

# MainLine

National Model Railroad Association Inc - Australasian Region

Winter 2009  
Volume 26 No. 2



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- Narrow Gauge convention report
- Hints and tips for structure kits
- 25th Convention Information

Registered at Australia Post Publication # PP241613/00080



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Muskat Ramble photo by Gerry Hopkins MMR



Official Publication of the  
National Model Railroad Association  
Australasian Region

Registered at Australia Post Publication #  
PP241613/00080

**Editor:** Kelly Loyd

**Proof Reader:** Greg Harper

**Photographers:** Josh Loyd, Gerry  
Hopkins

**Assistants:** All NMRA AR Members

**Article Submissions:** The editor  
welcomes any train related articles,  
photos, drawings, cartoons, letters to the  
editor and other material.

Any submissions can be either emailed or  
“snail mailed”. It is preferable that any  
submissions be made using a computer,  
(PC or Mac) Publication of articles  
submitted are at the discretion of the editor.

Cut-off dates for Article submissions

Spring 2009 - 14/8/09

Summer 2009 - 13/11/09

Autumn 2010 - 19/02/10

Winter 2010 - 14/05/10

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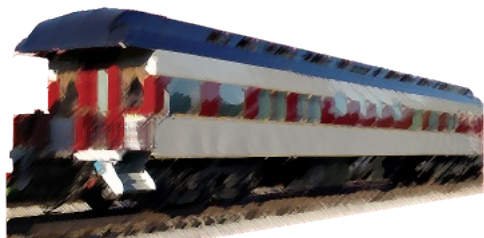
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**Dolly Varden Mine Railroad**

**Photos by Gerry Hopkins MMR**





## From the Business Car

This year is stacking up to being my year of the convention. First I attended one day of the Narrow gauge convention held in Sydney this year and with the organising committee being made up of our members the NMRA was a sponsor in providing Public Risk Insurance

cover. An excellent event with great clinics, overseas guest speaker and grand unveiling of a new layout Muskrat Ramble that will also appear at our convention in October. Our members did a great job of organising this very popular convention.

Next on my list was the American Model Railroad Association New Zealand held over their Queens Birthday weekend 30th May – 1st June in Waikanae (pronounced Why Can I) A small town 50 kms north west of Wellington on Highway 1. The Chairman of the organising committee Kel Sherson also known as our Division 5 Superintendent along with his 8 man organising group put on a great weekend. A slightly different format to that used here. Two sessions of clinics in the mornings and structured layout tours in the afternoons in private cars. Return to the venue on Saturday for more trains and chat. Sunday a repeat with different clinics Sunday evening a grand dinner was organised with 140 attendees. Unfortunately it would have been more but the Restaurant was unable to hold any more. Over 200 attended the main event, considering the times a great achievement. A total of 7 of our Australian members travelled to NZ. I travelled to Wellington with our Div 7 Super John Montgomery and he presented a clinic on weathering wood and lightweight bench work that was very well received. One of the clinics I attended was by Paul Hobbs a veteran member of NMRA on Passenger trains on the West coast and one of two clinics he will be running in Sydney in October. Well worth seeing as he is an excellent presenter.

My main job at the Convention was to present awards to our NMRA members in NZ. 3 Achievement awards to Alan Dunn 2 to Alan Hare plus we have 8 members in New Zealand who are eligible for our 25 year membership award. I presented 6 to our members who are not able to attend our October Convention and Kel will present locally to the two remaining candidates unable to attend the NZ convention. Plus It was my pleasure to exercise my prerogative of presenting Kel Sherson with a “Presidents Award”. By the look of surprise on his face I had managed to keep it a secret until the presentation. Well done Kel.

So what is next on the Agenda? First our AGM on the 13th June which will be over when you read this. It is not an election year but a presentation of the years events and I get to present a couple more “Presidents Awards” for outstanding service to the Region. I’ll let you know the recipients in my next column. One area that has been going great guns lately is the Achievement Program, Chaired by Gerry Hopkins MMR with our Div 4 Super Frank Godde being our latest MMR. Well done Frank. And the paperwork is in for George Paxon to become our next MMR and we are just awaiting official confirmation. George is an excellent modeller in 0 scale, congratulations George.

Our next major event is the October Convention. This is our big one. 25 years as a Region of the NMRA. Charlie Getz is our keynote speaker and will be giving the after dinner address. NMRA Director at Large and frequent contributor to the Narrow Gauge and Short Line Gazette plus he’s noted for his entertaining presentation style. NMRA President or Vice President will be attending from the USA and Tony Koester and Al Westerfield of resin freight car kit fame will also be presenting clinics. Paul Hobbs from NZ and a whole host of well known local presenters will be giving clinics. With an unprecedented 3 streams of clinics plus building a small switching layout during the convention. This we hope will encourage our members to get started building a layout. A major highlight is the Saturday evening dinner. The NMRA President will be presenting our 25 year member plaques to our longest serving members and also our newest MMR’s will officially receive their accreditation from the President. 22 fabulous layouts open for tours on Monday and Tuesday plus it is the weekend for the Liverpool Exhibition. What a weekend. I urge you to book early and not be put off by the doom and gloom in the papers. The Narrow Gauge and NZ conventions both had record numbers attending. We are offering a \$10.00 discount for early registration. The dinner will be heavily subscribed so don’t miss out and we have a fabulous venue in Oak Hill College. So finalise that decision and get registered. Help make this the best and biggest event we have ever held. See our Website for all the information.

Sowerby Smith



# British Railway Modellers of Australia Annual Convention October 30<sup>th</sup> to November 2<sup>nd</sup>

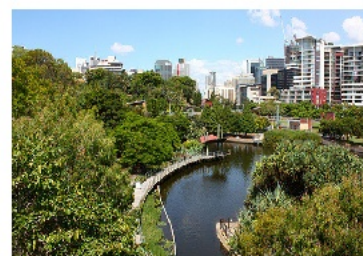
## Venue

**Nudgee Golf Club,  
1207 Nudgee Road,  
Nudgee, QLD 4014**



## Friday 30<sup>th</sup> October

- Make an appointment to visit layouts on the Friday optional layout tour.
- Afternoon Modelling Clinics by Gordon & Maggie Gravett,
  - **1pm: Making scratch built Windows** the Gordon Gravett way.
  - **3pm: Architectural Modelling for all gauges;** including, Size of buildings, Planting buildings in the ground, Construction materials, Roofs & roof lines, plus much more on this subject.



## Saturday 31<sup>st</sup> October

- **All day Convention and AGM** commencing at 9am in The Golf Clubs 'Vineyard Room', programme includes,
  - Interesting presentations by Gordon & Maggie Gravett
  - **11am: Creating the atmosphere or picture of a layout,** through it's surroundings, landscape, buildings, small details, balance, textures, colours & weathering plus much more on this subject.
  - **2pm: Creating a believable street scene,** including, road surfaces at different periods, road markings & road signs, car number plates for specific periods, correct road vehicles, plus lots more.
  - Talks by local & interstate BRMA Members
  - Model Railway traders
- **Ladies Tour** departing The Golf Club at 8.30am to 'The Tamborine Mountain Gallery Walk'
- **Evening Convention Dinner** – Drinks at 7.00pm for a 7.30pm Dinner. Drinks can be purchased at The Golf Club Members Bar from 7pm. A full three course dinner will be served in the 'Vineyard Room' from 7.30pm.



## Sunday 1<sup>st</sup> November

- **Layout Tour and BBQ Lunch**
  - 14 High quality scenic Layouts to be viewed at 5 different locations some new and never seen before, with the tour finishing at The Live Steam Track of The QSMEE. A BBQ lunch will be served at 1.00pm with unlimited steam trains rides available between 12.30pm and 2.30pm.



## Monday 2<sup>nd</sup> November

Make an appointment to visit layouts on the optional layout tours.

For complete detailed information about the Convention and to get a registration form with the costs for each days activities, please go to the BRMA Web Site at, [www.brma.asn.au](http://www.brma.asn.au) and click on the 2009 Brisbane Convention link or, if you do not have internet access, you can contact John Pavitt by Phone: 07-5495 7857, or E-Mail: [somerset.sdj@gmail.com](mailto:somerset.sdj@gmail.com)



## Highball! - Editorial

### Getting started...

The editorial in the latest ScaleRails and a couple of emails from Tony Koester about my layout have lead me to ponder the benefits of a small layout. I think it is worthwhile to pass those on here. If you have never built a layout, now is the best time for doing so. The abundance of good quality scale appearance track, locomotives and rolling stock can make building and operating a small layout very enjoyable. I reproduce part of it here for your edification.

