

Main Line

Autumn 2010
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National Model Railroad
Association Inc.
Australasian Region



Features:

Keeping it on the Rails

Gone but NEVER forgotten

Random thoughts along Narrow Rails - 1

Steam in Review

Divisional Reports

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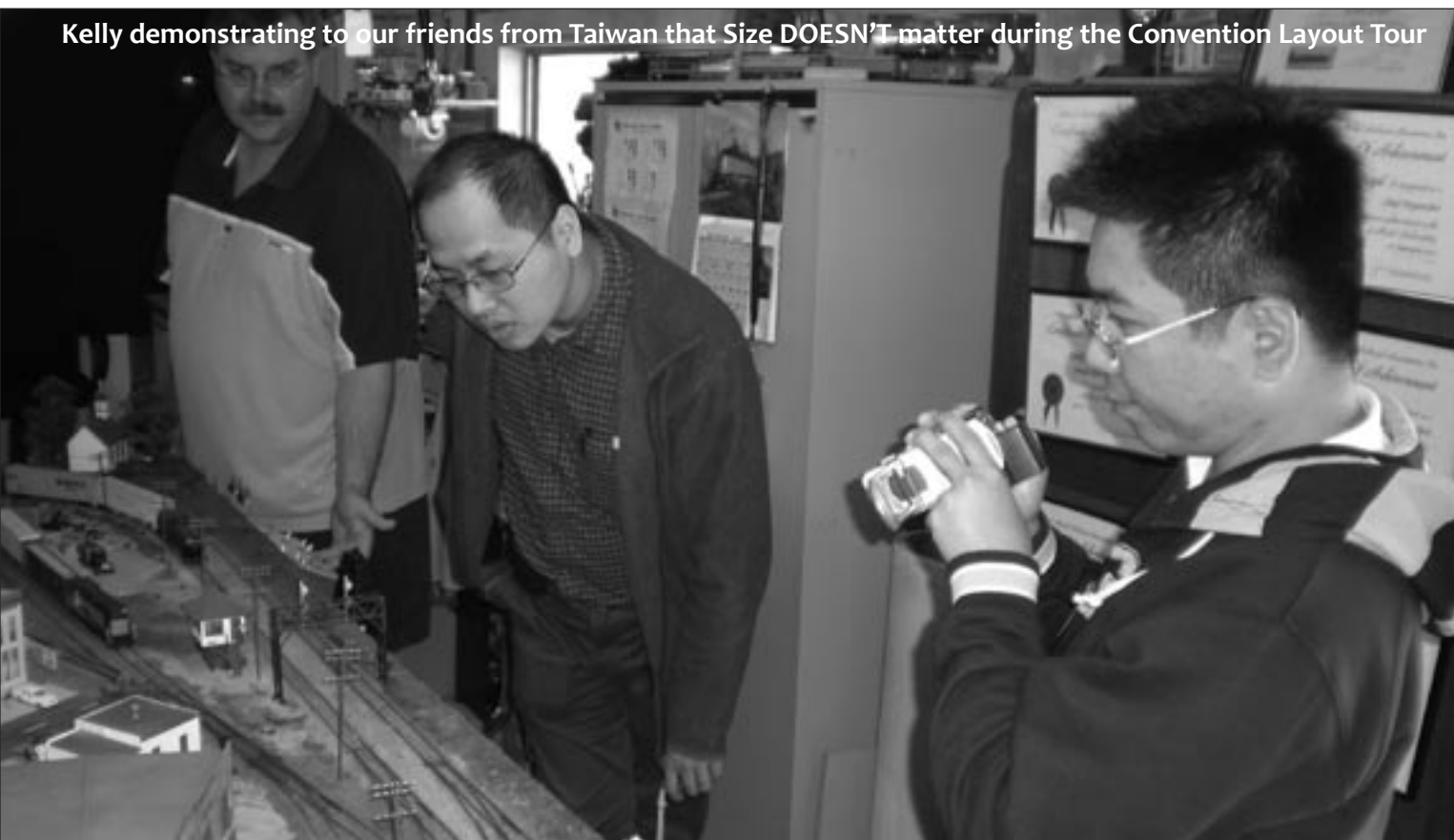
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Web Master	Wayne Eagle	(02) 9627 9892	webmaster@nmra.org.au
Membership	Denise Bennett	(02) 9997 7971	membership@nmra.org.au

33 Kanook Avenue, Bayview, NSW 2104

Kelly demonstrating to our friends from Taiwan that Size DOESN'T matter during the Convention Layout Tour





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Publication of articles submitted are at the discretion of the Editor. The opinions expressed in MainLine are those of the author and the NMRA does not necessarily endorse them.

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The Editor

Mainline

29 Kenley Crescent

Macquarie Hills, NSW 2285

Email: editor@nmra.org.au

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Photo Credits

Front Cover: DJH '50' class built by Chris Horne running the right way on Gerry Hopkin's layout
Photo by Chris Horne

Centrefold Geoff Nott's Leigh Creek
Photos by Geoff Horne

Back Cover What better way to finish of an issue than with more of Geoff's fine modelling
Photos by Geoff Horne

The Computer Keyboard

with

Editor - Geoff Horne



I hope that you all had a great Christmas and that 2010 has started very well. I am sure that this request will be very familiar to anyone who takes the time to read this column.

As the new Editor of MainLine I have to tell you all that the magazine is only as good as the support that it receives from the readers.

I would like to thank Kelly for the time and effort that he has invested into MainLine in the past three years and it would be nice if other members thank him personally when you see next see him.

Being Editor can be at times a very thankless task and to some people I am sure that it is taken for granted as something that automatically appears in the mailbox or on the web site, just like the milk in the containers at the supermarket - cows have nothing to do with it at all.

Digital cameras are a blessing to Editors now because there is usually at least one in every family, so, make sure to put it in your pocket when you are visiting another layout or going out for the day, but, make sure it has charged batteries!

Remember that you may just come across an unusual

item that you can share with all of the other members.

Drop me an email if you have any ideas for MainLine and I will certainly consider them and reply promptly.

editor@nmra.org.au

geoffrey.horne@bigpond.com

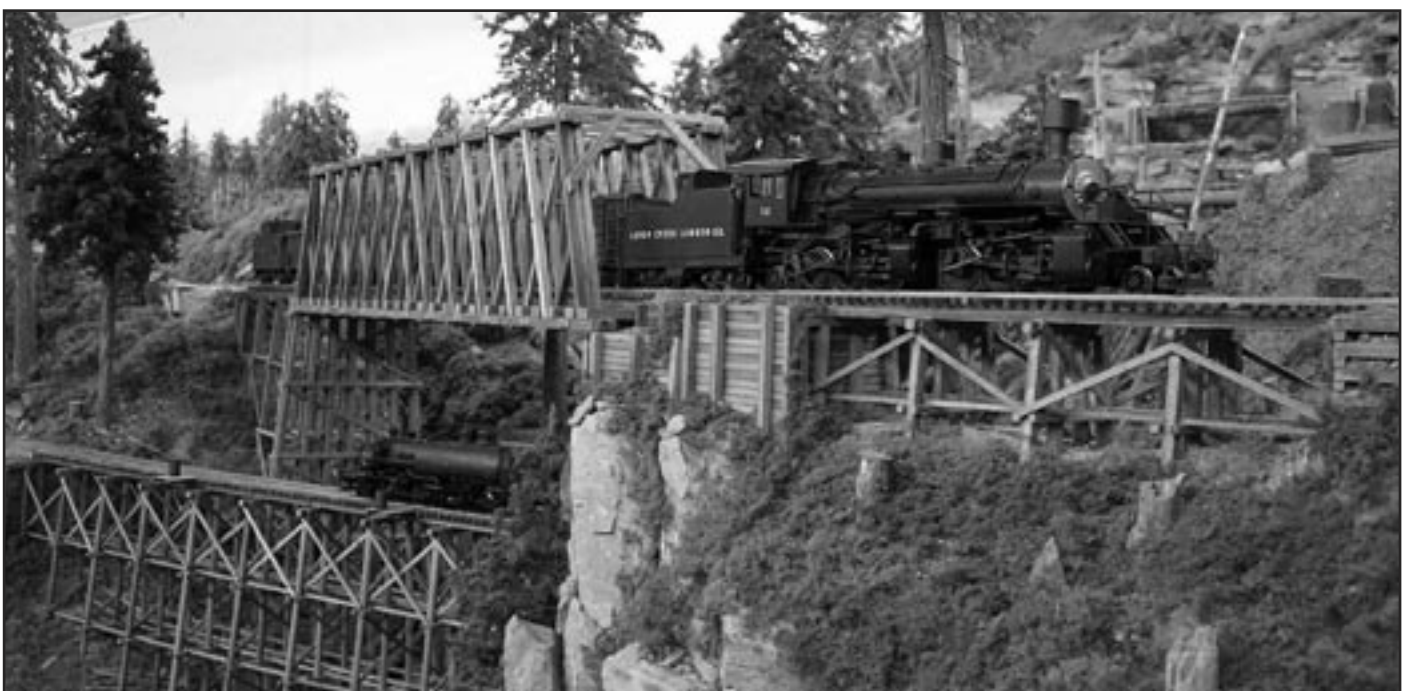
Have you any articles rattling in your head but are unsure how to express yourself? Get your story to me and if you require a bit of help or a bit of re-writing and I will help you out.

