

MainLine

National Model Railroad Association Inc - Australasian Region

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Inside this issue

- Rocking with the NMRA in the Sixties
- The Black Stag Lumber Company
- Convention news and photos

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Advancing the global model railroading
community through advocacy, standards,
education and social interaction

Feature Articles

Rocking with the NMRA in the Sixties.....	8
Convention 2008 Report.....	11
The Black Stag Lumber Company.....	27
One way to solve a real estate problem.....	30

Regular Articles

From The Business Car.....	5
Pacific Director's Report.....	6
Highball! - Editorial.....	7
Region Roundup.....	18

Photo Credits

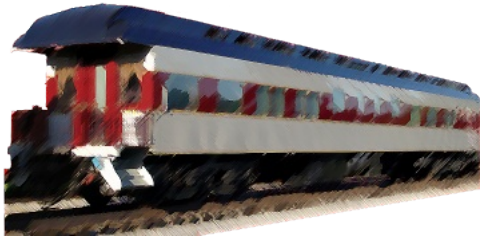
Front cover and Centre Photo

Black Stag Lumber Company by Allen Hare

Photos by Al Campbell



Denis Lanes Layout, Photo by Ron Solly



From the Business Car

Early in September my wife Jenny and I headed up the New England Highway for the Queensland Convention.

After an overnight stop we arrived at Toowoomba for a great day of layout visits and then off to Mount Gravatt in Brisbane for the convention on Saturday. About 20 other members plus partners from NSW attended our 2008

National Convention. It was really good to catch up with the Queensland members and visit several of our 100% clubs. Saturday was the main clinic day and a very interesting mix of prototype clinics was presented. The feedback I got from the Ladies Tours were that they were thoroughly enjoyed and were really good. Overall there were approximately 56 attending the clinics plus about 20 partners for the other events. We had a very good time and in four years we will be visiting again as they have put their hand up for another convention. I look forward to the next one. My congratulation to Div 1 Super Glen Stevens and his wife Sandra for their hard work organising and the members of Division 1 for their hard work making it the success that it was with a special thanks for the layout tour hosts.

Our longest serving member Len Opie passed away late in September and he was honoured with a full military funeral. Len was a military hero and received numerous bravery awards from the Australian and American governments during his military service. During the Korean War he received the Distinguished Service Cross for gallantry, second only to the Victoria Cross. He served in the World War II, Korean and Vietnam wars. Len was presented with our 60 year Region Membership Certificate and NMRA Head Office 60 year Membership Certificate shortly before his death by Div 6 Super Al Harris. Several members from Div 6 attended the funeral. Doctor Tim Vale passed away. Though not a current member he was the first editor of the newsletter during the Australian NMRA's time as the Southern Cross Region. My condolences go to Peter and Barbra Jensen at the untimely death of their son-in-law Dave who died of a heart attack in October. Finally my condolences to John Gillies and his family for the death of his wife Sally who passed away peacefully after a battle with breast cancer early in November. John lives in Canberra where he once served as Division 2 Superintendent.

During the last few weeks we have all witnessed the world financial crisis erode the value of the Australian Dollar to values not seen for many years. It will impact on the cost of our hobby as so many things are imported. Far from being the demise of the hobby it offers a great opportunity to rediscover some of the traditional values and skills that we may have started to lose. Instead of buying the next ready to run model at \$60 - \$80 for a wagon, why not try and make it from scratch. So maybe it will not be quite up to the standard of the latest ready to run super models but I can guarantee that it will have far more significance to you as a modeller than any model you simply bought. If scratch building is in your too hard basket kitbash or upgrade a kit model. Many older pieces of rolling stock from Athern and Roundhouse can be picked up for a song at a swap meet. Simple additions like wire grabs, wire stirrup steps, extra brake details, replacing the running boards with real strip wood etc. can turn average into fabulous. Sure you have to remove the old parts carefully by chiselling them off with a narrow blade. When you place your upgraded model on to your layout you will be hard pressed to tell them apart from the latest super model when they are in a train. You can tell I model the 50's with my running board comment! Add a little weathering and make sure the trucks don't wobble. Check that the couplers are correctly installed and, using your NMRA gauge check the wheels back to back. You don't even need to spend the money on new wheels. I know that comment will generate a howl of protest from the proponents of metal wheels but I have both and find no difference in the running characteristics or dirt accumulation.

Rummage through the cupboard and dig out the old loco or structure kit and start to put it together. Most of us have tonnes of models and kits we are "gunna make one day". Now is the time! You will have lots of fun and some frustrations as you build not just your kit but your skills too, but isn't that what the hobby is all about? You never know, it may well help you to your next Achievement Program Certificate. Buying the latest and greatest will never do that for you.

I would like to wish all our members and their families all the best for the Christmas Season and New Year. Happy Modelling!

Sowerby Smith

Pacific Director's Report

By Peter Jensen

Everything is quiet on the National front. The preparations are well under way for the Hartford, CT convention next July. For those of us who model the railroads of the northeast of the US, this is a convention not to be missed.

Speaking of conventions, thank you to those that responded to the National Convention survey. The convention committee is now compiling the responses and will be presenting them to the next NMRA board meeting in February. The intention is set up a convention framework that will be used to take the National convention into the future.

Brisbane Convention 2008 has come and gone. Congratulations to the organisers and the Queensland members. It was a great event, good clinics, plenty to do and see. They are even preparing already to host a future convention.

With our Region reaching 25 years in 2009, the Sydney convention will be the place to be, so start planning to attend. There are still a lot of surprises still to be announced.

That's all for now



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--- FEATURE LAYOUT ---

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Highball! - Editorial

Becoming involved...

I read with interest the current Scale Rails' article on 'Association Volunteer'. I have already completed this AP category, but it is an interesting facet of our hobby. Many of us, myself included, have got good starts by getting help from other members. In this issue of MainLine, a few of our contributors mention one of the best benefits of NMRA membership - and that is our members and the friendships we forge in the association. I can say that some of the best time I have spent in the hobby has been at fellow member's layouts, learning from their experience and getting to run some of their trains. Don't miss out on one of the best member benefits; get involved, go to a meeting and introduce yourself. Who knows, somebody might just have an answer for your question. 'But I don't know that much' I hear - there is always something that you know that not everybody else does. The Volunteer and Author AP certificates are ways that you can share what you know. I would like to thank all of our contributors this year. Without your articles and photographs, MainLine would simply not exist. If you have never submitted material for the MainLine, please consider it. The best part of my job as Editor is reading your submissions and looking at your photos. Keep 'em coming!

Conventions

We are now be looking forward to the 2009 Conventions. Next year has two great conventions planned starting with the Narrow Gauge convention in April and our 25th Anniversary Convention, 2nd - 5th October (Friday-Monday). The 25th Anniversary Convention will be bringing a few big names in from the U.S. and loads of layout tours and clinics. Make sure you mark your calendar for next year!

Kelly



Denis Lanes Layout - Photo by Ron Solly

Rocking with the NMRA in the Sixties

By John Parker

It was with a sense of sadness I read the other day that Dr. John Timothy St. Leger Moss passed away on 13 August, 2008.

Tim had been active in the model railroading hobby long before I first met him in late 1962 when he was the editor of the local magazine, "The Booster" and later "The Australasian Model Railroad Magazine" [AMRM][1].

At the time I was a naive teenager who wanted to buy anything and everything to run on my "pie-in-the-sky" layout. I can recall the feeling of elation when I read an article in "The Booster" magazine discussing the issue of incompatibility between the various manufacturers of model railway equipment. This kind of information was fundamental to the NMRA ethos, but for me it was like finding gold!



Consequently, I soon joined the NMRA-Southern Cross Region [NMRA-SCR] and met some "older and wiser" heads who had "been there and done that". At long last I could now make some "informed decisions" as to which items would work together and which ones to forget about. It wasn't long before I decided to become more actively involved with the NMRA-SCR and forwarded some ink and pencil sketches to Tim Moss for possible use in the region's magazine.