"Some may consider a 4x8 to be too small or too constrained. Not so! You can enjoy all the aspects of the hobby with a small layout. Wiring, carpentry, operations and kit building all are as pertinent to a small layout as they are to a large one. In fact, large and small layouts share more similarities than differences. More time can be invested in kit bashing, custom building and polishing a small railroad because the overall scope of the project is not so daunting. Small layouts are ideal for beginners, as well as for those who want to take model railroading to an artistic level. Small layouts are great to cut your teeth on many skills that are required for large layouts. Wiring, installing switch machines, hand laying track, and fine art kit building can all be explored. A tremendous amount of enjoyment and skill building is possible with even the smallest of model railroads."

My layout began as a 5x9 table top and is pretty much complete. Along the way, I learned scenery, kit bashing, scratchbuilding and operations. The layout has earned me a Golden Spike, Model Railroad Engineer - Electrical, Model

Railroad Engineer - Civil, Master Builder - Scenery, Chief Dispatcher, Author and Association Volunteer Achievement Program certificates. Those last two because I wrote about the layout and I invited NMRA members to operating sessions plus had 2 open houses showing off the layout. I am still amazed sometimes that a small layout can keep 5 people busy for 3 or 4 hours operating it. If you come to the 25th Anniversary convention in October, you will get a chance to see it and discover what can be done with a small layout.

### Conventions

All the clinic schedules, layout tours and registration form are printed in this MainLine for your convenience. Be sure to be there, we will only have one 25th!

*Kelly*

## Pacific Director's Report

By Peter Jensen

A very short report this issue....

The next BOD meeting is scheduled to occur prior to the Hartford Convention. It will be business as usual as both the President and Vice President were elected for another term.

Once again, financial issues will be at the forefront. At the mod year meeting, it was announced that long standing treasure Tom Draper was standing down to be replaced by Kevin Feeny into a new role of Chief Financial Officer (CFO).

President Brestel has also announced a Chief Information Officer (CIO) (Tim Klevar) and a Communications Director (Gerry Leonne). These are great appointments as we will see more IT and communications support across our region.

That's all for now.

# Presidents Report to the 2009 AGM for the year 2008

I would like to thank all the members of the current committee for all of their hard work over year. This includes all our Divisional Superintendents and all the members who have served in volunteer rolls. This is not an election year. We hold elections for office bearers every 2 years. That time will be upon us very soon. I urge all members to consider putting their name forward for a roll on the committee not only is it fun it will help towards your achievement program certificates. Volunteer and Office bearer are the two and possibly Author.

Last September we held our first annual convention in Queensland and our Divisional Superintendant Glen Stevens was the convention Chair, ably assisted by many of the Queensland members and of course Sandra Glen's wife. They all did a fantastic job. About 1 member from Victoria and 22 members from Division Seven attended including many of the committee and it was a terrific weekend.

As you know we are well placed place for our upcoming 25th Anniversary Convention this October at Oakhill College. Planning and organisation has been continuing. We have in place all the clinics and with three US based presenters and numerous local presenters. The layouts for the tours look fabulous and now number 17 over 2 days. It will be a busy long weekend.

After last years AGM we started a special project headed up by David Howard and Julian Israel to identify how best to proceed as an Association in the future. It has been has been an ongoing process though the latter part of 2008 and into 2009. We have reviewed or strengths and weaknesses by a systematic process of brainstorming and communication and review, not just the committee but all the Div Supers and their members. This has resulted in clear directions and strategy for future projects. I would like to thank Julian Israel and David Howarth for their dedication to the project. This has run on into this year and the good news is, a lot of what we do we do well as our growing numbers would indicate but we can always do better and throughout the next year or two we will be rolling out initiatives and programs to supplement and improve what we do.

Membership is always at the back of every committee members mind. We have had a steady increase over the year and that trend is continuing. We are one of only 3

regions continuing to expand our membership base. We started 2008 with 578 members and finished in December 2008 with 616 a 9% increase. A fantastic effort by all.

Association volunteers who contribute so much to the running of a group like ours. Denise Bennet, Membership, Gerry Hopkins, AP Chair, Contest Chair and Web content producer, Kelly Loyd, MainLine Editor, Wayne Eagle, Web Master, Sam Magnion Librarian and Rob Peterson, Public Officer. And most importantly all the members who have opened their houses and layouts to share their hobby with the rest of us. Special thanks to their partners who have put up with hordes of people invading their homes. Thank you all.

I have inevitably missed lots members who have given of their time to help assisting at events and conventions and other programs. Without the involvement of all the members our association would not be thriving. Thank you..

Finally as President once a year I have the pleasure in announcing the names of the recipients of the Presidents Award. This is for outstanding service to the Region. I have changed the award this year to reflect the importance of both our members and their partners The awards this year go to Kel Sherson our New Zealand Div Super, Glen and Sandra Stevens from Queensland and to Shirley and Jack MacMicking. Jack unfortunately passed away a couple of months ago and for many years the Jack and Shirley duo served the Association in many rolls from membership to raffles. Nobody escaped a Shirley run Raffle. Congratulations to you all for all your work and effort for the Association. I presented Kel with his award a couple of weeks ago at the Wellington ARMA convention and Glen has decided to accept his award at the 25th Anniversary Convention in October. Shirley is with us today to accept her joint award.

Sowerby Smith  
President NMRA AR



# 9th Australian Narrow Gauge Convention, Easter 2009

Brett Payne



I have been following Narrow Gauge since 1978 when I was just a youthful 21 year old fresh from my first ever Model Railway Convention experience at the Easter National Convention in Auckland, New Zealand. I went to that convention as an avowed Santa Fe modeller and left it having been wowed over to the dark side of HOn3.

My first ever Narrow Gauge Convention occurred just four years later, in 1982, with the 2nd Annual National Narrow Gauge Convention in the USA. I was in Narrow Gauge heaven back then and as a single 25 year old I had the income to dabble in On3 and I was wowed by the massive size of those models. Little did I realise that in just two short years my dabbling and life would change forever with the prospect of marriage and children.

I remained faithful to the hobby and almost faithful to Narrow Gauge but family commitment saw the On3

plans dissolve. On a bright note I got to a few more Kiwi conventions while the kids were young and I became a willing buyer of HOn3 items as others migrated to larger scales with either a US or a New Zealand prototype persuasion. The kids grew older and family time took a priority – though perhaps not as much as management would have preferred and I limited my hobby time to local events and club activities.

My youngest finished high school last year and I realised that I could make a claim for some new found freedom. To boot, the Australian Narrow Gauge Convention was being held in Sydney. So just 25 years on and I got to attend my second ever Narrow Gauge Convention.



Now I am not really a convention newbie. Over the years I have served on convention committees in various roles from Secretary, Registration Chair, Competitions Officer and also delivered clinics on topics as wide as modelling water, building layout bench work and how to scratch-build turnouts. (If I had done this with the NMRA I would have had my Volunteer AP several times over!) So I feel I am well qualified to critique this recent convention event.

It was an excellent and informative event with 210 model railroaders registered for the weekend. This was a



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major model railway convention for this region, while attendance may seem small by US standards remember that Australia is a very sparsely populated country of some 20 million people. With that in mind and the diverse nature of our hobby 210 modellers is a good result and it makes for a lively event where many people know each other, friendships are re-kindled and new friendships made.



The convention itself ran for two days of Easter (Saturday and Sunday) this permitted Friday afternoon set up of displays and trade stands and Easter Monday for the weary delegates to return home. There were no layout tours this year because the major completed layouts in the area were portable and set up at the convention venue. Others layout owners, myself included are planning to have our layouts sufficiently ready for the NMRA Australian Region's 25th Anniversary Convention later in the year....

Like most model railway conventions the event comprised clinics and workshops run in parallel to provide something of interest to most people. As usual there were multiple topics that I wanted to catch that were on at the same time so I had to choose.

Fortunately the organisers provided a complete set of clinic and workshop notes so a week of so later I do not feel I missed out on anything.

The keynote clinic presenter was well known Narrow Gauge Modeller, Jim Vail from the USA. Jim gave a great talk on his modelling of scenes along the West Side Lumber Company. He also gave two additional talks on the topic of "Building Stuff" – a presentation on his modelling techniques and tools used when building rolling stock, structures and scenery.

Workshops were all held on the main floor of the venue alongside the trade stands and display layouts. Cross-over noise was a small issue but easily overcome by the fact that the workshops usually included some form of hands on experience.



