminal block and push the button, and presto it identifies the part and its precise value.

\$20 from AliExpress.



TRAINZ 2021 Weekend

Everybody
welcome

A Great weekend of hands on
railway and other modelling
ANY SCALE, ANY PROTOTYPE

**Saturday/Sunday
August 14th/15th
9am - 5pm**

**Pleasant Point Yacht Club
Beatty St, South New Brighton**

EVERYONE WILL HAVE SPACE WHERE THEY CAN WORK
ON THEIR OWN MODELLING PROJECTS.
THERE WILL ALSO BE ROOM FOR A FEW PEOPLE TO WORK ON
LAYOUT MODULES OR DIORAMAS.

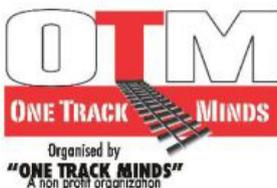
At TrainZ you will get

- A comfortable working space where you can work on your models
- Get help if you need it
- Be able to attend a range of presentations on a range of topics if you wish
- Be able to exchange product information, etc with others.

ON THE DAY: Come prepared. Bring your own modelling projects and tools
Pay at the door, charges include continuous tea / coffee / biscuits

May roll call:

Glen Anthony	Bryan Lawrence
Colin Barry	Kevin Leigh
Jessy Blunson	David Maciulaitis
James Gobbe	Peter Ross
Jason Horne	



**ADULTS \$25
ONE DAY \$15**

**SCHOOL
STUDENTS
\$15 (1DAY \$10)**

FOR FURTHER INFORMATION CONTACT
Peter Ross: peterr@inet.net.nz or
Trevor Corrin: riversidemodels1.64@gmail.com

LCR-T4 Mega328 Digital Transistor Tester Diode Triode
Capacitance ESR SCR Meter MOS / PNP / NPN LCR
12864 LCD screen