One Saturday afternoon Tim invited me over to his

Earlwood surgery to discuss the new NMRA-SCR magazine, "The Australasian Model Railroad Magazine" [AMRM] which was to be launched around May 1963.



I remember feeling somewhat bemused as "Doctor Tim" blithely cleared all the medical clutter off his large surgery desk and started laying out the materials that were destined for publication. I was also amused when his wall cabinets were not only filled with medical journals, but also some of his model locomotives.

Tim explained that he needed some illustrations to act as mastheads for some new forthcoming columns. There was to be a "Club Car" column for disseminating NMRA news and other model railway club activities. Another was a "Helper Service" column designed in a Q&A format to handle modeller's queries. Finally, he required a sketch for the "Mail Bag" column, which published the reader's letters to the Editor.

As the afternoon wore on the rest of the magazine's crew started arriving. The editorial committee consisted of Tim, John Wheeler, Basil Hammersley, Frank Maxwell and Ken Spilsted. Ivan Ives who worked for the old "Australasian Post" pictorial magazine was our staff photographer. Norm Coughlin and I handled the artistic aspect. There was also a young chap by the name of "Peter" who did some early cartoons under the name of "Pietro". Later on I also contributed some cartoons which had to be toned down because they were considered a bit risqué at the time. Today they would not raise an eyebrow, but times were a lot different back in the early sixties.

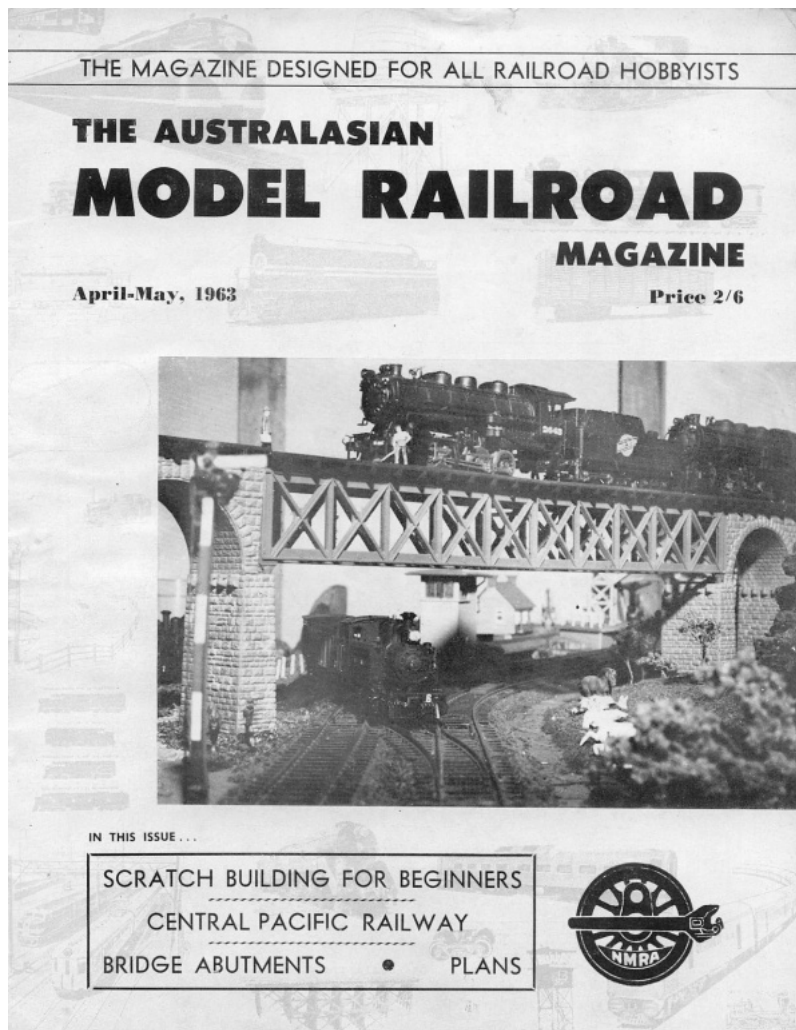
In those days, Tim would send his material off to "Photo Digest Pty Ltd" in Surry Hills. The printer would produce "galley sheets" of text and return them to Tim so he could arrange the magazine into its final form. A "galley sheet" is simply a large sheet of paper with several columns of printed text. There was no consideration given to making it look right because it was meant to be manually cut up into single columns.

Long before personal computer users picked up on the term “cutting and pasting”, we had to cut these galley sheets into columns and then arrange them onto a blank sheet of paper. When we were happy with the end result we would then paste each piece of paper onto it. Scattered throughout these columns of text we included the locations of photographs, illustrations and advertisements. Tim would then send these completed pages back to the printer for publication. Today’s PCs and desktop publishing programs make light work of this once tedious and manual process.

I also recall Tim’s excited mid-week phone call, advising me that the printer had delivered the very first issue of the AMRM. I hurried over and Tim handed me one of the very first copies to come out of the printer’s package of several hundred magazines. I still have this particular magazine as a treasured keepsake.

This inaugural 28 page glossy paper issue had some interesting items which by today’s standards might seem to be somewhat quaint.

On page 2, “The Model Dockyard” hobby shop in



Melbourne announced the arrival of the very first HO scale brass C38 class 4-6-2 unpainted steam locomotive for £26/15/0 [\$53.50]. Remember this was back in 1963 and it represented about a full week’s wage for the average worker. This HO scale model was also a milestone in the production of Australian prototype locomotives for the local market. Until then it was not uncommon for some modellers to have British and American models repainted to loosely “represent” Australian locomotives.

On the next page, was an advertisement by the late Ken Spilsted of “Sydney Model Railroad Supplies” who imported Japanese brass locomotives and a wide range of US model railroad kits. He generously supported the fledgling magazine by buying space for several advertisements. Ken had his “hobby shop” and a layout located in a large double garage behind his Belmore home. Apart from model railroads, Ken was also a distributor of plastic AMT motor car kits. He and I became good friends and he greatly influenced my lifetime passion for the Santa Fe Railway.



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Another important advertiser at the time was “Titcher’s Hobbies” at Dandenong. Their hobby shop was located at the rear of Titcher’s chemist shop [sort of reminds me of Long’s Drugstore in the US]. They catered for the serious modeller and imported Kemtron and Cal-Scale brass lost wax castings and Central Valley’s high quality wood craftsman kits among other lines.

There was an article by John Wheeler on “Scratch Building for Beginners, which seems to be a perennially favourite subject, even down to today. Jack Treacy wrote a 2 page article on his “Central Pacific Railway”, in which he describes some of its unique features.

Near the middle of this 28 page glossy paper magazine were two pages of B&W layout photos under the title “the scenic route”.

In the “Club Car” section there is a photograph of Bert Coppin and a group from the Sun-Herald Model Engineers Club looking at his Punchbowl layout. The interesting aspect of this 1963 photo is that all three visitors were neatly dressed in business suits and ties and had very “short back and side” haircuts. Now that is a sign of the times!

There was an article on “Bridge Abutments” and how to model them by the late Fred Gill. On the rear inside cover is a drawing of a NSWGR 45-class diesel in HO 3.5mm, TT 3mm and TT 2.5mm scales. The intent of these multiple scale drawings was to highlight the comparative sizes of each scale. Back in 1963, TT scale was struggling to find widespread acceptance within the hobby. However, once N-scale later became more widespread and popular TT scale seemed to fade into oblivion.

The back page featured a full page advertisement of an Airfix Diesel Railbus based on a British prototype. Again time seems to have taken its toll of another hobby manufacturer.

The first few issues of the AMRM tended to be heavily orientated towards the US scene, which wasn’t surprising when you consider that local members subscribed to NMRA standards. Also, the compatibility between American model railroad products was a big advantage and many modellers were influenced by the more established US hobby magazines such as “Model Railroader” and “Railroad Model Craftsman”. About 12-18 months later we started to focus more on Australian prototypes and present a more balanced magazine that would appeal to a wider audience.

