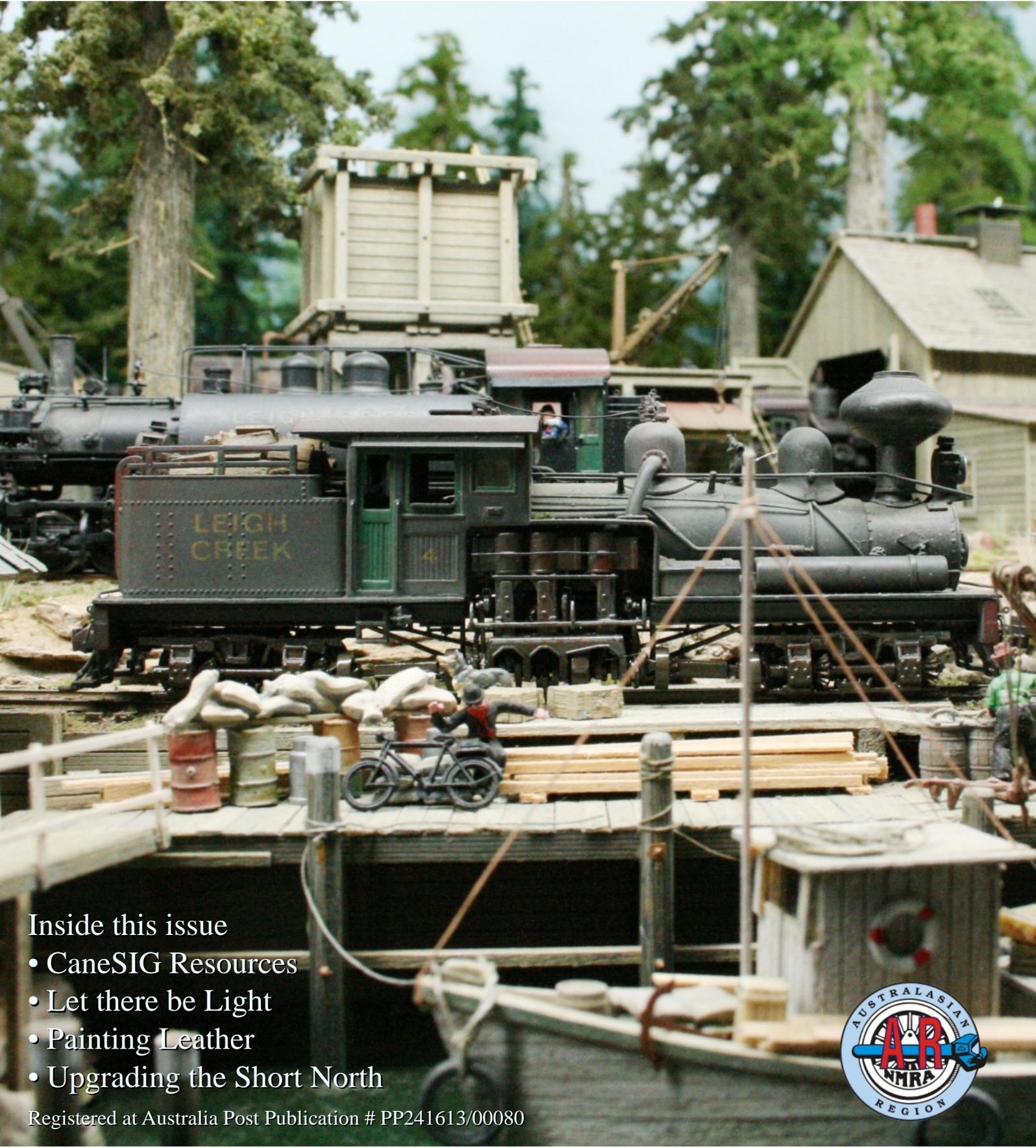


MainLine

National Model Railroad Association Inc - Australasian Region

Summer 2007
Volume 24 No. 4



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- CaneSIG Resources
- Let there be Light
- Painting Leather
- Upgrading the Short North

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2007 Rod Hutchinson Photo

Peter MacDonald's On30 Climax Engines



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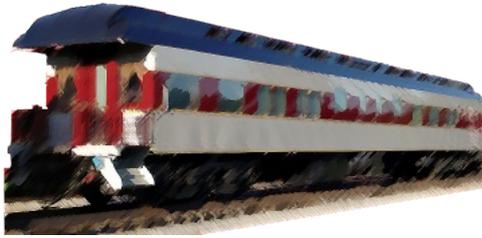
Geoff Nott's Leigh Creek
Photo by Josh Loyd

Centre photo

John Saxon's Cedar Valley Short Lines
Photo by Josh Loyd

Back Cover

Geoff Nott's Trestle
Photo by Josh Loyd
Milwaukee Road Kansas City Subdivision
Photo by Kelly Loyd



From The Business Car

Our National Convention at Wentworth Falls in the Blue Mountains west of Sydney has come and gone and by the reports I have received from attendees it was a great weekend and very successful. The ladies enjoyed their

Blue Mountains Tour so much that they almost did not return to the convention they were having so much fun. I would like to congratulate George Paxon for his great work as convention chairperson and special thanks go to John Montgomery, the Division 7 Superintendent, for all his hard work. My thanks also go out to all the clinicians and members who helped with the organisation and especially all the layout tour hosts. I was unable to attend, due to a family commitment overseas, which was rather frustrating. John Montgomery has a report elsewhere in the magazine with all the details.

Next year our National Convention is to be held for the first time in Queensland and Division 1 are hosting it. Please check the date, make use of the low cost air fares and attend if you can. It sounds like it will be a fantastic weekend. This one I will not be missing.

There is one aspect of the NMRA that is very different from other model railway organisations and that is our international structure. Division 7 member Philip Moss visited Texas this October and made contact with the Lone Star Region's Division 6 Director, Fred Bock MMR. Following Philip's visit Fred contacted me via email and expressed to me how much they had enjoyed Phil's visit and that they had packed a great deal of model railroading into the 3 days. During one of these emails, Fred mentioned that Philip had attended a prototype running session on one of the layouts and that the division had produced material to help their members understand operations. As these things go, Fred sent me a web link and I download part of the course. Operations 101; marvellous material. An animated Power Point presentation, one of many on the subject. Very impressive stuff. So thanks to the good offices of Fred and his collaborator on the project, Tom Crothswait, we now have access to this great resource. It will be up on our web site by the time you read this but don't try downloading it if you have dial-up. To get around the file size problem we are duplicating the material on to CD and each Divisional Superintendent will be receiving 2 copies, hopefully by the time you read this. So contact your Div Super and ask them to burn you a copy. This material will give you a great start towards earning your Dispatchers Achievement Award and will help you understand the way the prototype handles train movements.

Don't forget if you are visiting the US, Canada or the UK we have lots of members out there and a great many of them will be happy to host a visit especially for you.

I would like to take this opportunity to wish all our members and their families all the very best for the coming Christmas and New Year. I trust you all keep safe and healthy.

Sowerby Smith
President NMRA AR Region

Pacific Directors Report

By Peter Jensen

During the annual Board of Directors meeting, delegations from Indianapolis and Grand Rapids gave presentations on why they should host the 2012 NMRA National Convention. Both groups prepared excellent presentations with Grand Rapids being awarded the convention. For interest, the future National Convention locations are:

- 2008 - Anaheim, CA,
- 2009 - Hartford, CT,
- 2010 - Milwaukee, WI – our 75th anniversary convention,
- 2011 - Sacramento, CA,
- 2012 - Grand Rapids, MI.

Unfortunately, the NMRA vice president (and former secretary) Dave Liesse tendered his resignation at Detroit, noting that changing personal circumstances made it impossible for him to continue effectively in that role. The Board accepted Dave's resignation with great regret. The BOD appointed former president Allen Pollock to serve as acting VP for the remainder of the term.

The NMRA's Howell Day Model Railroad Museum is moving to the world famous California Railroad Museum in Sacramento. Shortly, the Howell-Day Museum, in conjunction with the Narrow Gauge Preservation Foundation, will be opening a gallery exhibit in prime display space on the mezzanine level next to an outstanding toy train exhibit. More than 600,000 people visit the museum each year so this will be good exposure for the NMRA. The historic Central Pacific shops near the museum in Old Town Sacramento are being restored to provide a permanent home for our model railroad museum. Negotiations are underway to move our library to the California Railroad Museum as well. Together, the library will be massive. Chattanooga, Tenn. will remain as the NMRA's headquarters.

A more "welcoming" NMRA!!!