Any articles and photographs of yours that make it into print also total up towards your Author Certificate of Achievement, and it will look very nice hanging on your wall and going towards the Holy Grail - the MMR.

The photo below was taken on a visit to Geoff Nott's Leigh Creek shortly before it was disassembled. If you do happen to be thinking about using such a photo, then it is good courtesy to ask the owner of the layout if they would mind if it is passed on for print. In this case, Geoff said that he was quite happy

Drawings are also welcome as they can be easily scanned, but, once again, if it is not your drawing then you must have permission for its use.

Let us all work towards maintaining MainLine as the quality magazine that it has developed into over the years.



“Leigh Creek” just prior to its dismantling. A real masterpiece and what we have all come to expect from the talented Geoff Nott
See more inside

Photograph by Geoff Horne



From the CAB

with
Sowerby Smith - President NMRA AR

In a few months time your Committee will stand down and a new Committee will be elected. I will have reached the end of my stint as your President and cannot stand again as our constitution limits allow only two consecutive terms, thank goodness do I hear! The nominations have now been received. Bios of each candidate will appear on a link from our website.

First thing is to welcome Geoff Horne the new Mainline Editor and wish him every success in his new roll. You will notice changes to the look of the MainLine with our new editor. I urge you all to support MainLine with your contributions. Big articles or handy tips please send them in to Geoff.

As Region President I am on a special Regions and Divisions Yahoo Group The topics discussed vary from membership, to division events and ideas to make the NMRA more responsive to it's members. There has been a lot of discussion recently regarding participation in contests. It would seem to be a worldwide phenomena that participation in contests is dropping. As you know we have introduced additional peoples choice categories to encourage participation. The interesting thing with this discussion group is how many of the initiatives they discuss we have already implemented.

If you happen to be browsing the MR website you will see an interview with Tony Koester where he discussed his visit down under for our convention. If you get a moment check it out.

Our Region continues to grow in a steady manner and we have over 650 members in our Region. This strength this is reflected in Division meeting attendance numbers. Early in January I attended the Div7 meeting in Sydney and despite the very hot day over 60 members attended and several guests. A great turnout especially during the height of the summer holidays. For our members who cannot attend as many division meetings as they would like we do our best to keep in touch via MainLine and our website, under the very capable hands of Gerry Hopkins. Our site is one of the most active within the NMRA (most active but that would be bragging). Our continued growth is dependant on us remaining welcoming and it is not just the various Committee members job but every member can assist in growing the NMRA. Making guests want to come back and become members and share in both fellowship and knowledge. Bring a friend to your next Division meeting and help keep your Region strong.

Sowerby Smith

NMRA AR President

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Divisional Calendar Information

Division 1 – Queensland

20th Feb	Host	? -
20th Mar	“	Martyn Jenkins
10/11th Apr	“	NMRA Train Show
1/2/3rd May	“	AMRA Show
19/20th Jun	“	June Toowoomba Train Show
17th Jul	“	Denis Lane
21st Aug	“	Graham Emery, McLeay Island
4/5 Sep	“	Newcastle Convention
18th Oct	“	Bob Brown
20th Nov	“	Bill Dunn

Meetings start at 1.30pm unless otherwise shown. For details contact Glen Stevens, Tel. (07) 3207 2442

Division 2 – ACT

Meetings start at 2.00pm. Contact Jess Brisbane for details: div2sup@nmra.org.au

13 th Mar	Host	:	Tony Payne
10 th Apr	“	:	TBA
8 th May	“	:	Viv Brice
5 th Jun	“	:	TBA
3 rd Jul	“	:	TBA
31 st Jul	“	:	John Bullen
28 th Aug	“	:	TBA
18 th Sep	“	:	Rob Anderson
23 rd Oct	“	:	John Gillies
20 th Nov	“	:	David O’Hearn
11 th Dec	“	:	Stephen O’Brien

Division 3 – Victoria

Meetings start at 2.00pm and for details contact Grant McAdam (03) 9578 8685

Division 4 – Western Australia

28 th Mar	Host:	Graham Watson / Visit (<i>Ladies most welcome</i>)
25 th Apr	“	Rod Tonkin / Meeting/Run
16 th May	“	Swan View Tunnel / Walk (<i>Ladies most welcome</i>)
30 th May	“	Frank Godde / Clinic
5/6/7 th June	“	AMRA Show
27 th Jun	“	Les Hodgson / Meeting/Run
25 th Jul	“	Phil Knife /Meeting/Clinic
22/25 th Aug	“	WA MRC??
29 th Aug	“	??
11 th Sep	“	Rockingham & Cockburn Clubs / VISIT (<i>not yet confirmed</i>)
25/26 th Sep	“	Hotham Valley / Trip (<i>Ladies most welcome</i>)
31 st Oct	“	Bob Kollwyn / Meeting/Run
28 th Nov	“	Allan Perry / Meeting/Clinic/Run (<i>not yet confirmed</i>)
27 th Dec (Mon)	“	Peter Scarfe / Christmas Meeting

March	Tour of Museum including sheds over railway line. A/noon tea in special coach. Guide Graham Watson
April	Running on Rod’s layout. Train orders and weigh bills
May	Swan View Tunnel walk – bring a torch. Clinic at Frank’s
June	AMRA Show Meeting at Les’s. Bring a DC HO train to run on Les’s modified layout.
July	Clinic at Phil’s. Check out those Sn3 ½ WAGR Steam locos Phil has built.

August	Visit WAMRC's layout, possibly on a Wednesday evening (running night). Bring a train. Saturdays tend to be work days, Sundays non-members are confined to the front viewing area courtesy of their insurance policy
September	Saturday 11 th Visit Rockingham club, lunch in Rockingham, visit US Modellers (formerly Cockburn MRC) Sunday 26 Hotham Valley Pinjarra to Dwellingup, lunch at Dwellingup, return trip to Pinjarra
October	Meet, explore Bob's latest improvements, run?
November	Meet, clinic, brief talk on astrophotography, HO DCC running.
December	Christmas function at Peter's

Division 5 – New Zealand

Contact Kelvin Sherson (04) 234 8577 or email:div5sup@nmra.org.au

Division 6 – South Australia

Meetings start at 1.30pm. Contact Al Harris (08) 8395 6014 or email:div6sup@nmra.org.au

24 th Apr	“	:	Ron Solly	
22 nd May	“	:	Ron Solly	
5 th Jun	“	:	Graham Capper	
24 th Jul	“	:	TBA	
28 th Aug	“	:	Bob Bevan	
25 th Sep	“	:	Al Harris	
23 rd Oct	“	:	Scott Taylor	
13 th Nov	“	:	Ian Wade	
4 th Dec	“	:	Ray Brownbill	XMAS BBQ

Division 7 – New South Wales

13 th Mar	Host	:	Lauris & Gerry Hopkins MMR	15 Narara Cres, NARARA 1:00pm start
10 th Apr	“	:	Toni & John Saxon MMR	186B Davistown Rd, YATTALUNGA 1:00 pm start
8 th May	“	:	Paul Marrant	23 Putnee St, KILABEN BAY
12 th Jun	“	:	Laurel & Phil Anderson	55 Westminster Rd, GLADESVILLE AGM
10 th Jul	“	:	Jenny & Ken Scales MMR	4 The Circuit, BLUEHAVEN
14 th Aug	“	:	Doug Wallace	12 Meares Road, McGRATHS HILL
4 th /5 th Sep		:	Regional Convention	Broadmeadow, NEWCASTLE
16 th Oct	“	:	TBA	
13 th Nov	“	:	Rowan Mangion	9 Elouera Ave, BUFF POINT
Dec		:	Ho Ho Ho Ho TBA	

Division 8 – Northern Rivers

Meetings start at 2:00pm. Contact Ian Phemister (02) 6658 9871 or email: div8sup@nmra.org.au

Division 9 – Mid-North Coast

Meetings start at 2:00pm. Contact Mike Bartlett (02) 6553 6227 or email: div9sup@nmra.org.au

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Report from the PACIFIC DISTRICT DIRECTOR

The NMRA's 75th Anniversary Convention, www.nmra75.org, will be held in Milwaukee this year. Information from the organisers gives us the following statistics:

- There are 27 separate layout tours scheduled
- There are 16 separate prototype tours scheduled, including Kalmbach Publishing, Walthers, and Badger Air Brush
- There are 9 separate general interest tours
- There are 27 different OPSIG layouts open during the convention
- There are more than **160 different clinics** on the schedule
- 123 of the clinics have **never been offered** before
- There are 8 social events scheduled... one for almost every night of the week
- The RPM is celebrating their 25th Anniversary at the convention
- The National Train Show is almost out.

This should be another great convention. All the registration forms for the convention are on the AR website.

There is a scanning project underway to digitize the more than 100,000 photographs in the NMRA's Kalmbach Memorial Library. Thumbnails of the photos will be displayed online at www.nmra.org where members and paying researchers can purchase prints. The February 2010 issue of *Scale Rails* will have more information.

The NMRA will be working with the California State Railroad Museum (CSRM) to include a significant Model Railroad exhibition in the museum. This will give significant coverage for the hobby and the NMRA. Work is underway to have a major Australian layout as one of the key exhibits in the display.