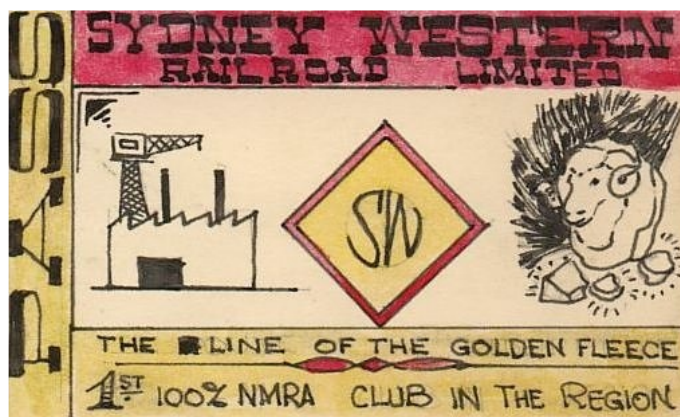
Apart from preparing the AMRM for publication, the other big chore was mailing it out to all the NMRA-SCR

subscribers and hobby shops. In those days we had to address each envelope using an old “Addressograph” stamping machine. Each address plate had to be manually inserted and removed from this clunky and noisy machine. When you had to address a few hundred envelopes, it was a tedious task. Thank goodness modern technology eliminated this monotonous chore.

Like today’s monthly NMRA meetings, we also had them back in the 1960’s. The one that stands out in my memory was an AGM meeting we had on Tim Moss’s spacious rear porch. His Earlwood home was large enough to accommodate both his surgery and private residence. I still have some photographs taken by Ivan Ives at the time and looking at them is a real trip down “memory lane”. Whilst most of the faces I can no longer put names to, a few of them are permanently stored away in my grey matter.

Following the AGM meeting, we visited Tim’s large layout room built beneath the rear of his home. I can still recall the passenger terminal with a large looping track around its rear. There was a maze work of tracks and turnouts feeding into the terminal, all of which could be thrown by dialling up its number on an old PMG telephone handset. I’ve been told that the late Bill Schopp of the US-based “Model Railroad Craftsman” magazine had a big influence in designing Tim’s layout.

During 1963-66 I was fortunate to have made some great friends in the hobby. Among them was Frans Persson. Frans and his wife Betty lived at Cabramatta at the time and his scratchbuilding prowess was quickly making an impression within the NMRA-SCR membership. Along with Frans, Keith Bell, Kel Mulhall and John Bujack [and there were others whom I’ve since forgotten], we formed the first 100% NMRA Club, called the “Sydney Western Railroad Limited”. We used to meet at Frans’ place every Friday evening to run a few trains around his layout down in his backyard “train shed”.



At the time I worked in a bank and in May 1966 I was transferred to Young, NSW for about seven months. In the meantime I had packed up my collection of locos

and kits into storage boxes which lay mostly untouched until my retirement in July 2000. By November 1966 I had dropped out of the NMRA-SCR and for all intents and purposes, out of the hobby. Not too long after the NMRA-SCR was dissolved, yet like the fabled phoenix the present NMRA Australasian Region [NMRA-AR] rose from its ashes and is now a thriving body of serious and dedicated railway modellers.

Just prior to my retirement I started building my long overdue HO layout called the “Barren Creek & Santa Fe Railway”. Quite a few of my stored kits have since been built and are in revenue service.

Like the fictional TV character, “Richie Cunningham”, those days of the early and mid sixties truly were “Happy Days” and I remember them with great affection. Like Tim Moss, some in our midst have passed away and whilst we are poorer for it they certainly enriched our lives. The next time someone whines about the worth of NMRA membership, stop and give a thought to those dear friends you may never have met if the NMRA had not drawn us together. How do you put a price on lifetime friendships forged by mutual aspirations, respect and values?

In time I joined the NMRA-AR and I’m happy to say that today’s NMRA members are just as great a bunch of guys as those when we were “Rocking with the NMRA in the Sixties”.

John Parker
“Santa Fe, All the Way ... Downunder”.

[1] Not to be confused with the later SCRMA’s magazine, “Australian Model Railway Magazine”.



Denis Lanes Layout - Photo By Ron Solly

Convention 2008 – Report By Gerry Hopkins MMR

This year the convention was held in sunny Queensland in beautiful spring weather in the middle of September. There were a number of layout visits arranged for the Friday for those on their way to Brisbane from the “lower” states.

So, early Thursday morning, key the address of the first layout (Darling Downs MRC in Toowoomba) into the GPS unit and start driving north. Once on the freeway, the N1, hit the cruise control, sit back have a cup of coffee, read the morning paper, and let the car drive itself north. We stayed in Warwick overnight, ready for an easy drive to the first layout on Friday morning.



We arrived at the DDMRC club rooms on Friday morning in beautiful weather. There were a number of N scale layouts in the first room. (The large modular layout later went to the Hurstville Expo in Sydney). Trains ran well on all the layouts including a Z scale in an annex.

The next room had three HO layouts; again these looked good and ran well. The third room also had a layout along with the most important area – tea & coffee. Photos of all the layouts can be seen on the web at http://www.nmra.org.au/conventions/2008_Roundup.html

The next stop was Mark Ward and the OMA Belt Lines. Mark has done a lot of work since my last visit and the layout looks great and runs as well as it looks.

After Leaving Mark’s layout we headed for the Convention at Mt Gravatt, just south of the centre of



Brisbane. At the Showground we easily found the building for the convention – after a while you get to recognize the vehicles that are being unloaded, or is it the blue shirts?



The Convention had over 95 very friendly attendees from all over Australia. There were some commercial stands and some layouts in the main hall and the clinics were held in two other rooms. The theme for the convention was “Modelling the Prototype” and all the clinics were well attended and all comments were of high praise for the presenters.



The Model contest was held during the day and the

winner of the Rick Shoup Award was Warren Herbert with his South Australian Loco, an 800 class (like an NSW 48 class) in narrow gauge.

One of the layouts on display was a QR switching layout by Ron Everingham. The layout was HO and many people had a chance to do some switching on the layout. Everything ran well and a number of members were intrigued by the Jackson Couplings – ideal for locos and rolling stock with buffers.



Another layout was that of Ray Nunn. This was in N scale and was another great looking layout. I liked the waves on the seashore. It also ran well for the duration of the convention.

The Saturday Night Dinner was a grand affair – good food, good service, good company and a very interesting speaker. The subject was the building and running of the “Great Southern Express” the Australian arm of the Orient Express.

Sunday was another great day and more layouts to see. First up was the Union Pacific MRC. Their layout ran well, they had just converted to DCC and some of the operators were still getting used to it.



After viewing the layout we sat down to a sumptuous feast supplied by the club – the start of another great day.

The next layout on the list was Dennis Lane's coal hauling layout, set in the wooded area of the Allegheny

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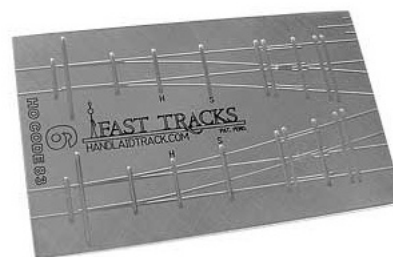
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VISA

MASTERCARD

Mountains. Plenty of noise as the locos worked their loads and many detailed areas to view while waiting for the next train.



I missed one other layout that day, but, I will see it next time.

Monday was another great day. Somewhere in Brisbane is the Workshop Museum another interesting place to visit. I say 'somewhere' as I just keyed the address into the GPS and followed the instructions – it's like having your wife AND mother-in-law in the car – you don't dare disobey!

We were given a tour of the back shops and had a big bonus. One steam loco was just ready to depart for a tourist run and another arrived back at the yard at the same time.



The Museum is well laid out and the tour guides were very informative – always worth another trip. They even have a large working model railway. We had the grand trip through the workshops and had to wear bright safety vests and protective goggles while in the work area. We even got close to the red Garratt.

There were a few more layouts to see for those who ventured further north. These were Laurie McLean's HOn3 D&RGS, Bob Brown's ATSF and Bill Dunn's NSW layout.