Workshop topics ranged from learning about weathering Basswood led by Jerry Cornwell of Mt Albert Scale Lumber, pattern making and scratch-building with Eric Bracher of Rio Grande Models, making rock castings with EP foam demonstrated by Michael Flack, painting scale figures (Grant McAdam), building background structures in card (Michael again as I recall), building trees with Laurie (Scoop) McLean and hand-laying track with Steve Petit.

Each of these workshops included materials provided by some of the traders at the show that enabled participants to follow the presenter as we stained wood, scratch built a foot of our own track and tried our hands at weathering rolling stock and structures (amongst other things).

Hands-off clinics were equally as well attended. Gerry Hopkins showed us how to use DecoderPro (open source software) to make our little engines sound like behemoths and presentations were given on the prototype: Moonshine in the Ozarks, Steam in the Australian Bush, Climax Locomotives in Australia, Sugar Cane Railways and others.



A highlight of every Australian Narrow Gauge Convention is the competitions, judged by popular vote. The number of entries outshone many US conventions of recent time. I think there were around 100 entries in total. The standard of entries was impressive but this is no surprise as some entrants have also taken awards away in past US Conventions. The fact that new people aren't afraid to enter and are a match for the old hands in the quality of their workmanship bodes well for future convention competition rooms. I did not get to photograph any of the competition entries but the award for best in show was won by a model of one of the Victorian Railway's narrow gauge Garratts scratch built in On30.



Perhaps the most impressive thing for me at this convention was the display layouts. I expected to be impressed and was not disappointed. There were two major display layouts for the weekend. The On30 Dolly Varden Mines layout was built by John Hunter and Dan Pickard. They live 250kms apart and built the approximately 30 foot long layout in two parts over a two and a half year period. They also gave a presentation on its construction including the challenges they had in matching colours and scenery construction styles. Believe me, they pulled it off wonderfully.

If you are into scenery and detail then a much smaller layout by Geoff Knott may have been your cup-of-tea. Called "Sunny Corner", it is an On30 layout based on Australian rural life in the bush clad countryside sometime in the late 1930s. Or for a change of pace there was also Michael Flack's Sn3 Colorado layout and also a nice little Nn3 display layout that ran flawlessly throughout the weekend. There were other displays too and all were neatly done.

Perhaps the best thing was that we had the ability to look at the back and beneath the display layouts. Construction techniques were not secret and I found that so encouraging that I am dreaming of a small On30

display myself – but not until I progress my permanent HOn3 project!

Showpiece of the convention was the unveiling of "Muskrat Rambles". Another 25-30 foot work of art constructed by the team that created the legendary "Red Stag" logging layout some 8 or 9 years ago. This layout is set in Southern Louisiana and as the scene moves from left to right you encounter Alligator infested Cypress swamps with romantic run down shacks and shanties, a small port and township then finally a Cotton Plantation and Mansion.

All this and no HOn3? Well yes and no. There were 55 registered convention attendees who listed some form of HO narrow gauge interest. Some people did not declare themselves so we can safely say the proportion was around 30% of those attending. While not represented in the display layouts HO was certainly a major presence in the competition room and HO products moved quite steadily of the Trade Stands.

The best thing about this convention has to be the comradery irrespective of scale, gauge, prototype or fantasy modelled. On30 has a big following in Australia because it fits so well to modelling the Victorian 2ft 6inch narrow gauge and the Queensland 2ft sugar cane tramways. All up it made for an excellent weekend.



# Structure Kit Hints

By Ken Scales MMR

This article is focused on using plastic kits on the layout. That does not mean you cannot apply these principles to wood or even advanced craftsman kits. Before you assemble a kit you should look at the best method of preparing it for its final resting place on the layout. In many cases this means that the original base should either be discarded or cut down before you begin assembly, to suit the site it will occupy. Mixing several small kits to make an industrial scene is a cheap and effective way to create a relatively large industry. This can be done on a heavy cardboard base, which is then fitted into a space on the layout. This allows the building and other details to be blended into the ground. It also allows all detailing to be done on the workbench rather than leaning over the layout. The difference between an ordinary looking plastic building and a really great looking structure is often only a few hours work and a few extra parts.

To get ideas about industries look at the real thing and if possible take photos. Note the way buildings are joined together and the external pipes and machinery that are appropriate for the industry in question. Many industries are a mixture of buildings which are not made out of the same materials. However to make it believable on a model it is usually preferable to paint them all the same color particularly when mixing structures from different kits. They can be detailed with varying degrees of weathering to simulate the subtle manner in which different materials weather in nature.

I prefer to assemble the walls of plastic buildings and airbrush them before fitting windows doors and roofs. I use the liquid plastic glues with the thin metal applicator spike for most joints. I glue them on a flat sheet of glass that will not stick to the glue and use a square to make sure the corners are at right angles. This allows me to make sure the corners are properly fitted while they can be easily rectified. You can use a minimal amount of glue on the actual joins and later reinforce the building on the inside with 5 minute Araldite, where it cannot be seen. Airbrushing plastic siding or bricks with flat acrylics gives a very good finish and provides a great base for detailing with chinks and washes. The windows and doors can be airbrushed a different color before fitting while attached to the sprue. This saves a lot of time and usually gives a much better finish. Windows with small panes of glass will often look better if you form the glass using "Micro Kristal Klear". You can buy this from most hobby shops. Large windows should be formed with clear acrylic placed as close as possible to the inside of the frames. If the glass provided with the kit does not look shiny and real you can use acrylic from

a shirt box. This can be attached with 5 minute Araldite.

Roofs can be airbrushed if they look realistic and detailed with dark chinks. Dark chinks make plastic tile roofs look much more realistic by getting in the cracks and making the tiles look three-dimensional. You can improve the look of many buildings by replacing the roof either with flat styrene, which has been covered with masking tape to simulate tarpaper or commercial shingles.

Most buildings look flat in real life. For this reason flat acrylic paints usually look best on model structures. Most buildings are not perfectly clean. This can be best simulated using chinks and washes. The golden rule is never leave anything in original shiny plastic.

There are many detail items you can add to a structure that are free. Small drinking straws with fluted bends that come with popper drinks make excellent large diameter pipes. Nails, steel wire brazing rods even meat skewers make smaller pipes. Even larger diameter pipes can be made from normal drinking straws with or without fluted bends. Painted cotton makes steel cable. Old tank cars can be made into stationary storage tanks. Storage tanks can also be made from plastic electrical conduit with flat styrene glued on the ends. The most important thing is painting these items to make them look like they are made from metal.

Details can also be purchased separately from most hobby shops. Typical items, which can be used on most industries, are Rix roof vents, Kibri pipe and vent kits and Walthers Cyclones. Other detail items such as junk, pallets, garbage bins etc are made by Woodland Scenics. Some Woodlands Scenics whitemetal kits are a goldmine of detail parts. British manufacturers also make a lot of basic detail items. Antons Trains makes some very good quality cast metal detail parts suitable for industrial scenes. One of the best places to buy detail items is The Model Railroad Craftsman at Blacktown, which has a huge range.

People, crates, lumber, barrels, drums and other small detail items should be placed in strategic locations to make a complete scene. They should also be painted and weathered in an appropriate manner.

The final thing to remember is finish. Rust and dirt should only be used where appropriate. You can use washes, dry brushing and chinks on the same building. The real trick is following the prototype and it will look effective and realistic.

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MASTERCARD

# MODEL CONTEST ENTRY FORMS - HINTS AND TIPS

By Gerry Hopkins MMR

For the past 25-20 years we have had TWO sections in the model contest – one for the experienced modeller and one for the newcomer/beginner. There is a box on the form mark Modeller's Declaration. If this is your first time in this category then sign this box. Your model will be marked the same but you have a chance of a placing in the newcomers section. This section was introduced in the dim and distant past to help the newcomer ease into Model Contests.

## FILLING OUT THE FORMS

Many builders state that they like to keep notes during construction so that they can refer to these notes while filling out the Entry Form later. While this is probably a good idea, it has always required more discipline than I can muster and really not required. Instead, place the model in front of you before filling out the form and make notes on the items to be mentioned on the form.

Preferably, Entry Forms should be typewritten. If a word processor is available, consider printing the completed statements and tape them onto a blank form

and then photocopy the "paste up." Don't forget, one of the easiest ways to gain insights into both how to best fill out Entry Forms to receive all of the points that you are entitled to as well as to learn "tricks" regarding building models is to volunteer to judge during the contest!

Many model contest entrants and potential entrants dread completing the required Contest Entry Forms more than any other aspect of contest-level model building; in fact, many models are probably not entered in model contests because of the "hassle" of completing the Entry Form. Moreover, many models that are entered do not receive the points they may be entitled to because of a poorly completed form.