The officers and Board are keenly interested in having the NMRA viewed as a "big tent" organisation that welcomes everyone who has an interest in miniature trains from scale modelers and SIGs to "high-railers" and garden railway enthusiasts. Efforts to hold joint conventions with such groups, and to support special-interest groups to our mutual benefit, are ongoing. The Large-scale Working Committee continues to explore ways to work more closely with garden railway groups. A representative from the O Scale National Convention attended our Detroit national convention and was impressed with the special O scale layout tours and other activities of interest to 1:48 modelers.

What do convention attendees want?

It's easy to assume that more people will attend national conventions if they are less expensive and perhaps shorter. However, the Officers and BOD are taking steps to find out. The Hartford host group has conducted a survey of those who attended the Detroit convention to see what they recommend for future conventions. Additionally, a Board committee (comprising Director Kevin Feeney, past Director Ray deBlicke, and myself as Chair) was created to review our current convention and train show formats and to survey members and non-members concerning why they do or do not attend national conventions. Look for more news on this in the coming months.

Best Regards

Peter Jensen
Pacific District Director.



Highball! - Editorial

By the time you read this, summer will be in full swing with lots of outdoors activities, holidays, beach trips and so forth. Why not plan a visit to some of our famous Australian heritage railroads? The Great Lithgow Zig Zag is not far for those of us on the East coast. Or the Pichi Richi railway in South Australia. Don't forget the Mary Valley Rattler up in sunny Queensland. For those south of the border, there is the fantastic Puffing Billy in the Dandenong Ranges and just a short trip on the Spirit of Tasmania ferry can get you to the West Coast Railway in Tasmania.

The only one of these heritage railways that I have not been for a ride on is the Pichi Richi, but I hear it is a great trip. The West Coast Wilderness Railway has spectacular scenery. Why not try one of these for your next day trip or holiday?

Signals Department

Since the last MainLine, my signal system has become fully operational and has been used in anger by my local operations enthusiasts. One of the great things about letting my mates use the system was that I soon found all the bugs in the software. Users always do something unexpected! I have started writing the articles that will describe the signal system in more detail, unfortunately space does not permit the inclusion in this issue of MainLine.

Letters to the Editor

I have had a couple of members write in regarding the MainLine and my last editorial. We will do our best to feature photos of members' layouts and our Vice President is chasing up advertising.

Until next issue, Happy Modeling!

A few Australian Heritage Railways

The Great Zig Zag Railway

Location: Clarence, NSW, about 2.5 hours from Sydney in the Blue Mountains

Web: <http://www.zigzagrailway.com.au/>

e-mail: zigzag@pnc.com.au

Telephone: 02 6351 4826 Recorded timetable, 02 6355 2955 (Business hours weekdays)

Pichi Richi Railway

Location: Quorn, SA

Web: <http://www.prr.org.au/cms/index.php>

e-mail: info@pr.org.au

Telephone: 1800 440 101 (free call), Quorn Railway Station (when staffed) phone (08) 8648 6598

Mary Valley Heritage Railway

Location: Old Railway Station, Tozer Street, Gympie Qld 4570

Web: <http://www.thevalleyrattler.com/>

Telephone: 07 5482 2750

e-mail: rattler@mvhr.org.au

Puffing Billy

Location: Belgrave, VIC in the Dandenong Ranges

Web: <http://www.puffingbilly.com.au/>

Telephone: Timetables and Fares Phone 1900 937 069, 03 9757 0700

e-mail: info@pbr.org.au

West Coast Wilderness Railway

Location: Strahan, TAS

Web: <http://www.puretasmania.com.au/default.asp?pID=46>

Telephone: 1800 420 155

CaneSIG: Modelling Resources on the Internet

By A. C. Lynn Zelmer

Lynn@ZelmerOz.com

The May 2007 issue of Trains magazine contains an editorial and feature article on rail museums and their future. As editor Jim Wrinn says "Railway preservation has achieved some great successes... But railway preservation has also suffered from low interest, lack of money, and its own inability to make meaningful connections with the public." Wrinn suggests that "It's time for railway preservation to make some giant leaps forward, cleaning up junkyards masquerading as exhibits... and [begin] interpreting container traffic and coal trains." For a railway museum in Australia this would likely mean recognising that the Pacific National is also a Queensland railway and that QR National is an Australian railway company.

He might also have said that it is time model railroaders, who are similarly part of the rail preservation industry, looked at how they connect with the public to interpret their particular railway interest. We lament the lack of young modellers, but fail to capitalise on their interest in Thomas and computer-based train simulators. All too often at exhibitions and displays we focus on our own needs, generally operating trains and talking with enthusiasts, rather than interpreting the rail scene to the uninitiated. Also, model railroad publications generally fail to address the needs of potential or novice users.

One area where we can make an impact is on the Internet. The Region and Division web sites may not get a lot of traffic, but they do provide a glimpse into what is possible with model railroading and links to Australian modellers. Personal sites can be as basic as a the web equivalent of a postcard, or as complex as small business sites with a full [real or fictitious] history, photo album, video clips, operating manual and maybe even an interactive tour of the railway.

CaneSIG, the cane railway modellers special interest group (www.zelmeroz.com/canesig), is an NMRA-affiliated 'virtual' SIG. It's virtual in that it does not have the usual membership list, face-to-face meetings, newsletter, etc. Instead, for the last seven years, it has operated an online resource for Australian and overseas sugar cane railway modellers, and its 'members' are the individuals who contribute materials to the site.

Since starting with a 1992 article in the NMRA Bulletin, a computer-based clinic on Queensland's cane railways (1998-9), and 99 small resolution images (for quick downloading), the site has now grown to over 4300 medium resolution images (typically 800 x 600 pixels) from 60 photographers and draftsmen.

The site also includes a number of 'how-to' articles, modelling tips, layout and model photos, down-loadable card models, and industry information. Resources are still mostly Queensland-oriented, but countries such as Fiji, Cuba and the US are also represented. Related sites provide information on Queensland's rail heritage (QldRailHeritage.com) and modelling narrow gauge and timber railways.

CaneSIG was partly a response to the lack of readily available information on cane railways and partly a response to the disappearance of two photographic collections due to flooding and the death of a railfan photographer. A relatively low-resolution on-line photo album doesn't conflict with a photographer's desire to publish, but it can ensure that information and images last beyond a single convention clinic, natural disaster, or death.

The web site has been totally revised at least three times in the ten years, and is being redone again. That is part of the cost of posting anything on the web. You have to adapt as technologies change, and a web site that isn't regularly updated doesn't get repeat visits. The site still depends upon manually prepared pages (and images) and is hosted on a regional ISP. This conforms to the KISS principle and allows me to 'eyeball' the technician responsible for maintaining the electronic connection when necessary.

Costs are minimal. There is a charge for the 'domain name' (the equivalent of the telephone number for the web site) and the ISP charges an annual fee for storing the files and delivering them electronically on request. Search engine indexing is free, so the site resources can be easily found by anyone with the interest and an Internet connection. Beyond that it requires a computer, scanner, digital camera and software that I would probably have in any event. That just leaves my time, a significant investment that does take me away from my own modelling. However, I live in a regional centre without any nearby cane railway modellers, so the SIG members have become my model railroad club.

As well as the web site, SIG activities have included displays at NMRA conventions (National and Regional) in the US, clinics and displays at Australian conventions (Narrow Gauge and Queensland) and local exhibitions, regular displays at my local rail museum and articles in the modelling press.

Setting up and maintaining a web site isn't for everyone, but sugar cane railway modelling is a niche market interest, with enthusiasts scattered around the globe. CaneSIG members have provided resources that would otherwise be almost impossible to find, especially in one place. It performs most of the functions of a conventional SIG except for regular face-to-face meetings. I think that you'll agree the lack of face-to-face contact is well balanced by the availability of the SIG resources, without cost, to CaneSIG members, interested modellers and railfans anywhere in the world.

CaneSIG

The Cane Railway
(Tramline) Modelling
Special Interest Group



© Lynn Zelmer

Above: Truck loading point with three way stub points at Moreton Mill's Howard Street yard after closure of the mill.

[CaneSIG Home Page](#)

Modelling

Image Collection

Industry

Resources

What is CaneSIG?

Modelling Queensland's Sugar Cane Railways (trams)

Several of these links leave the CaneSIG web site. Additional Queensland-specific information can be found through the menu selections at left.

[ANGRMS](#)

The Australian Narrow Gauge Railway Museum has an extensive collection of [mostly] ex-cane railway equipment at their operating museum, Woodford QLD. CaneSIG coordinator's [photos](#) (slow loading, 115 thumbnail images).

Fainges Queensland Prototype [Locomotives and Rolling Stock](#) and [Buildings](#).

Jim Fainges' collection of scale drawings.

A J Hurst's Collection

Sugar cane railway [photos](#) taken in a 1978 trip to Queensland: Bli Bli preserved near Nambour; Coolool preserved at The Big Pineapple; Eudlo preserved (if that is the word?) at the Nambour Mill; Kalbo, The face of modern cane railways, near Nambour; and A Shay preserved at Nambour.