Laurie McLean's Denver & Rio Grande Southern in HOn3 is housed in a custom built "shell" that is located in the garage. The scenery and backdrops are spectacular and all the trains run at prototypical low speeds – all with sound. Those who know Laurie know his sense (?) of fun. There are many stories being told about the "Little Folks" of Silverton.



Bill Dunn's NSW Layout is reminiscent of an urban rail system of the 60's and 70's in the Sydney Basin. I would have loved to have an operating session on this layout.

Bob Brown's ATSF layout is split across two levels in two rooms. Although mostly ATSF, there are a number of British trains as well.

As I mentioned earlier, you can see the photos of the layouts and the convention venue on the web or, you can see them in the "Layout Tour 2008" DVD at the end of the year.

Gerry Hopkins MMR

A montage of photos from the Convention

by Ron Solly. Top: Mark Wards OMA Belt Lines, Middle: Dennis Lanes, Bottom: Darling Downs Club





The Black Stag Lumber Company by Allen Hare
Photo by Al Campbell



Region Roundup

Division 1 - Queensland By Ian Venables

Comment

This year 2008, has been unofficially declared by some of our members as “The Year of the Layout”. Some have been quietly planning their layouts for so long and are getting impatient, so they hoped that by making such a declaration, things would start to happen.

I have a sneaking suspicion that not too many of these long hoped for layouts are actually going to have a single nail or spot of carpenters’ glue applied.

The story sounds pretty grim but there are some excuses and some very good reasons why this will be the case. Firstly, it takes a lot of cajoling and completion of more important jobs around the house before an approach for “real estate” can be made. We live in a time when there are numerous calls on our time, another excuse. Most of us have more than a single hobby interest and the other one takes time and effort too. This is especially so if you share that hobby with your spouse.

One way to change things around might be to share this hobby, model railroading, with your spouse. That would give you great liberties. Some years ago I read a Paint Shop article in Model Railroader by a woman and this article is the best painting article I have ever read. I’ve read some brilliant pieces by women about scenery and making structures and one or two about kit-bashing.

Without being disrespectful, it makes me think I was born a generation too early! Women are becoming more involved and bring with them skills and conceptions that we men just don’t have.

Back to the layout room. If you need work done to gouge out a piece of dirt under the house, there are so many ways of doing that these days. All sorts of techniques and tools are available. I saw a micro-bulldozer the other day that could get under the lowest house and didn’t need the driver to ride it. It was connected to its operator by cables and he told me that radio control ones are sometimes used.

When I built my house no one used steel beams, acro jacks were still in the future and pumping ready-mix concrete was a thing for large buildings only.

These days too, the layout room doesn’t have to look like an old storeroom nor place to put the lawn mower.

Some of our members have excellent rooms and I’m sure they believe that every minute and every dollar spent making the room top class was worth the effort.

Maybe some of us, while thinking up grand designs, believe we are not quite up to actually doing it? Look at the railroads that have no scenery. Scenery seems to be

the stumbling block for a lot of us. Yet making scenery seems to be so much fun and sloppiness is almost an essential skill!

Maybe our perceived personal standards are actually too high for us to achieve? Try lowering them a little.

Perhaps if a start is made, by the time a few months have gone, our abilities will be closer to those original standards and the work we do from then on is pretty classy?

What’s this all about? Well just remember we have cupboards full of wonderful rolling stock. We may have dozens of kits of buildings, bridges, etc. that we haven’t built because we know it will fill the last bit of space our last cupboard has left.

When you think of it, a layout is a marvellous place to store rolling stock and all of those other kits. That will empty out your cupboards and then you have more room to clean up other things around your house.

This leads to a little suggestion. Ever notice how dusty rolling stock and buildings get on some layouts? Buy from a chain store one of those super soft brushes that are used by your daughter to put blush on. They are great rolling stock brooms. Jaycar sell a kit of small vacuum cleaner heads that fit onto a standard vacuum cleaner for about \$25. It is well worth it for your railroad and for your computer keyboard.

It seems that all of those reasons for not starting your railroad can be overcome. It will certainly take some compromises but it is all achievable. At the very least we should, yes I’m one of them, be able to build one of those Iain Rice layouts that offer great running and yard work in the absolute minimum of space.



A Convention Guards Van

At our recent convention, Ted Freeman as is often his way, very generously supplied every attendee with a set of his decals to commemorate the occasion. I don’t

know how many of those sets have been used so far but here is one example.

This little beauty was built by Lynn Zelmer and is an RJ Models kit of the Innisfail Tramway 7' guard's van. It features Ted Freeman's convention decals. If anyone else wishes to send me a photo of their use of these decals, please do so and I'll publish it in the Newsletter.

Lynn gave one of the clinics at the Convention on cane train modelling for which he is now famous.

Ideas Wanted!

Geoff Aldridge has recently shifted house and the layout room is, of now, vacant, needing his ideal railroad. He is still looking for ideas, druthers, do's and don'ts. These could be profitable for us all. We will publish the best of them in the Newsletter so all of us will see your ideas.

So far Geoff hasn't been overwhelmed with responses though I know many of you have heaps of ideas. So please get in touch.

Convention 2009

Yes I know it's next October, but now is the time to start long range planning for a trip to Sydney for this great event. Look at the website on our National Convention and see just what interesting events are being lined up for you next year.

Points

Several of our Division 1 members have bought Fast Tracks tools and equipment to facilitate hand-making points. This Canadian company have an excellent instruction CD that comes with some of the gear and a booklet on the use of their tools and equipment is available on their web-site. I'd be keen to see results of your use of these tools as I'm sure other members would. Please send in photos of your successes with Fast Tracks point tools.

Peco Points and DCC

For those using Peco points with electro-frogs and DCC, a good web-site about modifications is at:

www.loystoys.com/peco/about-electrofrog.html

You will get excellent diagrams and good information about modifications recommended for getting better results. All nice and simple too.

Scratchbuilding

Before the art is completely lost, perhaps we should contemplate on what you can have if you occasionally scratchbuild a piece of rolling stock. These days just about everything is available so we hear, but is that really true? Reasons for making special pieces may be varied. The first photo shown here is because this boxcar wasn't available except in N scale and that one was way off. Being pretty pragmatic about what I have, I then had to dream up a reason why I needed this other than for the desire for a bit of exclusiveness. Well this company used to make pails, buckets, barrels, etc. So

this is a tall 50' boxcar as a car full of such things would be mostly air. I've planned and industry that will need barrels – no it's not a brewery.



A scratchbuilt Menasha 50' boxcar. Built by Ian Venables from plans in Kalmbach's Model Railroad Cyclopedia 6th Edition 1950, lovingly referred to by we older modellers as "The Bible".



The next photo is of a PRR wooden reefer and none were available when I started this one. It sat unfinished for about 10 years while I did other things and occasionally tried to work out how to make all of that complex outside bracing. If there is one benefit in our hobby it is the number of excuses you can have for not finishing a project!

The plans for this PRR wooden reefer appeared in April 1958 Model Railroader. Built by Ian Venables, the outside bracing was made up bit-by-bit from Evergreen strips of several different sizes.

Both of these scratchbuilt pieces can service the same industry and add a lot of colour to operations.

Just in case you would rather dip your toe into scratchbuilding before trying a difficult job, consider kitbashing. This comes in several degrees. There is light kitbashing where just a few simple things are done to bring a bought product up to a better standard and

more representative of a particular item of rolling stock.

There is heavy kitbashing where the kit basics are used and you make or amend a lot of the model to get your particular piece.



This is the start of a heavy kitbash. It is an undecorated Athearn 34' R/S hopper #5440.

You will notice that it now has a boxcar type roof built onto the top. The intention is for it to become a NYC covered hopper #880020.

This NYC covered hopper appears in Mainline Modeler March 1982 as a photo only. The article is about USRA 2 bay hoppers and this hopper was originally made from one of these.

