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

NEW ZEALAND RAILWAY MODELLERS GROUP

Newsletter September 2019

Colin Barry's model of Uc367 was one of the stars at the recent IPMS national convention at the Air Force Museum. *Bryan Lawrence photo*

With a fine warm morning it felt like spring had come a little early, and a goodly number took advantage of that to enjoy the outdoors.

When we arrived, **Colin Barry** was searching high and low for a glass that he once had 'somewhere' for the front of a kerosene loco headlight he is restoring. It was looking like he may have to get another one cut.

On wet days **Colin** had been sitting in the conservatory making trees to go on his layout and help re-create the effect of the densely bushed sides of the gully that once enclosed the Rewanui yard. He had also purchased some ready-made trees from Acorn Models.

Some of the trees Colin Barry has been making on wet days for the Rewanui scene on his layout.

Trevor Corrin had at last got the 3D printer supplier to perform, and with those woes behind him was now getting perfect prints first time. Compared with those recent tribulations he says this seems 'almost boring'.

Before I mention further progress with **Celyn Bennet's** current L class loco I'd better correct my blooper from the previous newsletter. This L is of course a 2-4-0T, not the other way around.

Built from his own etches and 3D parts **Celyn** designed himself, the model was now able to run under its own power and he was hoping it would be finished enough to run on the OTM layout at the IPMS convention. (It was ready, looked fine and ran sweetly.)

Celyn had added bits of lead wherever he could for extra weight, which reminded me of a product called 'tungsten putty' that I read about recently. Tungsten is heavier than lead and when finely ground and mixed into a putty it becomes very suitable for filling in the smallest and most irregular of spaces. When I saw it it was being marketed as a modelling product, but a quick Google search revealed that it's used in making flies for angling, so should be available in sports shops.

To see a clip from a Bryan Lawrence video of Celyn's L running during the IPMS convention, click here: https://www.facebook.com/100011532526034/videos/839374236456986/

The video shows Celyn's L traversing the Lyttelton yard.

From a tungsten putty ad on Trade Me.

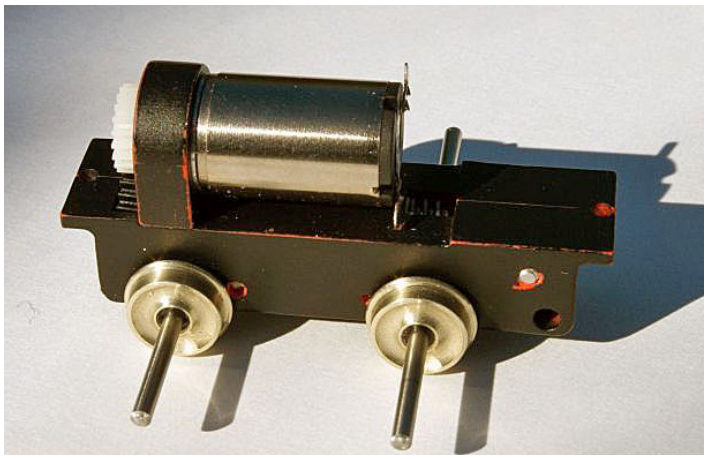
Remember to set your clocks forward

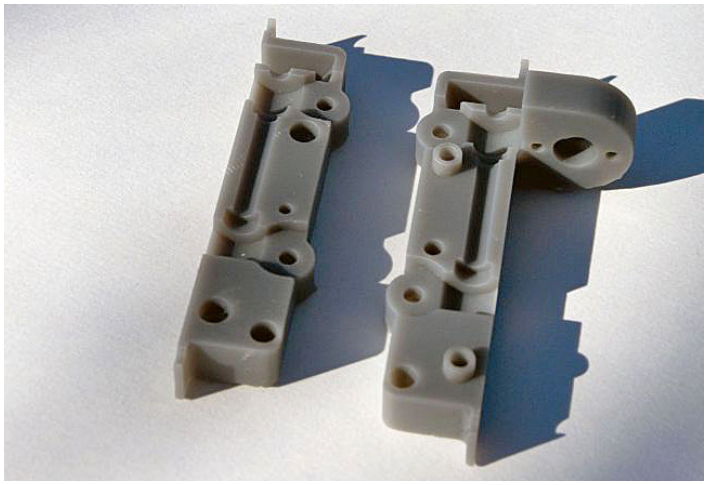
Thanks to Colin and Helen Barry for hosting us, and Helen for another fine morning tea

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

Jason Horne had again been busy on several fronts, including a mechanism for his Worsley Works TR, a mechanism for his ED, and etches for a DJ body.