The next BOD meeting will be in mid February. There is a range of topics planned to for this meeting to look at the long term future of the organisation, particularly around convention and branding.

All for now

Peter Jensen



FIRST MMR TO LAND IN NEW ZEALAND

Congratulations must go to Allen Hare for being the first New Zealander to be presented with the MMR award.

As we are all aware these awards are not awarded lightly and a great deal of time and a LOT of effort is expended on firstly being presented with the necessary Certificates of Achievement before being considered for the big one.

A little bird has advised that there are a few more modellers in the land of the long white cloud who are very close to repeating this feat, so keep up the good work and keep the rest of the region informed about your projects

Allen Hare holding his NMRA Master Model Railroaders Plaque No. 426 following the presentation by Kel Sherson.



Life in the NORTHERN TERRITORY

By Frank Godde MMR

Living in Katherine with his family for the last five years is NMRA member Martin Canteros Paz, originally from Argentina and now working for the fire services there. Martin keeps the modelling world alive in the Territory for the NMRA, for he is the only member up there.

That makes it really hard having literally no one to share your work, or ideas with, as it is with most isolated places. We in Division 4 (WA) took him under our wing and looped him in our email contact, so that he, and we, could all benefit from sharing our love of the hobby

We met at the 25th convention in October 2009 in Sydney where information was shared and now we know we all have a face to a name and know who we are writing to. So far it is working out very well

and a host of pictures keep coming from Katherine and with Martin's permission, I want to share these photo's with the rest of the NMRA membership

Martin is keen on UP and has done some great weathering on some of his UP locos. He is also interested in Argentinean railways and has a large collection of HO equipment in various road names. He has also told me that he has over 200 DVD's and 100 books on the subject of railways. He has completed a very nice Walthers kit model of a MOW coach and train manufacturers and also has a liking for snow ploughs.

Attached to this email are photos of some of the UP locos that have been weathered by Martin, and I think that the pictures will speak for themselves.

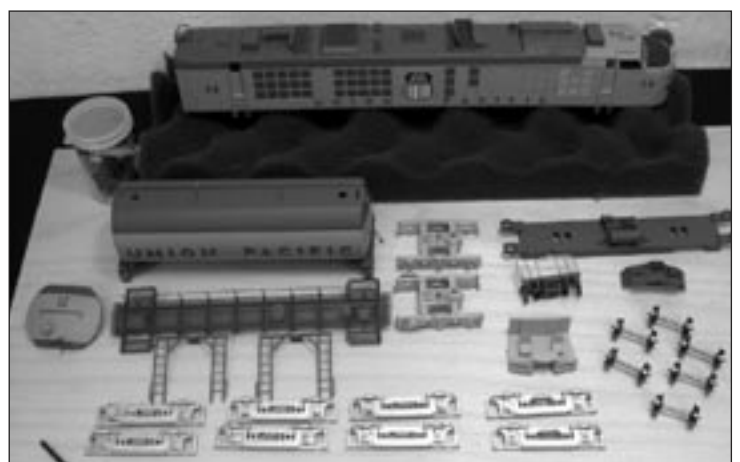


Certainly some heavy weathering or maybe the locomotive cleaners are on strike.

Sorry the photo is a bit small but, it is as large as I could go and still maintain the detail. (Ed)

It is a shame that you are not able to see these photographs in colour because Martin has done an excellent job.

It is wonderful that these modelling efforts can be shared with yourselves elsewhere in Aus and NZ, so I hope that the photos will keep on coming and WELL DONE!



Random Thoughts along Narrow Rails (but not always)

With Brett Payne.

Never promise what you won't deliver.

Well I volunteered to pioneer a regular column for "Mainline" magazine back in November 2009. It is 2010 already and I have given it a lot of thought but not put pen to paper until today. I am building a bank of ideas and the list has got longer in recent weeks which may be a good thing.

I intend to talk about all things model making and more or less associated with the art and science of model railroading. I am by nature a narrow gauge modeller of a primarily Colorado persuasion but I have eclectic tastes so expect this column to cover narrow, standard and broad gauge interests, a smattering of history and all the model making hints and tips that I can think of along the way.

Things that go PHUT in the night.

Just about every model railway aficionado provided they crawled up out of their armchair, dreads the day they host their first big layout open house. My worst nightmare is that the whole thing would not work, or as Charlie Getz refers to DCC – "Go PHUT..."

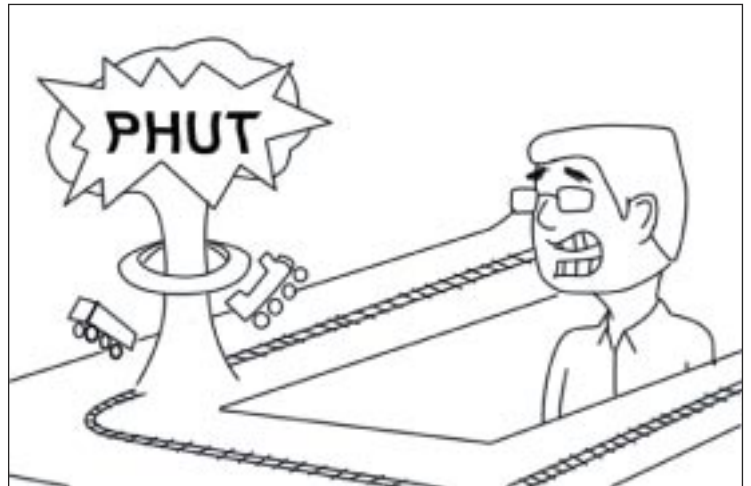
Well it really did happen. I had spent the preceding months scratch-building dual-gauge HO/Hon3 turnouts and writing an article on how I build them to boot. (If you want to see that article you will need to beg, buy or borrow a copy of the 2009 Hon3 Annual from Carstens Publications of the USA.) In the last three weeks I hosted a friend visit from the USA by day and madly wired up my layout by night. The wiring was quick and dirty but it all worked. The trains were running and I have witnesses!

I use DCC from CVP and my original plan was to wire the layout which is not all that big, as a single track block with a second turnout power block for the accessory decoders and predominantly Tortoise point motors.

Ten days before the convention a great dust storm struck in New South Wales and everything in my garage got a goodly coating of red dust. My visiting friend and I spent a day dusting vacuuming and wiping down the layout, tracks and models. To my surprise before we started I had a hard short on the layout and naturally I poked around the area where most recent wiring of turnouts had occurred. I traced out each gap in my PC board ties with a bamboo skewer and as I did this the short circuit cleared up.

It seemed to us that there was enough iron oxide in that dust to trip the short circuit protection in the CVP booster 3. But all was well I would have a running layout for my first open house. Or not....

In the final days prior to our convention another smaller dust storm blew through. Then it rained. I was in convention clinic giving mode and it was full steam (or diesel fumes) ahead! Come open-house Monday and 6am I was up, breakfasted and at the helm of the layout (excuse the mixed metaphors please) only the layout was dead – or at least the red lights on the boosters were telling me it was not well.



Always look for your fault where you most recently did track-work and wiring. I did this and found nothing, so I figured I could carefully disconnect a few drop wires to isolate my short circuit. I cut the main bus just past the group of turnouts most recently wired in. There were shorts in both directions on my point to point bus. I removed all locomotives from the tracks in case one was straddling a rail gap. Still shorts in both directions. So I cut the bus again, then again and yet again until I think I had cut my main bus into 20 two-foot sections (at least).

It never occurred to me that I had been so lackadaisical in my wiring and gaps that I had failed to provide any true double rail gaps as I had found a simple way to wire the dual gauge turnouts that avoided this. The result was that my layout was back-feed city! Not a problem when all is well electrically but a real insolvable problem when I get a short circuit.

The red dust had also bridged one hairline gap in a turnout that I had proudly cut with a jewellers saw. LESSON: A really finely cut gap may look good but it will come back to haunt, sooner or later.

When designing you layout, plan your wiring and blocks

Yes, even with DCC you need blocks. I may be going overboard but for my 7ft x 14ft half garage layout I have defined 8 blocks. I may reduce it to 5 or 6 blocks as I refine things though.

The advantage of a block is that it will help you locate

electrical problems. A block will also ease operating pain if someone derails and causes a short circuit as only that part of the layout will go down.

I never realised that as my layout grew as planned the underlying wiring was growing like a weed. It was forever being tacked on to the main bus wires. Over the back of the layout I had also crossed things up and had track on the turnout power bus and vice versa. I had thought things through in my head, never documented those thoughts and with many months between wiring exercises had got my intentions horribly confused.

My solution now has been to rip everything back to bare drop wires and to create brand new buses. Tens of metres of old wiring hit the recycle bin and many more metres of new wiring have been connected and there is more to go.

Go with the new technology

I had two CVP Booster 3s. Now these are actually a pretty darned good booster that has auto-recovery capabilities that will restart even if you have many sound equipped locos in your power district. I did not want to spend many hundreds of dollars on new boosters that incorporate multiple output zones as I already have sufficient booster amperage available. (Each Booster 3 supplies 4.5 amps).

I wanted a solution that would divide the power across additional districts that would offer short circuit detection flexibility and ideally give me an optional built in auto-reversing feature (as I needed another reversing option). I also looked for something that would indicate visibly (LED display) as to which block has the short circuit.