[LRRSA Sugar Railways](#)

The Light Rail Research Society of Australia (LRRSA) is the premier research organisation for Australia's narrow gauge railways and tramways. Their site has a number of background documents on the industry, transport, preserved locomotives and current activities.

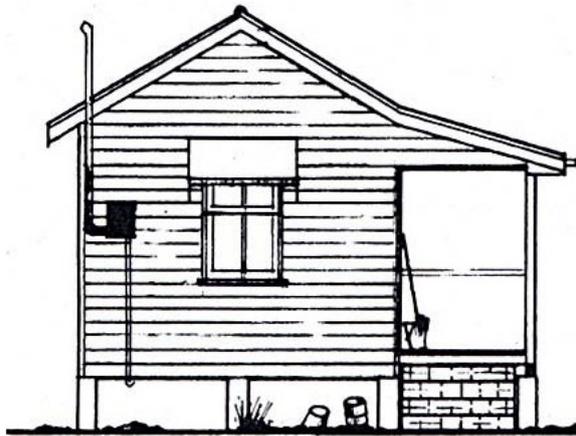
Carl Millington's [Photo Collection](#)

A collection of Queensland cane railway photos.

Sample CaneSIG web page, May 2007. This page is from the Resources section of the web site and provides links to information, photos and drawings of Queensland cane railway motive power and equipment. The head photo was taken following the closure of Nambour's Moreton Mill.



An On30 Bachmann Porter modified for tropical operation, followed by a Shire tramway-inspired coach cum brake van kit-bashed from a Roger Chivers coach kit. The ute is an Australian-made 7mm cast metal model, suitably repainted. The Australian gum trees are from Trackside Trees (NSW). The background is a cane field photo modified in Photoshop and wrapped around the back and one end of the A4-sized mini-diorama. Lynn Zelmer models and photos.



SIDE ELEVATION

SCALE - HO 1:87



FRONT ELEVATION

South Johnstone Traffic Office c 1968

South Johnstone Traffic Office

Tramway movements have to be planned and controlled, and the little traffic office (now demolished) at South Johnstone mill was an ideal

subject to complement the freelance diorama in these notes. The basic model, except for the matchstick stumps, was fabricated from styrene.



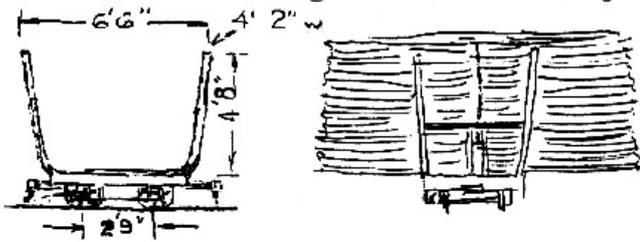
© Jim Hutchinson, Carl Millington & A C Lynn Zelmer

Traffic Office & Operation: 1

1999-2004

Sample page from one of the modelling Handbooks. This article, on the traffic office and operation of a cane railway, combines clinic presentation materials from three modellers. Both the drawings and the HO model shown are by Jim Hutchinson of Brisbane.

CSR: South Pacific Sugar Mills, Lautoka, Fiji



Colonial Sugar Refineries: South Pacific Sugar Mills, Lautoka, Fiji, drawing of wholestick cane truck, 15" wheels, some disc, most 7 spoke; some roller bearing journals. John Teichmoeller, an American modeller, provided sketches and photos from a 1963 visit that included a loco shed tour. Jim Fainges of Brisbane, has contributed several dozen motive power, rolling stock and building drawings, many of which are scaled from photographs and drawn with a CAD package.



On30 Moreton Mill (Nambour) 4 ton chopped cane bin and wholestick truck. Both are from RJ Models of Queensland and feature pewter components and spoked wheels. Lynn Zelmer built models and photos.



CSR metal 'basket' type wholestick trucks at the Childers Museum, 2006. A chain or rope was thrown over the top and winched tight to hold the load. These trucks were not measured but the dimensions are likely fairly close to the Fijian truck measured by John Teichmoeller in 1963. The timber has been added for health and safety reasons and were not necessarily used when the trucks were in service. Lynn Zelmer photo.

Unfinished, but still impressive, the Cuba Libre On30 display layout was a feature of the 6th Australian Narrow Gauge Convention, 2003. Cuban railways generally follow US practice. As a result, cane bins are metal, wood and mesh superstructures on a flat car type underframe. Ray Walter and Claus Kleinhapl models, Claus Kleinhapl photo.



“Let There be light!”

By John Parker

On my layout I have a mountain where the tracks run through and underneath it. As a consequence, the ambient light from the ceiling fluorescents does not always provide adequate illumination inside the mountain so as to allow me to see such things as a derailment.

Fortunately, before I started building the mountain, I decided to install some economical low voltage inspection lights alongside the track inside of it.

I started by visiting the local chemist shop and obtaining a shopping bag full of empty used 35mm film canisters from their film development department for the “right price”. It would seem I was doing the shop a favour by taking them off their hands. Just make sure you also get the snap-on lids.

Next stop was my local Jaycar Electronics shop where I purchased some 12v Miniature Edison Screw light bulbs [P/No.SL2656] and their Standard MES globe holders [P/No. SL2658].



Figure 1 – The modified 35mm film canister with the “window” cut out.

Start by taking a 35mm film canister and cutting a “window” into the side as shown in Figure 1. As shown in this figure, glue a piece of aluminum foil [shiny side up] inside to act as a light reflector.

The next step is to install the globe holder into the snap-on lid. Drill a hole into the centre of the lid, large enough so as to allow a tight snug fit for the globe holder.

Now bend the ends of the two brass wiring lugs up at 90°, making sure they are diagonally opposite to each other. Then hot glue the top of the globe holder to the snap-on lid so as to permanently hold it in place and to ensure that the wiring lugs cannot be moved together thereby creating a short circuit.



Figure 2 - Another view of the inspection light

My inspection lamps are connected to a 9v power supply via a toggle switch. Therefore, solder the power leads to the globe holder wiring lugs, and insert a light bulb into the globe holder.

The next step is to identify the best location beside the track allowing for adequate clearances.

The final step is to apply some hot glue to the base of the film canister and press it into place. Once the glue has set, snap on the canister cap. Repeat this process for each inspection light as required.

The next time you have a derailment or a problem under your layout where it’s dark you can say “Let There be Light”!

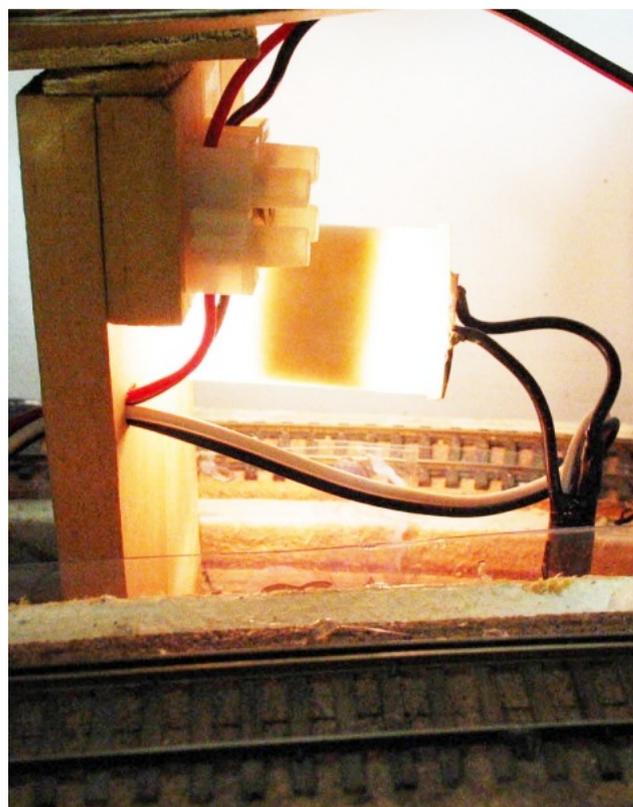


Figure 3 - Having light and your hands free can make a difference.

Region Roundup

Division 1 Queensland

By Ian Venables

September 2007

Outing at Denis Lane's

Denis Lane's Westridge Railroad looked brilliant and many members had the chance to run a train or two through the Allegheny coalfields as represented on this top class layout. Denis has managed to get a workable balance on his railroad that features timber, coke and other small industries.

The sawmill that many of us saw some time back before completion is now a "working industry", in place and producing sawn lumber with typical sawmill debris and sounds. Denis has lavished a lot of artistic skill and attention to detail to this installation and, in its setting in the forested hills, it is a real gem.