The TR mechanism is a real space-saver and quite a triumph of 3D design and printing. It's hard to imagine how the same thing could have been made by conventional machining — or any other means. It is printed in two halves with locating dowels that fit just perfectly. The motor mount at one end is positioned for the motor to drive by way of spur gears a layshaft that in turn drives gears on each axle via specially shortened worms. There are of course, recesses for the various bearings, and everything was located with such precision that it only took a slightly out-of-round gear to cause a jam initially. A couple of minor design revisions later and this beautifully compact mechanism is now working just fine.





Above, Jason's completed TR mechanism, and below, the 3D printed parts from Trevor Corrin ready to have the mechanical components fitted.

Here's a handy hint from **Jason**, too. Need to know what size drill to use for a standard metric tap? Simply subtract the pitch of the thread from the size of the tap. The pitch is engraved, in case you had not noticed, on the shank of the tap after the thread size. For example, an M1 tap has 'M1 x 0.25' engraved on it, so 1 - 0.25 gives a tapping size hole of 0.75mm.

Others in my toolbox include:

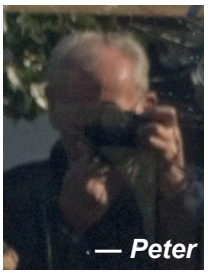
- M1.4 x 0.3 (1.1mm hole)
- M2 x 0.4 (1.6mm hole)

Brent O'Callahan answered questions about LED strip lights similar to those **Colin** has recently had fitted to replace the fluorescent tubes in his modelling room.

More is still turning up from **Robin Sutherland's** estate. This time it was half a dozen briefcases containing 2in square colour slides covering the complete history from Day 1 of the Canterbury Railway Society's beginnings at Ferrymead. **David Maciulaitis** has undertaken to scan these at a minimum resolution of 4800dpi. It was suggested that the scans could be uploaded to a cloud service and a link to them shared among interested parties.

Six briefcases full of 2in square colour slides tracing developments on the Canterbury Railway at Ferrymead from the very beginning. David Maciulaitis has agreed to make hi res scans and share them with anyone interested.

For my own part, I was in the throes of scenicking the OTM layout fiddle yard. This was partly because it needed repairs that I could carry out at the same time and partly because we were not sure whether *Lyttelton* would make it to the IPMS convention. In the event it did so very little of my scenic work could be seen, but it's day may yet come, and in any case I enjoyed doing some layout work for a change.



— Peter

Another tempting morning tea, as yet unsullied.

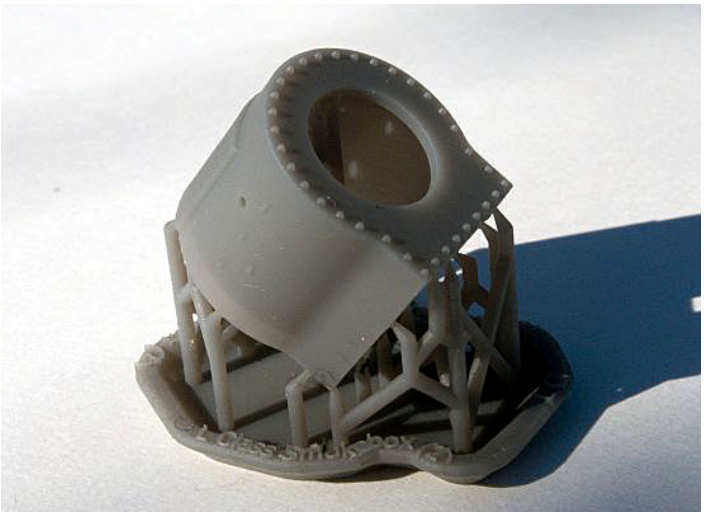
It was nearly spring, as this roundup of morning tea shots clearly shows