I settled on something called a ZoneShare from CVP. It takes the power output from a single booster and distributes it across four outputs. You can adjust the short circuit sensitivity and also set one of the blocks to act as a reversing block. LEDs and a buzzer indicate when a short circuit occurs.

These were a little bit more expensive than the older alternatives such as the PS-4 from TTX but they offer a few more smart features as would be expected from newer technology designs.

Am I going overboard with all these power districts (blocks) and rewiring my layout? Probably but I want it to be bullet proof. There are other cheaper ways to do this but I admit I am a bit of a technophile at heart.

See you again next issue where I propose to introduce some very classy model making from New Zealand.

Cheers

Brett

KEEPING IT ON THE RAILS

By Ken Scales MMR

The following information came from a Sante-Fe discussion group interchange of information. John Arrowsmith one of our local members wrote the bulk of it and agreed to let me turn it into an article for mainline. Like John I have found that by sticking with a few simple guidelines I usually don't run into trouble:

Weight all cars to NMRA standards. A good solution is plumbers lead which comes in a roll from hardware store. 1 roll will last a lifetime. You can stick it in the cars with 3M double sided tape. That's the stuff used to stick ducting to concrete walls. It's a 1mm thick foam tape with sticky on both sides. You can also use balance weights from wheels but you have to get these from a tyre supplier which makes it harder to obtain

Ensure all cars have good quality trucks with metal wheels and metal axles, and check that all are in gauge with the NMRA standards gauge. The most common cause of derailments is out of gauge wheels followed by out of gauge track. Good examples of replacement wheels are Berg's 33' and JayBee 36' wheels. Most hobby shops sell good quality replacement wheels and

trucks. If cars that are weighted correctly with these wheels and quality trucks it will often greatly reduce the amount of grime the wheels collect from the rails. Generally a plastic axle in a plastic truck wears more than the metal axle in plastic truck. Use Labelle 102 plastic compatible gear lube where axle meets truck and where truck mounts to the body of the car. Keep a spread sheet with all cars listed showing when they were last serviced. Cars should be checked and serviced at least every 12 months.

Where ever possible use Kadee Couplers in Kadee Coupler boxes, measured for height, both glued and bolted to the car. The boxes on Athearn freight cars and locos will take Kadees without much modification but beware of binding. On some Athearn locos the height will be incorrect if you use the existing boxes. There are offset Kadee Couplers that can address the height problems but the best performing coupler will always be a Kadee mounted in a Kadee Box.

Ensure your track is of the best quality standard. Try not to have rail joints on curves. If you need to have rail joints on curves solder them and stagger the joints

to prevent the track forming a V and going out of gauge. There are numerous arguments about soldering joints. You can solder most joints and have continuous rail like the prototype if you layout is in a room where it does not get too hot. If heat is going to be enough of a problem that expansion will break the chairs on the curves then you have a heat problem not a joint problem. You need to address this before the first length of track is laid.

Use a 1 metre steel rule to keep track straight, spirit level and gauges to get gradients right. Use Track Setters to get curves as smooth as possible. If possible use transition curves particularly on the ends of points. Also keep it clean, and carefully remove any glue and excess ballast, and regularly check your turnouts for grime and damage.

The bigger the radius the better. The minimum recommended by most experienced modellers for HO is 24 inches. Many large layouts use minimum radius curves of 36 inches to get reliable operation from large trains using multiple locos and helpers.

Tune all locos that go in consist to same speed steps on DCC decoders so helpers don't tear cars off the rails, and loco shudder is eliminated. If possible use same branded decoders in consists. From previous experience, not all decoders behave the same way even if you tune them well. Speed increments differ; some have back emf or equivalent, and different amps

ratings. If you want it to look good and stay on the track don't drive too fast.

Most modern track gives good running no matter what the brand or code. Many modellers use HO Peco track which comes in Code 70, 83 and 100. If you are starting out and have modern locos and rolling stock the Peco Code 83 series track and points are the easiest to set up for reliable operation, particularly if you are using DCC.

Not all of the above is absolute or set in stone. If a car runs well do not modify it unless there is a good reason. There is a simple solution. If it is not broken do not fix it. However if it comes off the rails even once in 100 laps check it all over and ensure that it complies with all NMRA Standards particularly weight and gauge. If you have grades on a layout you should test what you can pull long before you complete scenery etc. Any layout capable of serious operation is designed around a train length and an assortment of motive power that will pull that train comfortably over the grade. The exception is using helpers but the same design parameters still apply to helper operation. Adding weight to a large assortment of rolling stock for no reason could turn a good running layout into a dog. The NMRA Standards are universal and if you are going to follow weights you should also be using grades and curve radii to make sure it all works together. You can use what you like if you can make it work but the more you deviate from standards the more skill you will need to make it all work.

NEW ZEALAND – THE NZAMRC CHRISTCHURCH CONVENTION

Every second year the New Zealand Association of Model Railway Clubs (NZAMRC) holds a Convention. This Easter the convention will be held at St Andrews College in Merivale, just minutes by car or bus north of Cathedral Square in the centre of Christchurch. St Andrews is comprised of an interesting mix of architectural styled but well appointed buildings set amid a lovely 11-hectare setting of trees and lawns.

Convention 2010 opens for registrations and setting-up on the evening of Thursday April 1. Over the next three days there will be a full programme of activities beginning at or before 9:00am and going through to 10:00pm or later. Monday morning (April 5) sees main activities being last-minute purchases, the NZAMRC AGM and the closing ceremony. While on-site activities will be over by about 10:30am; off-site there will be a number of layouts available for casual visits until 5:00pm.

Registrations, social areas, clinics, SIGs, AGMs, displays and a light catering area will all be under one roof in the modern senior college centre. The competitions will be located in a secure room on the first floor of the same complex, adjacent to the 41m x 19m gym that will house the display layouts and trade stands. Close by there is a 200-seat multi-media theatre. There is under cover access between all these facilities.

Iain Rice is the special guest and will present both clinics and workshops about designing and building small layouts. Iain will also talk about one of his favourite themes being the "natural look" with respect to viewing, presentation, perspective, colour values and, especially, lighting. These ideas are nicely non-specific so far as scale and prototype.

Eric Brooman, while not being able to attend, has also provided a presentation on his Utah Belt RR; together with several pieces of UB rolling stock which will be presented as 'door prizes' to convention attendees.

The organising committee invite you to join them in Christchurch this Easter. Further information about the convention, lodging, and registration forms is available at <http://www.gcmrsleeper.org/nzamrc/index.html>.

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Digital photographs must not be altered or cropped before entry. The full sized file must be sent. This can be by CD via SnailMail (post) or email (prefered).

Prints must be of good quality as they will be scanned to digitize the picture. It would be good if this was a spare copy as I would then not have to return it.

Attach a brief description as well

Enquiries: email editor@nmra.org.au

Welcome to the first of what I hope will be a regular feature of MainLine.

Many fine layouts have been build over the years but unfortunately, for one reason or another, they are no longer with us.

This series will not be a story in words, but, more of a story in pictures.

Please enjoy the following story of 'Leigh Creek' which was built by Geoff Nott who is very well known for his truely amazing scenery.

With a passion for art, Geoff has on many times made that statement that his layouts are simply ART that has MOVEMENT.

Personally, I would never have been able to dissmantle Leigh Creek, however it has been replaced by many more examples of Geoff's skill

Please ENJOY!!

Photographs by Geoff and Chris Horne



'GONE' BUT NEVER FORGOTTEN
Number 1
'LEIGH CREEK' - GEOFF NOTT









STEAM IN REVIEW - A FRESH LOOK AT AUSTRALIAN MODELS

Story and photographs by Gerry Hopkins MMR

While I don't model the Australian Prototype, I have had a lot of experience fitting DCC decoders to the current crop of r-t-r NSWGR steam locomotive models, so this will be an outsider's look at these HO models. I cannot comment too much on prototype fidelity, but I can comment on the models' compliance with NMRA standards and their operational characteristics. I can also offer a few hints and tips for those who actually run trains and not just keep them on the shelf! All the tests were done on my layout, which has a Code 70 mainline and Code 55 yard and siding tracks. The turnouts are to NMRA standards and all turnouts have dead frogs, so poor pick ups show up very early in testing.

Lima C38 4-6-2

A number of years ago Lima brought out the 38 class and for many years it was the only r-t-r model available. Some people still have these for 'sentimental reasons'. The cookie cutter flanges need Code 100 rail, but the motor doesn't allow for good low speed running. However, there is a replacement motor available from **Model Torque in Victoria** (www.modeltorque.com.au). This motor makes a massive difference to the running and when you add a decoder you can tune the loco to a realistic speed and actually do some shunting. The loco was OK for its time but poor running keeps it on the shelf.



Photo #1

Austrains C36 4-6-0

The second loco to be released r-t-r was the 36 class from Austrains. This was a marked improvement on the old Lima 38. The wheels had better shape, were almost in gauge and the mechanism was up there with the best. On the down side were the lack of pulling power, lack of pickups on the tender and no working lights (photo #1).