Ultimately it will be painted pale grey with black lettering. The decal, and that came first, is a Microscale 87-368. This decal sheet is for three different hoppers, CCC & St L, VGN and NYC. This particular hopper is marked for cement only. A cement factory is one option or you can have a spur disappearing into the scenery to a dam construction site. Such sites exist for years and use lots of cement. This covered hopper should look eye-catching and prototypical in such a situation.

I'll bring you a photo when it is completed.

NMRA Friendships

I've forgotten what year I joined the NMRA but it was a long time ago. Looking back, I can honestly say it has all been a pleasure largely due to the friendliness and respect that members give to each other. There is always the bantering and good natured repartee, but I've formed friendships with people who are now my closest friends.

Not long after I joined, I was in Sydney on the job for about a week. I rang John Saxon, who I had never spoken to at that time to ask how to get to Punchbowl Hobbies. I got the information about how to get there on public transport. Punchbowl Hobbies drove me back to Bankstown Station, yet I didn't spend a mint there.

They were an "NMRA shop" then. John had asked me to have lunch with him at his home the next day. That started a long and fruitful friendship that I still cherish and became the start to other friendships.

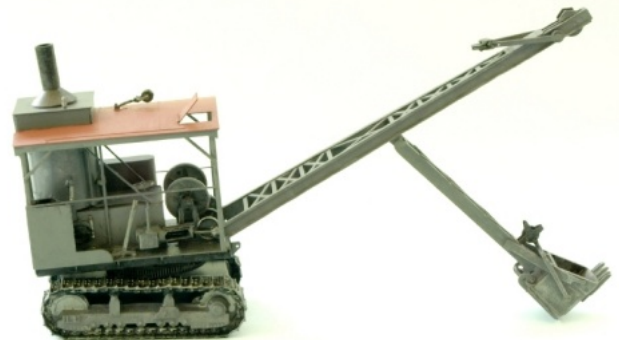
One of the glories of Division 1 is its friendly atmosphere. You can disagree with someone on a small matter but the friendship stands. I find, and I'm sure other do also, that I go to meetings and other places, firstly because my mates will be there. That is not just the few I am close to but all of them. Secondly, I go there because I know I am going to learn something without being preached at and in an atmosphere of genuine sharing. Thirdly, I go because there is always something for me to see that I can honestly say, he did that better than I could. In other words, it helps to keep our feet on the ground.

There are several other reasons but look, it's the end of the page!

Division 3 Victoria

By Rod Hutchinson

The October meeting for 2008 was held on Sunday 12 at the home of Peter and Michelle MacDonald in Bacchus Marsh, west of Melbourne. The meeting coincided with the Bathurst 1000 car race and a hot weather forecast. Despite competing interests, members from as far east as Mooroolbark and Emerald, and three intrepid modellers from Ballarat to the west, enjoyed a beautiful early Summers day. 17 attendees signed the meeting book, including 3 partners.



2008 Rod Hutchinson

O Scale Ditcher by Gavin Hince

The meeting settled into a pleasant get together sitting around outside discussing all things model railroading whilst enjoying the warm northerly breeze under any shade on offer. Gavin, Laurie and Rod recounted with the members their experiences from the National Narrow Gauge Convention held in Portland, Oregon during September; in particular, their bags full of goodies which severely influenced their respective credit card balances. Both our Superintendent and Reporter have not made reports available for July and August meetings due to their enthusiasm for overseas travel.

Items on display

Paul Ritchie – Suydam 930 class Pacific Western street



Suydam 930 Class with Hollywood Foundry Drive by Paul Ritchie

car with Hollywood Foundry belt drive chassis and FOS Cabinet Maker Building Kit; Gavin Hince – G scale laser cut bogie, built up in layers, and O scale Ditcher presently under construction; Laurie Green – O scale building kits by Stony Creek & Crow River, and an On30 Bachmann RGS Railcar; Peter MacDonald - Bachmann On30 Shay and Davenport with super



Peter MacDonalds On30 Bachmann Davenport with Dan Pickards FlatCar

detailing, a Dan Pickard Flat Car, and scratchbuilt On30 passenger car; Rod Hutchinson - Fourmost products Sander and Coffman Clamps.

As usual an assortment of magazines and books covering prototype and model railroading allowed those attendees enjoying the warm weather to waste the day away in constructive reading. Of particular interest was a copy of two antique books; Henry Greenly's "Model Railways" published in 1935, and Edward Beal's "Scale Model Modelling Today" published in 1939.

Our Superintendent, Grant McAdam remains overseas enjoying all things in railways. Laurie Green closed the meeting by presenting Peter with an NMRA thank-you



Peter MacDonalds On30 Scratch-built Passenger Car

plaque, whilst thanking Peter and Michelle for opening their home on such a beautiful spring day.

Division 4 Western Australia

By Frank Godde The Annual Report.

We here in the west have had a very good year, with most members attending meetings and membership now numbering 17. But still there are those who we never see, albeit not for lack of trying.

Everyone gets a turn at participating by either having a topic to talk on, or just telling us all what they are doing with their layout. The 'hands on' clinics are the most popular. There have been many queries about DCC and some horror stories have also been heard. As I said, membership has risen, with the latest to rejoin being Richard Johnson. Richard runs 'DCC Concepts' an up-market shop which specializes in DCC equipment. Richard is always ready to help with problems and the service is friendly. 12 members and 2 visitors heard his talk, given in August, on working with 'Dass'. Many new ideas came forward, even putting it through a spaghetti roller to get a constant thickness that made us all sit up and take notice.



The year started off with Pete giving his presentation of the 2008 convention in the States. This was well presented as Pete set up a couple of computers with monitors, so that everyone could follow as he spoke. Frank asked for support for the coming year and he certainly got that. Next came 'tank day'. Peter presented his weed sprayer car to us all a little later in the year as his original idea had changed and a completely new tank was created. Made out of a cork from a wine bottle, which he said he drank with a lovely lady, I thought the effort was very good for a fellow who only uses one eye.

We met at Jim's new place in March and got involved with the ore trains of the Pilbara, through his video machine.

Rod showed us all how to make a 'catch point' in April and explained the uses and placing of such a device.

Then in May, we went to Les' for 'shed day'. This day

gave everyone the opportunity to get started on a simple shed for their layout, with one shed being completed later.

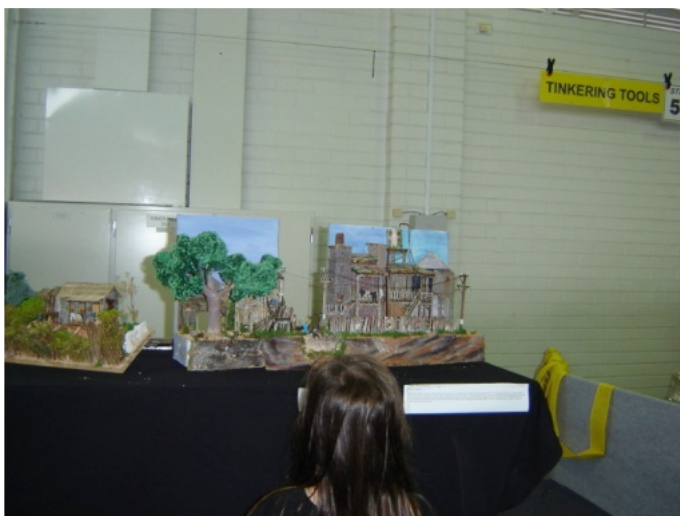
A redirected month followed and decaling reared its ugly head. Bob talked about it, Frank showed how he did it with dry transfers then he moved on to weathering buildings with chalks. The meeting was held in Frank's near empty train room.

Then in July, we went to Allan Perry's for a general discussion day.



September we met at the AMRA club room. Good and interesting conversation about the beginning of the AMRA club, was given by Allan Burrough. During these meetings a wide variety of locomotives made their way across the tables for perusal by other members. There were some ugly ones and some really pretty ones too.

'DCC Concepts' ran a weekend workshop in September which was held over two days with clinics on various topics. The members who attended found that it was interesting and well worth it.