This guide is an attempt to rectify this situation and explain what type of information is needed.

First, do not believe that a long "book" is necessary to obtain a high score in model contests. In fact, such "books" are not read by most judges; any more information than 1-2 paragraphs is more of a detriment than a help. The "trick" is to condense all the information needed into those 1-2 paragraphs. To do this, you must first know the type of information the judges need and then how to condense this information on your model into those 1-2 paragraphs.

The easiest way to do this is to "pack" your sentences so that each sentence includes as much information as possible.



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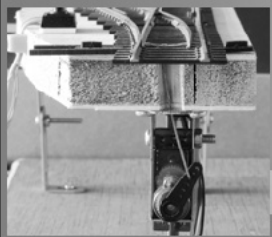
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Remember that points are many times “lost” by not including pertinent information that is needed by the judges in order to allow them to make an “informed decision.” When in doubt, judges are required to evaluate on the conservative side and not award points where there is confusion or lack of specific knowledge. For example, if an entrant does not say that a model or part is scratch built, then judges are required to award points on the basis of the part not being scratch built.

All models are judged in five categories. These categories are CONSTRUCTION, DETAIL, CONFORMITY, FINISH, and SCRATCH BUILDING. In order to properly complete Entry Forms, it is essential that you understand what these categories include. The description of each category will therefore be listed and then discussed.

### **Construction is defined as:**

The apparent quality of workmanship, proper handling of materials, applied labour, skill and craftsmanship as demonstrated by the construction.

Judges are told to evaluate the following factors for each model:

Consider joints, alignment, attachment of parts for quality and neatness. Consider the amount of work done and the results achieved. Consider the materials used and the difficulty in handling them. You are not judging the quantity of scratch-building, but you do judge the construction involved. The quality of details made by the entrant is considered. Judge all scales the same.

The key area in Construction is the amount of work involved and the materials used. Judges assume that commercially available parts and raw materials such as stripwood and styrene are used unless mentioned otherwise. Therefore, if you cut your own stripwood, mention that fact to obtain extra points.

Mention the use of any special jigs used in the assembly, castings made from your own patterns, or homemade corrugated siding. Mention too if such items as windows and doors are scratch built rather than commercial castings. Mention also any special, unusual, or extraordinary construction techniques.

### **Detail is defined as:**

The refinement of the model, the amount of subordinate parts added, and the complexity of the model is considered. Quality of detail is not considered – only quantity.

Judges are told to evaluate the following factors for each model:

The quality and conformity of detail is being considered by others. Working details should be considered as having more quantity than dummy details. Details which are basic part of the item modelled (brakes, turn buckles, opening windows) should be considered superior to “clutter” details like tools and junk. Judge all scales alike.

This category is basically concerned only with one

factor; the quantity of detail. Therefore, you should “list” the extent of detail added to the model. Be careful of stating that the “Model includes all of the detail of the prototype.” Without listing the type or extent of the detail; judges will use the list (or lack of list) to find what details are not included on the model in order to determine the level of detail on the model. Don’t mention obvious details such as windows and doors but do mention working details and less obvious details. Your goal is to insure that the judges see all of the detail that you have incorporated into the model.

### **Conformity is defined as:**

Deals with what is commonly called prototype practice. Logical construction and application of parts is considered to be conformity.

Judges are told to evaluate the following factors for each model:

The amount of detail is not of primary importance except that a model with very little detail cannot have more than an average score. Consider how well what has been included conforms. Consider the trouble the entrant took to achieve and to show conformity. If he/she consulted references and he/she lists them, consider giving an above average score. If photos or references accompany the entry, consider an outstanding score. Any unusual item such as a second brake wheel should be explained on the entry; otherwise you may assume nonconformity.

As indicated in the judging guidelines, references are nearly mandatory to receive full points for this category. References can be in the form of photos, measurements, and/or plans and should be displayed with the model if practical. Note that judges will use the same information to insure that your efforts have in fact produced a copy of the prototype. Be sure to describe any prototype deviations from normal practice. For models based on a prototype for which information is scanty, call out the extent of the prototype conformity.

### **Finish and Lettering are defined as:**

The general appearance and proper application of finish and lettering (when lettering is a necessary part of the model) as reflected by surface treatment to achieve a specific effect through the proper use of materials. Painting, weathering and special effects are considered finishes. Lettering, (hand, decal, etc.) is considered for the job done. The quality of commercial decals or pre-lettered parts is not the responsibility of the builder.

Judges are told to evaluate the following factors for each model:

Realistic weathering may be worth additional points, but the presence or absence of weathering does not in itself indicate superiority. Finish is judged almost entirely by simply how well the finish and lettering are applied and how realistic the model appears. Therefore, this is one category that doesn’t depend too much on the contents of the Entry Form. If the model is not



Dolly Varden Mine Layout  
Photo by Gerry Hopkins MMR





weathered for a reason, mention that in the entry. It is also worthwhile to mention the various types of techniques used (air brushing, hand lettering, etc.)

### Scratch building is defined as:

All parts of the model which have been FABRICATED BY THE BUILDER. Preformed wood and metal are considered the basic materials for scratch building.

Judges are told to evaluate the following factors for each model:

Consider the parts of the model made from basic materials. Consider the amount of effort required to convert basic materials into finished parts, and consider any planning or design work that was necessary. A scratch-built model made with the aid of kit plans or a magazine article may not involve the effort required to build from prototype plans, photos, or measurements. You are primarily concerned with the quantity of scratch building. The quality is judged elsewhere.

This category is concerned only with the quantity of scratch building, basically as a percentage of the total model. If nearly the entire model is scratch built, state that fact and list the parts not scratch built. If only a small portion of the model is scratch built, list only the items scratch built. Don't try to fool the judges by saying that the model is scratch built and then list everything on the model except the grab irons. Don't bother to list only minor items such as simple wire additions or parts not requiring work (i.e., scrap wood, simple junk, etc.) If you made your own corrugated siding or cut your own wood, mention that in the description.

It is surprising how much you can learn by entering an NMRA Model Contest. Any model that attains the score of 87.5 gets a merit award and this then counts towards your AP Certificate.

REMEMBER 87.5 points is only 75% of the score.

Gerry Hopkins MMR



## Region Roundup

### Division 1 - Queensland

By Ian Venables

#### Our Appearance at the AMRA May Show

Well we finally made it to the best and biggest Model Train Show in Australia. The AMRA May Show has been one of our aims since we first started thinking about public displays.

This year we managed to get there after a lot of gnashing of teeth with our new free modules. Seven modules made by five members were joined together to make our industrial switching layout. It was just after Christmas that we somewhat idly talked about a new display layout.

Paul Skehan volunteered to be the co-ordinator and produced all of the ply and wood bits we needed to put together our module. Then suddenly Glenn announced that we were accepted for the May Show and the race was on.

The first working day that we got our modules together, it all worked! Then we took them home and worked on switch control, industries, grade crossings, electrical refinements and it went together once again fairly well.

The next join up was the actual Show and all was running well easily within the hour and that included several delays while we talked or helped a few others.

Of course it wasn't finished but at least it looked that it would be soon. Most importantly we received some favourable comments and didn't feel a bit ashamed of our showing.

We were able to talk to the public and have them operate our trains. This was done by adults and by children and all who tried it seemed to enjoy the experience. A few lapsed modellers look like taking up the hobby again and several fathers mentioned to me that this is what they wanted to share with their children.

One thing that showed up on my end of the layout was that girls seemed to be better engineers than the boys. I had several give it a go and plead with parents for a train set! They seemed to get the hang of driving and moving freight cars through a complicated series of points quicker than boys yet did it more gently. Perhaps we should be casting our net for more members towards them. There is still a lot of interest in trains by the youngsters and that might be even though fewer travel in them. Reminds me of the state's official warning of a level crossing which is a silhouette of a steam train – not a diesel, yet everyone seems to know what it means. A large number of drivers seeing these road signs would never have seen a steam train.

Other modules are on the way and I'm sure those of us at this Show are working on further additions to our modules. Our next public appearance will be at the ever

friendly and enjoyable Toowoomba Model Train Show.

The nice thing is that now some of us can have private join ups for a bit of running and operation. Besides many of us who didn't have layouts now have the facilities to test or run trains at home on our own.

### **Good News About the AMRA Show**

The word from Bill Dunn is that AMRA are assured of the present locality for the running of their May Show for 2010 and 2011. After that it will be a year by year decision dependent on development plans. Nominations for next year's Show open on 1st September this year.