For the second run, the model was re-engineered; it had a DCC socket and a working headlight. There is a neat multi-pin plug between the loco and the tender. It is a great loco for adding sound to. I have fitted quite a few with the Tsunami 1000 decoder, added pick ups as required, head and marker lights with an LED and fibre optics and put an LED under the firebox for firebox flicker. The speaker fits in the coal bunker and can fire up, or down, depending on the owner's preference. The loco will also take the Hi Bass speaker, the decoder would then fit in the coal bunker.

The second run still lacks any real pulling power on hills, but on the flat can look quite good at the head of the train. I have found that removing the spring above the front truck will increase the pulling power by up to 40%. I did have one loco that had the headlight wire (white) and the motor lead (grey) cross wired. This could have blown the headlight LED if not spotted when installing the decoder. The crossed wires would have no effect on DC.

The loco only has one coupler, on the tender. As this is the plastic imitation, and a **Kadee No.56** fits nicely in the box, it is only a few minutes work to swap it for a **Kadee**. There is no provision for fitting a coupler to the front buffer beam. It is a nice looking loco and will grace any layout.

The latest version now has a non-sound decoder. The decoder is made by **New York Byano Limited** and is fitted in the tender. The decoder has 4 digit addressing, start voltage adjustment, and momentum adjustments. There is provision for one output to operate the headlight. There is no speed table or Vmax adjustment

to speed match the loco with others for consist. This is not the usual “silent decoder” so there is also a bit of “hum” at low speed.

Eureka AD60 4-8-4+4-8-4

This loco sent the Australian modellers into a spin and did a lot to bring out the closet modellers. It runs very well, pulls a reasonable load, looks great and the big plus – it comes with DCC and sound as an option.

Getting this locomotive to the modellers was a massive



It was raining when I took the photo above on the Buff Point Branch, hence the shine on the locomotive.

undertaking, but an awesome sight on any layout. Once the decoder has been set up properly, it is fun to drive – as it coasts down hill or hammers up the grade.

I have fitted marker lights to about 12 of these now and 5 have also been given the firebox flicker. There is plenty of room in the boiler for a TCS FL4 function



only decoder. There appears to be an over expectation of the pulling power of these locos amongst some modellers. The AD60 class was limited to around 600 tons on the 1 in 40s of the Short North; that is about 11 BCH bogie coal hoppers and a brakevan. They will certainly pull a little more than this on my layout (1 in 50 grades) – see the table below. The only work

you have to do when you take it out of the box is fit some couplers. The loco comes with some plastic imitation couplers to show you how they fit. I would recommend a **Kadee No.156**. There are two mounting holes for the screw. The coupler needs to be mounted further out for use on curves under 3ft.

The loco comes fitted with a **QSI v7** sound decoder. The volume is way too high for normal train rooms. Setting the master volume to 40% will save your hearing. The loco also has **RP25 Code 88** wheels instead of the more common **Code 110**. This means the wheels have a narrower tread (which look nicer). There have been a few complaints about these wheels dropping into the frog on some trackwork. This is not so much the fault of the Code 88 wheels, but the fact that all the wheels are a little under gauge.

There are many different possible settings for the decoder but briefly; I set the max speed to 140 (CV5), this will give you 35mph which is plenty on most layouts. The acceleration (CV3) I set at 20 and the deceleration (CV4) I set at 20. The original was a relatively heavy loco and the higher setting here helps make the sound better as it accelerates and brakes realistically.

I set all of the locos up for 35mph (press the F10 function key and the loco will tell you how fast it is going), this is about 50% of full speed.

Austrains C35 4-6-0

This was another big step for the Australian modeller; a good looking model, runs well,

and sound! Well, I think they look good; they are a



style of loco I grew up with on the **Great Western Railway** in the UK. This loco also uses the **QSI v7** sound decoder and once it is set up and tuned it is a great performer. Like the C36 above, on one non-sound loco I did have the headlight wire (white) and the motor lead (grey) shorted. The quick fix, reconnect

the wires correctly and replace the blown headlight!

Like the AD60 there are many different possible settings for the decoder but briefly; I set the max speed to 140 (CV5), this will give you 35mph which is plenty on most layouts. The acceleration (CV3) I set at 15 and the deceleration (CV4) I set at 10.



Like the 36 class it is not the best pulling locomotive. As the large diameter (6'9") drivers tend to slip at the slightest excuse; there is no real answer to this problem. The loco also comes with a plastic imitation coupler to show you how they fit. I recommend a **Kadee No.156**.



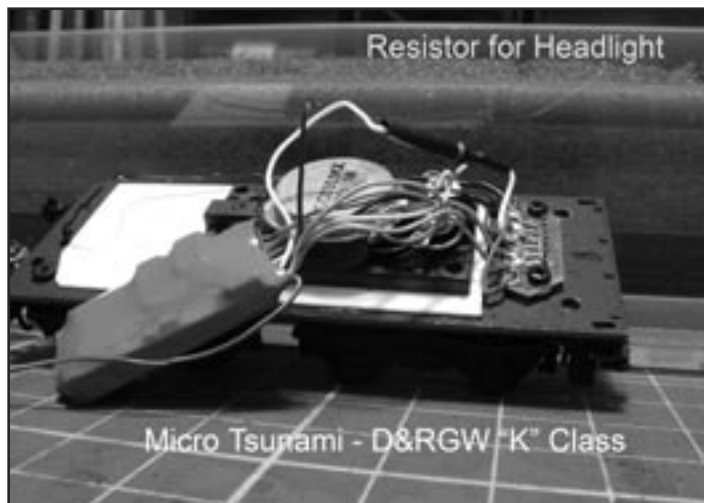
Trainorama C32 4-6-0

This is another great loco for the Aussie roundhouse. The body is cast metal to help the pulling power and the running is as good as any loco from the USA, Europe and better than any British model I have ever had on my bench.

The loco is DCC ready and supplied with two speakers ready for a sound decoder. You can remove the two screws at the bottom front of the tender, remove the tender top and just plug in a non-sound decoder. I recommend the **TCS DP2X-UK** to get the right pin orientation. As always, I check out the wiring and connectors before fitting a decoder. I have seen no real problems so far, but I have only installed sound decoders in 27 of them

(with another two waiting to be done) and added extra lights in six of them. Two of them even have firebox flicker under the firebox.

When installing a sound decoder using the original speakers, fit a 0.5mm gasket between them and the floor otherwise you can get distortion if the volume is up – the cone hits the floor. I personally remove the board and speakers, then fit a medium oval speaker (20 x 35 mm) facing down with a 1mm gasket between the speaker and the floor of the tender. The oval speaker has a better bass response and you get a deeper chuff. Using the Equaliser in the Tsunami will make a very big difference to the sound.



This loco is a surprise when it comes to pulling power. Despite its smaller size the 32 class will out pull both the C35 and C36 locos, due, I expect, to the amount of metal in the chassis and boiler (**See figure #2**).

Eureka C38 4-6-2

At this point we reach the full circle, we started with the Lima C38 and now the latest loco the Eureka C38 both streamlined and non-streamlined in many different paint schemes to match the prototype.

Out of the box the loco is a beautiful runner, about the best I have seen from any country. The loco comes with **QSI v7** Sound or no decoder – the choice is yours. This is the first of the sound equipped locos that does not have the “bell” in the default setting but they do have the steam cocks open as it takes off.

There is a headlight but no provision for powering the backup lights or the front markers or even firebox flicker. If you wish to add these then a **TCS FL4** will easily fit in the tender with LEDs and fibre optics for the back up lights.

The loco runs very smoothly out of the box with just a little jump as it starts to move. When it has been run for 30 minutes the “stiffness” will disappear and the starts are very smooth.

The pulling power is quite good and I am sure with a little more “running in” the power will increase. The same test was applied to these loco as the others – with and without the front spring.

Overview

The following applies to all the current r-t-r locos described above, except for the Lima C38.

Check the crank pins (the screw on the wheel that holds the connecting rods). These can come loose after a while. If they do work loose, remove with the nut driver supplied and apply a little drop of paint to the thread and screw back in.

Be very careful if you have to disconnect the tender from the loco. The style of plug used for all the locos is the same as that for many decoders. Being heavy handed can pull a single wire off the plug.

These locos are model locomotives, not toy trains, and should be treated as such. Once you put them on the layout – leave them there. I know some people who take locos to their local clubs. To do this they either made for themselves, or had made, suitable wooden boxes so that the loco can be lifted out in one piece without any need for disconnection, which also prevents damage to the details.

At the start of this article I mention compliance to **NMRA** standards. The **NMRA** has set certain Standards, or Recommended Practices, to ensure that locomotives can be run on any layout and any DCC system with little or no trouble.

Standards	C36	C35	C32	C38	AD60
S2 Couplers	C	C	C	C	C
S4 Wheels	DNC	DNC	C	C	DNC
S7 Clearance	C	C	C	C	C
S9 Electrical	C	C	C	C	C
Recommended Practises					
RP 9.1.1 Wiring	DNC	DNC	DNC	DNC	DNC
RP 25 Wheel Contour	C	C	C	C	C

Figure #2

C = Conform

DNC = Did Not Conform

The **NRMA Standards** are something any loco or wagon can be checked against, they have been around for many years and the full details can be downloaded from the web. I will cover them briefly here.

S2-Couplers

The centre of the coupler has to be 9.93mm above the track – they all passed this one.