Frank again put up a static display at the 'AMRA' annual show, which is held every year in June. One of the public attendees who has a Doctorate in Environmental Studies was so inspired with one of the

larger trees on display, that after some discussion with Frank, he commissioned him to build him a tree house. As a result of that, photos were taken for an environmental book which is being published. Then Frank also went to the 'AMRA' show in Albany with the same static display and he came second in the public vote. One of the public who was taking a keen interest in the display turned out to be Bob Best from Sydney. See, you Easterners do get around!! Under the heading of 'Scenery Snapshots', the display was mainly small dioramas of buildings, trees, rock castings and so on,



which stirred up a lot of interest. While down there, lots of lovely sticks and weeds found their way into my trailer, to be used on the new On30 layout.

The draft, "Our Aging Hobby" put forward by Peter Burrows was discussed at one of our meetings. Some points that came forward from that discussion were that some modellers when participating at expos can't be bothered to talk to, or answer questions from, our younger folk. Another point which was brought up was that manufacturers don't make low priced products to suit the starter. I disagree on that point. Like most hobbies, it costs money to have a hobby. That is why there is an abundance of pre owned equipment around which is available at reasonable prices - and you have to start somewhere. The age of the modellers again has to



be considered. There are many families with a train buff who have young tykes and these kids are subjected to the hobby every day and there is a good chance that they will follow in their father's foot steps. I know this, for I have two grand daughters and the one of four years old already has her first toy train set. I will certainly make sure that they will be besotted with Rail Roadorama. Other interested people come from shows/exhibitions where you might snare one or two, and the secret is, to have a display which is different and will catch their eye. Then the questions will start. From experience, people have seen it all before and you notice them walking around exhibitions, but they stop at things that they haven't seen before. This is how it goes;

"That looks fantastic"

"what's it made from?"

"where can we learn how to do that sort of thing?"

The kids ask "how long did it take to make?"

Answers:

"thank you"

"they are made from every day, inexpensive materials such as cardboard, veneers etc".

"We are members of the 'NRMA' and we will show you how to do this type of work at clinics given at club meetings".

Jim Anderson is trying to get a Scouting badge organized with the Scouts in the form of a model railroading badge.

Finally, the interest has to come from the people themselves, and I think most shows are well supported

by the public. It is at these shows that the opportunity arises to impress the public. For instance, Joe average thinks to himself, "I can do that..."

NOW, where does he go to get more info? Sometimes the hobby shops don't have the time to chat to people who are not spending money or they just need to sell a train set and move on.

Members could carry business cards with their club's info on it.



Denis Lanes Layout - Company Homes - Photo By Ron Solly



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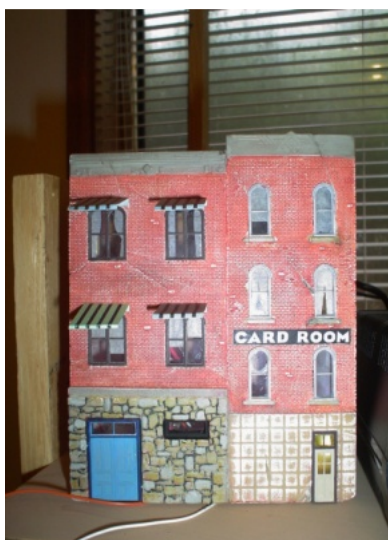
Division 6 South Australia

By Al Harris

June Report

The latest Division 6 meeting was an historic event hosted by Ian, Irene and Adam Wade at the DECCA club rooms on June 14. It was a memorable afternoon which saw a changing of the guard as our inaugural Div Super, Ron Solly, handed the reins over to Al Harris after 4 years at the helm.

Al welcomed the 12 members, including our latest recruit, Max Wright, and 1 guest, Michael Brownnett, in attendance and thanked Ron for his efforts over the past 4 years.



The modelling part of the afternoon was a mixed bag of “Show and Tell” by Al and Ian. Al opened proceedings with a quick account of his utilisation of small red LEDs as end of train lights in a caboose. This was followed up by a presentation on the scratch building of signals from brass tube, small washers and bicolour LEDs. Ian rounded out the presentation side of the afternoon with a detailed account of the various adhesives available and their application in the hobby. Both the presentations generated much interest and conversation.

A new raffle format of “lucky envelopes” was trialed and proved to be a success for our new Div Super who took the prize with the last number sold. Al has kindly donated the prize back to the division.

With formalities over, the members and guest adjourned for refreshments and some general discussion

August Report

The August Division 6 meeting saw 12 members assemble on an overcast day at the home of hosts, Geoff and Lorraine Chatwin. Al welcomed the attendees and apologised for omitting an important event from the minutes of the previous meeting, the awarding of the ‘Golden Spike’ to Ken House.

The major event for this meeting was the presentation of two 60 Year Membership Certificates to Len Opie, one from the Governing body in the US and one from the Australasian Region.



The modelling part of the afternoon was a “Show and Tell” by Graham Capper on a number of topics. The primary topic of Graham’s presentation was the use of printer’s inks as a colouring and weathering medium with the results he achieved being demonstrated in the weathering of a Bar Mills structure, the timber deck of a flat car and the rusted remains of a wrecked truck.



Graham also outlined the trials he conducted using glitter in a water feature to simulate sunshine being reflected from the surface. Examples of the techniques he outlined were well demonstrated in the construction of a diorama he had on hand. Graham rounded out his presentation with an account of his technique for installing lights in structures. Again he had examples of his work on hand for those in attendance to see.

During general discussion, mention was made of seeking hosts for the 2009 series of meetings. Sol mentioned that he had received the latest lists of DVDs and videos available from the AR library and that, members could request DVDs or videos through him or direct from David Howarth, the AR librarian. These



lists can be found on the NMRA website at <http://www.nmra.org.au/library/library.html>. Max Wright, one of our newest members, kindly offered the services of a band, of which he is a member, to play at our Xmas gathering at Ray and Gael Brownbill's residence at Forreston in December.

The new "lucky envelope" raffle was won by Adam Wade.

With formalities over the members adjourned for a fine spread of refreshments generously donated by our hosts Geoff and Lorraine.



October Report

The October Division 6 meeting saw 9 members and 2 guests assemble on a sunny day at the home of hosts, Scott and Sarah Taylor. Al welcomed the attendees and advised those present of the passing of long serving member Len Opie.

The modelling part of the afternoon was a "Show and Tell" by Ken House and Peter King. Ken presented an example of his scratch built single lens searchlight signal made from brass. The single lens was a bicolour (red/green) 2 terminal LED, the change of signal colour being achieved by reversing the polarity of the LED.

Ken also had an example of a scratch built yard post. Peter described his methodology for constructing a

short, 30', flat car and a couple of log cars from components picked up off the second hand stall at the AMRE exhibition.



Following a poor response to an email request for meeting hosts for 2009 Al asked the members if they would be prepared to host a meeting in 2009. We now have all but one meeting with a confirmed host and the remaining meeting host is to be confirmed (see attached list).

This meeting's "lucky envelope" raffle was won by the Div Super – again!

Scott had his revised shelf switching layout open for inspection.

With formalities over, the members adjourned for a fine spread of refreshments organised by our hosts Scott and Sarah.



All Gauge Railroad Club - Sugar Refinery - Photo By Ron Solly

Division 7 New South Wales

Wales

By John Montgomery

October Report



The meeting in October was held at Vic and Beryl Quince's home in Granville. Vic had made provision for bad weather by setting up a large tent in his back yard. Fortunately, the weather held off and the members and visitors were treated to a beautiful day out.

Vic's layout has had some work done on the scenery since we last paid a visit. The layout has also been extended to accommodate more running. Vic runs NSW HO with lots of coal trains and also some passenger services. The layout ran very well and all that attended the meeting enjoyed the running of the layout.



It was pleasing to see that so many members turned out for the day considering that the AMRA model railway exhibition was underway at Hurstville on the same weekend.