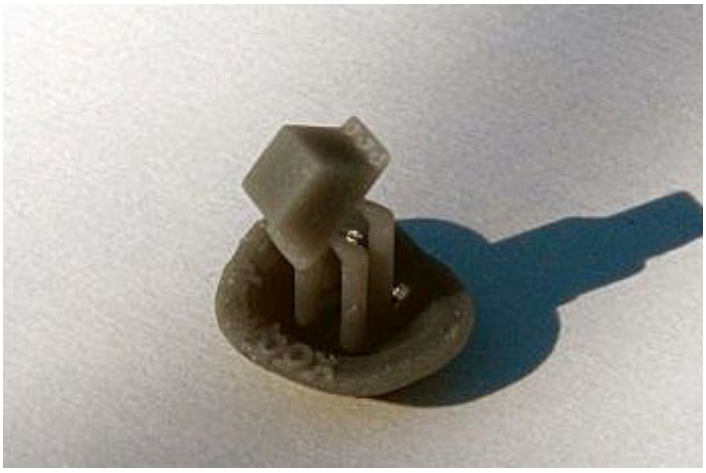
John Dudson (left), Ian Murie and Reuben Romany seem to be in no hurry to do anything more than just chat in the dappled sunlight.

What was Jessy Blunsdon having to say?

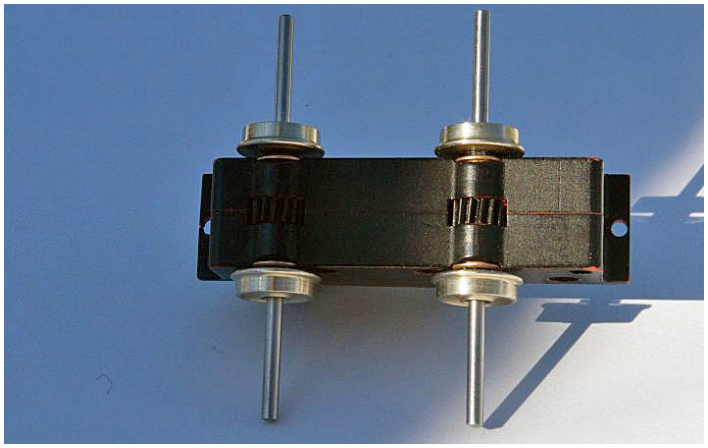
Jason Mcfadden (left) and John Dudson look on while Ian Murie consults his cell phone.

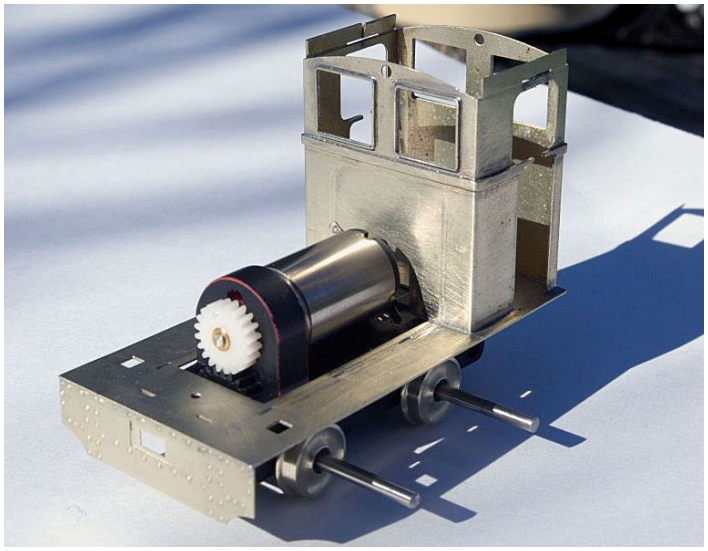
A relaxed David Maciulaitis just managing to keep the sun out of his eyes.