S4-Wheels

The wheels have to be in gauge. The back to back measurement (**B**) should be 14.4mm and should fit in the gauge as shown below. All were under gauge except the C32, this just scraped in.

On normal proprietary track which has sloppy standards, this would not be noticed, but in the last 5-10 years more modellers are getting their track right – hand laid turnouts and Code 55 and Code 70 track.



S7-Clearance

The measurements here were originally made for to suit the American loading gauge and have more clearance than would ever be needed for Australian locos, so they all passed this one.

S9-Electrical

This deals with basic operation, recommending that the ‘positive’ feed is from the right rail when the locomotive is going ‘forward’, to ensure that locomotives all travel in the same direction when instructed to by the control systems. Having the locomotive pick up from the ‘right’ side and the tender from the ‘left’ is a convention dating back to brass locomotive models (and earlier).

RP 9.1.1 Wiring

This deals with the colour code for the internal wiring. Very few locos, whether US, British or Australian, get it all correct for one reason or another. It also recommends the style of connector for the ‘plug in’ socket for a decoder/dummy board. Most manufacturers get this part right, but there are some models, normally diesels, which have the green wire soldered to pin 3. Due to the occasional colour inconsistency all the locomotives I have seen do not conform here.

RP 25 Wheel Contour

The wheel contour is specified for optimum track holding ability and most prototypical appearance. All locomotives, except the AD60, had code 110 wheels

(the AD60 had 88 wheels). The 88 wheels look better and are a little finer. The 110 wheels are perfectly ok and are a little more forgiving of 'sloppy' track. Code 88 wheels are fitted to 95% of brass locos built in the last 25 years so they are not something new.

Many of the locos I take apart have 1 or 2 squashed wires; the biggest culprit is by far the Bachmann 2-8-0 that came out in 1999. I have not seen any problems caused by squashed wires. There is only a problem when the body and the chassis are not fixed together and can vibrate. If you get any loco that vibrates – use it to settle your ballast or get it replaced by the manufacturer.

In the past 12 years I have done over 1300 installs in locos from all scales and gauges, all the above locos (except the Lima 38) are up there with the best and in many case they are the best.

I did some testing when I had all the locos together.

I used the Train-O-Rama BCH trucks and a brake van.

Loco	C36	AD60
C35	C32	C38
1 in 50 (spring fitted)	3 + van	14 + van
3 + Van	4 + van	9 + van
1 in 50 grade (no springs)	7 + van	16 + van
7 + van	8 + van	13 + van
1 in 100 grade (no springs)	10 + van	27 + van
10 + van	13 + van	20 + van

With the C32, C35 C36 and C38 locomotives it is advised to either remove the spring on the front truck or at least cut it in half. All the locos I have modified have had the spring removed and two 3mm nuts glued to the bogie frame.



RPM REVS UP AT NMRA 75.

It started 75 years ago in Milwaukee. A group of model railroaders intent in setting interchangeability standards for motive power, rolling stock, and track formed the National Model Railroad Association or the NMRA

It started 25 years ago at the 50th Anniversary NMRA convention in Milwaukee. A group of model railroaders interested in the contemporary scene formed The Modern Prototype Modelers. Over the years the emphasis changed to prototype modeling from all eras. As a result the name changed too, and the group became known as Railroad Prototype Modelers or RPM.

Over the years both the NMRA and the RPM continued to grow and now 25 years later, both

are meeting once again in Milwaukee.

The event is NMRA 75, the National Model Railroad Association's 75th anniversary convention. From July 11 through the 16th, RPM modelers and NMRA members from all over the world will join together to celebrate the accomplishments of two great organizations.

Just as NMRA standards spawned innovations that have changed the hobby, so too has the innovative modeling of RPM members. In fact the level of detail and the technical excellence of today's models owe much of their origins to the NMRA and the RPM. No doubt about it, there is much to celebrate, which is why you should come to this party!

An entire room will be devoted to RPM models from all over the world and you're invited to bring yours to display as well. The room will be open from Wednesday to Friday during convention week.

In addition to the RPM exhibit, NMRA 75 will offer a huge array of tours, clinics programs, and special events designed for model railroaders and their non-modeling family members. That means NMRA 75 makes for an ideal family vacation this summer!

Get all the details by visiting our website at www.nmra75.org. You can even register online. So join the party. Come celebrate 75 years of model railroading this summer at NMRA '75!

Australasian Divisional Reports

Division 1 (Qld)

January 2010

Visit to Ian Wellings

The November 2009 Division 1 meeting was held on a fine and hot Queensland day, hosted by Ian and Helen Wellings on the Sunshine Coast. Ian models the Great Northern, and is the proud recipient of the Golden Spike Award. He has one of the best layout studios (no way it's a shed) for many a mile.

It was a lunchtime meeting with a scheduled start at 10.30am, however the first arrivals (John & Bernice Lebsanft from Bundaberg – 400kms away) arrived at 9.30 and it kept going from there. At the end of the day, we had 43 attendees, the best attendance we have ever had. We were lucky that Ian's neighbour donated the use of a BIG awning for the day to help keep the sun away.

Ian's layout room is suitably cool and saw a continuous stream of members. Ian, with the help of Ken Leitch, Alan Harland and numerous others, ran four trains (two freight and two passenger) throughout the day.

With so many present, there were plenty of side conversations. It was wonderful catching up with Garth Fraser (MMR) and Geoff Aldridge who have not been in the best of health over the last year.

The formal part of the meeting was conducted before lunch with Glenn presenting a 25th Anniversary Plaque to Chris Hitchens and a Golden Spike Certificate to Barry Turner. It must be said that the rate of Golden Spike applicants for Division 1 is on the increase. Let's hope that there are even more on the way. Glenn also brought members up to date on the discussion between NMRA and the Sacramento Rail Museum regarding the hobby display.

Glenn then proposed that Division 1 conduct a Model Train Show and Membership Expo early in April 2010, which was unanimously supported by all members present. The idea is

for the NMRA members to display their layouts at the show. At the same time NMRA 100% clubs as well as non-NMRA clubs will have membership information booths. The show will be advertised on the Australasian Region website at www.nmra.org.au.

Finally the personal thanks of all members who attended go to Helen and her helpers, Sandra and Bernice, for not getting flustered and turning the catering for 30 odd into catering for 43 – Three Cheers.

Glenn Stevens.

New AP Judges

We have two new Achievement Programme judges in Division 1. These are Graham Emery (07) 3409 4784 and Martyn Jenkins (07) 5563 7554.

Should you need clarification or judging then please contact either of these two. Graham lives on Macleay Island and Martin lives at Biggera Waters on the Gold Coast.

Golden Spike Award

Another news item in the AP field is that Graham Emery and Glenn Stevens went to Noel McDowell's layout and have deemed him to qualify for a Golden Spike Award.

It's just a matter of time for the presentation to be made once our AR office has had time to process the award.

Recipe for Caboose Coffee

Take a couple of fistfuls of ground coffee and toss them into a tall enamel coffee pot; fill with cold water. Let stand unheated for a couple hours, maybe even overnight. Bring to a boil several minutes before you're ready to serve. Pour and drink. Pour through strainer or cheesecloth if you don't want grounds in your cup. Not for the timid.

At least now you know what those chimneys were for. This is also a great awakener for when you are getting your railroad ready for an NMRA visit.

DIVISION 2 (ACT) CONTRIBUTION, FEB 2010

For the latter half of 2009 attendances at monthly meetings in Canberra were mostly around the dozen mark, pretty normal for us and representing about 40% of our total membership.

Our July meeting was at John Bullen's place. To an intrigued (and somewhat bemused) audience John presented the *Spanisch Brötli Bahn* (the Spanish Bun Railway), complete with a model in HO scale of this tiny locomotive, tender and its seven equally tiny wagons.

This was Switzerland's first railway, inaugurated in 1847, running between Zürich and Baden. It earned its name by bringing a favourite delicacy from the bakery at Baden in time for breakfast in Zürich after a 45 minute trip along the 20 km route.

As usual, we displayed our Module Group's layout. We make no apology for exhibiting the same layout twice a year in Canberra, because ours is the only good quality layout

where children can operate trains with walk-around DCC control and sound and their parents can see what is possible. Of course adults can drive too (and some do), but only under the supervision of a responsible child.

Our August meeting was at Ken Macleay's. Ken's now building his third layout in his railway room. The first was HO scale, the second was N scale and the new one is O scale. But they all have four things in common - Chesapeake & Ohio prototype, DCC operation, a high standard of modelling and fault-free trackwork and electrics.

O scale offers a big improvement from N scale. For a start you can see it. And naturally it's more prototypical to fix derailments with a breakdown crane instead of tweezers. But it does run so beautifully that there isn't any need for a crane anyway. Of course O scale rolling stock isn't as easy to pick up by hand, but fortunately Ken won't let us try. Too easy to damage those tiny fittings when lifting a heavy loco.

With more than one level of mainline track running right around the room, the construction of this layout has a fair way still to go, but it's already looking good and should be ready for operation in a few months. Background scenery has to be complete before the construction in front can be done so it should be most impressive when we see it next and hopefully can have a drive.

In September we met at Rob Anderson's and caught up with his latest layout improvements. A couple of months later Rob was to receive well deserved NMRA Achievement Awards for Scenery, Dispatcher and Electrical plus a Golden Spike for this excellent HO Scale layout.