During the formal part of the meeting Sowerby Smith and Gerry Hopkins, who had just returned from the Queensland Convention, gave the meeting a report on the Convention. They both agreed that it was a very enjoyable Convention with the main theme being

prototype running. The clinicians presented their topics in a professional manner to entertain the attendees. The Convention dinner was a success and the after dinner speaker was well received.



Queensland has agreed to host another convention in 4 years time.

The members were reminded of the upcoming 25th anniversary Convention at Castle Hill in October 2009. David Howarth and Gerry Hopkins told the members of some of the preparations that are already in place for the event. The members were reminded to keep checking the website for further updates.

Reminders were made about the Christmas party in December and that more tickets needed to be sold before the restaurant would be closed to the public.

After the formalities of the meeting Alex Danilov presented us with a demonstration of a static grass maker that he has made from bits and pieces out of his workshop. Similar static grass makers can be purchased from different manufacturers which cost around \$250.00. However, Alex can make his for about \$50.00. This was a good example of Alex's modelling skills.

After the meeting Beryl and the ladies provided a delicious afternoon tea.

My thanks go to both Vic and Beryl for being great hosts on the day.



The Black Stag Lumber Company

By Allen Hare

Photos by Al Campbell

A love of logging and coal railroading from the 1930-40's led me to create the Black Stag Lumber Company. Further inspiration has come from the book *West Virginian Narrow Gauge: Mann's Creek Railway* by Ron Lane and Ted Schnepf. The Mann's Creek Railway was a 20 mile long narrow gauge railroad that operated in West Virginia between 1886 and 1956. The main traffic was timber and coal that was interchanged with the Chesapeake and Ohio Railway.

My main interest in model railroading is being able to create realistic looking scenery. I enjoy finding a photo of a structure that I like, either in a magazine or one that I have photographed myself, and building it from scratch including adding the final details. The logging and coal mining industries of the West Virginia region provides the varied and interesting structures as well as the spectacular scenery to allow me to do just this. The smooth running of the locomotives and rolling stock must also be as realistic as possible.

The Black Stag Lumber Company is located somewhere in West Virginia in the 1930's. You can

imagine the smell of coal and wood burning steam donkey engines clanking away deep in the forest, the crashing of huge trees either chopped or sawn down by brawny loggers and the shrill whistles of steam locos struggling to haul loads of logs up steep grades on crudely constructed track over a range of large and small trestles to the sawmills. All this took place amongst huge towering pine, poplar and redwood trees. It took tough men to move the millions of feet of logs day in and day out with danger around every corner. Many never walked out alive.

The layout, though freelanced, is loosely based on the Mann's Creek Railroad in the 1930's. Many spectacular views abound from huge trees still in their virgin state to fast flowing rivers and creeks to waterfalls. Other than the railway the only other mode of travel is on narrow dusty roads at times along the edge of cliffs. The Black Stag Lumber Company was never drawn or designed on paper, it just happened as I moved from one area to another over a period of 10 years. The layout is in a purpose built 20' x 22' room. Here the logging theme goes from the woods to a large city/wharf scene featuring brick buildings common in eastern US cities.

The layout is built on a mixture of 2 x 4 and 1 x 4 wood framing. This is covered first with ply then with soft board which can then be cut and shaped to form rivers and creeks. The Peco track work is laid on the soft board. The turnouts are fitted mainly with hand throws



but hard to reach turnouts are thrown using Peco switch motors. Curve radii range from a tight 18" to a broad 30". Because of the West Virginian mountain terrain the track height ranges from 44" to 68". The track grades in some logging areas are 5% or more making the Shays, Heislars and Climaxes work to get the empty log cars up the hills and get their brakes working coming down.



The scenery is constructed from polystyrene foam which is cut, filed and sanded to shape. This is covered with rocks from an assortment of rubber moulds then covered in plaster. I have found that if I mix 4 cups of plaster and 2 cups of sawdust together that when it is spread over the polystyrene foam and between the rock castings then when dry and stained with a range of Woodland Scenics stains it gives the effect of a fine rocky surface. It does not then need a lot of ground foam to get the same effect. I have found that only a small amount of ground foam here and there does the trick to get the results I want.

A number of different Woodland Scenics foliage colours are used for both ground and tree coverage. I have also cut up and soaked old bits of sponge rubber with an assortment of coloured latex paints. I have let this dry for a week then ground it into a fine to coarse foam using a rotary wire brush. In making over 3,000 pine and deciduous trees I have found this to be a good cost saving tip.



The track work is ballasted using a range of finely sieved local sands and a mixture of Woodland Scenics materials. The rivers, creeks and waterfalls on the Black

Stag were done using the usual tried and tested methods. The waterfalls are pieces of clear acetate streaked with clear silicone sealer, left to dry then dry brushed with white acrylic paint. The acetates ends are concealed by rocks and logs. Over the waterfall I use a very fine cotton pad teased out to look like water mist. This is held in place with white glue. All this is then surrounded by trees and bushes down each side. All water surfaces are created using Envirotex Resin and Woodlands Scenics Instant Water. This has been poured straight over the detailed river bed or lightly tinted to give the effect of stagnant or polluted water from the sawmill. For water ripples I use Woodland Scenics Water Effects.



Some trees are by Scenic Express, but the majority of the 3,200 pines to date have been made using the good old wire and rope/bottlebrush method.

To get a good HO texture, tree trunks and logs used for the felled trees around the logging camps and sawmills, I have found feijoa branches, local NZ flax wood and Rhododendron branches do the trick. I cut them to size and even set some up as tree stumps. They are soaked in Woodlands Scenics cement, dried then glued in place.

Motive power comes from such manufacturers as



Pacific Fast Mail (PFM), Roundhouse (MDC), Bachmann and Rivarossi. A Mack diesel rail-bus along with a couple of Mack rail-trucks represent the only intrusion of the internal combustion engine. Shays and Climaxes have been re-gearred using NorthWest Shortline gear sets to better achieve smooth running at

scale speeds. My roster also comprises a number of longer wheelbase steam locomotives and these are being readied to haul trains on the tracks when the city and waterfront is completed. All motive power is fitted with LokSound decoders. Some of the smaller 25T Shays have had N scale decoders fitted due to the restricted space. The top of the tenders are cut out, small speakers are fitted and then covered with custom made coal or wood loads. Like the motive power, rolling stock is from a number of manufacturers: PFM, Sierra West, Rivarossi, Far East Distributors and Roundhouse as well as a number of scratchbuilt pieces. The freight cars on the layout fit the era being modelled as well as being appropriate for the industries being served by the railroad. Structures are a mixture of craftsman wood kits and scratchbuilt. A variety of manufacturers are represented including Sierra West, Campbell, Finescale Miniatures, BTS, JV Models, JL Innovative and Bar Mills. Many have internal details and some are fitted with sound. All the bridges and trestles have been scratchbuilt.



The layout is controlled by Lenz DCC using four controllers. The fact that I enjoy layout building more than operating means that to date there is no formal operating procedure or group to run the layout. Fun is had by all, however, who turn up to operate the layout and to run trains.

What is to Come?

I have completed the scenery up to the city of Penbrook and its adjoining towns of O'Reilly and O'Sullivan junctions. I have so far completed the backdrop scenery and set out the waterfront. Most of the large city buildings are in place and as time allows the construction of the roundhouse, turntable, rail yard and other minor structures will take place.

Layout at a glance

Name: Black Stag Lumber Company

Scale: HO (1:87.1)

Size: 20' x 22'

Prototype: Freelance

Locale: Somewhere in West Virginia

Era: 1930's

Style: Walk In

Benchwork: Timber frame covered in ply/soft board

Layout Height: 44" to 68"

Minimum Turnout: No. 4

Minimum Radius: 18"

Maximum Grade: 5%

Scenery: Plaster over polystyrene

Backdrop: Hand painted hard board plus ready made scenes

Control: Lenz DCC

Like many modelers from the earlier generation my interest in trains was fostered through the arrival of a Hornby clockwork train set when I was five years old. Marklin followed but did not really appeal due to the third rail and the European outline. A switch to Rivarossi led to modelling North American prototype and the love of timber railroading. The present layout was started in 1998.