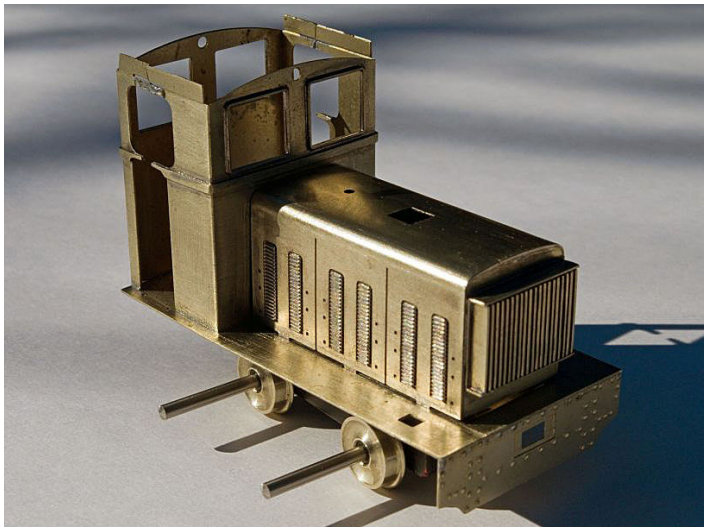




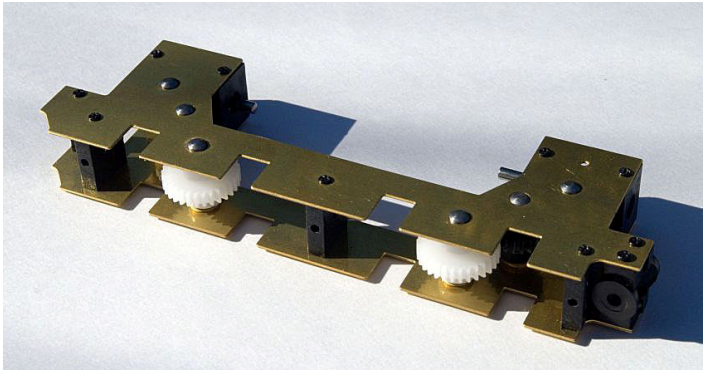
With Trevor Corrin's 3D printer now performing as it should we're going to see a lot more incredibly detailed parts such as Celyn Bennet's L locomotive smokebox (top) and an ED axlebox for Jason Horne (bottom). Some idea of the crispness of the printing can be gained from the product names on the respective bases. The size of those letters also indicates how much smaller the axle box is.

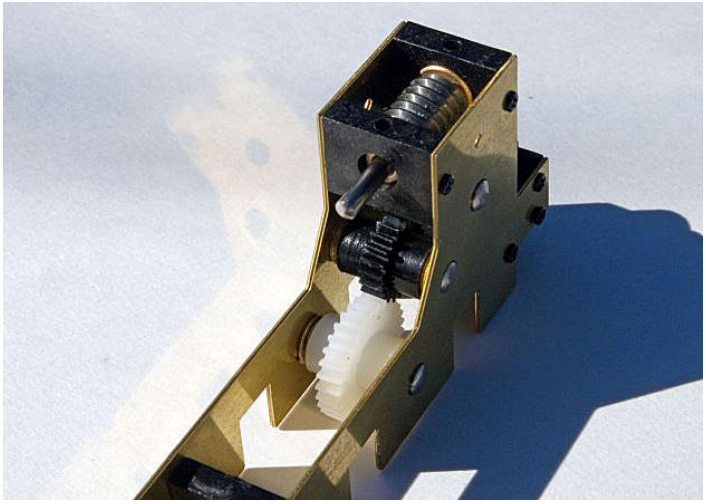






More on Jason's TR.
Top: A look under the chassis.
Centre: The running plate and cab show how little room the coreless motor and compact drive take up, as well as the nicely beaded windows and tidy waistband.
Bottom: The hood, and radiator cast from a 3D print, loosely fitted for the photo reveal the crispness of every detail. Also visible are the tabs and slots to locate the hood for soldering.