### **Comment**

Having to have a module ready for the May Show certainly put some strain on ideas and manual skills.

One of the most important things about our modules is that they are durable yet light. That's even more important to most of us who are getting on a bit and perhaps have had trouble with our tendons, muscles, etc. Some of us have removable wheels on one end of our modules so that they can be wheeled into the location easily without lifting.

Thus the things we incorporate into the modules need to be light too so that Paul Skehan's great lightweight design isn't loaded up with permanently installed anchors like switch motors, transformers, etc.

Bob Cuffe and I pondered about this over a couple of weeks and tried to dream up the ultimate switch motor. A conversation with Ray Nunn about this problem answered our concerns. Ray mentioned that he regularly operates on a layout that has switch (points) operation done by wooden dowels. It seemed to perfect answer. Utterly reliable, lightweight, cheap and easy to install.

Bob and I bought our 1/4" dowels at Bunnings and we were away. They did all that was expected of them over the Show and we have jokingly named them "biotronic control". They look like they will last for years yet but I have been thinking about making them so that they operate from both sides of the module.

Bob wanted to have a street traverse his module. He likes railroads operating in the street and this was his opportunity to have it. The street was made of styrene sheeting and there are several crossings and several turnouts in the street. It didn't cause any problems to train operation but fitting it must have been a mind-blowing affair.

I wanted a pickle factory in my module, the industries of which concentrate on food processing and manufacture. During construction, it suddenly dawned on me that I have no chance of completing it as I envisaged. So in the space I had, I made the factory but just left the rear chopped off and unfinished. One of our module operators who had been there all weekend only realised this as I was packing up after the show. It looks great and the viewers didn't notice.

My largest factory is a jam and jellies manufacturer.

This was chosen because of the variety and number of cars that would be needed to service it. It is just behind the pickle factory and has a long loading bay on the ground floor and then three floors above that. The loading bay, doors and walls are on a sector plate while the other three floors are stationary. Not quite completed yet, it will allow me to swing the sector plate and store at least a dozen or more freight cars inside the factories in that area. The divide between the swinging and stationary parts of the factory is barely noticeable.

It will appear that the module contains 8-12 industries instead of the visual five.

All of this shows just how sneaky we can be and allows us to have a lot more perceived action on our modules than there actually is.

### **Freight Cars**

I've always felt as though we missed out on a lot of fun in Australia as we haven't followed the American trend in freight car super-detailing and accuracy. Too much of our stuff is put on the track straight out of the box.

Perhaps, now having an industrial freight layout in our module lash-up will change that a little.

Weathering is the first and perhaps easiest change. It gets rid of that plastic look and if done in harmony with industries and other structures, it pulls the whole of the scene together.

A lot of us aspire to having trains traverse a bridge on our layouts that is eye height or even higher. That means we are going to see underneath the freight cars.

A simple addition of a couple of No.10 paper staples and a longitudinal piece of wire on the underside immediately gives the impression that the brake rigging is there for a purpose. Far better than just seeing a slight bump under the car.

The variety of freight cars is enormous. Firstly there are the different uses like, box, reefer, flat, etc. The second type of variety is within each use. So you could have boxcars of different construction, outside-braced, ply-sided, double-sheathed, etc. Overlaid on this there could be the variation of differing manufacturers like Pullman Standard, ACF, etc. Then there is another variation of the differing railroads. So a boxcar of one type and manufacture can have the road marks of PRR or NYC or ATSF and many others. The PS-1 boxcar is a fine example. Finally there are the detail differences brought about by up-grades, batch runs and other peculiarities.

I have three boxcars marked for Nashville Chattanooga and St. Louis in my inventory and all are differently painted although coming from the same order and period. These things did happen in the prototype.

I know modellers who like a particular feature on a freight car and don't have it as it wasn't supposed to be used in the era they model. Well it seems that such regulations were not adhered to too strictly. One of the best starting places to learn about this fascinating subject is from the NMRA publication about post World

War II freight cars before they run out in Chattanooga!

I know I have pushed this book in Newsletter many times but for good reason. Nearly all of the hundreds of photographs were taken in the period 1946-48. Many of these freight cars would have still been in use up to the '60's and beyond. Ninety per cent of the photographs were taken around Harrisburg, Pennsylvania but in yards of different ownership. So all foreign owned freight cars got to these yards by interchange.

Yet many of the non-interchange rules of the '30's have been ignored. Cars are shown from all areas of the United States so this publication isn't geographic specific.

I would assume that there may have been some restriction on fancy paintwork during WW II which had just ended when these photographs were taken. We had just such restriction in Australia, all meant to save resources. A lot of shelf grocery items came in black and white or red white and blue as I remember from my younger days.

That means that some of the fancy paintwork on freight cars in these photographs must have been done before 1941 when America was brought into the war. Lack of labour with men away at war would have resulted in the longevity of some.

Also obvious from these photos are the weathering patterns. Another stand-out is the chalk marks on cars. All-in-all this book must be one of the most useful books for anyone with even a vague interest in freight cars.

### **Humorous Item?**

For much of his life, my father worked for Q.G.R. as a sign-writer. One of the guys who used to do their equivalent of Floquil painting and Microscale decalling on the 1:1 scale stuff. Only they rarely used decals and if they did, they hand made them themselves.

He worked with an assistant at Normanby yards (later at Wacol) which was quite different from what it is now.

In those days government jobs were seen somewhat as a charity in some cases and all levels governments had an over-population of handicapped people. The government did this to free private-enterprise from such responsibility and to, with charity, give these people some form of employment.

One day they had a couple of handicapped people in and gave them the job of cleaning up a huge lantana bush at the corner of the yard adjacent to Gilcrest Avenue and Kelvin Grove Road. This bush had been an eyesore for many years. Cleaning it up revealed that the bush had, over the years, grown over two freight cars. I wonder if this sort of thing happened in the U.S.

### **Cross Purposes**

It's amazing how many things seem related in some way. I remember a discussion at the home of John and Toni Saxon when they lived at Clontarf, Sydney. At the dinner table was Tony Koester, dean of operating model railroads. They were in Australia because he was

invited to be the keynote speaker at one of our past conventions. It transpired that both Tony and I were also interested in motor racing and in particular the Indianapolis "500".

I mentioned to him how I remember seeing a movie when I was a kid of racing cars being transported around America in boxcars. These boxcars were left on sidings as close as possible to race tracks and the mechanics worked on the cars in them. They acted as temporary garages. The period was in the late '20's and early '30's. Winning race drivers were welcomed by crowds at depots when they arrived by train.

Neither of us had seen anything relating to this in the MR or RR press. However there is reference to it in the motor racing press.

This was in the "Open Wheel" magazine of August 1987, in an article by Phillip LeVrier about Henry Banks, U.S. Champion of 1950. To quote Banks in that article, "Back in those days (1929), the drivers would rent railroad box cars to haul their race cars to the track. They'd leave the box cars on the railroad tracks and use them as garages".

In the movie I saw, called dramatically, "Devils on Wheels", one place I recall this was done was in Richmond, Virginia. So it could have used boxcars in the yards of the

Chesapeake & Ohio, Richmond Fredericksburg & Potomac, Southern, Atlantic Coast Line or Seaboard Air Line.

Sadly, I didn't know much about U.S. railroads at the time and I wasn't yet modelling so those few moments of railroad action were lost on me. The racing action though was pretty wild in those days of board tracks and dirt tracks, 160mph Miller racing cars with tyres that seemed hardly wider than bicycles tyres.

### **The 25th Convention**

It seems like a good contingent of Queenslanders are heading south for the Convention. Have you made definite arrangements yet?

### **Fresh Ideas**

The editor would like to hear any stories about how you became interested in model railroading. Please send your story in for future publication. I'm sure other members will be intrigued.

# Division 3 Victoria

## By Rod Hutchinson

The March meeting for 2009 meeting was held on Sunday 22nd at its regular venue, the home of Bill & Karen Black, in Emerald, which is located in the



Peter McDonald and Grant McAdam show off their AP Certificates.

Dandenong Ranges southeast of Melbourne. Emerald is one of the main stations on Australia's famous "Puffing Billy" line and this day coincided with a "Day out with Thomas". Bill's love is an enormous D&RGW + RGS Sn3 layout with beautiful brass models by PBL. A warm day became cooler during the late afternoon, but the venue is a pleasant one located under Bill's enormous European tree. 23 attendees signed the



Grant McAdam's Margies Millinery

meeting book, including 2 visitors with travelers from Ballarat making the journey.