During the formal part of the gathering, Glenn, our superintendent, gave details of our planning for the 2008 Convention. He then talked about the Display layout and what now needs to be done. Geoff Aldridge has donated two gift vouchers worth \$140 each to be raffled, one at a time. These are to raise funds for the display layout. We thank Geoff for this generous donation and for his wonderful spirit in the tradition of the NMRA.



Denis Lane's scratchbuilt sawmill is a new industry on his Westridge RR. The interior, partially exposed to the elements, is fully and authentically modelled. The circular trimming saws are silver coloured dress sequins.

Photo by Paul Skehan.

Show-and-tell was as eclectic as usual. Glenn Stevens showed a brass B&O wagon-top boxcar and a B&O wagon-top caboose, each beautifully finished. Glenn also had a pair of brass B&O "sharknose" diesel units to complete a train.

Graeme Prideaux had photos taken many moons ago

of the NMRA Sunshine Division's first display layout in 12mm gauge. This was used for the May show but sadly, after a torrid summer that caused line expansion at its later home, it finished up in the rubbish tip at Thursday Island!

Laurie McLean is a regular in this section with quality scratchbuilt models and this time he showed a styrene coach repair house and a sawmill made from wood, both exquisite models.

Phil Perry, another regular in this section, showed a DCC 'N' scale Galloping Goose that was finished to a very high standard. The Goose was actually smaller in size than a lot of decoders are!

After afternoon tea/coffee it was back to the train room as I can't imagine anyone not wishing to complete a run on this superb railroad. Denis also had some of his many videos and DVD's playing so I think everyone left reluctantly after having had a wonderful afternoon.

Thank you Denis for having us over, especially at short notice.

Comment

Have you ever noticed how a particular issue of a popular magazine is one that is loaded with good articles whilst another one doesn't hold a lot of interest? The May 2007 Railroad Model Craftsman that I mentioned in the last Newsletter is one such issue. In that edition I mentioned the wonderful article by David Lambert on open deck bridges. One important thing that he says in that article is that we should honour the new generation of equipment with a setting consistent with their level of detail. That means bringing your rolling stock, structures, track and line side accessories, scenery, operating methods, etc. up to a level that matches the best of the equipment you have.

Much of our railroad attention is focused on locomotives. That is understandable when you consider their size, their colours, the drama of their motion and the power that they exert. Few books concentrate on the rolling stock and, in some circles, freight cars are considered little more than a necessary evil. That's why, once again, I wish to extol the virtues of the NMRA publication, "The Postwar Freight Car Fleet".

The photos are taken just after WWII and so are applicable to anyone modelling the "transition" period, give or take 10 years. I still see in the media and hear in conversations many misconceptions about freight cars and the make-up of trains in this period. The RMC series "Essential Freight Cars" is also an excellent source of how to model the cars of this period.

Sometimes you see at model shows, a layout where all of the buildings and structures are modern. That is pretty unusual in the real world. If you walk down Queen Street you will see many vast glass shoebox-shaped modern towers. But there are still some

buildings dating back to the late 1800's and early 1900's. As the 20th century progressed new ideas and new materials began to be used. The further into the 20th century your layout is placed the more of the modern structures one would expect to see; but there would still be some oldies about.

The same goes for line side accessories such as signals. Early in the last century most signals were semaphores. As the century progressed more lights were seen. But there are the exceptions here too. There were certainly some wig-wag signals still going in the 1990's at road crossings and some may be still operating. The Southern Pacific RR was still using them on the Siskiyou Line at Ray Gold, Oregon. On the CSX there are still semaphores operating to this day.

I've never seen a layout with staff operation, yet the Bessemer & Lake Erie was still using this in 2000, AD not BC! Staff operation can require some outdoor fittings to be modelled. Besides, it is an interesting operational method that I know I want to try on the JJ&E (when it's built).

Scenery on your model railway could be modelled to the standard of your best equipment. I'm amazed at the proliferation of scenic materials on the market and much in this field can be obtained in your neighbourhood bush without spoiling its ecology. What needs to be done is to use it and fit it into a logical biographic form. That is, slower flowing streams on the flatlands, shorter and sparser trees in the deserts along with drier areas and seasonal considerations, etc.

We are hosting the 2008 Convention next September and it is now that we should be looking at ways to bring our layouts up to scratch. After all, that's only 12 months away. There will be layout tours and while yours may not be open for all visitors to see, you may end up making some new friends from amongst the attendees and they may end up being invited back to your home. A visit to the train room is then inevitable...

That gives you just a year to "honour the new generation of equipment with a setting consistent with their level of detail".

2007 Convention

This year's Convention draws closer. A good attendance by our Division could ensure a reciprocal attendance from down south when we hold our Convention next year. The 2007 Convention is in Wentworth Falls, The Blue Mountains on 6th October. Now this has to be a superb locality to encourage your partners to come. There is just so much for you and your partner to enjoy in The Blue Mountains.

We will be offering plenty of attractions to encourage people to come to our Convention next year. By making our Convention the centre of an extended Queensland holiday we should get good attendances. We have model railroad attractions in Brisbane, Toowoomba, Gold Coast, Sunshine Coast and Tropical North. We have arguably the second best railway

museum in the world and if people wish to inspect it we can arrange a "behind the scenes look". Attendees can go further north in Queensland class on The Sunlander and experience the best railway cuisine in Australia.

Attending our convention can be part of a tour that could take in famous holiday places like the Gold Coast, Lamington National Park, Fraser Island, The Barrier Reef, the Tropical North and the Stockman's Hall of Fame.

So give serious thought to going to The Blue Mountains this year and be an ambassador for our 2008 Convention next year.

The Display Layout

Work continues on the display layout and we are firm that it will not be presented in public until we have the scenery in. At the moment Graham Emery is amending the points for more reliable DCC operation and they will be placed further back into the yard area to improve track flow and minimise the "S" bend factor we had.

The module ends have been trimmed to allow better connections with each other. We intend changing the track connections between modules for better running. As we have all of the scenic profiles down, we can soon start to build the scenery.

This has all been a learning experience but we are determined to have a layout of which you will all be justly proud.

Your Membership

I've just paid my annual subscription to the NMRA and as I look over the various levels of membership, I'm struck by the vast amount of opportunities we now have to join. Fortunately, I take the "full" subscription which brings me Scale Rails, the re-vamped Bulletin with the Bulletin pages about NMRA business still included, but with a lot more! There has been a huge improvement since the Board of Trustees courageously changed the magazine and Stephen Priest took over as editor. I was happy with the previous editors but putting Scale Rails on a more business-like footing has worked wonders.

In the August issue there is a great article on how to build an oil refinery. Perhaps the most important thing isn't just the "recipe" of parts for this imposing yet not oversized structure; it is the philosophy behind the way things were done. There is a lot of "artistic deception and licence" taken. This gives the structure a realistic appearance but without slavishly following the exact placement of elements. And who would know the difference? This is the best oil refinery I've seen in the railroad modelling press.

That well known modeller of the Monon, Mont Switzer, has an article on a North Western Refrigerator Line reefer that is a gem. And what a striking freight car it turns out to be. He starts off with a Branchline kit so you don't have to paint and decal it, though, being

the perfectionist that he is, he does.

A regular is Pat Harriman MMR, an architect who draws wonderfully clear plans of structures. Every time I see one of Pat's drawings I say, "I've got to model that!" These plans are drawn in true perspective which brings them to life far better than flat drawings do.

Added to these three are other articles that make us proud to be NMRA members.

Even the advertisements should be carefully scanned. You see a lot of advertisers in Scale Rails that you never see in the commercial magazines, probably because they are about products that are made in small workshops. Believe me, there are a lot of very useful products out there that may only be made known to us through the pages of Scale Rails.

So next time you are renewing your subscription, think seriously about taking a membership category that includes Scale Rails. It may well become your main magazine about model railroads – it's that good!

Looking Around

Did you notice in the photo caption above that Denis Lane used dress sequins as circular saws in his sawmill? It pays to browse in shops and in places you wouldn't normally be seen dead in. A bit of shopping with your partner earns a few "brownies" and could reveal just that odd thing you may want. Spot Light has a craft section that often stocks bits and pieces that we can use. The best and the cheapest forceps I've ever bought came from there. Also check out their hollow punches which come in very small sizes.

A bead shop has coils of fine brass wire at cheap prices and in some of those intermediate sizes you can't get in a hobby shop. Then there are sequins, beads for sub-station and pole insulators and various other oddities. Try a dental supply house for dozens of useful things, usually tools and dental "rock". I get several grades of sandpaper discs for getting into tight places here. Jewellery supplies are also a mine of useful things.