Rob's railway fills a large and well planned train room. It also fills the long unrecognised need for a V-Line railway from North Geelong through Melbourne, the Latrobe Valley, Gippsland and on to Eden. As soon as Rob extends his layout to connect Eden to Bomaderry, with a main passenger station and inter-modal freight depot outside Peter Weller-Lewis's front door in Dalmeny, he will have made a valuable contribution to Australia (and also to Peter and Jenice W-L) by taking much pressure off the Princes Highway. But to do that, Rob will need an extra Stimulus Package to build a fourth circuit right around the wall of the train room to add to the three that already exist. WATCH THIS SPACE!

This layout looks good and runs really well. Its weakest point is the quality of the drivers. But things are looking up now that a Driver Improvement Incentive Scheme has recently been introduced by a Thomas the Tank Engine bib to be worn by any driver who, in the opinion of the Fat Controller, deserves it. There is no right of appeal.

John Gillies provided the venue for our October meeting. Discussion was dominated by those who had attended the NMRA 25th Anniversary Convention in Sydney the previous weekend and now were bringing the rest of us up to date on events, not only in Sydney but also on layouts outside Sydney that were visited as part of the Convention.

John then presented a fascinating comparison of locomotives on the Burlington Northern, illustrating their progressive development in size and power with excellent photos and HO models from John's own collection. We adjourned upstairs to inspect John's layout. It has a long way to go to be fully operative, but what has been achieved already is most impressive, including its mighty staging yard.

The next meeting was at Tony Payne's in November. In addition to us having a run on Tony's Union Pacific and Burlington Northern HO scale layout which soon afterwards

earned Tony his NMRA Achievement Awards for Scenery and Electrical, we admired a couple of HO scale items newly acquired by Viv Brice and Charlie Dearman.

Viv showed us his new PRR 70 ton drop-end gondola, made in China by the USA firm Tangent. See www.tangentscalemodels.com for photos. Finely detailed, this model was remarkable for its smooth running.

Charlie displayed his California Zephyr 'Silver Solarium' dome/observation car made by Broadway Limited. See www.broadway-limited.com for photos. Again, the detail was most impressive.

Later in November we were honoured by the weekend visit of Gerry and Lauris Hopkins. This was a weekend of heavy work for Gerry, assessing our modelling for Achievement Program purposes and handing out certificates to those who'd already earned them - a heartening number, in fact. First, all the models that could be carried by their proudly hopeful owners were brought in for Gerry's assessment. The next day, Gerry toured around Canberra inspecting our non-portable modelling. Amidst all this, somehow Gerry and Lauris managed to find time to be our guests at a Vietnamese meal which we all enjoyed together - especially once it dawned on us that all the handsome and vigorous fish eyeing us reproachfully from the big tank right beside us were not on tonight's menu.

Our final meeting for the year was in December at Stephen O'Brien's. The meeting got off to a flying start amidst a welcome shower of NMRA awards resulting from the recent visit by Gerry Hopkins. No less than 11 Achievement Program awards and 3 Golden Spikes were presented. Unfortunately they were distributed among six members of Division 2, so we can't yet lay claim to swelling Australia's MMR ranks. But WATCH THIS SPACE! The Vietnamese meal for Gerry and Lauris was voted to have been an eminently sound investment. Come again, any time!

Our host Stephen cunningly thought he'd get off lightly today. Instead of preparing and presenting a talk, he invited discussion on a few topics of interest, starting with the traditional NMRA Blues (No Model Railway Activity). Having rashly uncorked the bottle he had no show of getting it back in again and the discussion was still in full swing a couple of hours later. I suppose I should have noted down what was said, but a record of those uncontrolled ramblings would have taken ten pages and besides, I'd like to keep my friends.



NMRA Meeting Report for Division 3 (Vic/Tas)

November, December 2009 & January 2010.

The meeting for November was held at the home of Lynn and John Dennis; in December at the home of Grant McAdam; and in January 2010 at your reporter's home located in Mooroolbark at the foothills of the Dandenong Ranges. The division meetings are very popular and with a healthy modelling fraternity bringing along items of interest or constructions projects they have been involved with.

November 2009

Sixteen members and guest attended the meeting at the home of John and Lynn Dennis. John owns and operates the Duttonbay Tramway, <http://members.optusnet.com.au/duttonbay/>, a HO_{N30} layout reflecting the undulating environment of the Eyre Peninsula in South Australia. John also hosts the Australian Narrow Gauge Web-Exhibition Gallery http://members.optushome.com.au/jdennis/ng_webex.html a site populated by an assortment of Narrow Gauge Layouts in a variety of scale and gauge combinations.

Models presented for review include;

Grant McAdam - Busch HO flowers and a Bachmann On30 4-6-0 locomotive;

Peter MacDonald - O scale VR Wooden post home signal and HO SAR Bogie Sheep Wagon;

Bob Jensen - HO Auscision B 74 Class VR diesel;

John Dennis - Hollywood Foundry Bullant mechanism;

Laurie Green - O scale trestle bridge based on prototype at Ophir, Colorado, USA, and, as always, an assortment of reading material for kindling the mind.

Much of the day was spent discussing various aspects of model building and the occasional run along the Duttonbay Tramway.

December 2009

23 members and guest arrived at Grant McAdam's Christmas meeting. A party atmosphere predominated with conversation and merriment punctuated by four small children enthusiasm and energy. A most important aspect of this meeting is the mouth watering sweets Grant offers from his kitchen. He did not disappoint and most guests returned home a little heavier than on arrival.

As always reading material was in abundance and models for display included;

Laurie Green - O Scale Bridge from Rio Grande Southern



“Highline”;

Bob & Nita Powell – On30 Bachmann Rail Bus, 2 x 1:43 scale farm tractors;

Rod Hutchinson – Trees from wire and Sedum plants;

John Cracknell – HO Auscision B class diesel B72 & A79;

Adrian Gunzberg – Sn3½ WAGR A-class horsebox modified from a Branchlines etched kit;

Bob Jensen – HO_{N3½} Tasmanian cattle and guards van kits;

Ken Hughes – ‘Rusty rails’ painted & weathered junk yard resin casting.

Peter MacDonald – O scale VR signals and On30 diesel loco “Bli Bli”.



Highlight of the meeting was a presentation to Dan Pickard with three awards; AP's for scenery, structures and author. Dan is co-builder, with John Hunter, of the On30 Dolly Varden Mines Railway - www.youtube.com/watch?v=sAsqi5evRPk

January 2010

Thirteen member and guest attended the January meeting held at the home of Rod & Julie Hutchinson, in Mooroolbark, east of Melbourne. Rod owns “Regnans Tramway” a small diorama style layout reflecting the early timber milling industry of Gippsland, Victoria, Australia, <http://users.tpg.com.au/bhutchin/HobbyPages/MainPage.html>. Rod and Julie's meetings are often associated with enormous quantities of food. We trust we did not disappoint, as a lot was left over for lunches the following week.

The usual plethora of reading material helped the overfed to relax and while away the day. Modelling on show was of a high standard;

Rod Hutchinson – HO Broad Gauge Models station kit under construction, Bachmann N scale 0-4-0 re-motored with a Nigel Lawton re-motoring kit;

Grant McAdam and increased his range of HO Busch flowers and vegetables;

Laurie Green – O scale Building – “Thurogoods Transfer Co.”, and samples of his laser cutting enterprise;

Peter MacDonald – HO Footplate Models NSWGR 57 class loco;

General

The meetings for the last three months have, as usual, been a wonderful opportunity for like minded souls to share in the joys of model Railways. Grant kept the formalities to a minimum, reminding us of up and coming shows and events, and importantly, that our Division will host the NMRA

Victorian Convention in 2011. A number of members have already offered their time to this event. Grant finished off with thank you plaques presented to hosts, and a reminder that the Dolly Varden Mines Railway last scheduled public viewings are the 2010 shows at Corio and Sandown in Victoria.

Rod Hutchinson,
Mooroolbark, Victoria.

Report of Division 4 (WA)

Meeting 31 January 2010

Frank Godde hosted the meeting at his home & train room at 5 Lyndhurst Road, Kalamunda at short notice because the scheduled visit to Allan Perry's home was deferred for family reasons. The meeting expressed their condolences to Allan and his family for their sad loss.

Attendance: Alan Burrough (Superintendent), Phil Knife MMR, Frank Godde MMR, Jim Anderson, Les Hodgson, Bob Kollwyn, Bob, Nelson, Peter Scarfe, Rod Tonkin. Apologies were from Allan Perry and members Martin Canteros-Paz and Peter Flower who live away from Perth.

Meeting Business: Alan Burrough opened his first meeting as Superintendent and acknowledged the work and dedication of Frank Godde MMR as the previous Super that was so well done and well organised. Alan welcomed a new member Garth Caesar who could not be present.

Alan reported on business from NMRA and Regional HQ. The latest BOD meeting reported on the Diamond Club and unveiling of a new NMRA Brand at the Milwaukee Convention. Scale Rails has been delayed by postal problems and we may receive the March issue first. The next Australian Convention at Newcastle will be on 04-05 September. Regional is increasing the video library to include movies featuring trains. Members commented that they cannot get lists of available material from the AR Librarian but can get limited information from the website. Peter suggested that requests to the Librarian should be copied to the AR Secretary. Members need a list in order to select ones that they want. Alan has contacted Peter Flower and has received an enquiry from a potential member in Darwin to whom he has given Martin's e-mail address.