Paul Ritchie receives the Bone-Hopkins Award

Items on display were to the usual high standard. Peter MacDonald – Further progress on his On30 Rail Truck with Steam Era Models "Black Bug motor hidden in a scratch built safe, HO styrene model of Bacchus Marsh station; Grant McAdam – 1/4" scale scratch built shop "Margie's Millinery, Model Tech Studio 1/4" scale shelving and book "Clydesdale & Working Horse, A Pictorial History"; Paul Ritchie – Strong Station, under construction; Geoff Truman – BGM SAR T class in HO N3.5 and a selection of BGM brass etches; Rod Hutchinson brought along transfers which is actually resin placed on decal paper producing 3D rivet detail; a new innovation for the scratch builder. A variety of



Laurie Green's Shelter Bay Wharf

books and magazines permitted attendees to undertake further planning in the comfort of an armchair

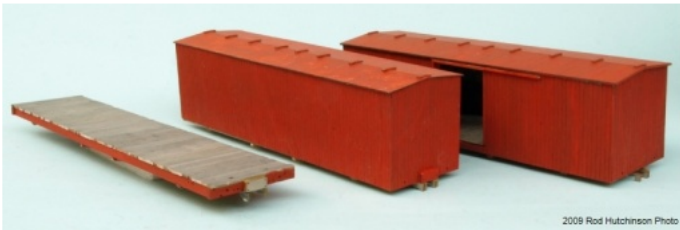
Much of the day was spent enjoying Bill & Karen's hospitality, whilst the enthusiast took up the challenge of NCE powered DCC and spent hours in the cab driving K27's and K36's through the Colorado mountains. After a very enjoyable afternoon, Grant McAdam concluded the day reminding us all about proposal for changes to NMRA's future and a reminder of the voting of office bearers. Grant thanked the hosts, in his usual charming style, with an NMRA thank-you plaque for allowing members into their home.



Laurie Green's Shelter Bay Wharf



Paul Ritchie's Diablo Mine



Paul Ritchies Mountain Blue car kits.



Peter MacDonald's Dolly Varden Climax



Paul Ritchie's Sanders Station



Dan Pickard's O Scale figures



Peter MacDonald's Bacchus Marsh station

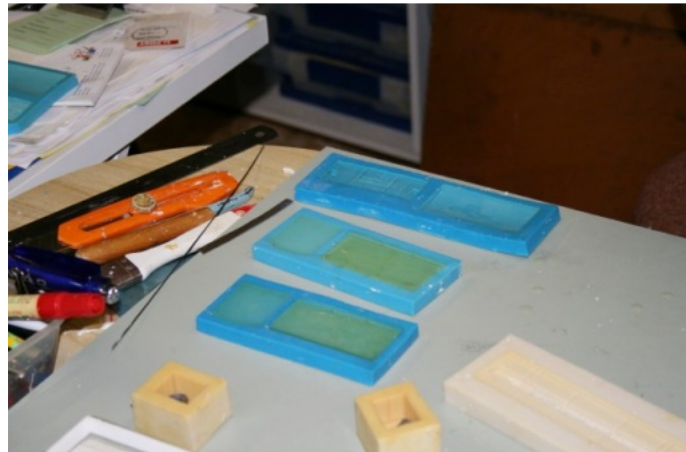
# Division 4 - Western Australia

By Frank Godde

January



A pleasant meeting at Peters place with seven members participating. The ARC Strategic plan was discussed and we came to the conclusion that div 4 has been doing a lot of the suggested items never the less much could be done to promote the NMRA and the hobby. Peter went back to basics to show how the various parts were available for Kadee's to be fitted to most boogies and coupler boxes.



Frank brought in the three ON30 models he is working on for his motive power certificate, to which the constructive comment was taken on board. Now you see some mismatches at your fellow molders layouts, 30foot old time coaches pulled by SW1200 with some bull shit excuse about moving them around the layout. Peter now has doubled his layout room in size; this will give a larger area for yards.

Most blokes over here are building or re modernizing their layouts, Bob's putting in a new port and wharf facility, he is moving back to the old time equipment and smaller boats, most of the modern diesels are gone and heap of steam power has made its ugly appearance.

February

We went to Graham Watson's place for a little in depth mould and resin casting, The secretary of AMRA Neill Philips also turned up for this one. Graham, with others runs Rail West, they manufacture parts and resin castings for WAGR locos in SN3, these all come in kit form and are built up by the purchaser.

Graham went through the pros and cons of the processes with him finally finishing up by using the small vacuum chamber to demonstrate making a new rubber mould; it was an interesting Sunday morning.

March



We traveled down to the Rockingham Model Railway club with lunch in Rockingham after the visit. Built in a large shed, two layouts both HO, one permanent the other portable



For shows. The layout neat and tidy, walk around, tidy electrical under the model, powered by NCE. The club has 27 members, of which 15 are regulars, the rest working away. Started as British and now American the layout has twelve sections, plenty of running and storage space, but there's still a lot to do by all concerned.

# Division 6 - South Australia

## By Al Harris

The February Division 6 meeting saw 11 members and 1 guest assemble on a rather hot day at the home of hosts, Max and Wendy Wright. Our AP man, Ray Brownbill, tendered his apologies as he was on CFS standby.



The “Show and Tell” segment is gaining momentum with a number of members giving a small talk and or demonstration. Scott Taylor gave demonstrated his scratch built narrow gauge G scale Industrial Loco which utilised a Lima H0 powered bogie and styrene scratch built body and Kadee #5 couplers. This was Scott’s 2nd narrow gauge G Scale scratch built project demonstration within the last 12 months – Can I see an



AP award going Scott’s way soon? Geoff Chatwin demonstrated his newly built cassette which was constructed from aluminium angle screwed at H0m gauge width to 6mm MDF. Geoff plans to use the cassette in lieu of a fiddle yard on his layout in answer

to a space limitation problem. Ken House had done a lot of work on revamping his “layout operation” following his viewing of Jim Providenza’s layout DVD. Ken showed copies of his new operation documentation while describing how the roles of Dispatcher and Station Master fit his new method of 4 regular trains and an “as required” number of extras running to a 4:1 fast clock fill out his regular operating sessions. Ken also had a number of CD’s available which describe this new method and documentation. Al had a couple of Athearn 40’ ice reefers which had been weathered using his “Toothbrush Weathering” method to show how a rolling stock kit can quickly be converted to show signs of revenue service.

Following this segment of “Show and Tell” a spirited discussion centred on the division hosting a Convention in 2010 ensued. While the members present were divided on the ability and viability of hosting a Convention a steering committee of Ray Brownbill, Ron Solly, Ken House and Trevor Triplow was formed to investigate possible venues, costing, patronage etc. The steering committee is to conduct its investigation and report their findings back to the division membership at the June meeting.



At this point the members partook of a fine spread featuring Wendy’s freshly baked scones with a selection of jams and cream. This meetings “lucky envelope” raffle was drawn during refreshments and was won by the new dad, Scott Taylor!

After the fine repast put on by our hosts it was time to adjourn to the layout room where Max gave us a good insight into his layout featuring his ventures into scenery, his use of LEDs in lighting and the incorporation and programming of Loksound decoders into his locos while showing the group many of the facets of the operation his layout. Ian Wade also gave a presentation on the direction he has taken with Loksound decoders. Ian demonstrated how he has



programmed his decoders such that his diesel locos give a good replicated sound of locos under load while ascending a grade or throttled back when descending a grade.

The next meeting is scheduled for Saturday 4th of April at Aldgate Railway station start 1:30pm. Topics will include presentations on JMRI and Model Railroad Automation using Railroad & Co Software as well as our normal member show and tell. The venues limited catering facilities will mean a reduction in the normal high standard of refreshments and therefore, no requirement to notify the host of attendance for catering purposes. See you there.

## Division 7 - New South Wales

### By John Montgomery

#### March Report

The meeting for March was held at Shortland in Newcastle. The hosts for the meeting were Doug and Marlene Cook. Approximately 50 people braved the unusually warm Autumnal weather for a trip to the Hunter region.

Since we visited Doug 6 years ago he has made some improvements to the layout in regards to his scenery and an extension to his mainline. The layout is an N Scale American Mid Western theme. The layout ran perfectly on the day with the help of a couple of his friends from his round robin group.

As per usual, upcoming events such as the Narrow Gauge Convention and the 25th Anniversary Convention were promoted to the members. Gerry Hopkins presented a number of achievement awards and a Golden Spike award. Members were reminded to cast their vote for the upcoming NMRA elections in America.

Earlier this year we have introduced a show and tell table where members can bring their current projects, whether they are finished or not, so that other members can see what they are modeling. This idea has begun to gather momentum and some very nice models are starting to appear.