Other hobbies use items that are very useful to us. Aeroplane modellers have operation rods with ball clevises that are ideal for switch linkages. I bought my strip making cutter from an aeroplane shop at Buranda and it is locally made and the best one I've ever seen – and also the cheapest.

The Plastic Modellers Expo in Brisbane recently had plenty of white number and lettering decals that aren't usually carried at our shops but nonetheless are very useful. I saw white stars that were made for military models that are perfect for those steam locos that have them in their driver centres. I bought shim lead for chimney flashing on structures. Also some unusual stone wall material not in HO scale but 1/35th scale. The stones were a scale 12" high so that's very suitable for foundations etc. The Kippa-Ring RTV casting outlet had a stand there. There were non-model railway paint colours that were ideal for certain usages. One

was called industrial grime and just looking at the bottle conjured up a foundry.

The Mini Convention

The Mini-convention at Bundaberg will be well worth planning for. There are a lot of railway features in the city and John Lebsanft has some great things planned. You could go by Tilt Train for a railway experience. Those planning a car trip will probably make beautiful Childers for morning tea at the Fig Tree Café – delicious. If you want to spend more time in the area think about a few days on the coast at Bargara or at peaceful Woodgate.

November 2007

Meeting at Ian Wellings's

13th October



Ian eyes a passenger train on his GN layout, drifting down a mountain grade.

When you think of it, we all like to spend a lot of time with our models; so a modicum of comfort in the train room is desirable. Ian's Great Northern layout is in a 7 metre by 4 metre garden shed/garage in his back yard. But you would hardly know that it was a humble garden shed. He has had the interior lined in a most pleasing manner and carpet squares are on the floor. Ventilation is by a couple of "whirly-gigs" and an electric fan under one bench. It was surprising how cool the room was even with lots of people in it and with sub-tropical heat on the roof.

The benchwork and other layout elements were all done in a very exacting manner. I noticed that he had sufficient strength legs under the benchwork. That is a point that often fails on home layouts. His bench legs were made from braced pine noggings and they weren't going to shift for anyone! Too many layout are supported by legs far too small in section and a slight bump makes the layout wobble like jelly.

The trains ran flawlessly except for one minor hick-up and that was someone else's loco. Ian uses DC with sound on some locos. This is a 'no frills' layout with all



**Centre Photo
C&O Allegheny
On the 'Cedar Valley Lines' layout by John Saxon MMR HLM
2007 Photo contest winner by Josh Loyd**



1633

CHESAPEAKE & OHIO

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RAILROAD
CROSSING

of the basics well done producing a pleasing operation and setting.

Glenn chaired the formal meeting and talked about some of the plans for the Convention in Brisbane next year. Mount Gravatt Showgrounds will be the site of the Convention and the Showgrounds (county fairgrounds for US readers) are on many bus routes and have several good motels within the vicinity. He mentioned that Robertson Gardens would be the venue for the dinner and that there would be plenty of time between the last clinic and the dinner meeting time.

The Convention will, in reality, run from Friday lunchtime, so attendees can see the Toowoomba features, until Monday lunchtime which will include a visit to the (Railway) Workshops Museum at Ipswich. Several other suggestions were received and these will be published by the convention committee as soon as possible.

Show and Tell brought out the usual eclectic collection. Firstly Bob Deakin brought photos of his new layout in his new home. This is up and running only three months after having moved in. Bob suggested that those \$4 garden lights are a cheap source of high intensity white LED's and rechargeable batteries.

Ken Leitch had an unusual blue SP diesel-electric. This is a model of one of only eight in this colour on the SP and it is a GP40X with elephant ears.

Bob Brown had the publication "Santa Fe Locomotive Development" tracing the history of that line's steam designs.

Bob Cuffe brought along a Westerfields boxcar which had warped sides due to the glue he used to hold reinforcing inside the car. He was seeking advice on how to return this lovely piece back to its original shape.

Geoff Aldridge showed a very useful Bosch battery drill from Bunnings that used hexagonal shafted drills bits. It recharges in 15 minutes.

Phil Perry had on hand his latest purchase, an Athearn N scale UP Challenger with DCC and sound and it shows just how fine some of these smaller models are becoming.

Ian Venables showed the NMRA publication "The Postwar Freight Car Fleet" and extolled its usefulness. He also showed Brian Solomon's beautiful book "Railroad Signalling" which seems to be the last word on this subject.

Exhibition Layout

The exhibition layout is progressing and all of the yard points have been re-laid so that the "S" bend problem for trains entering the yard ladder has been eliminated. This has shorted the yard tracks by 9 inches but the small sacrifice was a fair price to pay for more reliable operation. Further work will soon conclude the track work and then we can get onto the structures and scenery.

Raffle

Tickets are still available in the Div 1 raffle. They are \$1 each and there are only 200 of them. Geoff Aldridge very generously donated the prize for this raffle which is a \$140 gift voucher from Astral Modelcraft. Get your tickets from Glenn.

Generous Members

As mentioned above, Geoff has donated a gift voucher for the first raffle. He has also donated a second gift voucher for another raffle to be run in the future. Paul Skehan has donated a new book "Detailing Diesel Electric Locomotives" (Kalmbach) to be sold for \$20 with the proceeds going towards the display layout. I'm sure the Superintendent will graciously receive any such donations that will go towards providing better facilities for our members.

Ideas Wanted!

Geoff Aldridge has recently shifted house and the layout room is, of now, vacant, awaiting his ideal railroad. He is looking for ideas, druthers, do's and don'ts. Now this could be profitable for us all. We will publish the best of them in the Newsletter or some other format so that we all will have a chance to learn from the best brains in the Division. Send your ideas to Geoff and let's see what eventuates.

Comments

The collector in us all sometimes beats the modeller in us. Just look at some of our rosters. Many of us would well and truly qualify for a spot on the ABC-TV programme "The Collectors" and in the interests of furthering this hobby, I'm sure some of us should! There are a few that can amass a great collection of locomotives and still do all of the other things a modeller should do like build a railroad, structures, lineside features, electrical wiring, operating sessions, etc. But we have to admit that some of us are collectors only. Nothing wrong with that; but should we push ourselves a little more?

Most collectors concentrate on locomotives. I dare say that very few collect freight cars. A few I know collect passenger coaches, perhaps for their colour? Who collects signals, scenery or structures?

That new NMRA book "The Postwar Freight Car Fleet" might get a few to concentrate on freight cars. But maybe we should be more builders and less collectors. We've become so imbued with consumerism that we now think it a supreme skill to shop rather than to make things.

So check out the journals and look for building articles. Try a fairly easy project first and get some styrene, or brass tubing or scale lumber and have a go. If that attempt fails, put it in the background and hide the awful bits with vegetation. Then have another go. How often have you heard that to arrive is great but it's the journey that can be the most enjoyable?

You could finish up with a unique piece that really fits your situation. Or you could learn to build a

fantastic structure like Denis Lane's sawmill. Although I haven't asked Denis, I feel sure that the building of his sawmill gave him as much pleasure as placing it on his Westridge Railroad.

The main point of all of this is to be more a model railroader or a railroad modeller rather than a model railroad shopper.

Pikesize Passenger Trains

From Glenn Stevens

(With thanks to Model Railroader Magazine)

Having a small home layout does not mean you cannot model prototype passenger trains. The following notes are from an article in the March 2006 issue of Model Railroader, which will provide more background detail.

D&RGW Trains 1 & 2

The Royal Gorge, Denver to Salida, 1964 to 1967

Consist: One PA-1, one heavyweight baggage car, one lightweight coach.

L & N Trains 1 & 4

The Hook & Eye, Knoxville to Atlanta, 1940's

Consist: One light Pacific, one heavyweight RPO/Express car, one heavyweight combination baggage/coach, one heavyweight coach.

Soo Line Trains 62 & 63

Minneapolis to Duluth, 1950's

Consist: One FP-7 or GP-9, one heavyweight baggage/RPO, one heavyweight paired window coach.

B & O Trains 251 & 252

Buffalo to Pittsburgh, 1950's

One USRA light Pacific or Mikado, one heavyweight RPO/Express car, one heavyweight baggage car, one heavyweight coach.

Snippets

January 28 1935 – The prototype GG1 makes a test run from Philadelphia to Washington. The loco covers the 134 miles in 110 minutes, averaging 73 mph, but hitting 102mph for a portion of the trip.

January 1 1969 – The Pullman Company ends sleeping car operations.

June 1 1972 – The Chicago & North Western becomes "employee owned" following purchase of stock from the parent company.

Help Wanted

Ross Evans is in need of two only "SOUTHERN PACIFIC LINES" white decals 1/8" high. These are required for the tender of a Mogul locomotive. Has anyone got a couple of decals they don't need so this project can be completed?

May you and yours all have a very Merry Christmas with plenty of cheer among family and friends. May you all find time to do some modelling or at least to ponder over your modelling plans for 2008.