The US personal layout insurance policy supported by NMRA is not available to members in Australia. NMRA AR meetings are covered by public liability insurance and exhibition stalls are also covered as part of the Group insurance but personal layout insurance is a personal responsibility.

Alan passed around copies of a questionnaire (Members' Interests Survey) for members to complete and return to him. He also distributed copies of the revised meeting schedule for 2010 that was actively discussed. There are four meetings to include partners, two of which are excursions.

Alan raised the question of NMRA AR presence at the annual AMRA Model Railway Show in June. We need a base from

which we can sell ourselves as an organisation providing special benefits to railway modellers. The meeting agreed that the first year's presence should be a stall to inform the public who we are and what we offer to our members. Information brochures, photographs and application forms would be available. A module or diorama may come in the second year. Members volunteered their services to ensure a minimum of two members per day. Frank has access to a sign maker for a WA Division sign and a quote for the cost will be submitted to AR. Jim will investigate some display boards to back the display stall.

Show and Tell: Les and Bob Kollwyn had nothing to report. Rod reported purchase of an Intermountain Cab Forward (SP4294) from the Perth Hobby Centre sale and has researched the prototype. He will have his layout operating for the April meeting. Phil has just finished scratch building WAGR N and B class locos in SN3½ and has had his article on WAGR S Class 4-8-2 locos published in AMRM. Peter received a Blue Mountain loco but had to return it to the US for repair. He reported further progress on his new layout and has accumulated most of the materials for track laying. Bob Nelson hasn't done much more on scenery despite encouragement from Frank. Scenery is lower on the agenda behind good track work and running trains. Frank admitted mistakes with clearances on his new layout because one new loco won't go under bridges. Revised track work was necessary to correct the problem. Frank reported on Martin's messages and photographs of the Bull Moose, Verandah Turbine and 3800 series locos. Frank will write a paper for Mainline on Martin's weathering work. Frank reported that Garth Caesar purchased a DCC system but his son put a loco on the track that shorted and blew the system. Jim showed the KATO N scale Southern Pacific PA and PB and two Atlas ALCO 628s in Hamersley Iron livery received recently.

Frank reported on the station clinic project. Several members responded and he will support Peter Flower by correspondence in N scale. Frank can supply card and veneer for the project but we may need a full day special meeting to get started. Members will build their individual station over a period and will show them at a final meeting. Members need to have a clear vision of the station they want to build. Bob Kollwyn has a book on Australian stations.

Phil raised the Achievement Program available to all members because he is the local examiner. He encouraged all members to participate and follow Frank's example but such participation is the choice of the member. Phil will

support and encourage all members to join the AP.

The meeting thanked Frank and Hilary for hosting the meeting and providing the refreshments.

Layout Running: Members joined Frank in his train room to see progress on reconstruction of his ON3 layout. There is much more to be done but Frank has one circuit running trains and many individual scenery modules that will develop into the integrated layout. There are two photographs attached to this report showing further development of his Sweetwater

Timber Mill model and the gravel tipple area of one of the layout modules. The layout shows great expression of detail and demonstrates Frank's undoubted skill in scenery development using every day and local scenery materials.

Jim Anderson

Secretary, Division 4.

Division 5 (NZ)

See the MMR report as well as the NZ Convention details in the front section of the MainLine

Division 6 (SA) December 2009 Report

The December Division 6 meeting was our Xmas BBQ which saw 12 members, their families and 1 guest assemble at the home of hosts, Ray and Gael Brownbill. A fine repast of salads, barbecued steak, sausages and patties and desert was prepared by our cooks, Gael, Ray and Al.

The agenda for the afternoon included an AP update, nomination and attendance at AMRE 2010, convention update, meeting hosts and host details for publication in 2010 and our regular show-n-tell segment. The Div Super handed out copies of the NSW H0 Module SIG Specifications and Standards to all members present for discussion at the first meeting in the new year on their adoption for the construction of modules at AMRE. The Milwaukie convention 11th – 18th July and Newcastle convention 4th

Tell" segment was limited with Graham Capper giving a small talk and demonstration on how he made a derelict Vinegar Car from dowel and scribed bass wood which he turned in to a fixed storage tank.

With the formal part of the afternoon completed it was time for fun with the running of the Div Super's Xmas Swindle. A very special thank you must go to Gerry and Natalie for providing a number of car kits and decal sets as



prizes. The winner of the basic membership renewal for 2010 was Norm Bee.

The First meeting for 2010 is scheduled for Saturday 27th of February commencing at 12:30pm with our host Trevor Triplow. For meeting details contact the Div Super, Al Harris, on 8395 6014 or div6sup@nmra.org.au.

& 5th of September were mentioned to those present to enable planning for possible attendance.

Ray's AP program is continuing to gain momentum which was borne out by his presentation of a Golden Spike award to Peter Jackson and an AP award for Structures to Ian Wade. He also reiterated the requirements for attainment of AP awards.

The Div Super called for hosts for meetings in 2010 and was successful in getting hosts for all meetings. Dates and hosts for 2010 are attached at Annex A to these minutes.

Due to a rather full agenda the "Show and



Division 7 (NSW)

December Report

The Division 7 Christmas party for 2009 was held at the Northmead Bowling Club. There were 80 members and partners in attendance. Prior to sitting down for the meal members mingled and chatted about the usual topics.

The club provided us with a wonderful meal and the feedback from the members was that everyone enjoyed the relaxed atmosphere of the day.

A number of certificates were presented by Gerry Hopkins. A modeling competition was held and won by Paul Marrant. The models entered for the competition were of a very high standard.

Rowan Mangion was presented with the Rick Shoup award for his contribution in assisting the association in a number of its endeavours.

On behalf of the association I wish all members and their partners a merry Christmas and a happy new year. I would also like to thank all of the members and their partners for opening their home for the meetings during the year.

John Montgomery

Division 7 Superintendent

January Report

The 2010 year kicked off with a meeting at Jim and Barbara Poole's place in West Pennant Hills, a leafy suburb in North Western Sydney.

Although it was a very hot day 70 members and partners made the trip to view Jim's layout and catch up with like minded people.

Jim has a HO US layout based on the Northern Pacific and Quincy railroad. The layout is a steam to diesel era featuring many very well modeled buildings and some small detailed scenes. Jim is also a member of the local Narrow Gauge Group and had some very nice models in ON30 on display. The layout ran very well all afternoon with the help of a couple of fellow NMRA members.

The business part of the meeting consisted of a welcome to 2010 by the Divisional Superintendent and a short report by Gerry Hopkins on behalf of Geoff Horne (the new editor of the Mainline) about the upcoming convention.

Gerry Hopkins presented a number of achievement awards.

Sowerby Smith spoke about the upcoming elections. He asked the members to nominate people appropriate for the ARC positions being vacated in May.

A very nice afternoon tea was then served by Barbara and the ladies.

I would like to thank both Jim and

Barbara for opening their house to the NMRA.

John Montgomery

Division 7 Superintendent

February Report

On Saturday 13th Feb I took a pleasant drive down to King's Park for the meeting at Don Davis' home. Don is "between layouts" at the moment so had arranged to give us a few clinics. The first clinic was from Mr. Geoff Nott on scenery



basics, he had also brought along a 3' x 3' On30 layout he had built for someone else – like a good wine - Geoff gets better with age!



Geoff did the first half of his clinic then took a break so we could go to the other clinics – one on painting clouds and backdrops and the other on re-usable moulds. All the clinics were well attended, there were 68 people at the meeting so we had a chance to spread around. Due to the absence of

our Div Superman (did you see him in the front row of Top Gear?) Sowerby took the floor for a “few words”.

Following the afternoon tea, Geoff delivered the second part of his clinic. There were a number of questions from the floor, and from a few seated people, which Geoff graciously answered. The full 1 hour clinic was videoed and will appear in the Regional Library in the next few weeks.

Thanks to Don and Family for their hospitality and such a great program.

Gerry Hopkins MMR



Random photos from Div 3



2009 Rod Hutchinson Photo



**Saturday 4th
Sunday 5th
September 2010**



VENUE: Merewether High School - Chatham Street - Broadmeadow

Special price accommodation at - Adamstown Motor Inn - 165 Brunner Rd, Adamstown

Proposed program: Registration time - Saturday from 8.00am (tea, coffee and bickies)

Model and Photo Competitions entries must be registered with Registrar by 11.00am Saturday

A "Bring and Buy" will also be operating - all items must be marked with the price and your name

Morning and Afternoon Tea snacks and Lunch will be provided. Bookings necessary for Dinner

As usual, WORKSHOPS will be running all day Saturday and if you would like to share your modelling experience with others,

Sunday morning begins with a Breakfast Run at The Lake Macquarie Light Rail - Toronto followed by the always very interesting Layout Tour

MORE INFORMATION TO COME VERY SOON.

WELL, what did you think ??

I am interested to get feedback from you, the members, so send me an Email

sometime: editor@nmra.org.au

Remember that articles are greatfully received and sent to the address on page 3

Photos - with a description are good for filling holes as well

Geoff H Editor

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