The ladies provided a beautiful afternoon tea which was appreciated by all who attended.

My thanks go to Doug and his wife for hosting the meeting and all of the members and their partners who assisted on the day.

#### April Report

The April meeting was held at Sam and Jan Mangion's place in Buff Point. Preceding the meeting a spray painting clinic was held at Rowan Mangion's, a few streets away. The clinic was conducted by Gerry Hopkins. Rowan also had his layout open to show

people the progress. It is built in a large shed so the finished product should be quite something to see.

Although Rowan's layout is far from complete he had obviously undertaken a lot of work on what had been built. Rowan is modelling NSW HO scale loosely based on the Southern Highlands. Rowan also mentioned that all of his points will be scratchbuilt.

Sam's layout is also NSW HO scale. It is obvious that Sam has undertaken a lot of work on his layout. It is excellent. The layout ran flawlessly during the day. The scenery on the layout is very effective and many of his locos and rolling stock are also very well weathered.

Sam also has a G scale layout in his carport. This is currently under construction but was being operated on the day by Trevor James. The locos consisted of 1 diesel, 1 steam and 2 variations of the galloping goose. A few pieces of rolling stock were added to the locos for effect and create interest.

Stephen Reynolds had on display an O scale NSW diorama. The diorama depicted a scene at a level crossing with a couple of shops, a vintage car and a few people. Although the diorama was relatively small it contained quite a lot of detail and attracted a considerable amount of attention and comment during the day.

Don Davis brought along a number of masters that he has been moulding for plaster tunnel portals and retaining walls. He also displayed the finished products from his masters which drew quite a few comments.

The formal part of the meeting consisted of news about the passing of Jack MacMicking. A short report was tendered on the recent Narrow Gauge Convention which all the members present agreed was the best convention yet. A reminder was made about the upcoming 25th Anniversary Convention in October.

Gerry Hopkins handed out 2 AP Awards. One of the awards was presented to Sam Mangion and the other to David Howarth. He also mentioned that a third AP award had been sent to Frank Godde in Western Australia.

As usual, the ladies provided a wonderful afternoon tea which was greatly appreciated by the members on what turned out to be a cool and overcast day.

My thanks go to Sam and Jan Mangion and also to Rowan for hosting the meetings.

# Division 8 - Northern Rivers

By Ian Phemister



It's been a while since my last report and much has happened. With the birth of my baby daughter, I have been a little pre occupied. Work has continued throughout the year on our exhibition layout. Along with continued improvements to the operational characteristics, the basics of the scenery are completed down the front side of the display. Adding trees, bushes and shrubs to the landscape improves the appearance each time. The layout made its Sydney debut appearance at the Bligh park train show back in August. The layout ran very well and we all had a great weekend with the guys from the Mid West Model Railroaders.

October, the layout again returned to Sydney for the annual AMRA show at Hurstville. Again the layout ran very well and well received by all that attended the show. We were also lucky enough to receive an award for 'Best Non Australian Prototype Layout'. We had won the same prize in 2000 for the old layout.

Unfortunately upon return home to Coffs Harbour, our use of the A J Pipelines factory was lost. This had been the home of the layout over the past 12 months where



we were able to have the layout completely set up to work on. We thank Al Johnson for the use of his factory. Luckily we had been able to get all bar 4 of the modules near completion before losing the area. We have set up the four incomplete modules in member Charlie Reids garage. We plan on finishing this end with a small town scene complete with working 1950's drive in picture theatre. There will be some 25 buildings for this end of the layout. Most are the DPM shops and small factories. We have an old Durango press 'The Palms' station building as the centre feature. I also hope to have the Clyde Puffer cargo boat rock in the harbour with the gentle swell of the ocean. Maybe even a pelican atop the dock post. Layout should look a little different for this year's Brisbane exhibition in May.



I have also presented the Hopkins Bone award this year to Keith Morrison. Keith has been a great help with the layout construction as well as taken on the roll as our treasurer. Keith has over the past year built up a new NSWGR home layout. Keith's modelling continues to improve as more challenging tasks are taken on. Keith's dedication to helping with the layout at exhibitions and with construction has been fantastic. Congratulations Keith and well done.

We have plans now to set the layout up for testing prior to the Brisbane show. The layout will have to live in the trailer from then. Monthly meetings may go back to setup and run weekends at the guide hall.

# 25<sup>th</sup> Anniversary 2009 Convention

## Registration – Please print clearly



Full Name .....

Family Member's Name .....  
(If Attending Convention)

Partner's Name .....  
(If Attending Ladies' Program)

Address .....  
.....  
..... Post Code .....

Email ..... Telephone ( ) .....

### PLEASE TICK THE APPROPRIATE REGISTRATION DETAILS

MEMBER (Registration Before 1 <sup>st</sup> August)		\$70	
MEMBER (Registration After 1 <sup>st</sup> August)		\$85	
Non Member (This does <b>NOT</b> mean your partner or family member)		\$90	
Extra Family Member(s) (Cost of Saturday & Sunday Lunches)		\$10	
Ladies Program (Saturday)		\$25	
Ladies Program (Sunday)		\$25	
Extra Fair Items: (Tick as required)			
Rolling Stock		\$15	
Laser Building Kit	HO ( )	\$15	
Laser Building Kit	O ( )	\$20	
Convention Mug		\$10	
Convention Shirt	SIZE M ( ) L ( ) XL ( ) XXL ( )	\$35	
Convention Dinner	Number Attending -	\$45 each	

**TOTAL COST** .....

Cheques to be made out to **NMRA Inc.**

Please Tick as required	Visa Card	Mastercard	
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Card Number _____	Expiry Date ____/____
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Full Name On Card – <i>Please Print</i>	Signature:
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SEND THIS FORM TOGETHER WITH YOUR CHEQUE OR CREDIT CARD DETAILS TO:

**Mr. John Montgomery at 12 Linwall Place, SHALVEY, NSW 2770, Australia. Tel (61) (02) 9628 9921**

## Convention 2009 - Clinic Timetable

<b>Saturday</b>				
Start	Finish	Main North	Main South	Central
7.30	9.45	Registration.		
8.30	8.40	Welcome address		
8.40	8.50	History of NIMRA AR		
8.50	9.00	Address from National President		
9.00	9.40	Charlie Getz		
9.45	10.40	Signalling Systems for Model Railroads. <b>KELLY LOYD</b>	Modelling The Prototype - D&RGW <b>BRETT PAYNE</b>	Scratchbuilding Structures <b>Extra Fare</b> <b>KEN SCALES MMR</b>
<b>10.45</b>	<b>11.10</b>	Morning Tea		
11.15	12.10	Car Cards & Waybills <b>PETER JENSEN</b>	Constructing Westerfield Resin Kits <b>AL WESTERFIELD</b>	Building Locos Kit/Scratchbuild <b>PHIL KNIFE MMR</b>
12.15	13.10	Train Orders & Timetables <b>ANTHONY KOESTER</b>	Detailing Structures <b>LAURIE McLEAN MMR</b>	
<b>13.15</b>	<b>14.10</b>	Lunch		
14.15	14.10	Design Your Layout (Almost) Like Magic! <b>Lyndon Spence</b>	Modelling The Prototype - NSW <b>ROWAN MANGION</b>	How to set up Decoder Pro & How to Tune Decoders <b>GERRY HOPKINS MMR</b>
15.15	16.10	Modelling The Prototype - NYC <b>DAVID HOWARTH</b>	Model Photography <b>DAVID LATHAM</b>	Beyond Just Shaking the Box. Assembling Plastic Rolling Stock kits. <b>Extra Fare</b> <b>John Parker</b>
<b>16.15</b>	<b>16.40</b>	Cuppa Time		
16.45	17.40	Streamlined Passenger Trains In California <b>PAUL HOBBS</b>	Loco Reliability <b>SOWERBY SMITH</b>	Weathering Rolling Stock - air brush <b>STEVE PETITT MMR</b>
17.45	18.40	Revive & Survive		
18.45	19.15	Pre dinner drinks with Canapés People's Choice voting to occur for photo competition during this time.		
<b>19.15</b>	<b>19.35</b>	Entrée served		
19.35		Welcome and General Knowledge Railway Quiz held.		
19.45		Dinner is served		
20.30		Presentation of 25 year Members		
21.00		<b>After-dinner Speaker – Charlie Getz</b>		
21.30	22.00	Desert & Coffee served		