Division 2 ACT

By Jess Brisbane

Division Two's October meeting was held at the home of John Sands. After a minimal amount of business and a brief show'n' tell, John gave a talk about the principles of track planning. As he has now retired, he is considering ways of emptying his shed of miscellaneous items, and re-filling it with railroad.



Sorry, 'railway', his prototype is NSW. Aply assisted by interjections from the audience, he went into such areas as operation, hidden storage, multi-level vs single level, modular/sectional vs built-in-a-lump, to duckunder or not to duckunder, and many others. We then repaired to the shed in question, where much discussion took place and much conflicting advice was given.



Division 3 Victoria

By Rod Hutchinson

The October meeting was held on Sunday 14 at the home John and Linda Dennis in Mitcham east of Melbourne. 18 members and 1 guest, Derek Cox, signed the guest book, arriving on a glorious spring day. John is the owner of the HOn30 Dutton Bay Tramway, which represents a fictitious industrial and passenger operation on the Eyre Peninsula, South Australia. The tramway is designed for timetable running using wireless DCC.



2007 Rod Hutchinson Photo

Bob Powell's Steam Tram

Models on display; Rod Hutchinson presented some scratchbuilt Gum Trees that used florist wire, tape and Sedum flower heads. Peter MacDonald has been modifying On30 Climaxes whilst Grant McAdam produced a fine timber laser-cut Puffing Billy NBB



2007 Rod Hutchinson Photo

Grant McAdam's NBB Puffing Billy carriage

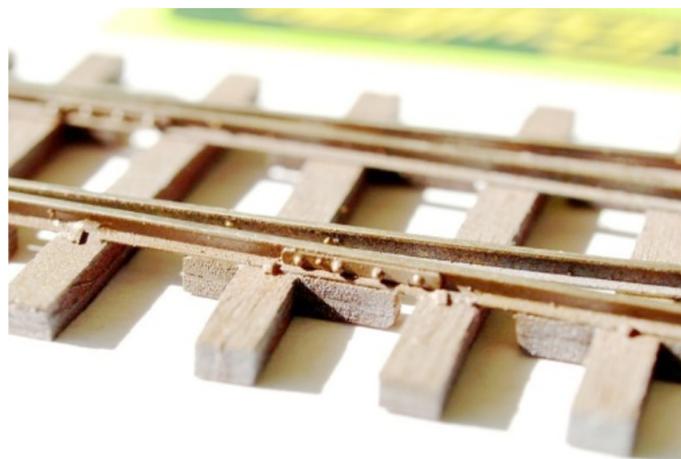
passenger car by Brunel Models in 1/4" scale. Bob Powell brought along a Tram Locomotive in 7mm and Laurie Green presented a Gn15 Diesel "critter" kit-bashed from an On30 Davenport. Ken Hughes showed off his scratch building skills with a model of the ubiquitous Harman locomotive which ran on a Forestry Commission line east of Melbourne, constructed from styrene in On30. John Dennis has been building points using a Fast Tracks point jig. The points include Grandt Line fishplates.

Reading matter; A number of magazines and books were presented by Grant McAdam, Henk Molenkamp,



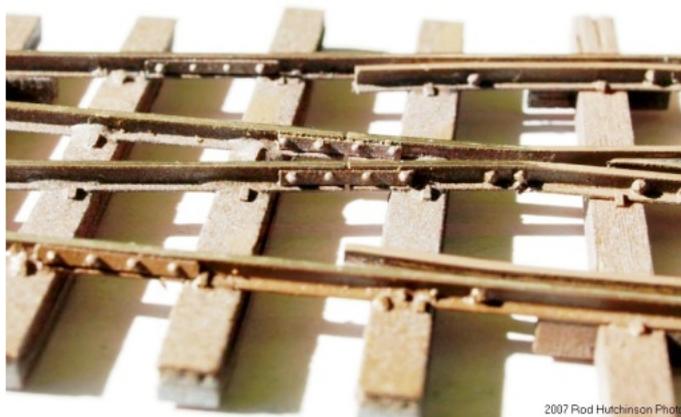
2007 Rod Hutchinson Photo

John Dennis' Dutton Bay Tramway



2007 Rod Hutchinson Photo

Grandt Line fishplates - turnout by John Dennis



2007 Rod Hutchinson Photo

Bob Jensen, Bob and Nita Powell, and Derek Cox.

Our Superintendent, Grant McAdam, reminded participants of the Prototype Modellers Meet on 28th October, and a LRRSA weekend walk to the Mount Cole Forest near Beaufort west of Melbourne escorted by timber tramway historian Peter Evans on the 24th and 25th November. Details may be obtained from Grant or Rod. Grant closed the meeting by thanking Linda and John for their hospitality and for opening up their home and then presented them with an NMRA thank-you plaque.



2007 Rod Hutchinson Photo

Ken Hughes - Harman locomotive



2007 Rod Hutchinson Photo

Laurie Green's G15 Critter



2007 Rod Hutchinson Photo

Dan Pickford - On30 Log Car



2007 Rod Hutchinson Photo

Rod Hutchinson - gum tree



2007 Rod Hutchinson Photo

Grant McAdam's O scale depot



2007 Rod Hutchinson Photo

Tullamarine Live Steam Society outing

Division 4

Western Australia

By Frank Godde

August

The August meeting was at Allan Perry's. Six were in attendance with apologies from the others who were at work or on holidays

Attendances have been fairly good at the meetings with some visitors making up numbers.

Rod Tonkin was welcomed to the group and presented with his badge and paper work. Rod who has been a member before is well known to us all and for his articles in the AMRA journal.

Peter Scarfe had returned from the 2007 convention with a box full of treasures that only he could find and presented every one with a HO truck as a memento. I have pulled the enclosed box off the back and will kitbash it into a logging truck.

Les brought in his shed with castings left behind at a previous meeting. The paint on these castings was a little heavy.

Allan Perry gave the talk this month which was on an electronic device that can be wired to a tortoise point motor giving you the ability to throw the point motor from other places on the layout. Using his television, Allan showed us all the pros and cons of this device (because of copyright no drawings can be sent but they can be emailed).

Debbie always puts on a good spread as do all the other girls when us train boys roll up for our meetings and we all thank them very much.

Then it was off to the train room. Allan is building something different than most of us; his profile with photos is coming up a little later in the year.

October

Eight of us went to Bob K's for the October meeting. Jim was working again.

The Super' explained about the NMRA insurance policy and how there was to be a set of guide lines formulated by the executive. It was also pointed out that members should fly the flag (NMRA logo) if they are displaying.

There is generally only one show that we all participate in and that is the June show run by AMRA.

Phil Knife presented Frank with his third achievement certificate, the electrical one.

Allan Perry announced that he finally had a circuit on his mushroom layout (I saw it yesterday) and it looks fantastic.

Allan Burrough was welcomed to the group as a new member.

Two hands on clinics were discussed for 2008. One

would be on electronics the other will be an HO water tank for which Frank will get the materials ready.

A special meeting has been called in November to be held at Jim Andersons place. Jim has had some personal problems and it looks like he will be selling his house so the layout will have to go. While we are there, I will do his profile along with model photos in N scale.

Frank brought in the latest Narrow Gauge Gazette to show a picture of a Hall Scott rail car which he is going to scratch build.

Frank had downloaded the Grandt Line Products list which was passed around and he told the boys how he spent all Saturday morning making a gable frieze when he could have bought one for \$3.95. Windows made by the above company will make the scratch building of the rail bus a lot easier.

I made four signs using colour pencils which looked washed out.

The talk was on railroad mergers and how there are now about six large companies left in the USA. Rod Tonkin showed us two box cars illustrating how Conrail painted their cars after acquiring them from other companies.

Bob K was then introduced and was asked to tell the group about the changes and additions to his layout. For the first time the meeting ran over time.



2007 Convention - First Place On Line Structures - George Paxon

Division 6 South Australia

By Ron Solly

October saw Division 6 meet at the Oaks Cinema, being the home of Wendy and Trevor Triplow.



Trevor with the goodies tray

While the numbers were down compared to the last meeting, it was an interesting afternoon with refreshments spread throughout the meeting.

A new raffle was started being a Gift Voucher from Junction Models. It'll be drawn at the December BBQ.

During the afternoon, before the movies that were shown by Trevor, topics discussed ranged from modified wooden pegs as clamps; Peco visiting Australia in October; cleaning of rails using WD40 or CRC 2-26 or Wahl Oil or rubbing alcohol with the result that each member used what they considered to be the best; and Train Detectors with the two main types being infra red or optical. Ron was requested to supply to the local members web site information about availability of detectors and Tortoise point motors since he has been following these up over the last few weeks.



The 'Automatic' organist.