A member of the NMRA, Allen and his wife Sue have been married for 39 years and live in Stokes Valley, Lower Hutt, New Zealand. They have two sons, a daughter-in-law and a granddaughter.



One Way To Solve A Real Estate Problem

By Lyndon Spence

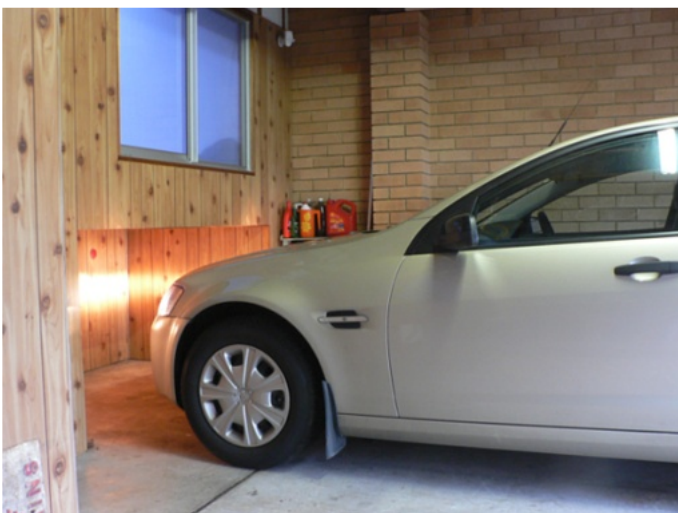
The “Bonnet Box” Or “Hood Hutch” Concept

There's always a real estate problem, isn't there? There is never enough space for your layout! For us, it was important to garage the family cars. Unfortunately, this also meant taking up valuable layout real estate unless . . . Hmmm, I wondered if the wasted space above the hood of the car could be used? Even though the layout was in the train room next door?

After a bit of imaginering, the “bonnet box” (Australian) or “hood hutch” (US terminology) concept was built and has a been a success for the last 25 years.

A hole was cut in the wall, an enclosed box was built and voila - the car can still be parked in the garage, but the intrusion of the front end is hidden by what looks like a continuation of the layout.

The height and other dimensions of the box depends, of course, on the size of the car. The accompanying photos describes the concept better than I can.



Retail Directory

Anton's Trains Order Service

PO Box 236 Castle Hill NSW 1765
 Fx: (02) 9899 4484
 Email: bognar@bigpond.com

ARHS NSW Bookshop

67 Renwick St, Redfern NSW 2016
 Ph: (02) 9699 4595
 Fx: (02) 9699 1714
 Website: <http://www.arhsnsw.com.au>

Mon-Fri 11am-5pm
 Sat 9:30am-3:30pm

Austral Modelcraft

Shop 15 Fairfield St Mt. Gravatt QLD 4122
 Ph: (07) 3849 2655
 Fx: (07) 3849 8664

Walthers Dealer

Tue 9:30am-1pm Thu-Fri 4pm-8pm
 Sat 9am-4pm

Berg's Hobbies

181 Church Street Parramatta NSW 2150
 Ph: (02) 9635 8618
 Fx: (02) 9689 1840
 Email mail@bergshobbies.com
 Website: <http://www.bergshobbies.com>
 Open 7 days

Casula Hobbies

62 Moore St Liverpool NSW 2170
 Ph: (02) 9602 8640 Fx: (02) 96028874
 Authorised Walthers Partner On-Line Dealer
 Email casulahobbies@casulahobbies.com.au
 Website: <http://www.casulahobbies.com.au>
 Mon-Fri 9am-5:30pm Thu 9am-8pm Sat 9am-3pm

End Of The Line Hobbies

74 Ocean Street Victor Harbour SA 5211
 Ph: (08) 8552 7900
 Fx: (08) 8552 7933
 Email shop@endofthelinehobbies.com.au
 Website: <http://www.endofthelinehobbies.com.au>

Gwydir Valley Models

PO Box 740 Glen Innes NSW 2370
 Ph: (02) 6732 5711
 Fx: (02) 6732 1731
 Email: info@gwydirvalleymodels.com
 Website: <http://www.gwydirvalleymodels.com>

Junction Models

Shop 5/449 Main North Rd Enfield SA 5085
 Ph: (08) 8349 7464
 Fx: (08) 8349 7463
 Website: <http://www.junctionmodels.com.au>
 Open everyday except public holidays

Model Railroad Craftsman

Shop 2 - Level 1, 64-70 Main Street, Blacktown NSW 2148
 Ph: (02) 9831 8217
 Fx: (02) 9831 4132
 Email: sales@mrrc.com.au
 Website: <http://www.mrrc.com.au>
 Tue-Wed 10am-5pm Thu 10am-7pm Sat 9:30am-3:00pm

Mountain Blue Miniatures

PO Box 287 Blaxland NSW 2774
 Email: keith@mountainblueminatures.com
 Website: <http://www.mountainblueminatures.com.au>

Full range available at: The Railcar (NSW), Model Railroad Craftsman (NSW), Buffer Stop (VIC), Cyanotic Hobbies (VIC), Brunel Hobbies (VIC), Christmas Every Day (QLD) Trains & Track (QLD)

The N Scaler - N Scale By Mail

PO Box 254 Rydalmere NSW 1701
 Ph/Fx: (02) 9832 8913
 Mo: 0407 217927
 Email kerr43@ozemail.com.au
 Website: <http://www.ozemail.com.au/~kerr43/nscaler.html>

The Railcar

17 The Breakwater, Corlette NSW 2315
 Ph: (02) 4981 0668
 Fx: (02) 4981 0668
 Email: railcar@hunterlink.net.au
 Website: <http://www.railcar.com.au>
 Contact: Herna or Paul Ward

The Signal Box Model Railways

8/15a Gt Western Hwy Blaxland NSW 2774
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Tom's Hobbies

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 Fx: (02) 9809 0650
 Email: info@tomshobbies.com.au
 Website: <http://www.tomshobbies.com.au>
 Mon-Fri 8:30am-5pm Sat 8:30am-3:30pm

Vic Barnes Cycle & Model Train Centre

213 Lambton Road
 New Lambton NSW 2305
 Ph: (02) 4952 1886

Woodpecker Model Railways

8 Joyce Street Pendle Hill NSW 2145
 Ph: (02) 9636 3855
 Fx: (02) 9631 4204
 Email: wmr@zeta.org.au
 Mon-Fri 10am-5:30pm Sat 9am-2pm



Sydney Convention October 2009 Information update

Celebrate our 25 Years of Model Railroading

We are pleased to announce the NMRA Australasian Region's 25th Anniversary Convention will be held in Castle Hill, Sydney on the weekend of Friday 2nd to Monday 5th October 2009.

The Convention will be held in the wonderful facilities of Oakhill College, on Old Northern Road, Castle Hill.



Oakhill College from the air

In celebrating our twenty five years, we intend to SHARE the experience and expertise of railways and railway modeling accumulated throughout the years.

The Convention has already attracted leading modelers from the USA who will SHARE their expertise to all who attend. We anticipate many Interstate and International visitors will join these celebrations, and also enjoy Sydney and its wonderful environs.



Special Highlights

- Attendance and Address by NMRA President
- Opening Plenary Clinic by Charlie Getz, NMRA Director at Large, Raconteur and our Dinner Speaker
- Multi-stream Clinics both days and Sunday's plenary session presented by Tony Koester
- Acknowledgment of the Regions founding members
- Gala Dinner in the Grand Foyer, the picture above shows the building. Layout Tours on the Central Coast on Monday 5th October 2009
- Great socializing opportunities throughout the Weekend and at the Gala Dinner
- Photo Competition, Model Contest, General Knowledge Quiz, & more:

So note the dates in your diaries, check the NMRA Australasian Region website for additional details as the months go by, and we look forward to welcoming you in October 2009.

David Howarth, 2009 Convention Chairman

Big Savings for Early Registration see Web Site for details