<b>Sunday</b>				
Start	Finish	Main North	Main South	Machine Shop
7.30	9.45		Tea & Coffee	
8.30	8.45	<b>Presentation of Contest Awards in Main Theatre</b>		
8.50	9.40	Modelling The Prototype - NSW <b>ROWAN MANGION</b>	Detailing Structures <b>McLEAN MMR</b>	Building Locos Kit/Scratchbuild <b>PHIL KNIFE MMR</b>
9.45	10.40	Signalling Systems for Model Railroads. <b>KELLY LOYD</b>	Constructing Westerfield Resin Kits <b>AL WESTERFIELD</b>	
<b>10.45</b>	<b>11.10</b>	<b>Morning Tea</b>		
11.15	12.10	Car Cards & Waybills <b>PETER JENSEN</b>	Modelling The Prototype - NYC <b>DAVID HOWARTH</b>	Scratchbuilding Structures <i>Extra Fare</i> <b>KEN SCALES MMR</b>
12.15	13.10	Model Photography <b>DAVID LATHAM</b>	Design Your Layout (Almost) Like Magic! <b>Lyndon Spence</b>	Loco Reliability <b>SOWERBY SMITH</b>
<b>13.15</b>	<b>14.10</b>	<b>Lunch</b>		
14.15	14.10	Modelling The Prototype - D&RGW <b>BRETT PAYNE</b>	How to set up Decoder Pro & How to Tune Decoders & Accessory Decoders <b>GERRY HOPKINS MMR</b>	
15.15	16.10	Train Orders & Timetables <b>ANTHONY KOESTER</b>		Weathering Rolling Stock - air brush <b>STEVE PETITT MMR</b>
<b>16.15</b>	<b>16.40</b>	<b>Cuppa Time</b>		
16.45	17.40	Kadee Coupler - A Treatise <b>PAUL HOBBS</b>	Beyond Just Shaking the Box. Assembling Plastic Rolling Stock Kits <i>Extra Fare</i> <b>John Parker</b>	
17.45	18.40	<b>Closing Talk by Special Guest</b>		
18.45	19.15	Disposal of the Layout built over the Weekend		

Layout Tour SB	Arrive	Depart	Prototype	Scale/Gauge	Suburb	Address
Bakerville	9.30	10.00	SP/ATSF/CN	HO	Kellyville	
<b>Smithville</b>	<b>10.30</b>	<b>11.00</b>	<b>MP</b>	<b>HO</b>	<b>Baulkham Hills</b>	<b>Monday Only</b>
Kangaro Sub	12.15	12.45	ATSF	HO	Kangaroo Point	
			Pickup lunch - Anywhere			
<b>Shasta Sub</b>	<b>2.30</b>	<b>3.00</b>	<b>SP</b>	<b>HO</b>	<b>Chatswood</b>	<b>Monday Only</b>
<b>Beaumont</b>	<b>3.20</b>	<b>3.50</b>	<b>MR</b>	<b>O</b>	<b>West Pymble</b>	<b>Monday Only</b>

Layout Tour CCC	Arrive	Depart	Prototype	Scale/Gauge	Suburb
Great Falls Sub	9.30	10.00	GN/SR&RL	HO/HOn30"	Narara
Old Hamworthy	10.15	10.45	LNWR	OO	Ourimbah
<b>Mosquito Pass</b>	<b>11.10</b>	<b>11.40</b>	<b>D&amp;RGW</b>	<b>HO/HOn3</b>	<b>Wadalba</b>
			Pickup lunch - Lake Haven		
Ontario & Western	12.40	1.10	ATSF	HO	Blue Haven
Short North	1.30	2.00	NSWGR	HO	Buff Point
Main South	2.15	2.45	NSWGR	HO	Buff Point
New Mexico	3.30	4.30	ATSF	HO	Tumbi Umbi

Layout Tour SCC	Arrive	Depart	Prototype	Scale/Gauge	Suburb
Barren Creek	9.30	10.00	ATSF	HO	Umina Beach
Raton Pass	10.20	10.50	ATSF/BNSF	HO	Umina
Barmedman	11.30	12.00	NSWGR	HO	Saratoga
Borimbah	12.10	12.40	NSWGR	HO	Saratoga
Cedar Valley	12.50	1.20	NKP	HO	Yattalunga
			Lunch at the Saxon's		
Great Falls Sub	2.20	2.50	GN/SR&RL	HO/HOn30"	Narara
Old Hamworthy	3.05	3.35	LNWR	OO	Ourimbah

Layout Tour NCNS	Arrive	Depart	Prototype	Scale/Gauge	Suburb
Mandalong	10.00	10.30	UP/SP	N/Fn3	Mandalong
Shortland Sub	11.10	11.40	ATSF	N	Shortland
Kansas City	12.00	12.30	MILW	HO	Lakelands
			Pickup lunch - Toronto		
Just Logging	1.40	2.10	Critters	HO	Kilaben Bay
<b>Shasta Sub</b>	<b>3.30</b>	<b>4.00</b>	<b>SP</b>	<b>HO</b>	<b>Chatswood</b>
<b>Beaumont</b>	<b>4.20</b>	<b>4.50</b>	<b>MR</b>	<b>O</b>	<b>West Pymble</b>

# 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

## Asquith Model Railways

Unit 4/113 Hunter Street Hornsby NSW 2077  
 Ph/Fx: (02) 9482 3242  
 (PO Box 106 Asquith NSW 2077)

## 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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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 Mail & Phone Orders Welcome  
 Open Tuesday-Saturday

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1001 Victoria Rd West Ryde NSW 2114  
 Ph: (02) 9809 0530  
 Fx: (02) 9809 0650  
 Email: [info@tomshobbies.com.au](mailto: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](mailto:wmr@zeta.org.au)  
 Mon-Fri 10am-5:30pm Sat 9am-2pm

# NMRA Sydney Anniversary Convention

October 2nd - 5th 2009

Convention update

Celebrate our 25 Years of Model Railroading



## Meet Charlie Getz

Plenary Session Presenter & After Dinner Speaker



**B**orn in occupied Japan to be near his parents, Charlie was presented with the obligatory Lionel Train set at an early age; it did not take. A second try with a Mantua/Tyco "General" set at Christmas 1961 did take and was followed by a ghastly layout of papier mache, brass track and balsa buildings on a Ping-Pong table platform. By college, "N" scale was

tried, then HO<sub>N3</sub> after a visit to "SS Ltd" and their marvellous HO/HO<sub>N3</sub> display layout. A stint building models for Hollywood studios, and custom building paid college and law school bills. First layout ever visited? John Allen's Gorre and Daphetid. Thought all layouts were supposed to look like that.

Started writing a column for the Narrow Gauge and Shortline Gazette when it commenced publication and over 200 columns later, still doing so. Models in HO, HO<sub>N3</sub> and On3. Retires in June 2010 and his next job will be building layout(s) to utilize shelves of models and boxes of kits. Estimates finishing at age 135 based on unbuilt inventory.

"Loves Australia; has visited twice before and is proficient in pronouncing "al-u-min-i-um" and other strange words (since a " gratuitous "u" seems inserted in just about every other word!). Looking forward to meeting many old friends, making new ones and seeing some of the BEST model building in the world".

## Clinics Clinics Clinics

**T**he big news is "Three Streams of Clinics" plus we build a switching layout during the convention, just in case you get bored between clinics. Our Gala Dinner will honour our members with 25 years or more membership in the NMRA. A plaque to be presented by the National President who will be attending from the USA. After Dinner Charlie Getz will regale us with some of his famous oratory.



Special hands on clinics where you build a laser cut building kit in the scale of your choice. A limited number of places available and a small extra fee to cover the cost of the kit and materials.

During the breaks between clinics watch and learn all the basic layout building skills as our enthusiastic team of modellers construct a switching layout. No more excuses, you to can build a layout at home after seeing how easy it is.

Signalling, Scratch building structures, Loco building, Prototype modelling US, Australian, Standard and Narrow Gauge, Structure detailing, Weathering rolling stock using an air brush, Train orders and car card operation, Installing decoders, Tuning decoders, Photographing your models, Layout lighting, Loco reliability, Building locos kit/scratch and Designing your layout are just a few of the clinics. The program has been guided by your responses to a survey last year. Full details and listing of presenters are on our web site :- [www.nmra.org.au](http://www.nmra.org.au)



Exciting Partner Program exploring our wonderful City of Sydney and it's many attractions

**\$10 Saving for Early Registration** visit [www.nmra.org.au](http://www.nmra.org.au) for details

*So, note the dates in your diaries, check the NMRA Australasian Region website for additional details and download your registration form. We look forward to welcoming you in October 2009.*

*David Howarth, 2009 Convention Chairman*