Trevor had his G scale trams working and, since the last visit, more track has been installed together with a lift up bridge to be able to enter the house. Lenz DCC controls his trams.

With regard to my replacement as Divisional



Members enjoying the movies

Superintendent in 2008, Al Harris has indicated that he would like to take on this role so I will help him out by taking over the Video/DVD responsibility.

The next meeting will be the Christmas BBQ at Ray Brownbill's home at Forreston on December 8.

Please let him know by Wednesday Dec 5 if you are attending.

Ray can be contacted on either 8389 1045 or e-mail to wildcreek@activ8.net.au



Convention 2007, First Place, Vehicles

Division 7 New South Wales

By John Montgomery
September Report

On a beautiful sunny day approximately 60 people converged on David and Sue Latham's residence at Kangaroo Point in the southern suburbs of Sydney.

Last time David and Sue hosted a meeting he did not have a layout to present to the members. This time, however, he surprised us all with a very nice mid western Santa Fe layout. The scenery was predominantly desert surrounding a medium sized town. The town itself was very detailed. It was obvious to see that David has not lost any of his modelling skills and has worked very hard to present a quality layout to the members. David advised us of his plans to expand the layout around the rest of the garage.

Members were reminded about the upcoming Convention and Christmas party.

Sue and the ladies presented the members with a very nice afternoon tea served in their back yard where we also enjoyed water views of the Georges River.

My thanks go to both David and Sue for opening their house to the members and being such good hosts on the day.

November Report

The rainy weather from the preceding week gave way to a fine day so that Geoff and Jill Nott could hold their meeting in North Rocks.

This was a large meeting by usual standards as over 90 people attended.

Geoff has undertaken considerable work on his current layout. The modular approach he has taken to build his layout has proven very effective. He has combined all of his previous skills and experience to construct a narrow gauge US logging layout. Although the layout is still under construction he had signage on the layout to indicate his plans for the future. The layout ran perfectly on the day.

Geoff also had a number of display boxes of scenes from the Australian bush on show for those that attended. These, as usual, were of a very high quality.



Geoff Nott's Red Stag Timber Mill

A number of visitors attended the meeting with three of them signing up as members on the day. We also had a previous member rejoin the Association.

All members were reminded that the November meeting was the last chance to book for the Christmas party being held on the 8th December in the Waterside restaurant at Berowra Waters.

One Achievement Award was presented to Bob Best.

Jill and the other ladies provided a wonderful afternoon tea for the members.

Our thanks go to both Geoff and Jill Nott for hosting a very successful meeting.



Geoff Nott's Leigh Creek Lumber Company Shay No 3

As this will be my last meeting report for 2007, may I take this opportunity, on behalf of all those members from Division 7, to wish everybody a merry and a safe Christmas and a happy New Year. I would also like to thank all of those members who have opened their homes for us during the year for without your support we would not have had such a successful year.

2007 Convention Report

By John Montgomery

The 2007 Convention was held at the Blue Mountains Grammar School in Wentworth Falls. There were 111 registrants for the Convention. Registrants traveled from as far afield as Queensland, Victoria, South Australia, New Zealand and the Philippines.



Steve Pettit talks about his "Otter Tail Creek"

A windy day greeted those who attended the Convention. The main hall room was the focus of attention accommodating Steve Pettit's Ottertail Canyon layout, an Australian diorama by Geoff Nott and all day clinics by Gerry Hopkins, Dieter Chidel and Phil Badger. Traders were also located in the main hall. The traders attending the Convention were Model Railroad Craftsman, Mountain Blue Miniatures, The Railcar, Kerroby Models and Brunel Hobbies.



Close up of Steve Pettit's "Otter Tail Creek"

Throughout the day there were 12 clinics which were well patronized by the attendees. There was also a bring and buy stall and a contest room. The quality of the contest models was of a high standard and represented a good cross section of the modeling skills in the Association.

Tea, coffee and biscuits were on hand for all attendees at all times throughout the day. Lunch comprised of sandwiches provided by the Grandview

Hotel which was complimented by a supply of fruit. Soft drink was also provided to quell the thirst of the excited model railroaders. George and Celeste Paxon did a wonderful job co-ordinating the distribution of the lunch to the attendees and keeping up the supply of biscuits, coffee and tea for the ever hungry participants.

A scenic bus trip was provided for the ladies. A program was developed by the ladies before the bus left at 10.30am. Upon returning some 6 hours later it was unanimous that the bus trip was a real success.

Prior to dinner, awards were presented to the contest winners and the raffles were drawn. Congratulations go to all of the winners.

The Convention dinner was provided by the school's local caterer. It was considered by all of the attendees to be one of the best meals provided at a convention.

The after dinner speaker was Michael Forbes OAM who is the General Manager of the Zig Zag Railway. Michael's talk covered a brief history of the Zig Zag Railway, the work that has been performed and the work planned for future projects. Michael was a very professional speaker and enlightened those present with many humorous anecdotes of his time with the railway.

I would like to thank all of the members who played a part in making this a very enjoyable convention, particularly those members who presented at clinics. I would also like to thank all of the traders who gave up their valuable time to support the Association in this venture.

John Montgomery
Superintendent - Division 7



2007 Convention - First Place - Locomotive

Painting Leather

By John Montgomery

My experience in painting figures stems from another hobby where I have painted a large number of military figures. Recently, while looking through some detail parts at an exhibition where the Railcar was, one of the traders I came across had a series of figures from a company named "Fine Folk". These figures are in the scale of 1:20.3 and they are quite well detailed and very reasonably priced.



The main reason for this article is that when I had finished painting these figures I took them to Gerry Hopkins and asked him to take some photographs of them for my records. Gerry was reasonably impressed by the detail of my leatherwork and suggested that I write an article for the Mainline about my painting technique. On the basis of this conversation I have now put pen to paper.

The process I use is as follows.

The first step is to check the figures for any imperfections. I then undercoat the figures with a spray can of automotive grey primer and allow this to thoroughly dry.

I paint all my figures with Tamiya flat coloured paints. A normal round "OO" brush is used for applying the base colours. Dry brushing is usually undertaken with a flat bristled brush.

For painting brown leather I use the Tamiya "Red Brown" colour. I apply two coats and let it dry. After the paint has dried I then apply a very thin veneer of "Burnt Sienna" oil paints which are dry brushed onto the surface.

For painting black leather I use Tamiya "flat black". I also apply two coats of this paint and let it dry. I then dry brush "Burnt Umber" very sparingly over the flat black.



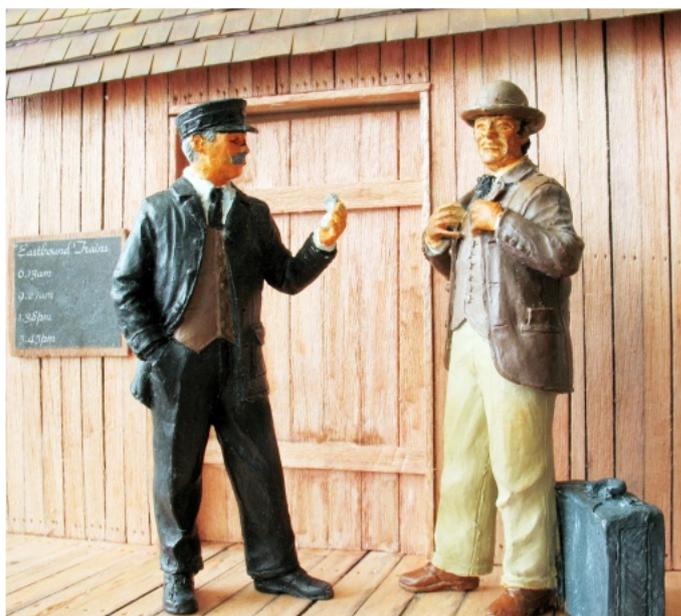
Both of these methods will achieve a reasonable leather appearance.

Detailing the leather can be achieved by using the dry brush method. My method of representing wear on a leather product like boots, aprons or belts is achieved by placing a small drop of white oil paint on a pallet and adding a speck of black oil paint to make a very pale grey. This colour is then dry brushed onto the area you wish to reflect as being worn such as the toes of boots, fronts of aprons etc. Using straight white creates an unrealistic bright appearance.

Yellow leather tones can be achieved by painting the leather area with Tamiya "Dark Yellow" and then dry brushing a darker yellow oil paint over the top.

I hope this assists anyone who would like to try painting leatherwear on models for your layout.

Happy modelling.



The Upgrading of the Short North between Adamstown and Gosford

By Doug Cook



March 2007 - Auburn - Reclaiming old rail with Robel railset

Initially I was just going to write a short letter to the editor to clarify something in Gerry Hopkins' article in the Spring 2007 edition of the MainLine magazine about the NMRA Standard & Recommended Practices.