Left upper and lower: Etched metal is an older 'new' technology that for a while now has been benefitting from the application of CAD design. For the drive mechanism for his ED loco, Jason Horne drew up sideplates to be etched from brass and then used standard North Yard spacers and gearing to complete a drive train that will power all four axles

From John Atkinson, at present at large somewhere in the world, comes the following:

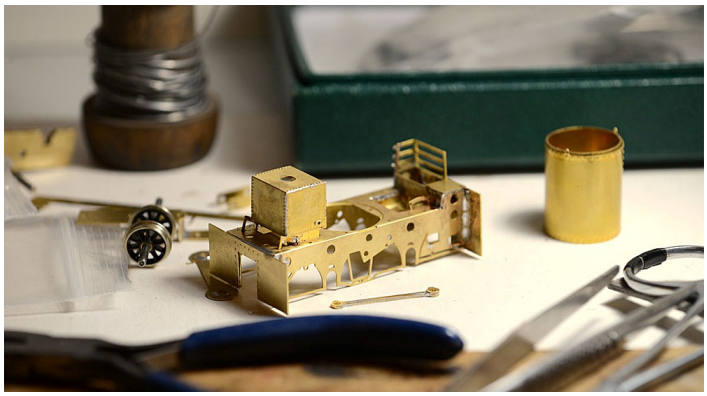
Backwoods Miniature Vertical Boiler kit in 1:64 scale

A lot of my modelling over the last few years has seemed to be so I could have a break from that damned Wa kitset, about which I've already posted here. Even though it's not finished. I wanted to make a locomotive, but also make something that would actually work, that I could learn from, and therefore be rewarding.

Early on in the construction process.

Even from my minimal experience, the Backwoods Miniatures kits from the UK were top-shelf. I bought their Sn3 0-4-4-0 Mallet, 009 Beyer Garratt that I've since sold (and regretted doing so), and a Sn3 0-4-0 vertical boilered "Bitsa". The big plan was to convert them all to Sn2, which was why I sold the Garratt. It just looked too difficult at the time, to convert.

The 0-4-0 seemed the easiest kit to start with, and hopefully I'd have a better result than the Wa kit, which



was going through one of its, "I want to inexplicably run like a ruptured tortoise" phases.

It's a real pity that Backwoods Miniatures kits are no longer made. Even the little 0-4-0 is a work of art, in my opinion. The simple photo-etched fret and castings fit together perfectly and make up into a lovely model. I had a few challenges, but the excellent engineering in the kit meant that all problems were my own creation.

I started by assembling the outer frame, then added the water tank. The whole loco felt very light, so I added pieces of lead ballast inside the tank. In the end, I had to add a lot more lead underneath, epoxied between the outer and inner frames, so it would have enough traction …

For further details of the construction go to:

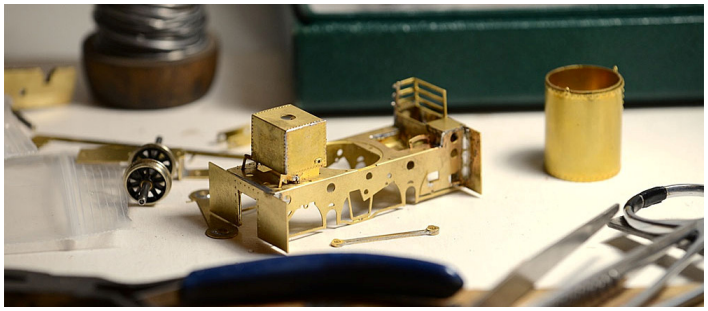
http://lostlapiaz.com/verticalboiler

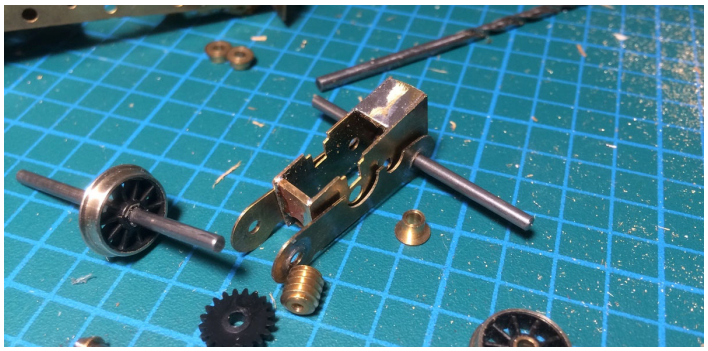
For an interesting look around Wales go to:

http://lostlapiaz.com/puff

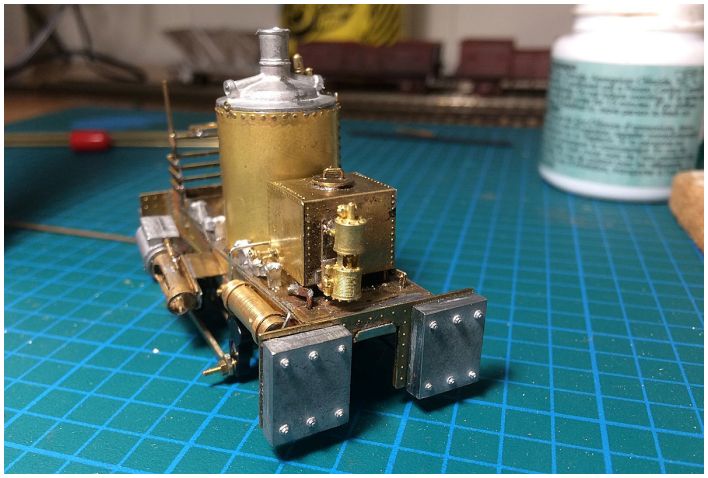
And for more Wales and some Scotland:

http://lostlapiaz.com/themagicdragon





The compensation method made regauging down from 3ft to 2ft a bit tricky.



More Robin Sutherland books

From Colin Barry:

For the newsletter — I have four apple boxes of largely NZR books for sale. All in as-new condition: Prices $5, $10 or $20 per item.

August roll call:

Glen Anthony	Trevor Corrin	Jason McFadden
Colin Barry	John Dudson	Ian Murie
Celyn Bennet	Jason Horne	Brent O'Callahan
Peter Bennet	Tom Lynch	Reuben Romany
Jessy Blunsdon	David Maciulaitis	Peter Ross

Other bits and pieces

Trains at the International Plastic Modellers' national convention

This years' IPMS convention was held at the Air Force Museum, Wigram over September 7 and 8, and the One Track Minds and Christchurch Garden Railway groups had been invited to put on displays.

The One Track Minds layout was given a position right in the middle, and it seemed to attract a lot of attention from the very good crowd that attended.

For me, and because of me, Jessy there was a certain amount of trauma to do with the use of smart phone throttles. The throttles were a great success while they were working, but late Saturday they stopped working. In my attempts to get them going again I managed to wipe all the programming off the Raspberry Pi that had been the nucleus of Jessy's system.

I tried all Sunday to get going again using my laptop, but that didn't work either. Further attempts back at home on the Monday and Tuesday were also fruitless until there came a EUREKA!! moment. I found I had connected the various bits round the wrong way.

For future reference:

1. The Lenz interface connects to a USB port on the computer, and
2. To the Lenz command station
3. The modem connects to the COMPUTER via an Ethernet cable.

Aside from that problem, the layout ran pretty well, and created a lot of interest.

Courtesy of Bryan Lawrence here are a few pics:

Top: A drone's eye view of Bryan's very successful row-of-Lyttelton-shops scene. Bottom: The revamping of Athol Hamilton's *Kaitangata* module, as *Atholton* has been really successful. He would be proud.

- Details are on the website www.modelrailcon.co.nz.
- Registrations are expected to open early October, so keep an eye out for a newsletter and an announcement on the website and Facebook.
- There's still good quality low cost accommodation available, see more here:

https://drive.google.com/open?id=1hWIWYrMo1XS1zsNOtBoxBaqKaabUyW-3

Also from an eye in the sky, Bryan and Wayne's Lyttelton roundhouse scene could easily pass as the real thing.