6th Feb 2007 - Wye - NR 59 & NR - Concrete Sleepers without new rail

In the article the author makes reference to the rail size being used in the track upgrade between Gosford and Wyong and says the rail is being upgraded to 53 Kg/metre. The size of the new rail being used in the upgrade is 60Kg/metre replacing the old rail that is a combination of 107 lbs/yard and the metric equivalent which is 53 Kg/metre. That was all I was going to write but then I decided to give a brief history and explain what is involved in the upgrade, so here goes.



7th Feb 2007 - 2.5 klm south of Wye - Tracklayer sleeper gantry

The upgrade of the Short North between Adamstown and Gosford began in late 2000 and early 2001 at the level crossing in Adamstown in suburban Newcastle and has headed south towards Gosford since then. Prior to the beginning of this upgrade the average age of the rail in this section of track was 40 years old.



4th Sept 2007 - Narara - Rail adjusting and welding

The upgrade involves the replacement of the wooden sleepers with concrete sleepers using Rail Corp's concrete sleeper laying machine, the installation of new 60 Kg/metre head hardened rail which is delivered to the work sites by railsets in lengths which are usually of 110 metres or 220 metres and after being installed the rail is welded together in field to form continuously welded rail.

This means there are no joints in the track. The cleaning and renewal of the ballast, improvements to the drainage systems and work on the overhead wiring was also completed. So far the track has been upgraded between Adamstown and the Sparks Road overbridge north of Warnervale which was reached in June 2007.

In September 2007 they started in Gosford and headed north to eventually join up with the upgraded section north of Warnervale.

The whole project has been done with a series of three to four twelve day shutdowns per year where one



8th Feb 2007 - 3 klm south of Wyee - Reclaiming old rail with Geismar cranes rail approx 108 metres

track is shut down and single line working is implemented on the other track with up to 8 kms of track being upgraded in each shut down.

As an addition, regarding the use of 60 Kg/metre rail



7th Feb 2007 - 1.5 klm south of Wyee - EL54 & EL - Skeletal track

within the Rail Corp network, approximately 10 to 12 years ago management made a decision to replace all of the 53 Kg/metre and 107 lb/yard rail on concrete sleepers with 60 Kg/metre.



30th Aug 2007 - Niagara Park - Ballast cleaner or undercutter working



6th Feb 2007 - Wyee - NR 56 & NR - Roadbed without sleepers or rail



30th Aug 2007 - Niagara Park - Unloading spoil wagons

The Rail Corp network covers all the track under the overhead wiring and the South Coast line down to Bomaderry.

Doug Cook

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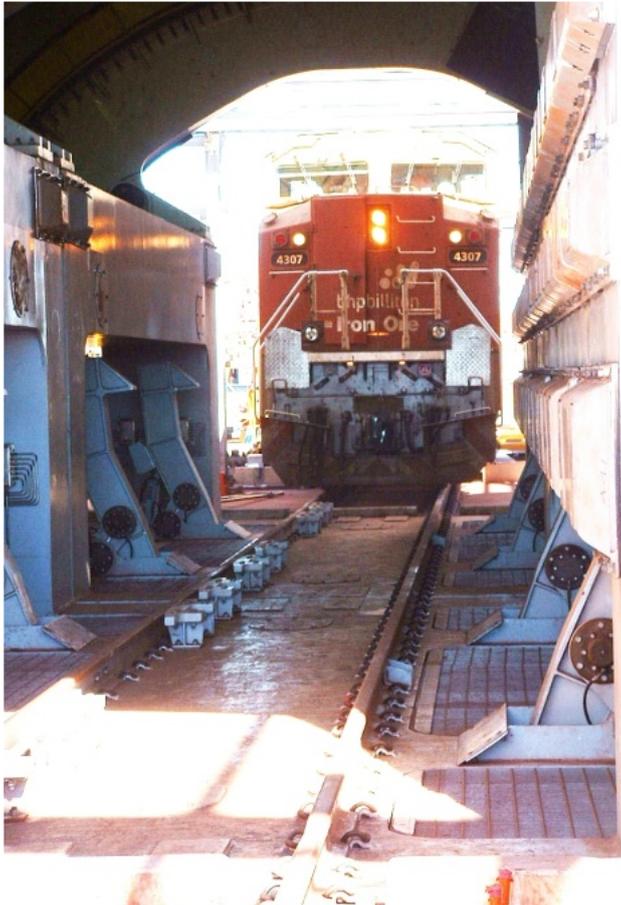
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Even in real life we need Clearance Checks!

By David Howarth



In the Pilbara Region of Northwestern Australia, BHP Billiton has been undertaking upgrades to its mine, railway and port infrastructure to meet the demands for iron ore from around the world.

A new car dumper has been designed and constructed at Port Hedland's Finucane Island as part of the required infrastructure capacity expansion.

Car Dumper CD4 is a facility that accepts loaded iron ore wagons with a nominal capacity of 120 tonnes each. Wagons are arranged in rakes of about 112 wagons. The wagons are moved into two rotating cells progressively by a car positioner two at a time. The cells then rotate and tip the iron ore from the wagons into hoppers below. The couplings of the wagons remain connected to the rake of wagons during unloading.

The cycle for unloading two wagons is typically 86 seconds giving a nominal rated capacity of 10,000 tonnes per hour.

Whilst the cells are rotating and the positioner is traveling back for the next two wagons, wheel locks, i.e. wheel chocks, clamp the wheels of a wagon on the ingoing side. This isolates any movement of the rake from the cells whilst they are tipping.



This article shows a test train used to check the cow catcher to the wheel locks. This required a fully loaded locomotive with rolling elements that were nearing their useful life. i.e. worn wheels. Once clearance is confirmed the wheel chocks are grouted into place.

Another check is to ensure clearances within the cell requiring the largest locomotives. So on 11 June 2006 a major milestone was achieved in the CD4 schedule with the successful passage of two coupled locomotives (one old type and one new type) through the car dumper. This confirmed that the clearances are satisfactory. The photograph below show the clearance checks underway.

Test train of two locomotives coupled together pass through the CD4 car dumper at Finucane Island port



facility at Port Hedland. The car dumper facility is still under construction in this photograph.

This photograph gives a view of the inside of a modern car dumper. The clearances to the locomotive are tight. Note the arms for holding the wagons.

This is getting down to the visual checks of clearances. Nice detail of the locomotives lights and dumper interior for those modeling the modern era.



2007 Convention, Dieter Chidel shows how to make stucco while Lyndon Spence looks on.

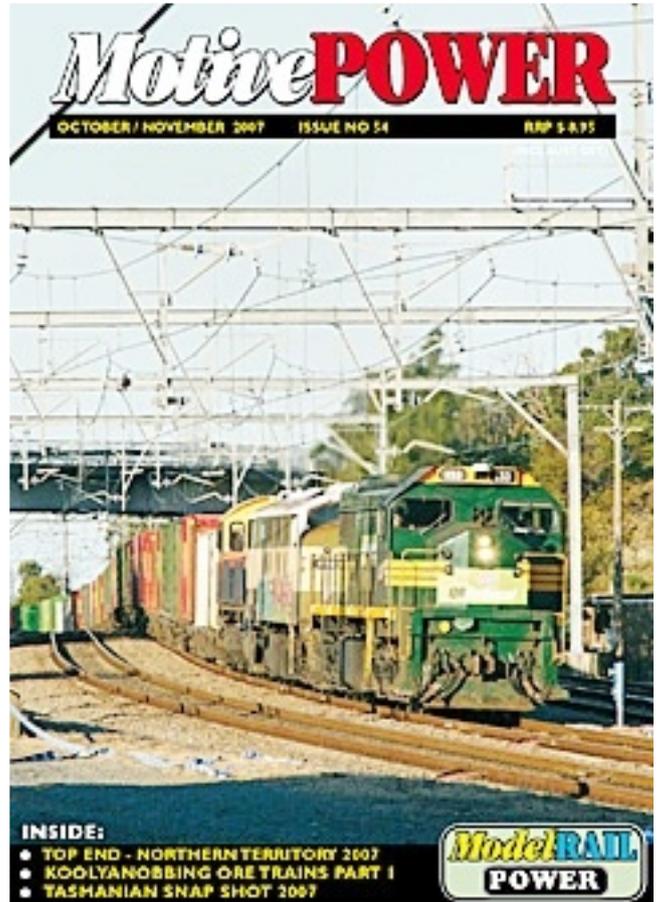


2007 Convention - First Place - Ferry - Australian Prototype



2007 Convention - First Place Off Line Structures - Kelly Loyd

Check out Motive Power, available at your newsagent or favourite hobby shop!



2007 Convention - Second Place - Locomotive

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Trestle on Geoff Nott's Leigh Creek



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